



	<p><b>CHAPTER 2 - INTRODUCTION TO PWC/SAR</b></p> <p><b>A. PRINCIPLES OF OPERATION</b></p> <p>1. Steering and Stopping PWC.</p> <p>a. PWCs are propelled by a jet drive where water is drawn into a pump and then forced out under pressure through a steering nozzle at the back of the unit. This “jet” of pressurized water is directed by the steering control—when the steering control is turned, the steering nozzle turns in the same direction. For example, if the steering control is turned right, the nozzle turns right and the jet of water pushes the back of the vessel to the left, which causes the PWC to turn right.</p> <p>b. The most important thing to remember about steering most PWCs (and other jet-drive vessels) is that you must always have power in order to maintain control. <i><b>If you allow the engine to return to idle or shut off during operation, you lose all steering control.</b></i> The PWC will continue in the direction it was headed before the throttle was released or the engine was shut off, no matter which way the steering control is turned.</p> <p>c. Always allow plenty of room for stopping. Just because you release the throttle or shut off the engine does not mean you will stop immediately.</p> <p>2. Safety Considerations.</p> <p>a. Do not ride too closely behind another PWC. If it turns sharply or if it stalls, you could collide with it; if the other rider falls off, you could run over him or her.</p> <p>b. Always look behind you over both shoulders before making turns; another vessel may be too close behind you. Maintain a sharp lookout at all times. Keep your “Head on a Swivel.” STAY ALERT for dangerous object and conditions.</p> <p>c. Be aware of all traffic in your AOR; don’t focus just on the short distance ahead. Do not tunnel.</p>	<p>5 Hours</p> <p><b><u>Safety Considerations</u></b>                  Because PWCs are very maneuverable it is possible for a PWC to get into trouble fast. There are important things to do when operating a PWC</p>
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- d. Always remember that operating a PWC has the same responsibilities as operating any other vessel.
- e. Monitor gauges for any indication of equipment malfunction. Oil pressure, fuel level, and temperature.
- f. No hot dogging, remember to “lead by example.” Public perception is important.

### 3. Recommended PWC Specifications

- a. Sit down configuration, three person capacity.
- b. Stable hull design, adequately buoyant.
- c. Four stroke engine, 1000cc or larger. Good fuel economy, reduced emissions, and quieter than a two stroke. Plenty of power for rescue sled operations, swift water operations, coastal, and multiple persons on board.
- d. Tow eye equipped.
- e. Ample storage for equipment.
- f. Folding boarding step at stern.
- g. There are various manufacturers, evaluate based on your agency’s need, budget, and preference.

### 4. Main Components of a PWC.

- a. Steering Control
- b. Throttle
- c. Steering Nozzle
- d. Lanyard/Engine Stop Switch
- e. Engine Compartment and Engine



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	<ul style="list-style-type: none"> <li>f. Intake Grate</li> <li>g. Drain Plug(s)</li> <li>h. Storage Compartment(s)</li> <li>i. Gauges/Indicator Lights</li> <li>j. Impeller</li> <li>k. Drive Shaft</li> <li>l. Hull</li> <li>m. Fuel Fill/ ON/OFF/RESERVE SWITCH</li> <li>n. Forward/Reverse Lever (if equipped)</li> <li>o. Trim Adjustment (if equipped)</li> <li>p. Battery</li> <li>q. Fluid Reservoirs</li> <li>r. Oil fill/Dipstick</li> </ul> <p>5. Pre and Post Operational Check</p> <ul style="list-style-type: none"> <li>a. Hull <ul style="list-style-type: none"> <li>1. Inspect for any damage</li> </ul> </li> <li>b. Jet Pump Water Intake/Steering Nozzle/Reverse Gate <ul style="list-style-type: none"> <li>1. Inspect for debris</li> <li>2. Inspect for damage</li> <li>3. Inspect for ANS if in your AOR</li> <li>4. Clean</li> </ul> </li> <li>c. Bilge <ul style="list-style-type: none"> <li>1. Drain (if needed)</li> <li>2. Ensure drain plug(s) are secured</li> <li>3. Inspect for ANS</li> </ul> </li> </ul>	<p>Regular maintenance will extend the life of the engine and related components. Follow the manufacturers recommended guidelines.</p> <p>Remove seat and allow engine compartment to ventilate at</p>
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	<p>d. Battery</p> <ol style="list-style-type: none"> <li>1. Inspect Level</li> <li>2. Inspect connections</li> <li>3. Test the battery with a hydrometer to see that all cells are equal.</li> <li>4. Charge the batteries as needed.</li> </ol> <p>e. Latches (seat and storage compartment (s))</p> <ol style="list-style-type: none"> <li>1. Visually inspect for tightness. Be sure that documents, etc., are in water tight bags or containers</li> </ol> <p>f. Fuel/Oil Levels</p> <ol style="list-style-type: none"> <li>1. Refill/visually inspect</li> </ol> <p>g. Engine Compartment</p> <ol style="list-style-type: none"> <li>1. Verify fuel/oil system components integrity and condition</li> <li>2. Make sure no water/oil/fuel in compartment</li> <li>3. Ventilate by removing seat minimum 4 minutes.</li> </ol> <p>h. Hoses and Clamps</p> <ol style="list-style-type: none"> <li>1. Should be checked. If hoses are soft, cracked, or brittle, they should be replaced.</li> </ol> <p>i. Electrical</p> <ol style="list-style-type: none"> <li>1. Visually inspect the electrical wiring, look for chafing and areas of wear that could cause a short circuit.</li> </ol> <p>j. Steering/Throttle and Reverse Connections</p> <ol style="list-style-type: none"> <li>1. Check for proper operation</li> </ol> <p>k. Forward/Reverse Lever</p> <ol style="list-style-type: none"> <li>1. Lock in forward and neutral</li> </ol> <p>l. Lanyard/Engine Stop Switch</p> <ol style="list-style-type: none"> <li>1. Check operation</li> </ol> <p>6. Launching, Starting, and Retrieval of PWC</p> <p>a. Fuel switch in the ON Position</p>	<p>start of Pre op check.</p>
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- b. Back the trailer down the ramp until PWC intake grate is submerged.
- c. Board the PWC, connect the lanyard/stop engine switch to your PFD.
- d. Start engine per manufacturer's recommendation. Remember PWC has no "neutral." Pump will be in operation as soon as engine starts.
- e. Allow brief warm up period/monitor gauges. Know the manufacturer's specific operating parameters, i.e., oil pressure, voltage, temperature range.
- f. Have partner disconnect winch strap.
- g. Visually clear area behind you, engage reverse, and slowly back off the trailer.
- h. Verify water depth, ***high speed starts in shallow water are NOT recommended or allowed.*** Dirt, sand, rocks, or debris may be sucked into impeller.
- i. Retrieval: Trailer backed into water with bunks partially exposed. Slowly approach trailer keeping bow centered between bunks. As you make contact be ready to apply throttle to "push" PWC up and onto trailer and hold until partner attaches winch strap and tightens. Shut down engine and clear the ramp.

### 7. Troubleshooting

- a. Loss of Power/Engine Overheat/Clogged Impeller Intake
  1. During operation if you experience a sudden decrease in power or hear a warning tone (if equipped), stop the engine immediately.
  2. The most likely problem is an overheated engine caused by a ***clogged impeller intake.***



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### 3. Attempt to clear the intake:

- i. Stand and straddle the seat facing forward
- ii. Roll the craft from side to side to rinse out any debris or sand from the intake grate.

4. If that does not work, disconnect the engine stop switch lanyard and enter the water safely, reach underneath and remove any debris from the intake grate. Re-board, restart the engine and continue to shore for a more thorough check for obstructions.

5. If power loss or high temperature alarm persists, tow the PWC to the nearest shore. If rescue is not imminent, restart the PWC and get to the nearest shore. Motors can be replaced, your life cannot.

### b. Flooded Engine Compartment

1. If a PWC has been capsized for an extended period of time, it is likely that the engine compartment will fill with water.

2. If you attempt to start the engine and it briefly turns then stops, it is likely there is water in the cylinders of the engine. STOP, request a tow to shore and further evaluate.

## 8. Required Equipment for PWC

### a. Fire Extinguisher (USCG approved Type B-1)

1. Inspect condition - fully charged, undamaged and nozzle free of obstructions. Properly stowed and secured.

2. If the fire is on your PWC....DISENGAGE!

b. Sound producing device attached to engine stop switch lanyard, and whistle attached to PFD.

c. Valid state registration with properly displayed bow numbers.



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	<p>9. Recommended Rescue Equipment</p> <ul style="list-style-type: none"><li>a. 150 ft. 12.5mm (1/2") NFPA certified line</li><li>b. 3- Locking Carabiners</li><li>c. 2- 10 ft. Lengths of 1 inch Webbing</li><li>d. 2- 6 ft. Prusik Cords</li><li>e. Throw Bag(s)</li><li>f. Knife</li><li>g. Spare PFD(s)</li><li>h. First Aid Kit</li><li>i. Dock Lines</li><li>j. Anchor and Line</li></ul> <p>10. Required Personal Safety Equipment</p> <ul style="list-style-type: none"><li>a. PFD: USCG approved lifejacket, properly fitting. Recommend Type V "Rescue Style" - Minimum Type III With attached whistle - <b><i>NO INFLATABLES</i></b></li><li>b. Swim Suit</li><li>c. Wet Suit: Provide thermal protection, may not be adequate for extreme cold water conditions.</li><li>d. Dry Suit/Necessary Thermal Undergarments: For extreme cold weather conditions/water temperature.</li><li>e. Foot Protection: Water shoes or boots, no open water sandals permitted.</li><li>f. Eye Protection: Goggles or ultra violet protection sunglasses with an attached floating keeper. No metal sunglass frames allowed. Prescription lens glasses or contacts can be lost during class, bring replacements if needed.</li><li>g. Whitewater Helmet: Chin strap, quick release buckles, full cut. Preferable colors, yellow or red. Helmet liner for cold weather/water conditions (optional).</li><li>h. Properly Fitted Gloves: Type according to weather conditions for thermal and injury protection.</li></ul>	<p>Should we teach Z-Drag system??</p>
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	<p>11. Optional But Recommended</p> <ul style="list-style-type: none"><li>a. Drinks and Snacks: Fluids for hydration and refreshment, snacks for energy. Environmental stressors can negatively impact your performance if you let them.</li><li>b. Waterproof Sun Screen: Use proper ultra violet protection according to glare, heat or duration of exposure to the sun, and skin type.</li><li>c. Waterproof Sunscreen Lip Balm</li></ul> <p>12. Environmental Hazards when Operating in River, Coastal, and Flat Water (Lake) Conditions</p> <ul style="list-style-type: none"><li>a. Collision with a fixed object, i.e., rocks, bridge abutments, deadheads, strainers, docks, pilings, sunken debris, ice, sand bars, shoals</li><li>b. Rapids, whirlpools, eddy lines, standing waves</li><li>c. Low head dam</li><li>d. Low visibility: fog, rain, snow</li><li>e. Wind</li><li>f. Lightning</li><li>g. Cold water</li><li>h. Floating debris, vegetation due to flooding conditions</li><li>i. Falls on land resulting in lacerations, bruises. Exposure to poison ivy/oak</li><li>j. Incoming/outgoing tides</li><li>k. Dangerous Surf Conditions/ Strong Undertow</li><li>l. Remote Locations: limited backup/communications/and EMS availability</li></ul>	
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	<p>m. Disabled, capsized, sinking, burning vessel</p> <p>n. Victims in the water, on a rock, pinned to a strainer</p> <p>13. Limitations, Exercising Sound Judgment</p> <p>a. Know your personal operational capabilities, do not exceed them.</p> <p>b. Know your area of responsibility (AOR); be aware of specific hazards present within your AOR.</p> <p>c. Know the capabilities of your PWC.</p> <p>d. Never go alone.</p> <p>e. Practice PWC/SAR maneuvers regularly then PRACTICE SOME MORE.</p> <p>f. Maintain the proper mindset, if it “Feels Bad” it probably is. ABORT MISSION if necessary.</p> <p>g. Stay in good physical condition. EXERCISE.</p> <p>h. Stay alert, focused and remain calm.</p> <p>i. Some advice from a Paramedic...when on scene the first pulse you should check is your own.</p>	
	<p><b>CHAPTER THREE: PRE AND POST OPERATIONAL PWC CHECK AND PRACTICAL EXERCISE</b></p> <p>1. PWC(s) on trailers will be available at a predetermined location.</p> <p>2. Students shall perform PWC equipment and operational check without the use of a checklist.</p> <p>3. Students shall verify the presence and condition of all required and recommended equipment and describe its function.</p>	<p>2 hours</p> <p>PWCs will be properly equipped and fully functional for this exercise</p> <p><b>End of Day 1</b> 8 hours</p>



	<p><b>CHAPTER 4: ON-THE-WATER PRACTICAL EXERCISES</b></p> <p><b>1. SAFETY DEBRIEF OF ACTIVITIES AT LOCATION</b></p> <p>a. Preoperational Check</p> <p>a. Students shall demonstrate correct technique for performing a PWC preoperational check.</p> <p>b. Students shall demonstrate correct procedure for launching, starting, and safely clearing the ramp area. Proceed to the staging area at <b>idle speed</b>.</p> <p>b. Boarding a PWC</p> <p>Students shall demonstrate the following techniques:</p> <ul style="list-style-type: none"><li>• From Dock<ul style="list-style-type: none"><li>o Place one foot on the PWC nearest the dock and at the same time board the PWC while holding the steering controls. Attach the engine stop lanyard to the PWC and PFD. Push away from the dock. Start engine and proceed at idle speed to slalom course.</li></ul></li><li>• Shallow Water<ul style="list-style-type: none"><li>o Board the watercraft either from the side or the rear. Attach engine stop lanyard to PWC and PFD. Start engine and proceed to idle speed to slalom course.</li></ul></li></ul> <p>Procedure:</p> <p><b>2. Slalom Course</b></p> <p>Student shall demonstrate the following maneuvers:</p> <ul style="list-style-type: none"><li>• At idle speed successfully negotiate a slalom course of 8 buoys to familiarize them with the low/idle speed handling characteristics of PWC.</li><li>• Gradually increasing speed as skill level/familiarity increases. Negotiate slalom course a minimum of 4 times. Student shall</li></ul>	<p><b>Day 2</b></p> <p>30 minutes</p>
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exhibit correct throttle, steering, and balance control.  
*Instructor shall watch for buoy strikes.*

- Proceed to the simulated docking/coming alongside station.

Procedure:

### 3. Simulated Docking/Coming Alongside Drill

Student shall demonstrate the following:

- Simulate coming alongside/docking utilizing an anchored buoy. Student shall maintain directional control and appropriate speed. Practice a minimum of 4 times. *Throttle control is crucial... SLOW!*
- After completion student shall proceed to the staging area at shore for rotation.
- This drill will also prepare student for approaching victims in the water.

Procedure:

### 4. Capsizing/Righting/ and Deep Water Reboarding of a PWC

Student shall demonstrate the following:

- In deep water intentionally capsize PWC.
- While maintaining contact with the PWC swim to the stern, identify which direction PWC should be rolled (usually a decal on the transom indicating correct direction).
- Properly right PWC *NO FINGERS IN THE INTAKE GRATE.*
- Swim to the stern of the PWC, grip the grab handle and pull yourself upward until your knee can reach the rear deck, then hoist yourself aboard while maintaining balance.
- Attach the engine stop switch lanyard to PWC, start engine and proceed to staging area at shore for rotation.
- Student shall perform this maneuver a minimum of 2 times.

**CAUTION:**  
Never use the reverse gate/steering nozzle as a "step" to board the PWC. It may damage these components.



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Procedure:

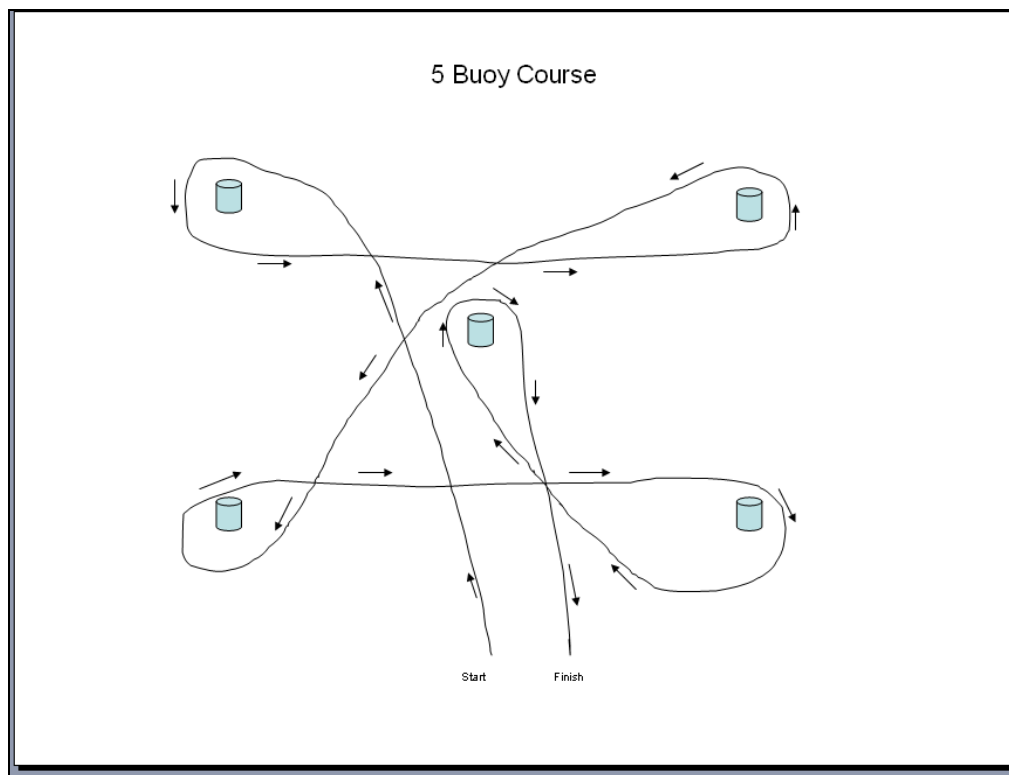
### 5. Five Buoy Slalom Course

Student shall demonstrate the following:

- Negotiate a 5 buoy course in the correct sequence of turns (instructor demonstrate). Return to staging area at shore for rotation after 3<sup>rd</sup> run.
- Student shall gradually increase speed as skill level and confidence increases.
- Student shall successfully negotiate the course a minimum of 3 times increasing speed as skills and familiarity increase.

Stress the importance of throttle and steering control.

Look for spinouts, cavitations, contact with buoys, and incorrect turns.



Procedure:



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	<p><b>5. Five Buoy Slalom Course (2 man)</b></p> <ul style="list-style-type: none"><li>• Throttle control, balance, and communications are necessary to successfully run.</li><li>• Operator must complete course 3 times successfully. 1x shallow water start, 1x deep water start, 1x passenger in a rear facing position.</li><li>• Students will then perform a deep water rotation, successfully changing operator/passenger positions. Operator will successfully complete course 3 times as described above. Return to staging area.</li></ul> <p>Procedure:</p> <p><b>6. Approaching and Boarding Active Victims in the Water</b></p> <ul style="list-style-type: none"><li>• Students will work in 2 man groups; operator will demonstrate 4 correct approaches/coming alongside/and boarding of an “active” victim in the water.</li><li>• Students will perform a deep water rotation, operator will repeat above maneuvers.</li></ul> <p>Maneuver:</p> <p>Victim will display the “distress signal” and wave hands repeatedly and rapidly from a horizontal position to a position overhead while floating in the water.</p> <ul style="list-style-type: none"><li>• Operator shall <i>slowly approach victim while maintaining eye contact</i>. Operator shall keep victim on the PORT side of PWC. This will allow operator to maintain throttle and steering control with right hand. Once within voice range, operator will state in a loud and clear voice.</li></ul> <p>“Remain calm, I want you to extend your left arm and grab my hand when I come alongside. Do NOT try and climb on from the side. I will swing you to the rear of the machine and help you climb on board. “DO YOU UNDERSTAND”</p> <p>Victim will acknowledge understanding verbally and with a headshake “YES”.</p>	<p>Instructor shall look for smooth throttle control, balance, correct negotiation of turns, and no contact with buoys.</p>
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- *SLOWLY, SLOWLY and under complete control operator will approach victim. Operator shall maintain the correct heading, speed, and balance to come alongside victim at a close distance. Operator should not have to make last second steering corrections, or “lean out” to grab victim’s hand.*
- *Instruct operator to abort and try again if they are too far away, or moving at an incorrect heading to safely grab the victim’s hand.*
- *Exaggerated leaning may cause a loss of balance, stability, steering, and throttle control. Capsizing or running your victim over is a bad thing.*
- *Operator will then “catch” victim while in the water, then slowly swing victim towards the stern. Once victim is at the stern operator will assist the victim in boarding the PWC. Victim should remain calm, keep a low center of gravity, and assume a sitting position behind the operator. Operator should clearly state these commands to victim.*

Procedure:

### **7. Retrieve PWC to Trailer**

- Retrieval: Trailer backed into water with bunks partially exposed. Slowly approach trailer keeping bow centered between bunks. As you make contact be ready to apply throttle to “push” PWC up and onto trailer (if necessary) and hold until partner attaches winch strap and tightens. Shut down engine and clear the ramp.

Procedure:

### **8. Perform Post Operational Check**

- Hull
  - Inspect for any damage
- Jet Pump Water Intake/Steering Nozzle/Reverse Gate
  - Inspect for debris
  - Inspect for damage



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	<ul style="list-style-type: none"> <li>○ Inspect for ANS if in your AOR</li> <li>○ Clean</li> <li>● Bilge             <ul style="list-style-type: none"> <li>○ Drain (if needed)</li> <li>○ Ensure drain plug(s) are secured</li> <li>○ Inspect for ANS</li> </ul> </li> <li>● Battery             <ul style="list-style-type: none"> <li>○ Inspect level</li> <li>○ Inspect connections</li> <li>○ Test the battery with a hydrometer to see that all cells are equal.</li> <li>○ Charge the batteries as needed.</li> </ul> </li> <li>● Latches (seat and storage compartment (s))             <ul style="list-style-type: none"> <li>○ Visually inspect for tightness. Be sure that documents, etc., are in water tight bags or containers</li> </ul> </li> <li>● Fuel/Oil Levels             <ul style="list-style-type: none"> <li>○ Refill/visually inspect</li> </ul> </li> <li>● Engine Compartment             <ul style="list-style-type: none"> <li>○ Verify fuel/oil system components integrity and condition</li> <li>○ Make sure no water/oil/fuel in compartment</li> <li>○ Ventilate by removing seat minimum 4 minutes.</li> </ul> </li> <li>● Hoses and Clamps             <ul style="list-style-type: none"> <li>○ Should be checked. If hoses are soft, cracked, or brittle, they should be replaced.</li> </ul> </li> <li>● Electrical             <ul style="list-style-type: none"> <li>○ Visually inspect the electrical wiring, look for chafing and areas of wear that could cause a short circuit.</li> </ul> </li> <li>● Steering/Throttle and Reverse Connections             <ul style="list-style-type: none"> <li>○ Check for proper operation</li> </ul> </li> <li>● Forward/Reverse Lever             <ul style="list-style-type: none"> <li>○ Lock in forward and neutral</li> </ul> </li> <li>● Lanyard/Engine Stop Switch             <ul style="list-style-type: none"> <li>○ Check operation</li> </ul> </li> </ul>	<p><b>End of Day 2</b></p> <p>8 hours</p>
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	<p><b>Advanced PWC Operations</b></p> <p><b>1. Advanced PWC Operations</b></p> <ul style="list-style-type: none"> <li>• Introduction to Rescue Sled Operations (Instructors Demonstrate).</li> <li>• Slalom Course with rescuer aboard sled (Alternate Rescuer/Operator Role).</li> <li>• Five Buoy Course with Rescuer Aboard Sled (Alternate Rescuer/Operator Role).</li> <li>• Active Victim Rescue with Sled Followed by Five Buoy Course negotiation (Alternate Rescuer/Operator Role).</li> <li>• Passive Victim Rescue with Sled Followed by Five Buoy Course negotiation (Alternate Rescuer/Operator Role).</li> </ul> <p>Procedure:</p> <p><b>2. Advanced On-the-Water Operations</b></p> <ul style="list-style-type: none"> <li>• <i>SAFETY DEBRIEF OF ACTIVITIES AT LOCATION</i></li> </ul> <p>Procedure:</p> <ul style="list-style-type: none"> <li>• Dependent on type and style to be used for training.</li> <li>• Discuss then demonstrate throttle control when starting to get “sled” on plane, then back off throttle to maintain safe control. “Too slow and you will drown rescuer, too fast and you will pitch them off sled.” Find the correct speed by “feel” and commands from the rescuer aboard sled.</li> <li>• Operator shall board PWC, rescuer shall board rescue sled, then communicate with operator once they are in position. Operator will start PWC and wait for “GO” command from rescuer aboard sled.</li> </ul>	<p>30 minutes</p> <p>Instructors shall demonstrate rescue sled attachment and discuss techniques for proper speed and directional control.</p> <p>Instructors shall demonstrate proper procedure for a shallow water start with</p>
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	<ul style="list-style-type: none"> <li>• Once underway, rescuer will clearly give speed commands to operator. "UP or DOWN" shall be used.</li> <li>• Operator will announce turns to rescuer; turns shall be smooth, gradual, and controlled to avoid pitching rescuer off sled, or "cracking the whip". Operator shall clearly state intentions "Right Turn" or "Left Turn" to allow rescuer to prepare.</li> <li>• Slalom course shall be used to allow students to develop the "feel" necessary to build skills and confidence.</li> <li>• Operator shall successfully demonstrate proper throttle, steering, and communications between rescuers.</li> <li>• Slalom course shall be successfully negotiated 2 times followed by operator/rescuer rotation. Shallow water start.</li> </ul> <p>Procedure:</p> <p><b>3. Five Buoy Course with Rescuer Aboard Sled (Alternate Rescuer/Operator Role)</b></p> <ul style="list-style-type: none"> <li>• Operator shall board PWC, rescuer shall board rescue sled, then communicate with operator once they are in position. Operator will start PWC and wait for "GO" command from rescuer aboard sled.</li> <li>• Once underway, rescuer will clearly give speed commands to operator if needed. "UP or DOWN" shall be used.</li> <li>• Operator will announce turns to rescuer; turns shall be smooth, gradual, and controlled to avoid pitching rescuer off sled, or "cracking the whip", i.e., clearly stating "Right Turn" or "Left Turn".</li> <li>• Five buoy course shall be used to allow students to develop the "feel" necessary to build skills and confidence.</li> <li>• Students shall demonstrate the ability to pick the correct "line". Throttle and steering control shall become more crucial as tighter turns are required.</li> </ul>	<p>rescuer aboard rescue sled.</p> <p>Students will acknowledge understanding and begin practicing maneuver.</p>
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	<ul style="list-style-type: none"><li>• Operator shall successfully demonstrate good throttle, steering, and communications between rescuers. Five buoy course shall be successfully negotiated 2 times followed by operator/rescuer rotation. Deep water start.</li></ul> <p>Procedure:</p> <p><b>4. Active Victim Rescue with Sled Followed by Five Buoy Course (Alternate Rescuer/Operator Role)</b></p> <p><i>Active victims will be alert and cooperative. They shall signal distress by waving hands repeatedly and rapidly from a horizontal position to a position overhead.</i></p> <ul style="list-style-type: none"><li>• Operator/rescuer team will approach victim who is signaling "distress" as practiced in previous maneuvers. <b><i>Slowly under complete control, eye contact.</i></b></li><li>• Intentions will be clearly given to victim by operator.</li><li>• Once alongside victim, rescuer will enter water off sled. Verbal instructions and physical assistance shall be used to <b><i>board the victim on the rescue sled in a "face up" position.</i></b></li><li>• Rescuer will board sled on top of victim as gently and quickly as possible, secure hand and footholds. Reassure victim then clearly give the "GO" command to the operator.</li><li>• Operator will demonstrate smooth throttle and steering control, visually checking victim/rescuer to ensure all OK as speed increases. <b><i>NOT TO FAST, PROPER SPEED WILL "FEEL" CORRECT.</i></b></li><li>• Operator will enter the 5 buoy course and begin negotiating turns in the proper sequence. Operator shall clearly communicate turns while maintaining a controlled speed and heading.</li><li>• Rescuer will communicate any necessary speed changes and or difficulties. Continue to reassure victim.</li><li>• Exit course after last turn and head to shallow water staging area for victim drop-off.</li></ul>	<p>Victims to be deployed via safety Instructors only. Once victim is in the water, the safety officer will clear the area at a safe distance and signal students to begin.</p>
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## PERSONAL WATERCRAFT – LAW ENFORCEMENT/ SEARCH AND RESCUE

	<ul style="list-style-type: none"> <li>Students shall alternate rescuer/operator roles and successfully complete 2 rotations through 5 buoy course.</li> </ul> <p>Procedure:</p> <p><b>5. Passive Victim Rescue with Sled Followed by Five Buoy Course Negotiation (Alternate Rescuer/Operator Role)</b></p> <p><i>Passive victims will simulate an “unconscious” person floating face up in the water. Passive victims will remain flaccid and not assist the rescuer in any way.</i></p> <ul style="list-style-type: none"> <li>Operator/rescuer team will approach the passive victim as practiced in previous maneuvers. <b><i>Slowly under complete control, maintain verbal communications.</i></b></li> <li>Attempt to communicate with victim to determine physical level of consciousness, mental state. “ARE YOU OK, CAN YOU HEAR ME”. Continue to state intentions in case victim suddenly awakens.</li> <li>Once alongside victim, rescuer will enter water off sled. Verbal instructions and physical assistance shall be used to <b><i>board the victim on the rescue sled in a “face up” position.</i></b></li> <li>Rescuer will board sled on top of victim as gently and quickly as possible, secure hand and footholds. Reassure victim then clearly give the “GO” command to the operator.</li> <li>Operator will demonstrate smooth throttle and steering control, visually checking victim/rescuer to ensure all OK as speed increases. <b><i>NOT TOO FAST, PROPER SPEED WILL “FEEL” CORRECT.</i></b></li> <li>Operator will enter the 5 buoy course and begin negotiating turns in the proper sequence. Operator shall clearly communicate turns while maintaining a controlled speed and heading. Be alert, victim could regain consciousness and becomes combative or fearful.</li> <li>Rescuer will communicate any necessary speed changes and or difficulties to operator. Continue to reassure victim even if they appear unresponsive.</li> </ul>	<p>Victims deployed via safety instructors only. Once victim is in the water, the safety officer will clear the area at a safe distance and signal students to begin.</p>
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**PERSONAL WATERCRAFT – LAW ENFORCEMENT/ SEARCH AND RESCUE**

	<ul style="list-style-type: none"><li>• Exit course after last turn and head to shallow water staging area for victim drop-off.</li><li>• Students shall alternate rescuer/operator roles and successfully complete 2 rotations through 5 buoy course.</li></ul>	8 hours  <b>End of Day Three</b>
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