

## **BOAT HANDLING**

**NOTE;** the term **Tournament Boat**, refers to shaft drive boats where the propeller and rudder are under the stern of the boat.

For each manoeuvre below, the candidate must;

- **Take into account tide and wind**
- **Demonstrate throttle control and stern swing**
- **Identify pivot points in forward and reverse gear**

### **Slow Speed Handling**

1. Candidate should be able to drive slowly  
Using reverse gear excessively or as an emergency brake indicates poor driving technique (e.g. poor throttle control, excessive speed, low standard of safety and poor judgement)
2. Wind or tide should be used to slow the boat when possible
3. On coastal waters and rivers, manoeuvres should be into the flow or wind. In windy conditions on a lake, manoeuvres to pick up a mooring, a ski or skier should be into wind.
4. Remember a boat is not at rest unless it is tied up.

### **Pick Up a Buoy**

1. Demonstrate to the candidate the correct method to pick up a mooring buoy or slalom buoy
2. Demonstrate how the stern swings wide when moving forward with helm on full lock.
3. The approach must be very slow, demonstrating throttle control. If there is no wind or tide to stop the boat at the buoy, reverse gear may be used at tick over RPM only.
4. Supervise the candidate through the same manoeuvres. On an inland lake this should simulate a man overboard situation.
5. On Coastal waters, follow the same procedure but throw a buoy or life jacket into the water and shout 'man overboard' – the driver must carry out the correct MOB procedure.

### **Three Point Turn**

1. Demonstrate the correct method to complete a three point turn between pontoons in a marina or boat lane and slalom buoys if a slalom course is available
2. Supervise the candidate through the same manoeuvre

### **Figure of Eight**

1. On an inland lake this manoeuvre should take place in fairly calm conditions. In very windy conditions or tidal waters, the alternative is to drive around a single buoy in a circle using the same techniques.
2. Demonstrate to the candidate the correct method to drive a figure of eight around a slalom buoy and boat lane buoy on the slalom course
3. Demonstrate how the stern swings wide when moving forward with helm on full lock to keep the bow close to the buoys.
4. It is a requirement to use forward gear, neutral and reverse gear as necessary. Demonstrate how to use a thrust of power in forward gear to push the stern to one side, which will pivot the bow towards the buoy.
5. Supervise the candidate through the same manoeuvres.

**Manoeuvring a boat with an outboard engine**

1. Candidate to drive with an outboard engine around a slalom and boat lane buoy in a figure of eight, close to the buoys in both forward and reverse. Complete this with the buoy on both the starboard and port sides.

**Manoeuvring a Tournament boat with an inboard engine**

1. Candidate to drive a boat with an inboard engine around a slalom buoy and a boat lane buoy in a figure of eight, close to the buoys on the driver's side of the boat using forward gear with neutral and reverse as necessary.
2. **Mooring a sports boat with an outboard engine**
  1. Describe and practice how to moor up to a dock, jetty or floating pontoon
  2. The candidate must demonstrate a controlled approach, safe docking and tie the boat with a bow and stern line
  3. The candidate must also demonstrate how to leave the side of the dock using forward and reverse gear as necessary, without rubbing the stern or bow on the dock.
  4. On coastal waters the candidate must identify when to use a spring (rope) to leave a dock (tide or wind on the dock)

**Mooring a Tournament Boat**

1. Describe and practice how to moor up to a dock, jetty or floating pontoon
2. The candidate must understand the principal of using the stern swing momentum of the boat to come along side a dock if reverse gear pulls the boat away from the dock.
3. The candidate must be able to demonstrate controlled approach, safe docking, tie the boat with a bow and stern line.
4. The candidate must be able to demonstrate how to leave the side of the dock in both forward and reverse gear, without rubbing the stern or bow on the dock
5. Identify if necessary, when to use a spring (rope) to leave a dock (tide or wind on the dock)

**DRIVING FOR SKIERS**

**General Points**

1. Everyone in the boat must be properly seated – use cushions if necessary to increase driver visibility.
2. The driver is not in control if they are sat on the back of the seat. If the boat hits waves or backwash the driver could be thrown onto the deck or out of the boat.
3. Keep one hand on the throttle/gear lever at all times when under way.
4. The driver must steer the boat with one hand - the boat will be deemed out of control if the driver uses two hands.
5. Pull the skier out of the water with appropriate power.
6. Drive straight and at a constant speed.
7. Minimise backwash at all times.
8. Always return to a skier on the driver's side at slow speed.
9. Always keep the skier in view over your right shoulder when taking the line taught.
10. Aske the skier to say 'in gear' when ready and 'hit it' for the pull out.
11. Recover the skier at the end of the session. Switch off the engine before boarding a skier.

**Deep Water Start**

## SKI BOAT DRIVER Part 1 (SBD1)

### SBD2 and ICC Assessment



1. The observer will pass the ski rope to the skier in the water and relay signals from the skier to the driver.
2. An outboard engine must be trimmed fully down (or in) toward the transom.
3. Drive the boat slowly out to a position where the ski rope is just taught, the driver will look over his/her right shoulder and check that the skier is ready. When the line is tight and the driver can see all of the line, the handle and the tips of the skis, the driver decides when the skier is ready and waits for the 'in bear' command..
4. When the skier shouts 'In Gear' the driver must face the front and check the water ahead is clear before engaging forward and accelerating in response to the command 'Hit It'
5. The driver will accelerate the boat in a straight line at a rate suitable for the weight of the skier.
6. As the skier comes out of the water the driver must reduce the amount of throttle to prevent the boat from accelerating too quickly.
7. The driver must maintain a straight course with a constant speed which is suitable for the weight of the skier or the speed that the skier has asked for. The driver must concentrate on driving and rely on the observer to relay the skier's instructions.
8. An outboard engine will generally remain trimmed down unless there is a considerable distance without turning. A sports boat is usually more stable for Waterskiing when the bow is down. Consider cavitation when turning.

#### When the skier falls

1. The observer will tell the driver that the skier has fallen and that the skier has given the O.K. signal
2. The driver will move the gearshift to neutral and wait for the boat come off the plane and slow down.
3. Turn the wheel to full lock **starboard** and engage forward gear **maintaining full lock starboard**.
4. Allow the boat to turn back to **the original course**, avoiding the back wash.
5. Always return to the skier on the driver's side at slow speed without creating back wash.
6. An EMERGENCY stop is exactly the same procedure, except when the skier does not give the OK signal or the observer suspects that the skier is injured, the driver should return to the skier as quickly as possible.

#### Pick up a fallen skier

1. Stop the boat in the correct manner and return to skier on the original course.
2. Deviate from this course only when the rope is delivered to the fallen skier.
3. Deliver the rope, keeping the skier on the driver's side at slow speed avoiding backwash.
4. Position the boat to return to the original ski course with the skier in view over the right shoulder.
5. Follow the procedure for a deep water start

#### Turning for a wakeboarder

1. When turning for a novice wakeboarder the driver must consider whether the rider is Regular or Goofy.
2. Advanced riders will expect the driver to turn in the correct direction.
3. A beginner will often be outside of the wake when the boat is approaching the turn. Usually the driver will turn CAREFULLY and slowly in a clockwise direction for a regular rider. The driver should keep the rider as close to the wake as possible, using careful throttle control, this will help to make the beginner more stable.
4. However this will tend to make the rider more prone to riding out on the whip. Turning the opposite way will put the rider on the toe side edge which will help to prevent a novice rider from going onto the whip.
5. The driver must consider the proximity of hazards and ability of the rider and decide which direction is SAFE to turn.
6. It is the driver's responsibility to control the speed of the rider throughout the turn.
7. Driving skills for an advanced wakeboarder or skier are not a part of SBD2.

#### Ending the set

## SKI BOAT DRIVER Part 1 (SBD1)

### SBD2 and ICC Assessment

---



1. Approach the drop off point
2. The observer should signal to the skier to let go of the handle
3. Return to the skier in the water; position the boat to bring the skier on board.
4. Slow the boat and stop the boat.
5. Turn off the engine before the skier approaches the rear of the boat.

#### Ending the set at the turning point

1. The observer should signal to the skier to let go of the handle.
2. Slow the boat in the turn and disengage gear.
3. It should not be necessary to accelerate into the backwash.
4. If this stopping procedure is demonstrated correctly, the bow of the boat will not dip under the backwash.
5. If the wash is severe, gently select reverse gear to ensure that the backwash will not come over the bow of the boat.
6. This method of ending the session will reduce backwash for the next skier.
7. Return to the skier in the water; position the boat to bring the skier on board.