

Arrowhead Lake Association
ALA
Human Powered Vessel License Exam
STUDY GUIDE
Information, Safety Advice & Exam Preparation for
Human Powered Vessel Operators.

1) Human Powered Vessel General Information:

- a) Arrowhead Lake Association (ALA) manages Lake Arrowhead as a private, non-public access recreational facility. All users of this lake must be an ALA member, their registered* immediate family, or an invited guest of a member. Short-Term Renters are prohibited from using any ALA property. All users of this lake must abide by all of the Association's rules, or be subject to fines and other penalties administered by the ALA. *Contact the ALA office to register frequent family Members.
- b) The ALA Human Powered Vessel types included in this guide are kayaks, canoes, stand-up paddleboards (SUPs), rowboats, pedal-driven boats and similar vessels propelled solely by human-power through oars, paddles, or foot pedals. Human Powered Vessel types do not include vessels propelled by gas, propane or electric engines, or vessels wind-powered by sails. Even if it is momentarily propelled by human power, such as a rowboat with an outboard engine, it is prohibited from use on Lake Arrowhead. The rules applicable to such excluded vessels are in the *ALA Boating and Swimming Rules*.

2) Human Powered Vessel Registration:

- a) All Human Powered Vessels must be registered annually with the ALA, and shall display a current *registration decal* that will be visible to Patrol Personnel: for solid hulls such as kayaks, *etc.*, on the starboard (right) side near the bow; for inflatable hulls, on the starboard gunwale (the top, horizontal surface of the inflatable tube) near the bow.
- b) Human Powered Vessel registration also requires documentation of liability insurance coverage (currently, \$500,000) which can be added as an addendum or rider on a home insurance policy. Contact the ALA office for additional requirement details.
- c) In addition to the *registration decal*, Human Powered Vessels shall also have affixed a red, rectangular *Rules sticker*, provided by the ALA office listing important reminders. It shall be placed to be visible to all occupants.

3) Human Powered Vessel Licensing:

- a) Children under-10 years of age do not need an ALA license to operate a Human Powered Vessel, but only when supervised in *close proximity* by a responsible adult. **THE RESPONSIBLE ADULT MUST BE CLOSE ENOUGH TO IMMEDIATELY ASSIST, RENDER AID OR RESCUE THE CHILD WHEN NEEDED.**

Clarification of *close proximity*: as examples, an under-10 years of age child in a kayak paddling alongside his/her parent in an accompanying kayak; or in a kayak within visual and voice range of his/her parent(s) present and watching close enough to help from their dock. However, if the supervising parent steps away or the child goes too far from his parents and is no longer within visible/voice range capable of proper continuing supervision or aid, this would be considered a violation.

- b) *Special needs* individuals 10 years of age and older may operate human-powered vessels without an ALA license if supervised under *close proximity* (as clarified above).
- c) Persons 10 years of age and older, with the exception of *Special Needs* individuals, are required by ALA to hold a Human Powered Vessel License or the Boat Operator License.
- i) A Boat Operator License issued by the ALA entitles a member or guest to operate any vessel, human powered as well as engine, or wind-powered. The Boat Operator License exam covers a wide range of material including but not limited to: Coast Guard regulations, ALA-specific boating rules including water-skiing, *etc.*, and equipment requirements. After the applicant takes and passes the exam, they will be photographed for a photo-license that requires a visit to the ALA office. The ALA Boat Operator License is valid for 3 years and costs \$60 the first time. Renewals require a reexamination and costs \$30.
- Note: To be issued an ALA Boat Operator License, ALA also requires the member to hold a state-issued California BoaterCard if the member is required by the state to have one by age.
- ii) An ALA Human Powered Vessel License entitles the holding member or guest to operate **only** human-powered vessels. The Human Powered Vessel License exam preparation *Study Guide* (this document) covers fewer topics than is needed for the Boat Operator License. The Human Powered Vessel License Study Guide prepares applicants on relevant information for the safe and proper operation of only human powered vessels. There is no fee for the Human Powered Vessel License, and it is valid for one year only. Human Powered Vessel License renewals require a re-examination annually.

The Human Powered Vessel License application and examination process can be completed at home with an internet connected computer and printer. A visit to the ALA office at the Marina is still an option but is not required.

To be issued the Human Powered Vessel License, ALA does not require the member to also hold a California BoaterCard.

Proof of licensing: Because the Human Powered Vessel License lacks your photo, a photo ID card such as a driver license or school ID must also be carried when using the Human Powered Vessel License. The held Human Powered Vessel License with a photo ID shall be presented to Patrol Personnel upon request. Failure to do so may result in a violation notice and an immediate end to boating activity.

4) **Invasive Species Contamination and the ALA Vessel Inspection Program:**

- a) Every ALA member should understand that animal (*e.g.*, Zebra and Quagga Mussels) and plant (*e.g.*, Water Hyacinth and Hydrilla) aquatic invaders, collectively called Aquatic Invasive Species (AIS), are a great concern for your Lake Arrowhead. These AIS are able to invade and contaminate new bodies of water via boats transporting them from a contaminated lake and launching in an uncontaminated lake. If Quagga or Zebra Mussels are introduced in to Lake Arrowhead, it would change the lake eco system; damage the fish population, damage boat motors, and water treatment plant infrastructure. It just takes one vessel transporting attached or floating, microscopic larva of invasive snails, Quagga or Zebra mussels into Lake Arrowhead to contaminate your lake forever. Once a lake is contaminated there is nothing that can be done to get rid of the invasive species. Boats launching with attached plant life and water containing plant life, which can clone from miniscule plant fragments, this is a serious threat as well. Compare our lake to other, already contaminated lakes in this area. In some of these lakes you can see that they are choked with weeds.

At this time, because of continued vigilance of ALA Guests and Members like you, Lake Arrowhead is free of these impossible-to-eliminate AIS. Member cooperation is vital to protecting this lake and keeping it beautiful for current and future generations.

- b) To continue the effort to prevent Lake Arrowhead from being contaminated, Members are required to bring vessels to the ALA launch ramp for inspection if the vessel has been in contact with another body of water or if it is the first time it has been to Lake Arrowhead. All vessels must pass inspection before launching. To pass inspection **vessels must be clean, drained and dry.** If a vessel does not pass inspection, the vessel must be decontaminated before it can be launched. Members bypass the 14 day waiting period imposed by other lakes by taking advantage of the ALA decontamination service.
- c) Despite the rule to have an inspection before launching, it is understood that Human Powered Vessels are small and often transported by a personal vehicle to this lake, and usually launched at a shore access point without first being inspected at the Marina launch ramp. Therefore, any vessels, equipment such as hollow seats and storage bags, and water toys such as squirt guns, that have recently taken from other bodies of water that are brought to our lake must not be launched without a suitable decontamination by any one or all of the following procedures:
- A high pressure spray of water of at least **105** degrees F.
 - Hand-spraying a 5% bleach solution, or else specifically with Fantastik™, or Formula 409™
 - Completely drain and let dry for 14 days in hot weather or 30 days in cool weather
- This procedure should be completed not only for the outer hulls but also inside any storage or buoyancy compartments, live wells for bait and catch holding, *etc.* It should be completed before bringing it to the lake, rather than done in the vicinity of Lake Arrowhead, so that rinsed water from decontamination does not run into the lake.

5) **Personal Floatation Devices (PFDs), or “Life Vests”:**

- a) This or any lake is not a safe and worry-free playground. As often expressed by Coast Guard rescuers, you should assume that the water is always trying to hurt you in many different ways, and it must be respected for this. **You use this lake at your own risk.**
- b) The risk of falling overboard from a Human Powered Vessel, being of smaller size, is always greater than from a larger motorized or sailing vessel. Therefore, first and foremost, all occupants, both operator and any passengers*, shall always wear PFDs.
- [* Vessels must never be overloaded, or carry more passengers than they are designed to carry (e.g., installed seats); it reduces stability and increases the likelihood that it will “swamp” or capsize.]*
- c) Merely carrying or sitting on the PFD instead of wearing it is a serious violation.
- d) **PFDs on Human Powered Vessel are worn continually / Reasons that you Need to Wear a PFD Continually:**
- i) Unlike larger vessels with boarding ladders, it is difficult to climb back aboard most human-powered vessels if one falls overboard. Attempts to reboard usually result in the vessel filling with water or capsizing and/or the individual falling back into the water. This increases the chances of drowning.
 - ii) Once in the water, it is difficult for an individual not wearing a PFD to put one on: they float on top of the surface while the individual’s shoulders and chest are below the water. The PFD resists attempts to be pulled underwater in order to put it on. Adding to this difficulty, while trying to put on the PFD, one is also using their arms to try to tread water while waves are splashing in the mouth and nose.
 - iii) If an individual is in the water with or without wearing a PFD, it is likely they will not be able to get back into the vessel and will remain in the water until rescued by another boater or Patrol Personnel. Therefore, wearing a PFD would keep a person’s head above water so that they may breathe and not become fatigued.
 - iv) Boaters who may fall into Lake Arrowhead in the Fall through Spring seasons when water temperatures are cold will face additional medical or drowning risks that will arise quickly,

such as hypothermia, decreased judgment, loss of muscle coordination, throat spasms that could block breathing, cold-water shock and even heart problems. Any of these would impede a person from keeping their head above water without a PFD. Even in warmer summer water temperatures, a sudden dunking in the lake can cause a temporary laryngeal spasm (“gag reflex”) that closes the airway and can cause unconsciousness. If you become unconscious, only a PFD could continue to hold your head above water until you regain consciousness and start to breathe again.

To survive water emergencies, it is imperative that one take the precaution of constantly wearing a PFD properly. This includes using a PFD of a suitable size to fit over clothing, and securing it to perform properly while in the water. It is the only thing that will save you until help arrives.

- e) PFDs that are marked Type I, II, or III are all acceptable; as well as a Type V (inflatable), either the “Suspenders” or the “Belt pack” design. Inflatable PFDs are legal for use only if the wearer is at least 16 years of age or older. Many “fisherman” vests, the kind with multiple pockets, although OK for wading or standing up in shallow water, do not provide adequate flotation and are not legal to use as boating PFD’s. Your PFD must have a “Coast Guard-approved” label.
- f) The only exception to the requirement to always wear a PFD applies to Stand-up Paddleboards (SUPs): the operator of a SUP’s has a choice between wearing a PFD and using an ankle-mounted leash attached to the board. Any additional passengers on the SUP, such as a small child, must wear their PFD. Additional leashes being used by additional passengers on the same board are prohibited.
- g) It is most often the best course of action to grab and hold onto the capsized vessel, even if wearing a PFD. Almost all Human Powered Vessels (possibly except bare metal canoes) have flotation and will stay at the surface whether upright or capsized. This can help aid in staying afloat as well as make the individual more noticeable while in the water.

6) Permitted Areas of Operation for Human Powered Vessels:

- a) For many substantial reasons, such as a powerboat colliding with a harder-to-see smaller Human Powered Vessel and the rougher water that powerboats generate, ALA requires that all Human Powered Vessels stay within the waters between the row of buoys around the lake and the shoreline, or 100 feet from shore. This buoy line all around the lake separates the no wake zone near shore from the power boats operating at high speed farther out.
- b) An exception to this rule is for special, very long canoes and kayaks 12 feet in length or longer, which are usually more visible and seaworthy in very rough water (these are commonly called “ocean going”) and are allowed to venture into the middle of the lake where the powerboats speed and churn up the water. Paddling outside the buoy line over 100 feet from shore can still be dangerous and is not encouraged or recommended by the ALA because of waves and increased collision risk due to kayak’s lesser visibility to power boaters operating at higher speeds.
- c) For the Safest course through these waters, it is recommended that operators who would venture far from shore (*i.e.*, nearer to the buoy line where the water depth is well over one’s head), in the event of a capsized, should be capable of righting and reboarding their vessel should such a capsized or swamping, occur. If not capable, it is recommended that operators choose a course through these waters that keeps closer to the shore or to docks that extend out, so as to remain within swimming distance to safety.

7) Safety Awareness in the No Wake Zones

Concerns, even in the relatively safer area between shore and the buoy line:

Even by staying in this safer “Permitted Area of Operation” between the buoy line and shore, there are two predominant dangers. Even in areas considered safe, Members must be alert and watchful for:

- a) **Powerboats and sailboats** are also allowed to traverse these waters at reduced speeds to fish; go to and leave their slip; or just hang out at anchor; and there is real danger of any of them, when underway, not being properly attentive and noticing you and running over your harder-to-see smaller vessel. Therefore, you have a personal responsibility to remain vigilant and protect yourself by keeping alert all around you for larger boats that aren’t maintaining a proper lookout – and a reason for carrying a Storm Whistle (see 8-b-i) to signal any inattentive boater.

- b) **Waves.**

Although there is usually less wind-caused waves and severe powerboat wakes in the shallow water than in the middle of the lake, such powerboat caused wakes and sustained strong wind over large areas of our lake can produce large waves. These can be a major concern to small boat operators and can be found predictably both nearer the buoy line (closer to the water-skiing powerboats beyond in mid-lake) but also, surprisingly, near the shoreline especially where any vertical walls have been built. There, waves hitting the walls are deflected without much loss of energy back into the water where they combine with oncoming waves, resulting in very rough and confusing water consisting of rapid frequency, very high wave crests in all directions.

In such rough conditions, expect that you will have more difficulty rowing/paddling and making headway (progress) through these waters.

Rough water on a windy day can toss a small boat around and can sometimes toss occupants overboard, if not also capsizing the vessel. Therefore, it is imperative that operators both (1) keep a lookout for such uncommonly large waves; and (2) also **know how to handle any large waves on our lake* when they approach:**

- **The best way to deal with a large wave** is to almost face it but point your vessel at almost a 45 degree angle to one side or the other from straight toward it. By taking the wave at the angle as just suggested, your vessel will only gently rise and slightly roll one way as the front of the crest passes under you, and then will roll back the other way as the back of the crest passes; but this movement will be slow and gentle rather than too severe or scary, something you can cope with by balancing with your hips and your oars/paddles.
- It is not recommended to take the wave straight on because of the risk of going into the wave and having the water wash over the bow and soak occupants. A particularly large wave, combined with your vessel’s speed, might even push the vessel’s bow farther under the water and possibly wash the operator and/or any unsecured items overboard.
- **The most dangerous position**, one that should always be avoided, is to take a large wave directly against the side of your vessel as your vessel lies parallel to the wave’s crest. Because your vessel (as all kayaks, canoes, *etc.*) are much narrower than long, as the wave hits your vessel it will roll abruptly and severely, and will be more likely than the other positions to readily flip your vessel over (capsize), tossing you and any passenger and/or onboard items overboard.

Because of this, it is important to be cautious in rough water. Keep aware of the surroundings in order to operate the vessel and enjoy your new skills with pride, as long as you recognize your limitations in a small, human-powered vessel.

[* *The largest waves on our lake do not compare to the huge, cresting surf found in the ocean. Therefore, the advice offered above for our lake is not applicable to an ocean seashore.*]

8) Additional Equipment:**a) Required:**

- i) For operation between sunset and sunrise, the vessel shall be equipped with a fully charged lantern or flashlight that must be mounted for continuous display to maximize visibility.
- ii) If fishing, a 20x20 inch white flag shall be displayed on a 36 inch minimum display pole at least four feet above water while fishing.

Check with the ALA Office or Lake Safety to determine where fishing is currently not allowed, because prohibited locations vary seasonally. (See ALA Boating and Swimming Rules and ALA Fishing Rules on the ALA website).

b) Recommended, for Safety:

- i) A whistle (preferably a “Storm Whistle”, *i.e.*, very loud, and self-expelling of water in case it gets dunked) to signal for help or to alert an inattentive power boater of your presence.
- ii) A cell phone (best carried in a waterproof zip bag, and programmed with the Lake Safety Patrol, **909-744-2766**) to quickly call for help.
- iii) Unless you use a sit-on-top kayak or a SUP, a “dewatering device” is recommended, especially for sit-inside kayaks and canoes that might fill with water from a sudden wave, *etc.*: either a small bucket, or else a hand pump with a discharge hose to place over the side.
- iv) Know how to signal for help by waving arms as the universally recognized signal in case of an emergency.
- v) If you take your dog on board, it is recommended putting a suitable PFD on your pet, too.

9) Additional Rules for all Members and their Guests who use this private lake:

- a) All Members participating in boating and swimming activities agree to know and follow these rules. Violation of these rules may result in verbal warnings, written warnings, citations or denial of boating privileges. General categories of fines and the range of fines follow.
- b) Members and guests shall follow Lake Safety personnel instructions at all times.
- c) In case of an accident, contact 911 and call Lake Safety at **909-744-2766** to get immediate assistance.
- d) Launching or throwing objects, including water, at or from vessels or docks is prohibited.
- e) Discarding any litter from boats or on shoreline is prohibited.
- f) Physical or verbal abuse of ALA employees, afloat or on the shoreline is prohibited; as well as of other Members and their guests.
- g) Indecent exposure is prohibited.
- h) Horseplay, fishing, jumping or diving, swimming, sunbathing or lounging on courtesy dock fingers or walkways is prohibited.
- i) Recreational scuba diving, spear fishing, or bow fishing is prohibited.
- j) Overnight docking in ALA courtesy docks is prohibited.
- k) Overnight camping is prohibited.
- l) Lone Pine Island is closed to all visitors, boaters, fishermen and swimmers after the Lake Safety closing procedure (flashing amber and red lights) and before 7:00AM.
- m) Human Powered Vessel owners are responsible for their safe and proper operation (*viz.*, ALA Rules and county and state boating laws) at all times, both by themselves and also any family and

guests using their vessels; keeping their ALA registration and liability insurance current; providing PFDs of proper sizes; and ensuring that all operators possess a current ALA Boat Operator's License or ALA Human Powered Vessel License. Any fines for violations will be the responsibility of the owner.

- n) Human Powered Vessel operators shall not exceed the safe passenger or overall load limits of the boat.
- o) Human Powered Vessel operators shall not be under the influence of alcohol or any illegal, legal or prescription substance.
- p) Human Powered Vessel operators must ensure the safety of all persons at the scene of any accident.
- q) On all areas of Lake Arrowhead, feeding wildlife is prohibited.

10) Schedule of Fines:

<u>Operational Violation Fine Schedule</u>	<u>Maximum Fine</u>
a. Unsafe, reckless, or negligent operation of a boat_____	\$5,000
b. Leaving the scene of an incident. Failure to report accident_____	\$1,000
c. Not displaying a proper white flag when fishing_____	\$ 100
d. Prohibited use of the lake_____	\$1,000
e. Exceeding safe number of passengers in boat_____	\$1,000
f. Excessive amplified music or P. A. speakers (e.g., portable radios, etc.)_____	\$ 500
g. Swimming or use of human powered vessel beyond 100 ft. from the nearest shoreline or Buoy line_____	\$ 500
h. Not wearing PFD in small human powered boat (fine <u>per each person</u>)_____	\$ 200
i. No PFD or leash while operating a SUP_____	\$ 200
j. None, or improper, lighting at night_____	\$ 500
 <u>Static, Non-Operational Violation Fine Schedule</u>	
a. Licensed ALA boat operator not in possession of license_____	\$ 25
b. Unlicensed operator operating Human Powered Vessel_____	\$ 100
c. No current boat insurance_____	\$2,000
d. No ALA decal (or incorrectly placed)_____	\$ 50
e. Unregistered (ALA) Human Powered Vessel_____	\$ 150
f. Not following ALA personnel direction_____	\$2,000
g. Physical or verbal abuse of ALA employees, afloat or on shoreline_____	\$2,000
h. Littering_____	\$ 500
i. Polluting_____	\$1,500
j. Missing or improper required equipment_____	\$ 500
k. Unauthorized slip usage_____	\$2,000
l. Prohibited use of ALA property_____	\$2,000