

HUMAN Rubric 1.1

Summary: There were 60 comments out of 295 respondents. The strongest theme (7 comments) centered on clarifying what 'proper fit' means. However, the specific comments are not actionable. The second strongest theme (6 comments) is coded purple and recommends adding text about the person's body type and life jacket selection. **Recommended changes to the Rubrics are in Red. Rationale: Clarifies what is meant by appropriate.** The remaining themes are small and not strong enough to warrant changes.

1.1 In the conditions stipulated, do you agree that the Rubric proficiency descriptions are accurate for the following skill and proficiency? The operator will be able to: Skill: Put on a life jacket... Proficiency: by ensuring it is serviceable, fits properly, and is appropriate for the boat/activity.

3 - Successful Performance: The operator: Chooses life jacket appropriate for the **operator's body type**, boat and activity. Ensures life jacket is in good working order. Puts on life jacket. Adjusts life jacket to proper fit.

2 - Needs Improvement: The operator: Chooses life jacket appropriate for the **operator's body type**, boat and activity. Ensures life jacket is in good working order, but may miss non-critical flaws (e.g., torn pocket) that do not affect flotation. Puts on life jacket. Adjusts life jacket too loose, improper fit, such that boater may float but is unable to purposefully swim.

1 - Unacceptable (unsuccessful) Performance: The operator: Chooses life jacket not appropriate for **the operator's body type**, boat or activity. Does not ensure life jacket is in good working order. Does not put on life jacket. Does not adjust lifejacket to fit (e.g. Life jacket slips off boater, or is so loose that boater has difficulty breathing or swimming).

Comments = 60

#	Theme: Clarify what 'proper fit' looks like (when too loose or too tight)	Category
14	Too loose is not minor.	Too loose... is detrimental
54	Life Jacket must be properly fitted for each individual, therefore having a life jacket too loose could be detrimental to the victim.	Too loose... is detrimental
41	Purposeful swimming may not be the right outcome. Ability to perform useful functions in the water, like boat rescue would be better. Observable event for needs improvement would be a PFD riding up and restricting arm and head movements. Note also that PFD is a preferred term vs. life jacket.	Too loose... is detrimental
8	Difficulty Breathing?	Too tight is detrimental to breathing
19	So "tight" that boater has difficulty breathing or swimming.	Too tight is detrimental to breathing
11	The definition for Needs Improvement will need more flexibility. An ill-fitting PFD may not interfere with "purposeful swimming" and still threaten to come off in the water. Also, a common mistake is to fasten them incompletely, e.g., zipped but not buckled, or only one of three buckles fastened.	Inappropriate fit and impact on purposeful swimming
45	Most students want to wear PFD's properly but are untrained as to what to look for and how to adjust their equipment.	Modify phrase, adjusts Lifejacket to ensure proper fit

#	Theme: Selection is appropriate for type of and user	Category
1	Type of PFD needs to be clarified for each type of craft usage.	Add ... Selects Lifejacket appropriate for CRAFT
30	Every person operating a water had better know what type, how many, and should wear it under all circumstances.	Selection appropriate to craft and user

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32	There are times that the PFD (or as you refer to it as a life jacket) restricts swimming ability due to participants body type.	Selection appropriate to craft and user
33	Until a kayaker tries out a PFD for canoeing, he may not realize that it is inappropriate. And its appropriateness, may not be evident unless they paddle with a spray skirt.	Selection appropriate to craft and user
47	In 3 - I would add that the lifejacket should also be APPROPRIATE FOR THE WEIGHT OF THE USER.	Selection appropriate to craft and user
60	Lifejackets need to match the person's weight- especially important for children.	Selection appropriate to craft and user

#	Theme: Make 'improper fit of lifejacket' Unacceptable	Category
4	I think that "Adjusts life jacket too loose, improper fit, such that boater may float but is unable to purposefully swim" should be moved to the 'Unacceptable (unsuccessful) Performance' level. My reasoning is that if the life jacket is not adjusted properly, it may be of little to no value even in a flat water environment. In your rubric descriptions of proficiency 1.5, a life jacket not properly adjusted to fit means unacceptable performance.	Make 'improper fit of life jacket' Unacceptable (this should be 'pass' or 'fail' skill)
26	improperly wearing a life jacket should fall under the category of unacceptable. One should not be allowed to board a boat without this safety precaution mastered.	Make 'improper fit of lifejacket' Unacceptable (this should be 'pass' or 'fail' skill)
46	Any improper fit that may endanger the paddler and should not be acceptable.	Make 'improper fit of lifejacket' Unacceptable (this should be 'pass' or 'fail' skill)
49	Level 3 mastery prior to any on water activities. Any less is asking for problems. THIS IS A LIFE SAVING STANDARD.	Make 'improper fit of lifejacket' Unacceptable (this should be 'pass' or 'fail' skill)

#	Theme: Make this about floating, not swimming;	Category
25	Why is swimming mentioned in this rubric at all? If you want people to wear PFDs, the point is to float, period. I could also care-less about torn pockets--there isn't any need suggest PFD selection "needs improvement" because the operator has a torn pocket. THE STANDARD should be an operable PFD which is/ has been adjusted for proper fit.	Make this about floating, not swimming; Torn pocket comment not needed
28	Under "needs improvement" the issue is flotation, not whether the person can swim. A PFD that's too loose can cause a person's face to submerge, but I won't argue that this alone is enough to render it unacceptable performance.	Make this about floating, not swimming
40	Needs improvement - "unable to purposefully swim." I dont see that as a measurement. Should the measurement be: The boater may float but is unable to naturally keep head or face out of water.	Make this about floating, not swimming

#	No Themes
2	Should have a measurable time limit (doesn't need to be extreme but otherwise makes this objective a little harder to adequately measure).
3	None at this time.
5	Life jackets are not used in all boating,, for example, weeps rowing and sculling.
6	It was my impression that the term "Life Jacket" was not to be used. Rather PFD.
7	One would choose from what assortment of choices? is to vague of a test.
9	Checking others PFD's ?
10	New standards in the human powered craft area are unnecessary.
12	Does operator need to verify if PFD is USCG approved?

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- 13 PFD's should be required on water for all ages. If a paddler has some level of training, wears a pfd and does not have drugs or alcohol, they will not drown.
- 15 None of this is needed for human powered boating and you would be better off not trying to include this category.
- 16 non critical flaws should be removed from the question. A proper fitting life jacket is more important than a torn pocket and has no bearing on safety.
- 17 I assume in #3 ALL of the items are required, and that in #2 and #1 ANY of the items missed would drop them to that level. This needs to be explained somewhere if not already, i.e., define AND vs. OR.
- 18 For entry level proficiency, an experienced boater should assist with and inspect the life jacket prior to departing. In any case, an entry level boater should not embark on a trip without supervision.
- 20 I object to government involvement in this entire process.
- 21 The torn pocket bit is silly. It's not actionable because they may have seen it and decided it wasn't an issue. This is especially true when the gear is owned and maintained by a public organization or company.
- 22 Life jackets are not required for sculling or sweeps rowing, whether in racing or recreational shells.
- 23 I could also see needs improvement as when the operator uses the wrong jacket but makes sure that it has no flaws and wears it correctly.
- 24 While we agree with the above statement, in the rowing community a rower would not wear a life jacket while propelling the boat because a coach is in a launch with life jackets and the oars are certified flotation devices. Rowers do not wear life jackets because it directly impacts their ability to train.
- 27 Level 3 a must.
- 29 Emphasis on proper adjustment of life jacket.
- 31 Most important aspect of any water activity are life jackets.
- 34 Life jackets have sizes.
- 35 The rubric needs to address the concept of "readily available". Jamming a life jacket under deck or putting it in a location that is not retrievable needs to be added. Of course, wearing the life jacket is always the desired choice.
- 36 Our state had season-based requirements for life jacket wear. In summer, there are too many times I don't use a life jacket when using rowboat.
- 37 Most PFD's on the market make sculling impossible because they interfere with the oars and in fact make a beginner MORE likely to end up in the water. The only type of PFD which does not interfere with sculling oars is an inflatable fanny pack, and that must be worn with the pack spun around to the small of the back rather than in its normal position at the belly. Sculling boats have sealed flotation compartments bow and stern. Additionally, one does extensive land training on a rowing machine and in a sculling "box attached to the dock. It is also helpful to put a beginner into a 2 or 4 man boat with experienced scullers who help stabilize the boat.
- 38 Recognizing that a life jacket is in "good condition" is an important part of USCG certification. While a tear that does not initially affect flotation may seem insignificant, being aware of the problem & correcting it before it does affect flotation in the future would be important.
- 39 life jackets are not appropriate for normal rowing conditions.
- 42 I agree completely but also the sellers of gear ust be given good info to buyers. Unfortunately to many sellers don't know themselves what is proper fit of PFD
- 43 Needs to be expanded to include CG approved inflatable life jackets. Used by many SUP's, kayaks, etc.
- 44 Not applicable to rowing.

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- 48** I'm not sure how you can expect to evaluate someone's ability to choose and use a life jacket. It's either a personal purchase by people who already know what they're doing or something provided by a rental company or agency that is already appropriate for the activity. This seems like evaluation run amok for the purposes of having "criteria" to "test" that's unlikely to actually increase safety.
- 50** The entire premise of this rubric does not apply to the types of human powered boating I do, but the presence of rules allows agencies to enforce them, and good people will get hurt following this inanity.
- 51** These only have checkoffs for #2.
- 52** N/A for rowing shells. Impossible to operate wearing a PFD, otherwise completely agree.
- 53** Good fit is a must-especially in emergency situations.
- 55** Should there be logical operators between each statement to ensure it is clear if all failures need to occur eg: Ensures life jacket is in good working order, but may miss non-critical flaws (e.g., torn pocket) that do not affect flotation. OR Puts on life jacket. Adjusts life jacket too loose, improper fit, such that boater may float but is unable to purposefully swim. in this example would the student make both errors or just one error to get a 2? the way it is written is ambiguous.
- 56** Torn pocket is not critical and should not matter for successful performance.
- 57** Agree.
- 58** If using an inflatable jacket - does that include removing the cartridge to ensure it has not been discharged?
- 59** Needs more reference to context: e.g., is operator a good swimmer? Is water glass-smooth or rough? Are there other hazards? Is operator familiar with the difficulties of swimming in waves, and/or with clothing? Too much dogma about PFDs does damage to credibility with respect to other safety protocols.

HUMAN Rubric 1.2

Summary: 295 respondents provided feedback on this Rubric. Of those, 63 provided open-ended comments. The strongest theme had 11 comments and focused on defining what might be in the checklist. However, that level of detail is outside the scope of these HUMAN Standards and Rubrics. The second strongest theme (10 comments) focused on clarifying what uses a checklist means. Some comments focus on written checklists being preferred while others say it is unlikely that written checklist will be used. There does not appear to be a strong actionable theme on how best to modify the rubrics based on this theme. The remaining themes are small and not strong enough to warrant changes. **The recommendation is to keep this Rubric unchanged. Rationale: The nature of the checklist will change given the nature of the boat. The content of the checklist is type of boat specific and is outside the scope of this work.**

1.2 In the conditions stipulated, do you agree that the Rubric proficiency descriptions are accurate for the following skill and proficiency? The operator will be able to: Skill: Inspect craft systems and safety equipment... Proficiency: by completing a pre-departure checklist noting state, federal, and manufacturer requirements for the intended voyage and weather.

- | |
|---|
| 3 - Successful Performance: The operator: Inspects craft systems and safety equipment using a written or memorized pre-departure checklist. Matches systems and equipment to the intended voyage. Matches systems and safety equipment to the anticipated weather. |
| 2 - Needs Improvement: The operator: Does not fully inspect craft systems and safety equipment using a written or memorized pre-departure checklist. Matches systems and equipment to the intended voyage. Matches systems and safety equipment to the anticipated weather. |
| 1 - Unacceptable (unsuccessful) Performance: The operator: Does not fully inspect systems or safety equipment checklist. Does not match systems and safety equipment to the intended voyage. Does not match systems and safety equipment to the anticipated weather. |

Comments = 63

#	Theme: Define what is to be included in the checklist	Category
18	Include emergency contact list and float/paddle plan. Ensure safety equipment is in water proof floating containers.	Define what is included in the checklist
19	We teach a bow to stern check.	Define what is included in the checklist
22	WHICH checklist?? One that the instructor dreamed up?	Define what is included in the checklist
29	I think for successful completion, one must abide by a standard checklist for their environment, regardless of forecast/predictions. Weather and Murphy's law tends to prevail in these situation.	Define what is included in the checklist
39	Operator should know capacity, whether oars/oarlocks, hull plug are OK, but this is a bit over the top.	Define what is included in the checklist
40	The most important piece of safety equipment in a sculling boat is the tie-down at the heel of each shoe which enables the sculler to escape from the shoe if the boat capsizes. Other safety items are the riggers and the oars: should they break, the sculler has neither stability nor propulsion. Integrity of the sealed compartments bow and stern is also critical.	Define what is included in the checklist
42	This could be an overly complex and long checklist depending on the "systems" and equipment.	Define what is included in the checklist
44	There are minimal safety equipment requirements for normal rowing conditions.	Define what is included in the checklist
50	Most common problem is not checking the drain plugs and the craft starts to fill with water.	Define what is included in the checklist

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57	All systems to include safety equipment should be inspected by operator, especially if he/she will be carrying passengers, he/she will be responsible for their lives.	Define what is included in the checklist
58	For many types of kayaking, safety equipment is divided between necessary and useful. In whitewater boating, beginners especially are expected to only carry the necessary equipment, since the use of some of this requires additional specialized training.	Define what is included in the checklist
#	Theme: Clarify what "use" a checklist means	Category
6	In my experience, a written pre-departure checklist is far more preferable than a memorized one.	Clarify what 'use a checklist' means
7	Student participant should use a checklist for complete demonstration in the learning environment.	Clarify what 'use a checklist' means
11	I feel that 80% of boaters or more do not do the pre-departure checklist. In my vessel exams I ask if they do a pre-departure check and almost every person said no or sometimes.	Clarify what 'use a checklist' means
12	Does this mean the operator must recite a checklist? How detailed does it have to be...there is too much room for variation.	Clarify what 'use a checklist' means
14	You don't need a written nor memorized checklist to see if everything is there and is not broken. This is pretty common sense and doesn't need to be addressed.	Clarify what 'use a checklist' means
15	Memorized checklist seems like a bad idea. Nobody always remembers everything all the time.	Clarify what 'use a checklist' means
32	Observation and verification of a person checking from a memorized list is next to impossible without some tester interrogation.	Clarify what 'use a checklist' means
47	Too complex for human powered craft. Mfrgr checklists are almost non-existent. Local (club) checklists widely vary, so "standards" do not apply.	Clarify what 'use a checklist' means
49	Written checklist are a ridiculous standard.	Clarify what 'use a checklist' means
52	Gear maintenance and inspection is of course important, but I can't imagine how any sort of spot-check that the operator appears to do the right things could possibly verify the operator's ability to evaluate these things. Either it's his or her own gear that he knows how to keep up and maintain, or it's that of the company who has primary responsibility and he's trained by he company in the specifics of inspection and maintenance. I can't imagine how any sort of spot check could possibly catch any deficiencies in this skill that are actually relevant to safety. Seems like a check that isn't especially useful.	Clarify what 'use a checklist' means
#	Theme: Make not fully inspecting Unacceptable	Category
1	I think not fully inspecting is unacceptable in 2 needs improvement	Change not fully inspecting to Unacceptable
5	If, as suggested in #2, the craft is not inspected I would say this is a little more than needs improvement.	Change not fully inspecting to Unacceptable
17	I feel that the needs improvement portion should fall under unacceptable performance for these are safety concerns that could result in loss of life.	Change Needs Improvement to unacceptable
21	The Needs Improvement doesn't make sense. The operator doesn't fully inspect the craft systems and safety equipment adhering to a departure list, yet that should assume that there is fault in one or both of the proceeding sentences. That would be unacceptable, in my opinion. There is no halfway mark with safety; it's either perfect or not.	Change not fully inspecting to Unacceptable

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#	Theme: This is too advanced for beginners	Category
23	I would expect these skills of the trip leader, but not from an entry level boater.	Too advanced for beginners
34	I agree with this in principle and I think that it's a good goal, but probably not realistic for entry level paddlers.	Too advanced for beginners
36	It is a good idea, but unless someone is trained to do this, I don't expect that an Entry level human powered boater will do these checks. I am envisioning someone renting a craft for a day trip vs checking their own equipment.	Too advanced for beginners

#	Theme: Clarify what it means to be Unacceptable	Category
24	#2 could also mean operator does not match either system or equipment to weather or intended voyage correctly. Got one right and one wrong.	Clarify what it means to be "Unacceptable"
28	The operator cannot properly identify the systems and appropriate equipment.	Clarify what it means to be "Unacceptable"
59	Make it specific: if one of both failures is necessary to obtain the Unacceptable performance e.g: The operator: Either does not fully inspect systems or safety equipment checklist. Or the operator does not match systems and safety equipment to the intended voyage. Does not match systems and safety equipment to the anticipated weather.	Clarify what it means to be "Unacceptable"

#	No Themes	
2	The gap in performance by the operator between unacceptable and needs improvement is much larger than between 2 and 3. This is a critical skills that beginners and intermediate paddlers tend to significantly struggle with. In particular matching safety equipment to anticipated weather.	
3	the "skill" part mentions laws but the measurable performance part doesn't.	
4	None at this time.	
8	It is unclear why there is mention about anticipated weather when the conditions stated are calm with no threats. It would seem more appropriate to use "minimum safety standards" instead.	
9	Written or memorized pre-departure checklist is rarely applicable to whitewater kayaking. Matching systems to anticipated weather is most critical. Could add "...to anticipated weather and water conditions."	
10	float plan or buddy.	
13	New standards in the human powered craft area are unnecessary.	
16	"Anticipated weather" doesn't leave much room for the unexpected, and doesn't clearly include water temperature, which is a significant factor in proper preparation.	
20	none of this is needed for human powered boating and you would be better off not trying to include this category.	
25	Add "Matches systems to operator(s) proficiency level".	
26	Does not address "Knows what to do if systems and safety equipment are not adequate for the conditions".	
27	I'm very curious about the "proficiency" statement listed above: "[Does the operator complete] a pre-departure checklist noting state, federal, and manufacturer requirements for the intended voyage and weather." I understand the concept of making sure I am not paddling into any restricted areas, but to my knowledge there are no restrictions about paddling in regards to the weather, nor should there be! Ensuring you have the means to deal with the weather is and should only be left to the individual, should not be directed or legislated unless the operator is acting on behalf of a specific agency, and then the direction is only applicable to that specific agency!	

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- 30 we are talking canoes in quiet water rivers in the midwest.
- 31 The mention of "state, federal, and manufacturer requirements for the intended voyage and weather" sounds bureaucratic and removed from actual practice. I don't think I've ever seen such requirements.
- 33 As beginners, it is not advisable to paddle by yourself. Some of the safety equipment (e.g. spare paddle) as long as the group has one it will be acceptable.
- 35 I feel that there is a big difference when inspecting a human powered craft vs. a craft propelled via engine or other non-human source.
- 37 Is this for a person's individually-owned craft? A lot of people rent human-powered equipment. Is there a difference in expectation for the vendor vs the users?
- 38 #2 or does not match to intended voyage or anticipated weather.
- 41 Most small crafts do not have signal devices!!!!
- 43 Operator should personally evaluate current weather conditions and check forecasts to determine predicted weather conditions during the duration of anticipated boat use.
- 45 Operator must also match craft too environment and weather not just equipment.
- 46 Needs improvement should be written to incorporate partial success rather than failure of inspection only. As written does not reflect any continuum of skill or knowledge acquisition - too black and white. Note also that human powered rubric were defined as flat water, hence the issue of anticipated weather is oblique.
- 48 Again Sellers of equipment need to give good info about gear.
- 51 3 could read "Fully" inspects ...
- 53 The entire premise of this rubric does not apply to the types of human powered boating I do, but the presence of rules allows agencies to enforce them, and good people will get hurt following this inanity.
- 54 Applicable to rowing shells.
- 55 Definitely needs improvement-safety equipment always needs to be inspected, but level of inspection should determine the needs improvement status.
- 56 Should be prepared for all reasonably possible weather during voyage duration. My remark mostly applies to large bodies of water.
- 60 Agree.
- 61 The candidate may not make any assumptions.
- 62 Oh come on. This is a) totally dependent on the type of boat, and b) totally obvious. This is a waste of USCG grant funding.
- 63 In addition to weather, water temperature is an important consideration.

HUMAN Rubric 1.3

Summary: There were a total of 74 comments out of 295 respondents for this Rubric. The strongest theme with 10 comments centered on modifying assessing weather to make this behavior on going throughout the journey/trip and making adjustments accordingly. The second strongest theme (with 8 comments) recommends that the Needs Improvement Performance content should be moved to the Unacceptable Performance level. The other themes are not actionable or strong enough to recommend a change to the Rubrics. **The first recommendation is to change the Rubric with changes indicated in Red below. Rationale: Provides broader focus on water rather than only one aspect of the water. Also ensures that focus happens for the entire trip. The second recommendation is to remove the words "...and/or inaccurate" from level two. Rationale: Removing this phrase makes it more about a needs improvement level of accomplishment.** The remaining themes are not strong enough to warrant changing the Rubric.

1.3 In the conditions stipulated, do you agree that the Rubric proficiency descriptions are accurate for the following skill and proficiency? The operator will be able to: Skill: Obtain (recite), weather conditions, forecasts and evaluate hazards to navigation and other environmental factors Proficiency: by assessing if conditions are favorable for the voyage for length/time of trip.

3 - Successful Performance: The operator: Obtains and recites detailed weather conditions (wind speed and direction, air temperature, precipitation, cloud cover, ~~water conditions) wave height~~). Obtains and recites forecasts for length/time of trip. Identifies hazards to navigation for the length/time of trip. Identifies other environmental hazards. Accurately assesses conditions for the trip ~~before (making appropriate go/no go decision) and throughout the trip.~~

2 - Needs Improvement: The operator: Obtains and recites limited ~~and/or inaccurate~~ weather conditions. Obtains and recites incomplete weather forecasts for length/time of trip. Obtains limited environmental information.

1 - Unacceptable (unsuccessful) Performance: The operator: Does not obtain or recite weather conditions. Does not obtain or recite forecast. Does not identify hazards to navigation for the length/time of trip.

Comments = 74

#	Theme: Modify to make assessing weather an on-going process throughout the trip requiring making decisions and adjustments accordingly	Category
5	Do not see how being able to recite weather conditions is necessary. Conditions can change rapidly without operator having knowledge of changing conditions therefore cannot be recited.	Assessing weather conditions is an on-going process throughout the trip and requires making decisions and adjustments accordingly
13	When on a two week river trip there is no reason to look at the forecast because you are out there and have to deal with what is coming.	Assessing weather conditions is an on-going process throughout the trip and requires making decisions and adjustments accordingly
15	The trips I am associated with generally last up to 21 days and we are unable to obtain weather forecasts because we are in the bottom of a canyon. We need to travel most every day and we deal with the weather on an hourly basis for making decisions. It is also impossible to pre-identify hazards as they vary depending on water level. This is always done on river as the trip develops.	Assessing weather conditions is an on-going process throughout the trip and requires making decisions and adjustments accordingly
17	I think successful performance really ought to include altering the trip's route, length and time. The go/no go decision is pretty unsophisticated risk management.	Assessing weather conditions is an on-going process throughout the trip and requires making decisions and adjustments accordingly

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21	Even if they check weather, things change. They need to know what action to take in changing conditions. Many deaths occur due to "gotta get there itis"	Assessing weather conditions is an on-going process throughout the trip and requires making decisions and adjustments accordingly
33	irrespective of one's attempt to understand the weather, nature can alter its course.	Assessing weather conditions is an on-going process throughout the trip and requires making decisions and adjustments accordingly
42	I am confused on the definition of Entry Level. It seems to me that such a person isn't planning a 10 hour trip on the Ocean or Great Lakes. Memorizing the weather forecast doesn't make that reality, weather is not a perfect science. Learning to watch weather is maybe more important.	Assessing weather conditions is an on-going process throughout the trip and requires making decisions and adjustments accordingly
47	always important to know environmental conditions/forecasts	Assessing weather conditions is an on-going process throughout the trip and requires making decisions and adjustments accordingly
58	Not looking into local weather patterns can get a boater in trouble quickly. You need to be able to read the weather and look for signs that the weather i changing	Assessing weather conditions is an on-going process throughout the trip and requires making decisions and adjustments accordingly
39	A successful performance will also have a back up plan in case the weather change in the middle of a trip.	Assessing weather conditions is an on-going process throughout the trip and requires making decisions and adjustments accordingly
#	Theme: Make the Needs Improvement content the same as Unacceptable	Category
18	I feel that the needs improvement portion should fall under unacceptable performance for these are safety concerns that could result in loss of life.	Make Needs Improvement the same as Unacceptable (this should be 'pass' or 'fail' skill)
23	I would agree with a stipulation that "needing improvement" means the operator is not ready to be on the water.	Make Needs Improvement the same as Unacceptable (this should be 'pass' or 'fail' skill)
34	I feel there is the gap between 3 and 2 is too big. Usually needs improvement is "you pass but..." In this case needs improvement should be "close but not quite..."	Make Needs Improvement the same as Unacceptable (this should be 'pass' or 'fail' skill)
35	"Needs improvement" is too loose. An inaccurate forecast can lead to disaster as easily as no forecast at all.	Make Needs Improvement the same as Unacceptable (this should be 'pass' or 'fail' skill)
38	2 - Needs improvement - Reciting an inaccurate forecast is unacceptable. It should only say limited.	Make Needs Improvement the same as Unacceptable (this should be 'pass' or 'fail' skill)
46	I feel there is no in between here. Either there is an unacceptable performance or there is a successful performance. Anything in between is too dangerous to allow going out unsupervised.	Make Needs Improvement the same as Unacceptable (this should be 'pass' or 'fail' skill)

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59	Any inaccuracies that may impact safety should be unacceptable.	Make Needs Improvement the same as Unacceptable (this should be 'pass' or 'fail' skill)
60	for 2 - I think having incomplete and/or inaccurate information is a FAIL, as in not safe. I would only agree to 'needs improvement' if the information was accurate but the interpretation, the assessment by the student, was not sound.	Make Needs Improvement the same as Unacceptable (this should be 'pass' or 'fail' skill)

#	Theme: Reduce the amount of detail and simply	Category
27	That's a lot of detail for weather conditions. It almost requires a boater to have access to a computer in order to go boating.	This information is too complex/detailed for conditions associated with these standards
29	The detailed weather conditions are a little too detailed, which could lead people to be given a needs improvement even if they are fully cognizant of the conditions. This is particularly true in flat water conditions.	This information is too complex/detailed for conditions associated with these standards
30	Cloud cover is irrelevant to the decisions. Specifics of the details may be irrelevant (i.e. "too cold" or "too windy" may be more than adequate).	This information is too complex/detailed for conditions associated with these standards
48	Under the conditions given, I don't think detailed knowledge is needed.	This information is too complex/detailed for conditions associated with these standards
54	Again, too complex for given conditions (protected water). If standards are being developed for unprotected waters, this would apply.	This information is too complex/detailed for conditions associated with these standards
56	Unnecessary detail for proficiency.	This information is too complex/detailed for conditions associated with these standards
61	Too many specifics not dependent on craft type for successful performance.	This information is too complex/detailed for conditions associated with these standards
69	In river situations (which is many boaters only experience) wind direction and speed, and wave height (consistent with open water waves) would be non-applicable.	This information is too complex/detailed for conditions associated with these standards

#	Theme: Clarify what is meant by "obtain and recite"	Category
8	I don't quite understand what is fully meant by "obtain and recite!"	Clarify what is meant by obtain and recite.
10	Who is going to "recite" weather conditions prior to launching? how is cloud cover relevant to whitewater boating? forecast rain, yes; cloud cover, no. What about sea kayaking in coastal fog?	Clarify what is meant by obtain and recite.
51	Obtaining and reciting information is not the same as understanding how the weather conditions will should be applied in planning a trip, how the weather conditions influence each other, and how the conditions will affect their ability to paddle based on skill level.	Clarify what is meant by obtain and recite.

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62	These are also important topics, but, again, the problem seems to be that any sort of test or spot-check or test seems pretty unlikely to reveal the operator's actual skill or competence in this area. These things start well before a trip and are ongoing throughout a trip. Rather, it seems like the operator will simply "say the right thing" to jump through the hoops and then move on to actually doing what they must to be safe on the water. The test seems unlikely to reveal either good operators or deficient operators, and thus the test seems rather pointless.	Clarify what is meant by obtain and recite.
73	"Recite?" Is this grade school? Sometimes detailed weather forecast is critical, sometimes it's totally irrelevant. Actually, weather forecasts seldom have the required granularity to be useful for inshore operation that never go into open water. Again, context seems to be mostly left out, and it make the standard look silly.	Clarify what is meant by obtain and recite.

#	Theme: Add assess water conditions	Category
11	Add river level/flow	Add ...assesses water conditions
32	Approximate water temperature should be sought to determine how to outfit person appropriately for voyage and plan for contingencies or rescue.	Add ...assesses water conditions
36	While inclusion of "length/time of trip" may allow for variability in the data reviewed to make a decision, I believe human powered craft tend to operate within reasonable distance from the start/stop point or shoreline, as therefore participants consider weather to a less detailed degree, focusing more significantly on water/wave conditions.	Add ...assesses water conditions
44	Operator should also know water current conditions for water area and duration of trip. This applies to ocean, bay, tributaries, rivers, and stream waters, salt or fresh.	Add ...assesses water conditions
49	Add water temperatures in examples due to its importance. A separate skill for non-weather related trip planning items (length of trip, availability of emergency services, physical demands of portages etc.) would make this more manageable.	Add ...assesses water conditions

#	Theme: Include making decision to go or not go	Category
19	Maybe include a scale of forecast confidence. If there's a 60% chance of thunderstorms, then make operator decision as if it's 100% and don't go.	Makes risky decision based on weather
43	Under needs improvement should add - "does not accurately assess conditions and makes risky go decision".	Makes risky decision based on weather
45	This seems incomplete - accurately assessing conditions is a proficiency but but it is ultimately tied to the ability to make appropriate go/no go decisions.	Makes risky decision based on weather

#	Not Themed	Category
1	I think obtaining incomplete or inaccurate in 2 is unacceptable. simply "not doing" seems to be the trend for 1 unacceptable performance.	
2	Might consider adding to 'needs improvement' a proficiency measure related to assessment of conditions. To me 'needs improvement' signifies that the beginner might make some errors but they are usually survivable and non-fatal. So they might accurately assess conditions 50% of the time.	
3	On river trips one must know what the weather has done upstream in the recent past because rivers can flash.	
4	1 needs work just have look around and check the weather should be part even for a beginner.	
6	If multiple operators are present, the skill set of all operators must be assessed and future actions should be based upon the person with the lowest skill set.	

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- 7 I suggest considering addition of wording regarding filing of a float plan. I have used them many times in agency work and feel they are appropriate even when using non-motorized craft.
- 9 This skill would be important if it were not for the setup conditions stated in the Domain of application.
- 12 Most boaters look at what its doing before departure and do not concern themselves for what might be coming. It's up to the instructor to point out the need of an accurate weather check and assist in giving more ideas of resources other then just viewing what the weather is doing.
- 14 New standards in the human powered craft area are unnecessary
- 16 I guess.....Doesn't matter too much on the river on multi-day trips. Think Grand Canyon.
- 20 This does not seem to apply to a Colorado River Trip. In my 36 years on the "River" I have never been able to obtain a detailed weather conditions report for the entire 2 week duration for one of my trips nor have I found it necessary. Based on my years of experience, I do have a general understanding of the seasonal weather/environmental conditions that I will have to deal with on each trip that I embark on.
- 22 none of this is needed for human powered boating and you would be better off not trying to include this category.
- 24 Why does cloud cover matter?
- 25 Not sure all of this information needs to be recited in every situation.
- 26 An entry level boater should NOT travel solo.
- 28 #2 would allow for max of two tasks be incomplete; not all three.
- 31 These types of rubrics sound like you're trying to keep people from being stupid. I am whole-heartedly NOT for trying to control stupidity in a civil format. If you are trying to develop these standards because you intend to operate as a non-profit, non-government organization then all I will say is this particular rubric is logical.
- 37 Same comment as in 1.3.
- 40 I agree with this in principle and I think that it's a good goal, but probably not realistic for entry level paddlers.
- 41 Weather should be considered when figuring out proper gear/equipment (ie. wetsuits, booties, splash jackets, dry suits, etc) for human powered craft on rivers and lakes. If there is no access to proper equipment then weather can affect go/no go decision, but with proper equipment, most weather conditions should not affect the trip negatively, or enough to cancel the trip.
- 50 Take a step further. They should know 12, 24, and 36 hours weather conditions and how they effect the sea. Should learn to use a barometer!!!!
- 52 Operator should secure and have on hand charts covering the anticipated range of the trip.
- 53 Ditto comment above about human powered craft limit to flat water. Probably the flat water limit is inappropriate in real life.
- 55 Education should be given as part of the on-water course so that these items are understood and the reasons for them.
- 57 I think I am beginning to disagree with this whole set up of yours. Are you all intending that these all be written in stone standards before someone can go paddle. Is this a new set of certifications I will be required to get?
- 63 May want to add some type of qualifier to "Weather Conditions" such as potential hazardous weather conditions.
- 64 The entire premise of this rubric does not apply to the types of human powered boating I do, but the presence of rules allows agencies to enforce them, and good people will get hurt following this inanity.
- 65 Applicable to all watercraft.

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- 66 Upcoming weather conditions could be life or death conditions.
- 67 In the stipulated conditions, I suppose that I agree. However, note that "Hazards for navigation" is a rather nebulous criterion for whitewater boating. The operator in this case needs the ability to evaluate hazards continually as they are encountered.
- 68 Again how many failures are required to be unacceptable make it clear is is AND or OR eg. one of both conditions are met.
- 70 Agree.
- 71 Beginners (even journeyman operators) notoriously underestimate the conditions and overestimate their skills.
- 72 There are a number of times that what has been forecasted has not been reality however one must start with something.
- 74 Should include maps or charts of navigation hazards.

HUMAN Rubric 1.5

Summary: 295 respondents provided feedback on this Rubric. Of those 45 provided open-ended comments. There are no themes in the comments that were strong enough to recommend changing the Rubrics. [The recommendation is to make the reference to Operator's body type.](#) **Rationale:** [Makes this Rubric consistent with the Rubric for Standard 1.1.](#)

<p>1.5 In the conditions stipulated, do you agree that the Rubric proficiency descriptions are accurate for the following skill and proficiency? The operator will be able to: A: Confirm that all others on the craft put on their life jackets... B: by ensuring the life jackets are serviceable, fit properly, and are appropriate for the boat/activity.</p>	
	<p>3 - Successful Performance: The operator: Confirms all others on craft have chosen a life jacket appropriate for the operator's body type, boat and activity. Confirms all others on craft have checked serviceability of their lifejacket. Confirms all others on craft have put on lifejackets. Confirms all others on craft have adjusted life jackets to fit.</p>
	<p>2 - Needs Improvement: The operator: Does not confirm all others on craft have chosen an appropriate life jacket for the operator's body type, boat and activity. Confirms that some but not all others on craft have checked serviceability of their lifejacket. Confirms that all others on the craft have put on life jackets. Confirms that all others on the craft have adjusted life jackets to fit.</p>
	<p>1 - Unacceptable (unsuccessful) Performance: The operator: Does not confirm all others on craft have chosen an appropriate life jacket operator's body type. Does not confirm that all others on craft checked serviceability of their life jacket. Does not confirm that all others on craft have put on life jackets. Does not confirm that all life jackets have been adjusted to fit.</p>
<p>Comments = 45</p>	

#	Theme: Move Needs Improvement to unacceptable level	Category
9	I feel that the needs improvement portion should fall under unacceptable performance for these are safety concerns that could result in loss of life.	Move 'Needs Improvement' to Unacceptable level
23	"Needs improvement" is too loose. Anyone without a proper PFD is a drowning risk, and that is never acceptable.	Improve 'Needs Improvement' category
30	Confusion between 1.4 and 1.5 as to whether PFD's are equipment. Needs Improvement again is stated in terms of not 1, partial 2, yes 3, yes 4. Too rigid and not safety outcome based.	Improve 'Needs Improvement' category
43	The "needs improvement" category is confusing.	Improve 'Needs Improvement' category

#	No Themes	Category
1	Generally, in kayaking the operator is solo (tandem kayaks excepted).	
2	Again, I operate on the premise that all operator's are responsible for themselves and their craft, you cannot and should not try to use one standard for all different types of boating. White water canoes and kayaks are completely different that ocean, or flatwater type crafts w/single occupant and ww rafts fall into their own unique category. So for me, some of these rubrics are out of place and inappropriate.	
3	Again, just concerned that the "skipper" has not checked for proper size and fit for the intended wearer = not legal = not successful.	
4	Same comments as 1.1. I don't see 1.5 being different than 1.1.	
5	Once again a waste of time to be regulated by the government in the manner since things vary so much from area to area.	
6	New standards in the human powered craft area are unnecessary.	
7	The operator should do everything stated. Don't make sure they did it - the OPERATOR should do it.	

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- 8 I think I see why 2 - Needs Improvement is written the way it is; the least serious infraction there is the suitability of the PFD design, and any properly fitting PFD in good condition is quite a lot better than none.
- 10 Only for the trip coordinator or leader. We do not need people without proper qualifications giving bad advice.
- 11 Verification PFD is USCG approved?
- 12 This needs more detail. Is it as club event, personal or professional? A individual can't control others. A club can have standards for participation, a pro can require.
- 13 none of this is needed for human powered boating and you would be better off not trying to include this category.
- 14 "adjusted life jackets to fit" -- where is that defined? Could mean "making it comfortable" which might not be snug enough.
- 15 An entry level boater should NOT be leading a trip. These are the duties of the trip leader.
- 16 Life jackets are not required for sculling or sweeps rowing, whether in racing or recreational shells.
- 17 Life jackets are a severe impediment to a rower's ability to maneuver safely in a boat, and can cause problems with training and could create dangerous situations (i.e. being thrown out of the boat). A safety motorboat is always required to be following human propelled boats; the motor boats always have life jackets on board in the event a rower should go overboard.
- 18 This one makes sense if writing directives for some type of instructor. If I'm simply out for a paddle with friends I am not necessarily going to be checking to see that everyone else is wearing their PFDs properly (though to be fair I also don't tend to paddle with careless people).
- 19 does not apply to most rowing circumstances. in most cases there is a coaching / safety launch with the group that has appropriate safety equipment.
- 20 One should not be allowed to board a boat without this safety precaution mastered.
- 21 Power sports specific.
- 22 PFD's must be worn if person does not swim, water or weather conditions are hazardous or if the trip leader demands that they be worn.
- 24 I believe the requirement should address the use of life jackets or flotation devices. I life jacket appropriate in every human powered water sport.
- 25 Rather hard to apply to solo canoes and solo kayaks.
- 26 1 - unacceptable - To me unacceptable would be if you did not ensure all participants had a life jacket. The rest is not good but on a public outing you can only do so much. In a classroom I think the 1 is correctly stated.
- 27 see previous life jacket answer.
- 28 As noted above, no PFD's on the market can be worn in their intended position while sculling. It should also be noted that sculling shells have very limited cockpit space for storing PFD's especially if room is needed for additional clothing layers (another safety item). Fanny pack inflatable PFD's take up less space than vest inflatable or "rigid" PFD's.
- 29 life jackets are not appropriate for normal rowing conditions.
- 31 Wearing of life jackets not necessary.
- 32 But I would add the 'weight' thing from my comments in 1.1 above.
- 33 2 - Operator should check serviceability of lifejackets, not delegate to others.
- 34 You can test that the operator remembers to say the words "put on your life jacket" to all crew members and that he watches them do so. Checking this doesn't really seem to confirm any actual skill at keeping people safe.
- 35 The entire premise of this rubric does not apply to the types of human powered boating I do, but the presence of rules allows agencies to enforce them, and good people will get hurt following this inanity.

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- 36 Again, N/A to rowing shells. Impossible to operate rowing/racing shells wearing PFDs.
- 37 Implies all persons will wear lifejackets at all times even in the most benign conditions, an unreasonable assumption.
- 38 Kayaks are usually single-operator vessels. N/A.
- 39 Do the life jackets need to remain on? the skill does not require that but the successful performance criteria may imply that they remain on.
- 40 If people have not chosen appropriate life jackets or checked serviceability, this should be unacceptable.
- 41 Agree.
- 42 Since we are only describing HUMAN powerboats agree. Does not apply to all power or sail in the size range craft described.
- 44 There are some types of human-powered boating in some locations that do not require life jackets. Really.
- 45 Again, PFDs must match person's weight, especially important for children.

HUMAN Rubric 2.1

Summary: Of the 286 respondents for this Rubric, 41 of them provided comments. The strongest theme, containing 10 comments, indicated that using 3 points of contact is not necessary for this skill. The remaining themes were not strong enough to warrant a change to the Rubric. **The recommendation is to change to the Rubric with the text in red.**

Rationale: The operator will not be able to keep the craft with minimal wobbling or without loss of control without using the proper technique. Allows flexibility in how they sustain balance of the craft.

2.1 In the conditions stipulated, do you agree that the Rubric proficiency descriptions are accurate for the following skill and proficiency? The operator will be able to: Skill: Enter and launch the craft from a dock/slip or shoreline ... Proficiency: by using a minimum of three points of contact.

	3 - Successful Performance: The operator: Enters/boards the craft using three or more points of contact. Keeps keeping the craft upright with minimal wobbling or loss of control, and no sudden recovery motions while boarding/entering and launching. Launches from dock, slip or shoreline using appropriate technique for venue.
	2 - Needs Improvement: The operator: Enters/boards the craft using less than three points of contact. Keeps keeping the craft upright but may require sudden recovery motions while boarding/entering and launching. Launches from dock, slip or shoreline using inappropriate technique for venue.
	1 - Unacceptable (unsuccessful) Performance: The operator: Does not enter/board craft. Falls in water or allows craft to capsize while boarding/entering and launching. Launches causing damage to craft or injury to person. Does not launch craft.
Comments = 41	

#	Theme: Three points of contact are not needed	Category
8	Who cares on the points of contact? Is getting in the boat not enough? Seems like a ridiculous and bureaucratic rule.	3 points of contact not needed
11	I think you can enter some boats safely without the 3 points. We can get into kayaks on land and then push off into the water.	3 points of contact not needed
16	3 points of contact should not be a measure of proficiency.	3 points of contact not needed
17	These standards do not apply to raft, paddle raft, SUP, or kayak. I don't think that 3 or more points of contact need to be used when entering/boarding stated crafts. They do apply to canoe and possible non-human powered crafts.	3 points of contact not needed
22	Are three points of contact necessary if an individual can enter meeting all other requirements for a Successful Performance?	3 points of contact not needed???
27	Two points of contact sufficient for most applications.	3 points of contact not needed
29	I don't care if the students use 3 points of contact. Its great if they do, but if they can successfully enter the boat, that is sufficient.	3 points of contact not needed
30	I am not sure I can always have 3 points of contact when entering a boat. Often just two for a second or so when getting into a kayak.	3 points of contact not needed
39	Doesn't address what happens when someone enters with only two points of contact. What then?	3 points of contact not needed
13	3 points of contact are not necessary for entering or leaving rowing shells in all circumstances.	3 points of contact not needed

#	Theme: This skill is boat dependent	Category
5	This is true for canoes, kayaks & paddle boards; but different for rafts and inflatable kayaks.	This is boat dependent
23	This skill is sufficiently diverse in different situations as to be un-generalizable eg sailboat vs rowing shell vs kayak) need different rubrics.	This is boat dependent
37	Sit on tops function very differently than sit insides; i.e. stability.	This is boat dependent

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40 This all depends ENTIRELY on the type of craft. It's not much of an issue for dragon boats. "Three points of contact" is meaningless. It's important for a kayak - but just about everything is different for different kinds of boats. Even a sea kayak v. a sit-on-top v. an outrigger will have different boarding methods and different indicators of competence.

This is boat dependent

#	Theme: Include Balance/Center of gravity (in the rubric)	Category
12	Add description of management of center of gravity.	include balance and center of gravity (in Rubric)
18	Boarding a single kayak from a dock requires a fair amount of balance and some luck, unless it has a large cockpit. This doesn't seem to me to be an entry level skill, or allow for balance correction.	advanced skill: include balance and center of gravity (in Rubric)
41	There are additional considerations that should be included. Maintaining stability could be achieved without proper boarding. Key in a small craft is stepping across the center line to maintain balance. The needed techniques to maintain stability should be included.	include balance and center of gravity (in Rubric)

#	No Themes
1	The way 1 is written makes no sense to me.
2	See above.
3	None at this time.
4	Learning environment and instructor guidance should not allow improper technique that can result in damage and injury.
6	New standards in the human powered craft area are unnecessary.
7	There are many different ways to enter a boat from a complex shoreline - a one-size fits all preconception of what is REALLY happening is not helpful.
9	Down river oar-powered crafts on the Colorado River thru Grand Canyon NEVER launch from a dock or a slip. We load & launch from shore.
10	None of this is needed for human powered boating and you would be better off not trying to include this category.
14	I am an experienced kayaker and kayaking instructor, yet I am also human and will make mistakes. I would not choose to subject myself to such cut-and-dry scrutiny. And if a participant chooses not to launch at all that is usually for GOOD reasons, irrelevant of whether it was an "unacceptable performance!" Again it seems like you're trying to standardize things that don't really need standardizing.
15	Needs improvement is really unacceptable performance.
19	I think entering and launching a craft are different skills with their own performance standards.
20	Sort of. One holds BOTH oar handles in one hand (they cross over in the center of the boat), places one foot on the seat deck, may place the other hand on the gunwale or the dock, steps in with the other foot, and sits down on the seat. Pushing off the dock requires skill to generate both forward and lateral motion, drag the offside oar to turn the boat away from the dock so that the dockside oar blade can drop into the water.
21	The small craft is less stable when half in water and half land. Craft should be fully in the water, balanced entry. Can use paddle for out rigger.
24	Good observables and outcomes statements.
25	Conditions can make any of us have to use recovery motion. Key is that we know and understand how to perform the recovery motion.

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- 26** While I agree generally, paddleboards and SUP's are most safely entered by launching the board and swimming to it. From a boat the motor should be off, not in neutral, when a swimmer is nearby.
- 28** Add wildly excessive splashing to a failed entry, perhaps?
- 31** Passing this test seems to reveal little about the operator's actual competence as a boater, particularly in ways that matter for safety purposes. Launching is almost never a dangerous activity. I sort of fail to see the value here beyond being a hoop to jump through. I'd compare this to the way driving tests used to focus so much on parallel parking, when in fact it basically doesn't matter if you can parallel park a car to be a safe driver (likely nobody has ever been killed parallel parking) it matters if you can drive in heavy traffic and on highways. Show me a boating test that evaluates competency in actual dangerous or safety critical situations and I could get on board with it, but this just seems silly and of little value to anybody involved.
- 32** The entire premise of this rubric does not apply to the types of human powered boating I do, but the presence of rules allows agencies to enforce them, and good people will get hurt following this inanity.
- 33** Applies well to unstable craft, not well to stable paddle craft like outrigger canoes.
- 34** With modern plastic boats, paddle craft are usually boarded onshore, and then launched from there. The three-point floating launch is essentially a lost art.
- 35** Does an arm sculling with a paddle for support constitute a point of contact?
- 36** In river launches specific to whitewater, conditions of launch area do not always allow for 3 points of contact.
- 38** At an entry level - yes.

HUMAN Rubric 3.1

Summary: There were a total of 283 respondents for this question, 48 of which provided comments. The three strongest themes in the comments focused on: distance of stopping depends on boat speed (6 comments), make the stopping distance shorter (5 comments), and increase the stopping distance (5 comments). The comments across the top three themes appear to provide conflicting recommendations for change. **As a result, there is no clear guidance for modifying the rubric and the recommendation is to maintain the Rubric unchanged. Rationale: No clear guidance. Also, operators were observed at IBWSS 2014 successfully demonstrating this skill within the identified parameters. And many of them were beginner/entry level operators.**

3.1 In the conditions stipulated, do you agree that the Rubric proficiency descriptions are accurate for the following skill and proficiency? The operator will be able to: Skill: Stop the craft... Proficiency: within two boat lengths, using the appropriate strokes.

	3 - Successful Performance: The operator: Stops the craft. Stops the craft within two boat lengths. Uses effective and appropriate strokes. Keeps the craft upright with minimal wobbling or loss of control, and no sudden recovery motions.
	2 - Needs Improvement: The operator: Stops the craft. Stops the craft within 2-4 boat lengths. Uses appropriate but ineffective strokes. Keeps the craft upright but may require sudden recovery motions.
	1 - Unacceptable (unsuccessful) Performance: The operator: Cannot stop the craft. Stops craft in more than 4 boat lengths. Uses inappropriate strokes. Falls in water or allows craft to capsize.
Comments = 48	

#	Theme: Make stopping distance dependent on boat speed	Category
19	How fast are you supposed to be going when you stop the craft within 2 boat lengths?	Distance to stop depends on boat speed
29	Stopping the craft in a number of boat lengths can depend on the speed of the craft.	Distance to stop depends on boat speed
35	"Two boat lengths" is appropriate under most circumstances. Baseline speed (e.g., leisurely cruise speed) should be described. I am unfamiliar with paddleboards; do not know if 2-length standard is appropriate.	Distance to stop depends on boat speed
44	It may not be possible to stop in two boat lengths depending on speed and boat length.	Distance to stop depends on boat speed
45	2 boat lengths maybe challenging for a K1 kayak going flat out. Has this been demonstrated or validated to know it is realistic for high performance kayaks?	Distance to stop depends on boat speed
24	Rubric needs to address boat speed, else the "two boat lengths" standard is meaningless.	Distance to stop depends on boat speed

#	Theme: Make the distance for stopping shorter	Category
18	Stopping within one boat length, or less, necessary to avoid some hazards.	Make the distance for stopping shorter
26	For an entry level kayaker, rescues are taught and stopping should be in a much shorter distance than 2 boat lengths.	Make the distance for stopping shorter
27	Needs improvement should still be within 2 boat lengths. Un acceptable is anything over 2 since that would indicate poor boat control.	Make the distance for stopping shorter
31	4 boat lengths seems long,	Make the distance for stopping shorter
42	2-4 lengths for a paddle powered vessel is getting a little far. 2-3 may be better for needs improvement	Make the distance for stopping shorter

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#	Theme: Increase the stopping distance for Rowing	Category
4	Doesn't seem applicable to keep a raft upright or stop a raft in 1-2 boat lengths in moving water, even at less than 1 kt current	Increase stopping distance for rowing
12	One boat length is not difficult	Increase stopping distance for rowing
23	I'm do not believe a rowing shell, especially an 8+ or 4X, can be stopped in two boat lengths when at full/race speed.	Increase stopping distance for rowing
36	Stopping distance not reasonable for rowing shell	Increase stopping distance for rowing
41	At speed, two lengths is barely possible with rowing shells.	Increase stopping distance for rowing
#	No Themes	
1	Careful to not take away any of the fun an entry level participant could have.	
2	None at this time.	
3	I'm assuming that "stop the craft" means stop relative to the water. Stop and hold position in a 0.99kt current might be difficult for some.	
5	For moving water stopping is not always an option, but making a move away from an obstacle leaving 2-4 boat lengths would be reasonable.	
6	River scenario?	
7	In whitewater it maybe more than 2 strokes.	
8	New standards in the human powered craft area are unnecessary.	
9	This is stupid. I can see where the authors are thinking of a canoe or kayak on a fairly mild river or lake - but this completely doesn't make sense in a fully loaded, 18 foot raft in the middle of a rapid. The boats I row - with provisions for two weeks and 4 passengers - weigh up to 2,000 pounds. I would love to be able to stop the boat withing 30 feet but it is often a physical impossibility.	
10	I agree that this is totally suitable for testing conditions. An expedition-loaded sea kayak traveling at speed will take even the best paddlers a bit more than two boat lengths to stop, though.	
11	Two lengths may not be sufficient for shorter whitewater craft in flowing water.	
13	None of this is needed for human powered boating and you would be better off not trying to include this category.	
14	Doesn't have to capsize to be unacceptable.	
15	Stopping a canoe is a trivial act. Paddling in a straight line, anticipating water hazards, learning to negotiate currents, is much more difficult, and important.	
16	When a boater is new, these skills need to be practiced on the water.	
17	"Stops the craft" is redundant, being used twice.	
20	I am not sure that rowing shells can always be stopped within 2 boat lengths in racing circumstances. Moreover, for new rowers #2 would be the norm for the entire first year of practice.	
21	This one makes sense, but who is the one assessing the performance? Fine if participants are subjecting themselves to a class or training.	
22	If this is truly for beginners to paddlecraft, then most will fall short of success due to the descriptor of "ineffective". Beginners are in classes to learn the basics of the strokes not to refine them.	
25	This is a good standard when evaluating/checking off an operator for skill, but even advanced/expert operators of rafts, kayaks, and canoes are not perfect and can/will fall out of craft and use ineffective strokes at times.	

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- 28 the time to stop may be greatly increased when going downstream.
- 30 This skill is sufficiently diverse in different situations as to be un-generalizable eg sailboat vs rowing shell vs kayak) need different rubrics.
- 32 2- Stops craft, but may have not used the appropriate strokes.
- 33 The unacceptable level should be a failure on testing.
- 34 Successful performance should include stopping while keeping craft from turning significantly, i.e. stopping is a straight line.
- 37 for 1 - I would add that the boat maintains its heading during the stop.
- 38 Again, like many of these, it seems like a waste of time to have a formal test for this skill. It's a useful skill, but also easy and quick to learn for any craft and passing this test doesn't really reveal much useful info about the operator's safety competence.
- 39 Are you kidding me?!?! If it is your boat, you know what to do! You don't need big brother to tell you what to do!
- 40 The entire premise of this rubric does not apply to the types of human powered boating I do, but the presence of rules allows agencies to enforce them, and good people will get hurt following this inanity.
- 43 I suppose. You mean "brings to a halt" relative to the water, not absolute position given the current, correct? Otherwise, OK.
- 46 Rowing Shells have very different glide characteristics than a paddleboard.
- 47 In my experience, difficulties stopping the craft simply don't come up in practice. Everyone can do it. Not an issue. (And, number of boat-lengths is strongly dependent on type of boat.)
- 48 How might this be affected by current? Consider currents in excess of 1 knot for full proficiency.

HUMAN Rubric 3.2

Summary: Of the 283 respondents for this question, 40 provided comments. The strongest theme (with 11 comments) centered on the idea that boat lengths identified for turning the craft should be make relevant to the kind of boat the person is operating. Rowing shells or longer ruddered boats might have difficulty with the 1-2 boat lengths. **The recommendation is to keep this Rubric unchanged. Rationale: People may have misread this given their comments referencing the boat at speed. This standard is accomplished in a stationary position.**

3.2 In the conditions stipulated, do you agree that the Rubric proficiency descriptions are accurate for the following skill and proficiency? The operator will be able to: Skill: Turn the craft from a stationary position... Proficiency: 180° to the right and left, within 1-2 boat lengths.	
	3 - Successful Performance: The operator: Can turn the craft. Can turn the craft 180 degrees to the right and the left. Can execute turn in 1-2 boat lengths. Keeps the craft upright with minimal wobbling or loss of control, and no sudden recovery motions.
	2 - Needs Improvement: The operator: Can turn the craft. Can turn the craft within 30 degrees of target. Turns craft in 2-4 boat lengths. Keeps the craft upright but may require sudden recovery motions.
	1 - Unacceptable (unsuccessful) Performance: The operator: Cannot turn the craft. Cannot turn the craft within 30 degrees of target. Turns the craft in more than 4 boat lengths. Falls in water or allows craft to capsize.
Comments = 40	

#	Theme: Boat lengths should be based on the type of boat	Category
23	Turning a sea kayak 180 degrees can be tricky depending on the stroke. If there is no stroke specified then the kayak can be turned 180 degrees without any forward movement. For a kayak "2" is very easy even for beginners with minimal instruction.	Depends on type of boat
26	This skill is sufficiently diverse in different situations as to be un-generalizable e.g. sailboat vs. rowing shell vs. kayak) need different rubrics.	Depends on type of boat
35	Depending on the boat, and speed it may not be possible to turn within 2 boat lengths.	Depends on type of boat
38	Depends heavily on type of boat. Dragon boats often require much more than 1-2 boat lengths to turn at speed. Steering control is important and needs to be assessed and taught, but YOU JUST CAN'T GENERALIZE LIKE THIS ACROSS ALL TYPES OF HUMAN-POWERED BOATS.	Depends on type of boat
9	A 10 rec boat is different than a 17 foot touring boats. Even different touring boats have different amounts of ROCKER, enabling the turn radius.	Depends on type of boat
15	Some well-tracking kayaks cannot be turned that quickly using basic strokes.	Depends on type of boat
16	If starting from stationary position, should be able to sculling pivot 180 degrees both clockwise and counter-clockwise without forward or backward movement, not within 1-2 boat lengths.	Depends on type of boat
27	Rowing boats being very long often require much more than 2 boat lengths to turn.	Depends on type of boat
28	Seems strange for a kayak. We would say rotate in place. Turning a kayak 180 degs. with sweep strokes can often take more than 2 boat lengths.	Depends on type of boat
22	This is easy in my 9 foot kayak, more difficult in my 12-1/2 kayak.	Depends on type of boat
37	Some longer, non-ruddered boats are difficult to turn 180* in 2 boat lengths, so this may not be practical for all boats, but is a good starting point.	Depends on type of boat