

Appendix C

PWC Safety



Mosby is proud to announce new PWC safety courses!

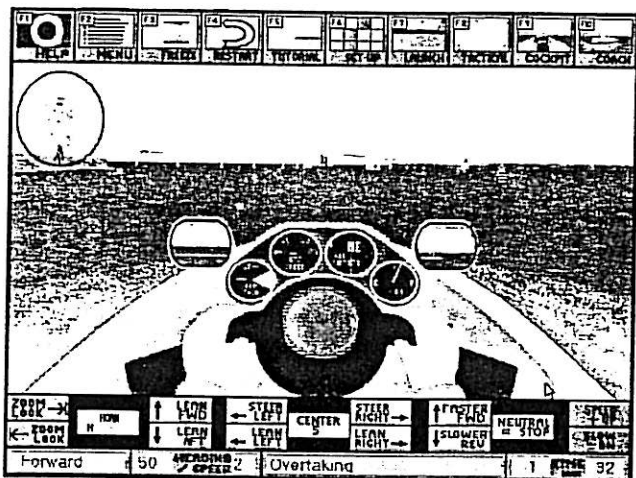
Wave Riding the Safe Way:

A Self Study Course

Wave Riding the Safe Way is a safety course ideal for self or classroom training. It is being developed to meet the NASBLA requirements for recreational boating education.

- ▶ Sidebars,
- ▶ Self Tests,
- ▶ Chapter Objectives, and
- ▶ State Information Resources

are throughout this handy course. Developed by educational specialists for the best in learning and convenience. Instructor's manuals are available for classroom presentations. Do not forget to ask Jean or Lesley about our ability to customize this publication for state sponsored classroom courses. This title will be available to the general public through bookstores, marine retailers, dealerships, catalogs, and so much more.

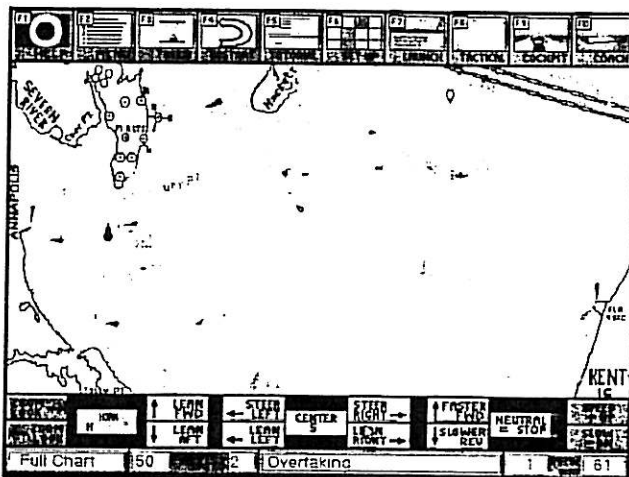


Screen sample from JETDrive!™

AND

JETDrive™

This is as close as it gets, without getting wet! Think of this *Interactive Safety Course for Personal Watercraft as Wave Riding the Safe Way*, but as a fully-interactive simulator. It will



Screen sample from JETDrive!™

include all the information from the book, as well as, navigational techniques, trailering exercises, and true-to-life simulations to test the operator's skills. The user will be able to ride a PWC with a 360 degree view, an overhead view, and a "chase" view.

A trailering view out of the back of a 4x4 will test launching and trailering skills. Any variable from real life that would influence a rider (wind, steering, wakes, leaning, and more) will be in the simulations. This software is designed to be self-study, but can also be used for classroom or showroom presentations.

Customization available for any organization for both courses!

Call Lesley at 1-800-345-8738 or Jean at 1-800-325-4177



"A PERSONAL WATERCRAFT IS A POWERBOAT, NOT A TOY. IF YOU OPERATE ONE, YOU ARE THE CAPTAIN, WITH ALL THE SAME RESPONSIBILITIES FOR KNOWING AND OBEYING BOATING REGULATIONS AND PRACTICING BOATING SAFETY, AS ANY CAPTAIN OF ANY VESSEL."

Commander Bob

The Wisconsin Department of Natural Resources reported that in 1996, Personal Watercraft accounted for 4.11% of all registered boats in the state, 27.68% of all reported accidents, 32.86% of all injuries, and 5.26% of all fatalities. Nationally, in 1995, according to the Coast Guard, there were 79 fatal PWC boating accidents, and 1,334 PWC accidents involving injuries. Couple those statistics with sales numbers of personal watercraft jumping from 29,000 sold in 1987 to nearly 200,000 in 1995, and it is readily apparent that personal watercraft owners, and PWC rental businesses, are drawing the attention of the public and their legislators.

As of early 1997, forty-four states require both operators and passengers to wear proper PFDs; 38 have prohibited use during specific hours; 33 have imposed limitations on wake jumping; 28 require a lanyard kill-switch; and 22 prohibit operation in specific areas. Sixteen states have passed legislation requiring mandatory PWC operator and/or boater education.

A Personal Watercraft is defined as a vessel which uses an inboard motor powering a water jet pump as the primary source of motive power, and which is designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than the conventional manner of sitting or standing inside the vessel.

The U. S. Coast Guard classifies personal watercraft, PWC, as Class A inboard boats. That means personal watercraft are subject to the same rules and requirements as any other powerboat, and then some.

In addition to the general regulations in effect for motorboats, PWC owners must also be aware that there are local laws and ordinances around the country that further restrict PWC operations. They include age of the operator, sunrise to sunset limitations, special no wake zone provisions, assigned operating areas

and restrictions, and speed limits. Make certain that you know the laws that apply to you in your area of operation.

Federal Regs require that all personal watercraft be registered and display a registration number in accordance with state and federal guidelines.

Properly fitted, CG approved personal flotation devices (life jackets) are required for each person on board, and in most states they are required to be WORN by a PWC operator. There must also be a CG approved, class B-1 fire extinguisher aboard the PWC.

Many PWC have a lanyard connected to the start/stop switch. If your PWC is equipped with such a switch, it will not start unless the lanyard is attached to it. Never start your engine without attaching that lanyard to your wrist or PFD. If you fall off the engine automatically stops running so your craft will not travel a great distance, and you can easily swim to it. It will also prevent the PWC from running amok in areas populated by swimmers or other watercraft.

PWC operators need to keep in mind that a jet drive requires moving water through the drive nozzle for maneuverability. If you approach a dock, shore, or other vessel at a rapid speed and shut off the engine, you will have little or no maneuvering capability.

The Personal Watercraft Industry Association (PWIA) also recommends that the operator wear eye protection, a wetsuit, footwear, and gloves.



The vast majority of PWC operators are responsible boaters. They are considerate of the environment, obey the law, and respect the rights of others to enjoy our waterways.

Most complaints to law enforcement officials regarding the operation of PWC's fall into the following categories. If you are a mature and conscientious operator, try and avoid these breaches of common courtesy and consideration.

- **Wake jumping!** This is not only irritating to boaters attempting to be watchful and maneuver in heavily travelled areas, but it is extremely dangerous. In just one case, a wake-jumper in Florida got tangled up in the props of a cabin cruiser and was killed.
- **No wake zones!** If you want to get on the wrong side of a responsible boater, disobey no wake zones. You are likely to find yourself on the debit side of a ticket, since most boaters and shoreline property owners will not hesitate to report violators of slow-no-wake areas.
- **High speeds too near shore or other boats!** Most states require 100 feet of

separation between boats and to the shore at more than no wake speeds. (By the way, no wake means the slowest possible speed your boat will go and still provide maneuverability.)

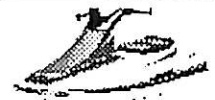
- **Noise!** Excessive noise near shore or near anchored boats is sure to draw negative attention. Be considerate of property owners and other boaters.

There are environmental issues that PWC operators need to consider as well:

- **Pollution!** Refuel on land to reduce chances of spillage into the water. Don't overfill your fuel tank. Check and clean your engine well away from shorelines.
- **Turbidity!** In shallow waters where PWC's can easily operate, the bottom gets stirred up, suspending sediment which cuts down on light penetration and depletes oxygen. This can affect bird and fish feeding. To avoid this, operate your PWC in deeper water. If you do have to traverse shallow water, run at idle speed.
- **Vegetation!** In coastal areas be aware of low tide. Low water levels expose sea grass beds and other delicate vegetation. Disturbances can cause erosion and long lasting damage. Besides, ingesting seaweed and seagrass is not good for your engine. Feed it clean water and it will run and maneuver much better.
- **Wildlife harrassment!** A PWC near shore can interrupt feeding and nesting wildlife, and cause animals to deviate from their normal behavior. And that, by the way, is illegal! Mammals such as sea otters, sea lions, manatees, and whales can be injured by direct contact with a boat, and it is believed that the noise from watercraft can even adversely influence breeding cycles and cause birth defects. So avoid areas of high animal populations.

Remember, our waterways belong to everybody! If all boaters act responsibly and courteously, obey the rules, and protect the environment, our seas, lakes and rivers will provide all of us a lifetime of enjoyment and recreation!

For more information on this subject, contact the Personal Watercraft Industry Association. Ask for their publications, "Riding Rules for Personal Watercraft" and "An Environmental Guide for Personal Watercraft Operators". Write: PWIA Communications, 200 W. Welborne Avenue #7, Winter Park, Florida 32789, or call them at 407-629-4941. And don't forget to tell them Commander Bob sent you!



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