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U.S. Department of Homeland Security

United States Coast Guard

Commanding Officer
United States Coast Guard
National Maritime Center

100 Forbes Drive
Martinsburg, WV 25404
Staff Symbol: NMC-2
Phone: (304) 433-3720
FAX: (304) 433-3408

16721

Ref: RITDKB-254

NOV 3 0 2011

Mr. Curtis Lanham
Ride the Ducks of Branson
P. O. Box 1837
Branson, MO 65615

Dear Mr. Lanham:

We write in response to your letter of August 29, 2011, requesting the approval of your proposed Limited Master (RITDKB-254) course.

The course satisfies applicable requirements, and the following approval is granted subject to the conditions listed below and in Enclosure (1):

Any applicant who has successfully completed your *Limited Master (RITDKB-254)* course and presents your Certificate of Training within one year of the completion of training will satisfy the service requirements of 46 CFR 11.456 (a), and the examination requirements of 46 CFR 11.456(c) for original issuance, renewal, or reissuance of a credential as Limited Master of Vessels of not more than 25 Gross Registered Tons Limited to Amphibious Vehicles (DUKWS) on the Lake Taneycomo route, entering at the boat ramp south of the White River Fish House, north to Branson Landing Fountains, and returning to exit at the boat ramp south of the White River Fish House; *and* on the Table Rock Lake route, entering from north of the White River Landing, proceeding around the island west of the Showboat Branson Belle dock, and exiting at the ramp south of the White River Landing. Applicants are required to present evidence of completing 50 round trips on each of the routes described above; meet the safe boating course requirements of 46 CFR 11.456 (b); and the First Aid and CPR certification requirements of 46 CFR 11.456(d).

Instructors: The instructors approved to teach this course are listed in Enclosure (3) Requests to add additional instructors must be submitted to this office for evaluation and written approval, *prior to* their participation in teaching this course.

Certificates: Your certificate of training *must* contain the following information:

- Name and code of the course as *Limited Master (RITDKB-254)*
- Name of the educational institution
- Date of completion and location where the training was conducted
- Name of the student
- Signature of an authorized representative of the school.

Your certificate of training *may* contain or your may issue, in addition to a completion certificate, an addendum that contains the approval paragraph as written in this letter. The verbiage appearing on the certificate or addendum must be *verbatim* as found in this approval

Locations:

- Classroom portion at your facility at 2320 West Highway 76, Branson, MO.
- Practical portion on the approved water routes and your maintenance facility at 2320 West Highway 76, Branson, MO.

Approval Dates: This approval is effective December 1, 2011, and expires on December 31 2013. Subsequent five year renewals may be granted upon a written request to this office made at least 90 days before this approval expires.

Failure to comply with the conditions of this approval may result in the suspension or withdrawal of this approval in accordance with 46 CFR 11.302.

If you have questions contact Mr. Vincent Black at [redacted]@uscg.mil or [redacted].

Sincerely,

[redacted]

ROBERT L. SMITH III
Chief, Mariner Training and Assessment Division
U.S. Coast Guard
By direction

Enclosure: (1) Terms of Course Approval
(2) Approved Instructors
(3) Certificate of Approval

Copy: REC St. Louis
NMC-23

Terms of Course Approval
Ride the Ducks of Branson
Limited Master (RITDKB-254)

1 All examination must be equivalent in scope and difficulty to the examinations that the Coast Guard would have administered. All examinations the student takes to successfully pass the course must be different from any examination he or she has previously taken or did not pass. (46 CFR 11.303(c)).

1. For at least one year after the end of each student's enrollment, you must maintain on file their examinations, a report of practical tests administered, and a record of their classroom attendance. (46 CFR 11.303(d)).

2. Any proposed change to the course, including a change of simulators or training aids, or changes or additions of instructors must be submitted to this office for evaluation and written approval. (46 CFR 11.303(e)).

3. Any proposed modifications to your approved training facility must be submitted to REC St. Louis.

4. You must allow, at any time, the National Maritime Center, or a designated representative, to:

a. Inspect your facilities, equipment and records, including scholastic records;

b. Interview and survey students to aid in course evaluation;

c. Assign personnel to observe or participate in the course of instruction, with or without prior notification; and,

d. Supervise or administer the required examinations or practical demonstrations. (46 CFR 11.303(f)).

6. Per Enclosure (1), paragraph d. (2), of Navigation and Vessel Inspection Circular (NVIC) 5-95 and Volume III, Chapter 7, paragraph L., of the Marine Safety Manual, all course renewal requests are required to be submitted to the National Maritime Center at least 90 days before the current approval expires.

ENCLOSURE (1)

Approved Instructors
Ride the Ducks of Branson
Limited Master (RITDKB-254)

1. Brian L. Ayres
2. Curtis P. Lanham
3. John J. Purma, III

ENCLOSURE (2)

U.S. Department of Homeland Security

United States Coast Guard

Commanding Officer
United States Coast Guard
National Maritime Center

100 Forbes Drive
Martinsburg, WV 25404
Staff Symbol: NMC-2
Phone: (304) 433-3720
FAX: (304) 433-3408

16720/4

NOV 3 0 2011

Mr. Curtis Lanham
Ride the Ducks of Branson
P.O. Box 1837
Branson, MO 65615

Dear Mr. Lanham:

We write in response to your letter of August 29, 2011, requesting approval for several of your captains to act as instructors for the following approved course:

- Limited Master (RTDOS-254)

We have evaluated the qualifications of the captains listed below and approval is granted for them to teach the course listed above:

- Brian L. Ayres
- Curtis P. Lanham
- John J. Purma, III

If you have questions contact Mr. Vincent Black at [redacted]@uscg.mil or ([redacted].

Sincerely,

[redacted]

ROBERT L. SMITH III
Chief, Mariner Training and Assessment Division
U.S. Coast Guard
By direction

Copy: REC St. Louis

U.S. Department of Homeland Security

United States Coast Guard

Commanding Officer
United States Coast Guard
National Maritime Center

100 Forbes Drive
Martinsburg, WV 25404
Staff Symbol: NMC-2
Phone: (304) 433-3720
FAX: (304) 433-3408

16721

Ref: RITDKB-254

Mr. Curtis Lanham
Ride the Ducks of Branson
P.O. Box 1837
Branson, MO 65615

Dear Mr. Lanham:

We write in response to your letter of August 29, 2011, requesting approval for several of your captains to act as instructors for the following approved course:

- Limited Master (RITDKB-254)

We have evaluated the qualifications of the captains listed below and approval is granted for them to teach the course listed above:

- Brian L. Ayres
- Curtis P. Lanham
- John J. Purma, III

If you have questions contact Mr. Vincent Black at [redacted]@uscg.mil or [redacted].

Sincerely,

[redacted]

ROBERT L. SMITH III
Chief, Mariner Training and Assessment Division
U.S. Coast Guard
By direction

Copy: REC St. Louis

U.S. Department of Homeland Security

United States Coast Guard

Commanding Officer
United States Coast Guard
National Maritime Center

100 Forbes Drive
Martinsburg, WV 25404
Staff Symbol: NMC-2
Phone: (304) 433-3720
FAX: (304) 433-3408

16721

Ref: RITDKB-254

DEC - 7 2011

Mr. Curtis Lanham
Ride the Ducks of Branson
P.O. Box 1837
Branson, MO 65615

Dear Mr. Lanham:

We write to correct an error noted during an administrative review of our letter dated November 30, 2011, approving several instructors for your Limited Master (RITDKB-254) course. The course code is incorrect in the original letter. A corrected letter is enclosed.

We regret the error and any inconvenience it may have caused.

If you have questions contact Mr. Vincent Black at [redacted]@uscg.mil or [redacted].

Sincerely,

[redacted]

ROBERT L. SMITH III
Chief, Mariner Training and Assessment Division
U.S. Coast Guard
By direction

Enclosure

U.S. Department of Homeland Security

United States Coast Guard

Commanding Officer
United States Coast Guard
National Maritime Center

100 Forbes Drive
Martinsburg, WV, 25402
1 (304) 433-3727
FAX: 1 (304) 433-3408

16721
November 30, 2011

Curtis Lanham
Operations Manager
Ride the Ducks, Branson
2320 West Hwy 76
Branson, MO 65616

Dear Curtis,

Your e-mail dated November 28, 2011 requesting a Primary Site Approval to conduct training/testing of U. S. Coast Guard approved course at 2320 West Highway 76, Branson, MO 65616 was received and is hereby approved.

With the intent of conducting oversight at the approved location, it is understood that the following course listed in the table below will be offered at the above location with the specified maximum number of students.

Course Title, Course Code	Max Number of Students	Room Name
Limited Master (0254)	9 9	Operations Conference Room Office Conference Room

The practical training of this course is approved to be held at the Maintenance facility located at 2320 West Highway 76 Branson, MO 65616 and the adjacent waterways of Table Rock Lake and Lake Taneycomo.

Your Primary Site Approval is based upon you having already obtained an approved Course Curriculum Package in accordance with 46 CFR, Chapter 1, Subchapter B, Part 11, Subpart C, Sections 301-303; COMDTINST M16000.8B Marine Safety Manual, Volume III, Chapter 7.

This Primary Site Approval is specific and conditional for this location and maximum number of students. If the site information and physical evidence you have presented is inaccurate, this Primary Site Approval will be revoked. If you have any changes (i.e. facility, room modifications or if the number of students enrolled exceeds the maximum amount approved) notify this office by email, fax or phone prior to conducting your training/testing for our approval. All Course Curriculum and Site Approvals are subject to U.S. Coast Guard Audit.

Thank you in advance for your cooperation. If you have any questions contact the National Maritime Center, NMC-12 Course Oversight, 304-433-3734.

Sincerely,

[redacted]
LCDR [redacted]
Course Oversight Auditor
By direction

Copy: REC STL

U.S. Department of Homeland Security

United States Coast Guard

Officer in Charge, Marine Inspection
U.S. Coast Guard
Sector Upper Mississippi River

1222 Spruce Street, Suite 7.103
St. Louis, MO 63103
Staff Symbol: sp
Phone: (314) 269-2562
Fax: (314) 269-2742
Email:
rebecca.s.winebrinner@uscg.mil

16721
November 14, 2011

MEMORANDUM

From: [redacted]
B. L. Black, CAPT
CG SEC UMR

Reply to Attn of: LTJG [redacted]

To: Robert L. Smith III
NMC-2

Subj: COURSE LIMITED MASTER (RITDKB-254)

Ref: (a) Your memo dtd 29 SEP 2011
(b) 46 CFR Part 11.456(a)
(c) 46 CFR Part 11.456(c)

1. As requested in reference (a) this office has reviewed the Ride the Ducks of Branson Limited Master (RITDKB-254) course and recommends the following:

a. Verbiage for the Limited Master credential to read:

Limited Master of Vessels of not more than 25 Gross Registered Tons (Domestic Tonnage), Limited to Amphibious Vehicles (DUKWS) upon routes designated by the local OCMI on Lake Taneycomo and Table Rock Lake.

b. Current designated routes are specified as per enclosure (1) as follows:

Lake Taneycomo: enter the water at boat ramp south of the White River Fish House, head north to Branson Landing Fountains, turn around and continue south on same route, exit the water at the boat ramp south of White River Fish House.

Table Rock Lake: enter the water north of White River Landing, head around the island west of Showboat Branson Belle dock and exit the water at the ramp south of White River Landing.

c. Recommend reducing the requirement in reference (b) for Ride the Ducks, Branson operators to the proposed 50 round trips on each of the routes designated above.

2. The current limited master's exams provided at the St. Louis REC are sufficient in content and exceed what the operator will encounter while operating on Lake Taneycomo and Table Rock Lake. Additionally, the proposed course content thoroughly covers the appropriate activities related to the duties of the operator and requires each student to pass a practical assessment to meet the criteria of reference (c).

#

Enclosure: (1) Route Maps for Ride the Ducks, Branson

CERTIFICATE OF APPROVAL

LIMITED MASTER (RITDKB-254)

course offered by

Ride the Ducks of Branson

is hereby recognized as an approved training course as outlined in Subpart C of Part 11, Title 46, Code of Federal Regulations. This approval is valid through the expiration date below, unless sooner surrendered or withdrawn as set forth in 46 CFR 11.302.

December 1, 2011
Effective

December 31, 2013
Expires

[redacted]

Robert L. Smith III
Chief, Mariner Training and Assessment Division

RTD_000373

CG-5372(8-84)

U.S. Department of Homeland Security

United States Coast Guard

Commanding Officer
United States Coast Guard
National Maritime Center

100 Forbes Drive
Martinsburg, WV 25404
Staff Symbol: NMC-2
Phone: (304) 433-3720
FAX: (304) 433-3408

16721

Ref: RITDKB-254

FEB 20 2014

Mr. Curtis Lanham
Ride the Ducks of Branson
P. O. Box 1837
Branson, MO 65615

Dear Mr. Lanham:

We write in response to your letter of September 20, 2013, requesting renewal of the approval of your revised Limited Master (RITDKB-254) course.

The course satisfies applicable requirements, and the following approval is granted subject to the conditions listed below and in Enclosure (1):

> Any applicant who has successfully completed your *Limited Master (RITDKB-254)* course and presents your Certificate of Training within one year of the completion of training will satisfy the service requirements of 46 CFR 11.456 (a), and the examination requirements of 46 CFR 11.456(c) for original issuance, renewal, or reissuance of a credential as Limited Master of Vessels of less than 25 Gross Registered Tons Limited to Amphibious Vehicles (DUKWS) on the upon the White River Impoundments in Missouri and Arkansas. Applicants are required to present evidence of completing 50 round trips on each of the routes described above; meet the safe boating course requirements of 46 CFR 11.456 (b); and the First Aid and CPR certification requirements of 46 CFR 11.456(d). This does not authorize a Raise in Grade (RIG) or increase in scope without OCMI approval.

Instructors: The instructors approved to teach this course are listed in Enclosure (3). Requests to add additional instructors must be submitted to this office for evaluation and written approval, *prior to* their participation in teaching this course.

Certificates: Your certificate of training *must* contain the following information:

- Name and code of the course as *Limited Master (RITDKB-254)*
- Name of the educational institution
- Date of completion and location where the training was conducted
- Name of the student
- Signature of an authorized representative of the school.

Your certificate of training *may* contain or your may issue, in addition to a completion certificate, an addendum that contains the approval paragraph as written in this letter. The verbiage appearing on the certificate or addendum must be *verbatim* as found in this approval

Locations:

- Classroom portion at your facility at 2320 West Highway 76, Branson, MO.
- Practical portion on the approved water routes and your maintenance facility at 2320 West Highway 76, Branson, MO.

Prior to giving this course at any other location, at least 21 days in advance, you must request site approval from D05-SMB-NMC-SiteApprovals@uscg.mil.

Approval Dates: This approval is effective April 1, 2014, and expires on April 30 2019. Subsequent five year renewals may be granted upon a written request to this office made at least 90 days before this approval expires.

Failure to comply with the conditions of this approval may result in the suspension or withdrawal of this approval in accordance with 46 CFR 11.302.

If you have questions contact Course Approvals at NMCCourses@uscg.mil or (304) 433-3720.

Sincerely,

[redacted]

J. P. NOVOTNY
Captain, U.S. Coast Guard

Enclosure: (1) Terms of Course Approval
(2) Approved Instructors
(3) Certificate of Approval

1 All examination must be equivalent in scope and difficulty to the examinations that the Coast Guard would have administered. All examinations the student takes to successfully pass the course must be different from any examination he or she has previously taken or did not pass. (46 CFR 11.303(c)).

Terms of Course Approval
Ride the Ducks of Branson
Limited Master (RITDKB-254)

1 All examination must be equivalent in scope and difficulty to the examinations that the Coast Guard would have administered. All examinations the student takes to successfully pass the course must be different from any examination he or she has previously taken or did not pass. (46 CFR 11.303(c)).

1. For at least one year after the end of each student's enrollment, you must maintain on file their examinations, a report of practical tests administered, and a record of their classroom attendance. (46 CFR 11.303(d)).

2. Any proposed change to the course, including a change of simulators or training aids, or changes or additions of instructors must be submitted to this office for evaluation and written approval. (46 CFR 11.303(e)).

3. Any proposed modifications to your approved training facility must be submitted to D05-SMB-NMC-SiteApprovals@uscg.mil.

4. You must allow, at any time, the National Maritime Center, or a designated representative, to:

a. Inspect your facilities, equipment and records, including scholastic records;

b. Interview and survey students to aid in course evaluation;

c. Assign personnel to observe or participate in the course of instruction, with or without prior notification; and,

d. Supervise or administer the required examinations or practical demonstrations. (46 CFR 11.303(f)).

6. Per Enclosure (1), paragraph d. (2), of Navigation and Vessel Inspection Circular (NVIC) 5-95 and Volume III, Chapter 7, paragraph L., of the Marine Safety Manual, all course renewal requests are required to be submitted to the National Maritime Center at least 90 days before the current approval expires.

ENCLOSURE (1)

Approved Instructors
Ride the Ducks of Branson
Limited Master (RITDKB-254)

1. John E. Davidson
2. Curtis P. Lanham
3. John J. Purma, III

ENCLOSURE (2)

CERTIFICATE OF APPROVAL

LIMITED MASTER (RITDKB-254)

course offered by

Ride the Ducks of Branson

is hereby recognized as an approved training course as outlined in Subpart C of Part 11, Title 46, Code of Federal Regulations. This approval is valid through the expiration date below, unless sooner surrendered or withdrawn as set forth in 46 CFR 11.302.

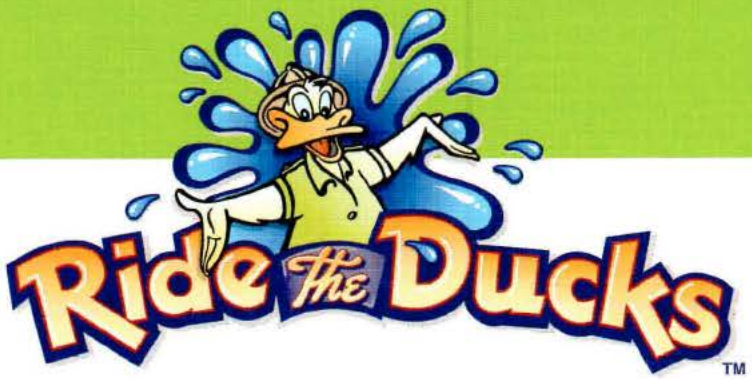
April 1, 2014
Effective

April 30, 2019
Expires

[redacted]
J. P. NOVOTNY
Commanding Officer, National Maritime Center

RTD_000379

CG-5372(8-84)



September 20, 2013

100 Forbes Drive
Martinsburg, WV 25404
Staff Symbol: NMC-2
Phone: (304) 433-3720
Fax: (304) 433-3408

To Whom It May Concern:

This letter is to request the renewal of the approved course RITDKB-254 from the National Maritime Center.

As you are aware, Ride The ducks has the experience that encompasses the responsibility of holding restricted licenses, having been successfully operating under a license in kind for over 30 years in Branson, MO and Boston, MA.

The course we are renewing with formal classroom and hands on training are exactly the same as the original approval except the updated water route for our Lake Taneycomo tour. This modification is a very small change to the route.

Enclosed you will find:

Original Documents sent for the approval
Approval Documents
Original Routes on Table Rock Lake & Lake Taneycomo
Renewal Documents which consist of:
- Course Outline
- Applicant Requirements
- Course Framework
- Detailed Training Syllabus
- Course Schedule
- Instructor Manual
- Practical Exam
- Final Written Exam
- Critique Sheet
- Routes on Table Rock Lake & Lake Taneycomo
- Original Routes on Table Rock Lake & Lake Taneycomo

All applicants will be signed off by our Licensed Master Trainer. The training will include onboard safety and emergency systems, emergency procedures including but not limited to hull breach events, loss of propulsion, collisions, grounding, man overboard, fire, weather, medical emergencies, water entries, water exits and abandon ship.

All applicants will perform all water related emergency procedures for our USCG representatives upon request.

Sincerely,

[redacted]

Curtis Lanham
Assistant General Manager
Ride The Ducks, Branson
P.O. Box 1837
Branson, MO 65615
417-266-7615 (o)
417-266-7611 (f)
417-294-3445 (c)

DUCK Course Outline				
		Lecture (Hours	Practical (Hours)	Total Hours
Unit 1	Vehicle Familiarization	2	4	6
Unit 2	Vehicle Inspection	4	6	10
Unit 3	Mechanical Overview	6	8	14
Unit 4	Driving Basics	4	10	14
	Unit 1, 2, 3 & 4 Review	2	6	8
Unit 5	On the Road Driving	1	8	9
Unit 6	Water Training	10	30	40
Unit 7	Water Emergency Procedures	16.5	33	49.5
Unit 8	Land Emergency Procedures	10.5	21	31.5
	Unit 5, 6, 7 & 8 Review	2	6	8
Unit 9	Identifying High Risk Areas	2	5	7
Unit 10	Navigation Rules	40	0	40
Unit 11	General Deck (Marline Spike/Seamean Ship/Anchoring)	18	5	23
Unit 12	Returning/Post Trip Inspection	2	4	6
Unit 13	Emergency Action Reporting	2	0	2
Unit 14	Complete Review	2	8	10
	Total Training Hours	124	154	278

All applicants for vehicle operator positions in the Ride The Ducks, Branson fleet must complete the following requirements:

- **OPERATORS QUALIFICATION**
  In accordance with 46 Code of Federal Regulations part 10. 205 (e), as prescribed by the US Coast Guard Department of Home Land Security, a prospective licensed operator of RTD vehicles must complete the training program set forth in the Code of Federal Regulations and in Ride The Ducks Captains Manual.

- **WATER BORN TRAINING**
  Prospective operators must provide evidence of having driven at least fifty round trips on the water portion of the approved DUCK route under the direction of a Coast Guard licensed Master. This evidence must be in the form of a log or check off sheet which shows each trip made and the signature or initials of each Coast Guard licensed Master in charged of each trip.

- **BOATING AND SAFETY COURSE**
  In accordance with 46 Code of Federal Regulation Part 10.202 (h) as prescribed by the US Coast Guard, Department of Home Land Security, an applicant must provide evidence of completion within the past year of a safe boating course administered by the Coast Guard Auxiliary, the US Power Squadron, or National Association of State Boating Law Administrators.

- **PHYSICAL EXAMINATION**
  In accordance with 46 Code of Federal Regulations Part 10.205 (d) as prescribed by the US Coast Guard Department of Home Land Security, a physical examination must be taken and passed by the applicant and be sent to the Regional Examination Center before a license can be issued.

- **FIRST AID CERTIFICATION**
  In accordance with 46 Code of Federal Regulations part 10. 209 (h), as prescribed by the US Coast Guard Department of Home Land Security, a Licensed Operator must show proof of first aid certification.

- **CPR CERTIFICATION**
  In accordance with 46 Code of Federal Regulations part 10. 205 (h), as prescribed by the US Coast Guard Department of Home Land Security, a Licensed Operator must show proof of CPR certification.

- **SOCIAL SECURITY CARD**
  In accordance with 46 Code of Federal Regulations part 10. 205(h), as prescribed by the US Coast Guard Department of Home Land Security, an applicant for a Licensed Operator must provide a copy of a valid social security card.

- **PRE-EMPLOYMENT ALCOHOL/DRUG TEST**
  In accordance with 46 Code of Federal Regulations part 16. 210 (h), as prescribed by the US Coast Guard Department of Home Land Security, all prospective Licensed Operators are subject to alcohol and drug screening before being placed in safety sensitive duties.

- **TRANSPORTATIONS WORKERS IDENTIFCATION CREDENTIAL CARD**
  (If applicable at time of applying for license)

After completion of all the requirements listed above, the successful applicant will then go to the designated testing facility. After tests have been passed the applicant will be issued a license endorsed as a **Limited Master of Vessels of not more than 25 Gross Registered Tons (Domestic Tonnage), Limited to Amphibious Vehicles (DUKWS). Upon the White River Impoundments in Missouri and Arkansas.** No further endorsement or increased scope will be allowed without additional experience, examination and approval of the OCMI. Route endorsement is dependent on location of operation.

All prospective Licensed Operators will take exams at Ride The Ducks Branson. Fifty round trips on the water route designated for DUCKS under the direction of a US Coast Guard licensed Master in lieu of 360 days sea time will be the only waiver.

DUCK COURSE FRAMEWORK

Scope:
This course is designed to train an individual with little or no sea service on safe operation of a very unique amphibious vehicle, with the ultimate goal for the student to earn a "Limited Scope" license limited to this vehicle only.

The class room portion goes beyond what is required for a "Limited Scope" license. This is to help provide the knowledge that would have been gained with actual sea service. Actual sea time is provided on the actual vehicle or one similar to the one they will be operating in service by repeated trips on the actual route.

Objective:
He or she will be proficient in safe vehicle operation, performing pre-trip and post trip safety inspections, recognizing mechanical problems, and emergency procedures.
Upon completion of the course, achieving a passing grade on the exam and being able to demonstrate satisfactory operation of the vehicle the student will earn a "Limited Scope" license subject to the restrictions on the certificate.

Entry Standards:
The applicant must be a United States Citizen and 18 years in age or older.
The applicant must or willing to obtain a CDL driving license with a "P" (passenger) endorsement along with having a good driving record.
The applicant must undergo the background check required and obtain a TWIC card if applicable at time applicant request.
The applicant must pass the same physical examination and drug screen required by the Coast Guard that is required for this license.
Completion of a First Aid / CPR / AED class is required before the final certificate will be issued.

Class Limitations

Class Size:
The maximum class size for lectures is 6 students per instructor.
The maximum class size for practical operation is 6 students per vehicle.
The class may be attended by an instructor in training who may be teaching the class at a future time. His presents is not to be counted as on of the 6 students.
The instructor may at his discretion have an assistant present to aid in class room question answer sessions and monitoring the written test.
The instructor may also have an assistant present to aid with the water portions of the class.
Any assistant that participates in the above stated roles must hold a license for the vessel this class is designed for.

Student / teacher ratio:
The student teacher ratio is limited to 6 students per teacher per classroom or vehicle. In the event there are more than 6 students there will be another instructor holding another class.

Exam Retakes:
All students are allowed two retakes of the written exams. If the student is unable to pass the second retake for any reason the student will not be allowed to continue on with the program and has failed the class.

Instructor:
Joseph Purma III
1051 Cook Road
Taneyville. Mo 65759

PROFESSIONAL EXPERIENCE

Captain, Ride The Ducks, Branson
Ride the Ducks 1999 to present

Involved in every aspect of operating an amphibious tour company, including training of drivers, providing tours.

Operations Manager, Ride The Ducks, Branson
Ride The Ducks 2001 to 2009

Involved in every aspect of operating an amphibious tour company, including oversight of ticket sellers, safety, financials, maintenance and driver qualification (Administrator of drug testing program, safety meetings, license renewals)

EDUCTATION

25 Ton Masters limited to DUKW on the White River and its impoundments in Missouri and Arkansas.

Instructor:
Curtis Lanham
98 Peaceful Ridge Rd.
Galena, MO 65656

PROFESSIONAL EXPERIENCE

Captain, Ride The Ducks, Branson
Ride the Ducks 2005 to present

Operations Manager, Ride The Ducks, Branson
Ride The Ducks 2009 to present

Involved in every aspect of operating an amphibious tour company, including oversight of ticket sellers, safety, financials and driver qualification (Administrator of drug testing program, safety meetings and license renewals)

EDUCTATION

University of Arkansas
Fayetteville, AR
2001 – 2005
Bachelor Science Business Administration Degree in Finance/Investment

25 Ton Masters limited to DUKW on the White River and its impoundments in Missouri and Arkansas.

Instructor:
John E. Davidson
55 White Wing Ln
Blue Eye, MO 65611

PROFESSIONAL EXPERIENCE

Captain, Ride The Ducks, Branson
Ride the Ducks 2002 to present

Trainer, Ride The Ducks, Branson
Ride the Ducks 2012 to present

Involved in every aspect of training new captains and returning captains every year, this training includes but not limited to all emergency procedures, safe driving, maneuvering the duck on the water.

Division Chair Construction Technology
Ozarks Technical College, 1994 – 1999

Operations Manager Southwest Power Station
Springfield Missouri City Utilities 1966 – 1986

Air Force 1962 - 1966

25 Ton Masters limited to DUKW on the White River and its impoundments in Missouri and Arkansas.

Facility:
The classroom portion will be held in one of our conference rooms at:
Ride The Ducks, Branson
2320 West Highway 76
Branson, MO 65616

The practical and water portions will be held at the maintenance facility and water route for:
Ride The Ducks
2320 West Highway 76
Branson, MO 65616

Course Equipment

Fully equipped and operations DUCK amphibious vehicle.
Life jackets
Fire extinguishers
CO2 fire suppression system
Random lengths of dock line
Assorted hand tools
Communication equipment

Teaching Aids

Visual aids:

Visual aids are kept to a minimum in the class room. The nature of this course allows the instructor to bring in the actual physical items they are studying, as listed above.

The following visual aids area also available as the instructor requires:

Dry marker and board
Overhead projector

DUCK OPERATOR COURSE

Table of Contents

CURRICULUM OUTLINE:

UNIT 1.0 DUCK FAMILIARIZATION

Terminal Performance Objectives

1.1 Given a DUCK, **IDENTIFY AND EXPLAIN THE PURPOSE OF** the DUCK its characteristics, and related exterior equipment.

Method of Instruction: Lecture, Demonstration:

Time of Instruction: **3.0 hr**

Enabling Objectives:

1.1.1 **IDENTIFY** the parts of the DUCK.
1.1.2 **STATE** the various uses and purposes of the DUCK

UNIT 1.0 DUCK FAMILIARIZATION

Terminal Performance Objectives

1.2 Given a DUCK, **IDENTIFY AND EXPLAIN THE PURPOSE OF** the DUCK's interior equipment. **DEMONSTRATE** the proper donning procedures, usage, inspection of personal floatation equipment, and fire fighting equipment and proper communication procedure.

Method of Instruction: Lecture, Demonstration:

Time of Instruction: **3.0 hr**

Enabling Objectives:

1.2.1 **IDENTIFY** the interior parts of the DUCK.
1.2.2 **DEMONSTRATE** donning and inspection procedures of personal floatation devices.
1.2.3 **DEMONSTRATE** inspection procedures for portable and installed fire extinguishers.
1.2.4 **IDENTIFY** rescue and fire fighting equipment on board the DUCK: Life Rings, Fire Extinguishers, First Aid Kits, Anchor Ball and Distress Flag.
1.2.5 **DEMONSTRATE** the proper stowage procedures of deck equipment: Anchor, Hand Pump, Boarding Ladder and Fire Buckets.

UNIT 2.0 VEHICLE INPSECTIONS

Terminal Performance Objectives:

2.1 Given a DUCK on shore, **IDENTIFY, OPERATE, STATE, LOCATE, DEMONSTRATE, AND EXPLAIN** the parameters of the inspection of the DUCK.

Method of Instruction: Lecture, Demonstration, Practical Exercise

Time of Instruction: **10.0 hr**

Enabling Objectives:

2.1.1 **IDENTIFY and STATE** the purpose of a DUCK pre start/trip inspection.
2.1.2 **IDENTIFY, EXPLAIN and PERFORM** the proper inspection of hull through fittings, drain plugs.
2.1.3 **IDENTIFY and STATE** the condition of the bilge conditions for oil, excessive water or debris.
2.1.4 **IDENTIFY and EXPLAIN** the condition of the boarding ladder, rails, floor boards and seats secured to floor.
2.1.5 **IDENTIFY, EXPLAIN and PERFORM** the inspection of the rudder for alignment and damage.
2.1.6 **IDENTIFY, EXPLAIN and PERFORM** the inspection of the propeller and shaft for fouling, dents and nicks.
2.1.7 **LOCATE and STATE** of all on board emergency equipment.
2.1.8 **IDENTIFY and DEMONSTRATE** all lighting(Head Lights, Tail Lights, Turn Signals, Brake Lights and Navigation Lights), blowers, wipers and horn in working condition.
2.1.9 **LOCATE and DEMONSTRATE** communication equipment is in good working order.
2.1.10 **IDENTIFY and EXPLAIN** if lug nuts are properly installed.
2.1.11 **IDENTIFY, LOCATE and DEMONSTRATE** tire inflation air pressure reading.
2.1.12 **EXPLAIN and DEMONSTRATE** tire inspections for all six tires: Tread Wear, Valve and Rims.
2.1.13 **EXPLAIN** the procedure for reporting tire discrepancies to DUCK maintenance crews.

UNIT 3.0 MECHANCIAL OVERVIEW

Terminal Performance Objectives:

3.1 Given a DUCK on shore, **IDENTIFY, STATE, LOCATE, DEMONSTRATE, AND EXPLAIN** the parameters of the mechanics of a DUCK.

Method of Instruction: Lecture, Demonstration, Practical Exercise

Time of Instruction: **14.0 hr**

Enabling Objectives:

3.1.1 **LOCATE, EXPLAIN and DEMONSTRATE** the bilge pumps and output of the bilge pumps. Also explain the purpose of the bilge pumps.
3.1.2 **LOCATE, EXPLAIN and DEMONSTRATE** the purpose of the curtain releases. Must complete an actual curtain release.
3.1.3 **LOCATE, EXPLAIN and STATE** the purpose of the heat alarms, its main function and what this will tell you if it goes off.
3.1.4 **IDENTIFY, EXPLAIN and STATE** the purpose of the Bilge Alarms, its main function and what it is informing you of.
3.1.5 **LOCATE, EXPLAIN and STATE** the purpose of the fume detectors, its locations and how to report and discrepancies to the maintenance division.
3.1.6 **LOCATE, EXPLAIN and STATE** the purpose of the CO2 system, its location and why it is used.
3.1.7 **LOCATE, EXPLAIN and DEMONSTRATE** the proper techniques for engaging the propeller.
3.1.8 **IDENTIFY, EXPLAIN and STATE** the condition of the Higgins pump and its purpose.
3.1.9 **IDENTIFY, EXPLAIN and STATE** the condition of the reverse actuator.
3.1.10 **IDENTIFY, EXPLAIN and STATE** the condition of the transmission.
3.1.11 **IDENTIFY, EXPLAIN and STATE** the purpose of the transfer case and its condition.

UNIT 4.0 DRIVING BASICS

Terminal Performance Objectives:

4.1 Given a DUCK on shore, **DEMONSTRATE, PERFORM AND EXPLAIN** the parameters of driving a DUCK.

Method of Instruction: Lecture, Demonstration, Practical Exercise

Time of Instruction: **7.0 hr**

Enabling Objectives:

4.1.1 **EXPLAIN and PERFORM** the starting procedures by energizing the main power switch and ventilation blower.
4.1.2 **EXPLAIN and PERFORM** the proper setting of the engine choke lever for starting the engine (cold).
4.1.3 **EXPLAIN and PERFORM** the proper starting of the starting ignition and starter button system.
4.1.4 **EXPLAIN and PERFORM** the proper post starting procedure such as: Watching Engine Oil Pressure, Allowing Engine to Warm Up.
4.1.5 **EXPLAIN** the proper procedure for listening and checking for unusual engine noises.
4.1.6 **EXPLAIN and DEMONSTRATE** the proper procedure for checking the turning radius both left and right.
4.1.7 **EXPLAIN** the wheel base distance and width of the DUCK
4.1.8 **EXPLAIN** about potential over hangs while on the road.

UNIT 4.0 DRIVING BASICS

Terminal Performance Objectives:

4.2 Given a DUCK on shore, **DEMONSTRATE, PERFORM AND EXPLAIN** the parameters of driving a DUCK in certain situations.

Method of Instruction: Lecture, Demonstration, Practical Exercise

Time of Instruction: **7.0 hr**

Enabling Objectives:

4.2.1 **EXPLAIN** the importance of following a predetermined route.
4.2.2 **EXPLAIN** the importance of obeying Local, State and Federal driving laws when driving on the predetermined route.
4.2.3 **DEMONSTRATE and PERFORM** the proper uses of the signaling devices for turning and lane changes in traffic in account of the vehicle size.
4.2.4 **EXPLAIN** various situations in which you might encounter on the road: People pulling out in front of you, traffic jam, oversized load in another lane.
4.2.5 **EXPLAIN, DEMONSTRATE and PERFORM** the proper technique for stopping on a hill and resuming movement forward.
4.2.6 **EXPLAIN, DEMONSTRATE and PERFORM** the proper technique for downshifting on hills.
4.2.7 **EXPLAIN** the importance of braking distance and how it affects larger vehicles.

UNIT 5.0 SAFE OPERATION ON THE ROAD

Terminal Performance Objectives:

5.1 Given a DUCK on shore, **DEMONSTRATE AND PERFORM** driving a DUCK on the road.

Method of Instruction: Lecture, Demonstration, Practical Exercise

Time of Instruction: **9.0 hr**

Enabling Objectives:

5.1.1 **EXPLAIN, DEMONSTRATE and PERFORM** all aspects learned in **UNIT 4.0** on the road.

5.1.2 **EXPLAIN, DEMONSTRATE, and PERFORM** the proper turning radius due to the side of the vehicle.

5.1.3 **EXPLAIN, DEMONSTRATE, and PERFORM** the proper lane changing procedures for the three(3) axle vehicle in a traffic situation.

UNIT 6.0 WATER ENTRY TRAINING/OPERATION

Terminal Performance Objectives:

6.1 Given a DUCK approaching the water launching ramp, **EXPLAIN and PERFORM** the procedure for a correct safety briefing before entering the water.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.0 hr**

Enabling Objectives:

6.1.1 **EXPLAIN** the importance of giving the safety briefing before entering the water.
6.1.2 **EXPLAIN and PERFORM** the proper safety briefing including fire extinguishers, adult personal floatation devices location, child personal flotation devices, proper donning of PFDs, along with the emergency exits.

UNIT 6.0 WATER ENTRY TRAINING/OPERATION

Terminal Performance Objectives:

6.2 Given a DUCK approaching the water launching ramp, **EXPLAIN and PERFORM** the procedure for selecting the correct gear on the transmission, proper propeller engagement procedure while regulating engine speed in accordance with DUCK operating procedures on entering the water.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **11.0 hr**

Enabling Objectives:

6.2.1 **EXPLAIN** the importance of stopping the DUCK before entering the water.
6.2.2 **EXPLAIN and PERFORM** the proper gear selection for entering the water.
6.2.3 **EXPLAIN and PERFORM** the proper technique for engaging the propeller before entering the water.
6.2.4 **EXPLAIN and PERFORM** the proper engine speed for entering the water.
6.2.5 **EXPLAIN and PERFORM** the proper technique for checking the reference markers when static.
6.2.6 **EXPLAIN and PERFORM** the proper technique on checking for listing and discharge coming from bilge outlets.

UNIT 6.0 WATER ENTRY TRAINING/OPERATION

Terminal Performance Objectives:

6.3 Given a DUCK approaching the water launching ramp to exit the water, **EXPLAIN and PERFORM** the procedure exiting the water given the correct engine speed and how to disengage the propeller once clear of the water.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **11.0 hr**

Enabling Objectives:

6.3.1 **EXPLAIN** the importance of correctly exiting the water on how it relates to driveline components.
6.3.2 **EXPLAIN and PERFORM** the proper technique of engine speed when approaching the ramp.
6.3.3 **EXPLAIN and PERFORM** the proper lowering of engine speed before wheels contacting land.
6.3.4 **EXPLAIN and PERFORM** the importance of engine speed once the front wheels have contacted land.
6.3.5 **EXPLAIN and PERFORM** the proper technique for disengaging the propeller once clear of the water.

UNIT 6.0 WATER ENTRY TRAINING/OPERATION

Terminal Performance Objectives:

6.4 Given a DUCK on the water **EXPLAIN and PERFORM** the proper operation of steering and use of speed and how it relates to turning, making way, and reversing the DUCK.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **12.0 hr**

Enabling Objectives:

6.4.1 **EXPLAIN** the reason for the difference between steering reactions on land compared to the steering effect in the water.

6.4.2 **EXPLAIN** the importance of the turning radius such as the pivot and delay of reaction when turning and how it relates to the different speeds when making way.

6.4.3 **EXPLAIN** the importance of proper RPMs on the water and how it relates to different sea states.

6.4.4 **EXPLAIN and PERFORM** the proper procedures for reversing the propeller by slowing the engine speed and depressing the brake and shifting the transmission into reverse and how the DUCK reacts in reverse compared to forward making way.

UNIT 6.0 WATER ENTRY TRAINING/OPERATION

Terminal Performance Objectives:

6.5 Given a DUCK on the water **EXPLAIN** the importance of the COI restrictions.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **2.0 hr**

Enabling Objectives:

6.5.1 **EXPLAIN** the COI restrictions and the importance of these restrictions as it relates to the water excursion.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.1 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for **Fire**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.1.1 **EXPLAIN** the importance of following the emergency procedures.
7.1.2 **EXPLAIN** how to instruct passengers to remain calm and have them don their PFDs.
7.1.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch and USCG of your situation.
7.1.4 **EXPLAIN and DEMONSTRATE** how to shut off the engine.
7.1.5 **EXPLAIN and DEMONSTRATE** how to shut off the fuel.
7.1.6 **EXPLAIN and DEMONSTRATE** how to close all vent closures, engine hatch, side hatches and floor flaps.
7.1.7 **EXPLAIN and DEMONSTRATE** how to activate the CO2 system.
7.1.8 **EXPLAIN** the importance of monitoring sea state and free board.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.2 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for **Hull Breach**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.2.1 **EXPLAIN** the importance of following the emergency procedures.
7.2.2 **EXPLAIN** how to instruct passengers to remain calm and have them don their PFDs.
7.2.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch and USCG of your situation.
7.2.4 **EXPLAIN and DEMONSTRATE** how to increase RPMs and head to nearest shore.
7.2.5 **EXPLAIN and DEMONSTRATE** how to raise the curtains.
7.2.6 **EXPLAIN** the importance of monitoring sea state and free board while watching bilge areas.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.3 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for **Man Overboard**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.3.1 **EXPLAIN** the importance of following the emergency procedures.
7.3.2 **DEMONSTRATE** how to shout out "MAN OVER BOARD"
7.3.3 **EXPLAIN and DEMONSTRATE** how to immediately throw out the closest available floatation device.
7.3.4 **EXPLAIN and DEMONSTRATE** sounding the danger signal with 5 short blasts of the horn.
7.3.5 **EXPLAIN and DEMONSTRATE** the proper procedure for locating the position of the MOB while turning hard to port.
7.3.6 **EXPLAIN** the importance of having a second person keep an eye on the MOB.
7.3.7 **EXPLAIN and DEMONSTRATE** how to notify dispatch and USCG of your situation and location.
7.3.8 **EXPLAIN and DEMONSTRATE** how to maneuver the duck to keep the MOB to your port side and disengage your propeller when you get close to the MOB.
7.3.9 **EXPLAIN and DEMONSTRATE** how to use the boat hook to retrieve the MOB. If the MOB is out of reach use the ring buoy.
7.3.10 **EXPLAIN and DEMONSTRATE** how to maneuver the MOB to the back of the DUCK.
7.3.11 **EXPLAIN** how to lower the stairway and carefully assist the passenger onboard.
7.3.12 **EXPLAIN** how to attend to their medical needs.
7.3.13 **EXPLAIN** the importance of keeping passengers calm.
7.3.14 **EXPLAIN and DEMONSTRATE** in the event the MOB is not immediately located, turn off the propeller and notify dispatch and USCG.
7.3.15 **EXPLAIN** the importance of never leaving the scene unless you have been authorized to do so.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.4 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for a **Heat Sensor Alarm**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.4.1 **EXPLAIN** the importance of following the emergency procedures.
7.4.2 **EXPLAIN** how to instruct passengers to remain calm and have them don their PFDs.
7.4.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch and USCG of your situation.
7.4.4 **EXPLAIN and DEMONSTRATE** how to investigate the DUCK for signs of heat or fire.
7.4.5 **EXPLAIN and DEMONSTRATE** how to fight the fire in accordance **Terminal Performance Objectives 7.1**.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.5 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for a **Fume Detector**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.5.1 **EXPLAIN** the importance of following the emergency procedures.
7.5.2 **EXPLAIN and DEMONSTRATE** how to turn into the wind.
7.5.3 **EXPLAIN and DEMONSTRATE** if the alarm goes off, continue on with your tour.
7.5.4 **EXPLAIN and DEMONSTRATE** if the alarm is not clearing discontinue your tour, head straight for shore.
7.5.5 **EXPLAIN and DEMONSTRATE** how to notify dispatch and USCG of your situation.
7.5.6 **EXPLAIN** the importance of monitoring sea state, passengers and the alarm.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.6 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for **Loss of Steering**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.6.1 **EXPLAIN** the importance of following the emergency procedures.
7.6.2 **EXPLAIN** how to instruct passengers to remain calm and have them don their PFDs.
7.6.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch and USCG of your situation.
7.6.4 **EXPLAIN and DEMONSTRATE** how to brief the passengers of the situation and to remain calm and seated.
7.6.5 **EXPLAIN and DEMONSTRATE** how to reduce the engine RPMs to slow down.
7.6.6 **EXPLAIN and DEMONSTRATE** how to engage the secondary Manual Hand Tiller or Auxiliary Helm if equipped.
7.6.7 **EXPLAIN** the importance of waiting for a tow off the water if sea state allows.
7.6.8 **EXPLAIN** the importance of monitoring sea state, if sea state places the passengers in danger then use the hand tiller or auxiliary helm.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.7 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for **Loss of Propulsion**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.7.1 **EXPLAIN** the importance of following the emergency procedures.
7.7.2 **EXPLAIN** how to instruct passengers to remain calm and have them don their PFDs.
7.7.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch and USCG of your situation.
7.7.4 **EXPLAIN and DEMONSTRATE** how to deploy the anchor when conditions dictate.
7.7.5 **EXPLAIN** the importance of monitoring sea state, vessel traffic and free board while waiting for a tow off the water.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.8 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for **Abandon Ship**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.8.1 **EXPLAIN** the importance of following the emergency procedures.
7.8.2 **EXPLAIN** how to instruct passengers to remain calm and have them don their PFDs.
7.8.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch and USCG of your situation.
7.8.4 **EXPLAIN** how to instruct passengers the egress is over the side in which they are seated.
7.8.5 **EXPLAIN** the importance of establishing a point to swim to and how to instruct the passengers of the destination.
7.8.6 **EXPLAIN and DEMONSTRATE** how to assist passengers in establishing a calm and even egress.
7.8.7 **EXPLAIN and DEMONSTRATE** once all passengers have safely disembarked, pull the life ring and take it with you and egress DUCK toward the passengers.
7.8.8 **EXPLAIN** how to direct your passengers to stay in groups and swim towards the specific point away from the DUCK toward shore.
7.8.9 **EXPLAIN** once you reach shore conduct a passenger count.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.9 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for an **Unintentional Grounding**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.9.1 **EXPLAIN** the importance of following the emergency procedures.
7.9.2 **EXPLAIN** how to instruct passengers to remain calm and have them don their PFDs.
7.9.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch and USCG of your situation.
7.9.4 **EXPLAIN and DEMONSTRATE** how to check passengers for injuries or are in need of medical attention.
7.9.5 **EXPLAIN and DEMONSTRATE** how to ensure passenger load is evenly distributed.
7.9.6 **EXPLAIN and DEMONSTRATE** the importance of leaving your propeller engaged and attempt to back the DUCK off the grounding object.
7.9.7 **EXPLAIN and DEMONSTRATE** how to place transmission in reverse gear and turn to the wheels to the left and slowly increase RPMs. (Repeat to the right if needed)
7.9.8 **EXPLAIN** the importance of monitoring sea state and free board while watching bilge areas if you are able to un-ground the DUCK.
7.9.9 **EXPLAIN** if not able to un-ground the DUCK then wait for assistance and monitor free board while watching bilge areas.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.10 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for a **Medical Emergency**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.10.1 EXPLAIN the importance of following the emergency procedures.
7.10.2 EXPLAIN how to instruct passengers to remain calm.
7.10.3 EXPLAIN and DEMONSTRATE how to notify dispatch and USCG of your situation.
7.10.4 EXPLAIN how to survey the situation to find out the nature of the emergency
7.10.5 EXPLAIN the importance of making your way out of the water.
7.10.6 EXPLAIN and DEMONSTRATE how to administer first aid in accordance with the student's first aid/CPR training.
7.10.7 EXPLAIN and DEMONSTRATE once you have made land, have your passengers exit the DUCK to make way for medical personnel.
7.10.8 EXPLAIN the importance of not leaving the scene until authorized to do so.

UNIT 7.0 EMERGENCY WATER PROCEDURES

Terminal Performance Objectives:

7.11 Given a DUCK on the water **EXPLAIN and DEMONSTRATE** the proper procedure for **Severe Weather**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

7.11.1 **EXPLAIN** the importance of following the emergency procedures.
7.11.2 **EXPLAIN** how to instruct passengers to remain calm and have them don their PFDs.
7.11.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch and USCG of your situation.
7.11.4 **EXPLAIN and DEMONSTRATE** how to increase RPMs and head to nearest shore.
7.11.5 **EXPLAIN** the importance of monitoring sea state and free board while watching bilge areas.
7.11.6 **EXPLAIN** if the conditions expose the bow to heavy waves; close the main engine compartment hatch.
7.11.7 **EXPLAIN** to notify dispatch and USCG you are out of the water and in a safe area.

UNIT 8.0 EMERGENCY LAND PROCEDURES

Terminal Performance Objectives:

8.1 Given a DUCK on land **EXPLAIN and DEMONSTRATE** the proper procedure for **Fire** on Land.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

8.1.1 **EXPLAIN** the importance of following the emergency procedures.
8.1.2 **EXPLAIN** how to instruct passengers to remain calm.
8.1.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch of your situation.
8.1.4 **EXPLAIN and DEMONSTRATE** how to safely get the vehicle off the road.
8.1.5 **EXPLAIN and DEMONSTRATE** how to investigate the location of the fire.
8.1.6 **EXPLAIN and DEMONSTRATE** how to close all hatches and shut off fuel.
8.1.7 **EXPLAIN and DEMONSTRATE** how to set off the fixed CO2 system.
8.1.8 **EXPLAIN and DEMONSTRATE** how to safely evacuate all passengers from the DUCK.

UNIT 8.0 EMERGENCY LAND PROCEDURES

Terminal Performance Objectives:

8.2 Given a DUCK on land **EXPLAIN and DEMONSTRATE** the proper procedure for **Brake Failure**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

8.2.1 **EXPLAIN** the importance of following the emergency procedures.
8.2.2 **EXPLAIN** how to instruct passengers to remain calm.
8.2.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch of your situation.
8.2.4 **EXPLAIN and DEMONSTRATE** how to safely lower RPMs to slow the vehicle.
8.2.5 **EXPLAIN and DEMONSTRATE** how to secure the vehicle on level ground.

UNIT 8.0 EMERGENCY LAND PROCEDURES

Terminal Performance Objectives:

8.3 Given a DUCK on land **EXPLAIN and DEMONSTRATE** the proper procedure for **Brake Warning Light**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

8.3.1 **EXPLAIN** the importance of following the emergency procedures.
8.3.2 **EXPLAIN** how to instruct passengers to remain calm.
8.3.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch of your situation.
8.3.4 **EXPLAIN and DEMONSTRATE** how to safely secure the vehicle off the road.
8.3.5 **EXPLAIN** the importance of waiting for another DUCK before continuing on your tour.

UNIT 8.0 EMERGENCY LAND PROCEDURES

Terminal Performance Objectives:

8.4 Given a DUCK on land **EXPLAIN and DEMONSTRATE** the proper procedure for **Drive Line Failure**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

8.4.1 **EXPLAIN** the importance of following the emergency procedures.
8.4.2 **EXPLAIN** how to instruct passengers to remain calm.
8.4.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch of your situation.
8.4.4 **EXPLAIN and DEMONSTRATE** how to secure the vehicle off the road safely.
8.4.5 **EXPLAIN** the importance of monitoring the traffic situation, passenger safety and wait for another DUCK to arrive.

UNIT 8.0 EMERGENCY LAND PROCEDURES

Terminal Performance Objectives:

8.5 Given a DUCK on land **EXPLAIN and DEMONSTRATE** the proper procedure for **Engine Failure**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

8.5.1 **EXPLAIN** the importance of following the emergency procedures.
8.5.2 **EXPLAIN** how to instruct passengers to remain calm.
8.5.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch of your situation.
8.5.4 **EXPLAIN and DEMONSTRATE** how to safely secure the vehicle off the road.
8.5.5 **EXPLAIN and DEMONSTRATE** how to notify other drivers of the situation by placing orange triangles.
8.5.6 **EXPLAIN** the importance of monitoring the traffic situation, passenger safety and wait for another DUCK to arrive.

UNIT 8.0 EMERGENCY LAND PROCEDURES

Terminal Performance Objectives:

8.6 Given a DUCK on land **EXPLAIN and DEMONSTRATE** the proper procedure for **Medical Emergency**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

8.6.1 **EXPLAIN** the importance of following the emergency procedures.
8.6.2 **EXPLAIN** how to instruct passengers to remain calm.
8.6.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch of your situation.
8.6.4 **EXPLAIN and DEMONSTRATE** how to secure the vehicle off the road in a safe area.
8.6.5 **EXPLAIN and DEMONSTRATE** how to survey the situation and administer first aid/CPR.
8.6.6 **EXPLAIN** the importance of waiting for EMTs and relying all importance information to them.

UNIT 8.0 EMERGENCY LAND PROCEDURES

Terminal Performance Objectives:

8.7 Given a DUCK on land **EXPLAIN and DEMONSTRATE** the proper procedure for **Severe Weather**.

Method of Instruction: Lecture, Demonstration, Group Discussion

Time of Instruction: **4.5 hr**

Enabling Objectives:

8.7.1 **EXPLAIN** the importance of following the emergency procedures.
8.7.2 **EXPLAIN** how to secure the vehicle off the road and out of the weather as soon as practical.
8.7.3 **EXPLAIN and DEMONSTRATE** how to notify dispatch of your situation.
8.7.4 **EXPLAIN and DEMONSTRATE** how to lower the curtains and have passengers remain seated on the DUCK.
8.7.5 **EXPLAIN** if the weather forces you to seek shelter for the passengers, drive to the nearest public building or predetermined safe area.
8.7.6 **EXPLAIN** the importance of notifying dispatch of your location and when you resume your trip and accurate head count.

UNIT 9.0 HIGH RISK AREAS

Terminal Performance Objectives:

9.0 Given a DUCK on the road **EXPLAIN and SHOW** areas that have potential for high risk, comfort stops and DUCK friendly areas.

Method of Instruction: Lecture, Group Discussion

Time of Instruction: **7.0 hr**

Enabling Objectives:

9.0.1 **EXPLAIN and SHOW** areas on the route that requires great attention due to other traffic on the road.

9.0.2 **EXPLAIN and SHOW** areas on the route that could be used for comfort stops for guests safely.

9.0.3 **EXPLAIN and SHOW** areas on the route that are DUCK friendly/non-friendly for Quackers.

Unit 10.0 Navigation Rules (Inland):

Terminal Performance Objectives:

10.1 Given underway scenarios, **EXPLAIN and PERFORM** the proper procedures for transiting through a prescribed route applying the required Inland Navigation Rules in accordance with U.S. Coast Guard Regulations.

Method of Instruction: Lecture, Discussion, Demonstration, Practical Exercise

Time of Instruction: 40.0 hr

Enabling Objectives:

10.1.1 Rules 1,2, STATE and DEFINE the responsibility, application and purpose of navigation rules used in inland water ways such as Great Lakes, Rivers, manmade lakes and reservoirs

10.1.2 Rule 3 STATE and DEFINE the various types of vessels that may be encountered during a transit in the above inland bodies of water.

10.1.3 Rules 6,7,8 EXPLAIN the general responsibility rule when piloting the DUKW underway factoring the general consideration of other mariners with vessels underway.

10.1.4 Rules 9,10 EXPLAIN the proper procedures for transiting in narrow channels and Obeying traffic separation schemes.

10.1.5 Rules 13,14,15,16,17,18 EXPLAIN the importance of knowing who is the "stand on" and "give way" vessel in a meeting head on, crossing or overtaking situation.

10.1.6 Rules 7,8 EXPLAIN the importance of collision avoidance in any situation.

10.1.7 Rules 19,35 EXPLAIN the proper procedures for transiting underway in restricted visibility and knowing the designated sound signals of other vessels underway and at anchor.

10.1.8 Rules 20,21,32,34 EXPLAIN the various types of light and sound signals used for aids to navigation and determining the light and sound configurations of vessels day and night making way or not making way.

10.1.9 Rules 36,37 EXPLAIN the various types of distress signals established by the U.S. Coast Guard and or by the International Convention.

Unit 11.0 Marline Spike Seamanship and Anchoring:

Terminal Performance Objectives:

11.1 Given various types and sizes of line (synthetic and natural) **EXPLAIN and PERFORM** tying and breaking knots used for mooring, fendering, and other various purposes that may be required using during an underway transit and how safety plays a vital role during the above evolutions.

Method of Instruction: Lecture, Demonstration, Practical Exercise

Time of Instruction: 4.0 hr

Enabling Objectives:

11.1.1 STATE and DEFINE the importance of line handling safety and how it may involve personal and passenger injury it not practiced or heeded.
11.1.2 EXPLAIN and PERFORM the tying of the bowline, half hitch, and figure eight knots using various types of line used during underway operations.
11.1.3 EXPLAIN and PERFORM the breaking of the bowline, half hitch, and figure eight knots by hand and hand held knot breaking devices.
11.1.4 EXPLAIN and PERFORM the procedure for tying off to a cleat, bollard and other mooring fittings used on piers, docks, and other vessels.
11.1.5 EXPLAIN and PERFORM the proper fendering procedures for coming alongside the above listed.

Unit 11.0 Marline Spike Seamanship and Anchoring:

Terminal Performance Objectives:

11.2 Given a DUKW underway, **EXPLAIN and PERFORM** the proper anchoring procedures for a designated anchorage area by making ready the anchor and related ground tackle equipment. Also **EXPLAIN** the importance of safety procedures involved when anchoring or pulling up anchor.

Method of Instruction: Lecture, Demonstration, Practical Exercise

Time of Instruction: 32.0 hr

Enabling Objectives:

11.2.1 EXPLAIN the various equipment that is used in an anchoring evolution. (Anchor, Anchor Line, Securing Points, and other required tools)
11.2.2 EXPLAIN the various types of anchors used by DUCKs (Danforth).
11.2.3 EXPLAIN the importance of anchoring in designated areas and to avoid non-anchorage areas due to submerged piping and electrical lines.
11.2.4 EXPLAIN the importance of anchoring in a non congested transited area due to vessel traffic and traffic separation schemes.
11.2.5 EXPLAIN and PERFORM the safe proper deployment of the anchor in a depth of 20ft plus until the anchor holds. Also to let out the scope of line (3 times the length of the vessel) for wind and current conditions and to properly secure the line to a fitting
11.2.6 EXPLAIN and PERFORM the safe proper procedure for pulling up anchor by maneuvering towards the anchor at a slow speed.
11.2.7 EXPLAIN and PERFORM the proper procedure for freeing the anchor after pulling up the slack in the line and bringing the anchor on deck.
11.2.8 EXPLAIN and PERFORM the proper stowage of the anchor and the coiling of the line.

Unit 12.0 Returning/Post Trip Procedures:

Terminal Performance Objectives:

12.1 Given a DUCK returning from a predetermined route, **EXPLAIN and PERFORM** the proper securing procedures after a sight seeing tour or any driving operation.

Method of Instruction: Lecture, Demonstration, Practical Exercise

Time of Instruction: 6.0 hr

Enabling Objectives:

12.1.1 EXPLAIN and PERFORM the proper procedure for shifting the transmission and transfer case into neutral before securing the engine.
12.1.2 EXPLAIN and PERFORM the proper procedure for shutting off the engine.
12.1.3 EXPLAIN and PERFORM the proper procedures for passengers exiting the amphibious craft in an orderly and safe manner.
12.1.5 IDENTIFY, EXPLAIN and PERFORM the location of all drain cocks and valves to drain excess water from hull and propulsion equipment and reporting procedures to maintenance personnel.
12.1.6 EXPLAIN the importance of passenger area cleanliness for safety and appearance purposes.
12.1.7 EXPLAIN and PERFORM the proper procedure for inspecting the propeller and rudder for damage.

Unit 13.0 Emergency Action Procedures: Reporting

Terminal Performance Objectives:

13.1 Given the US Coast Guard's policy of vessel reporting and substance abuse policy, **EXPLAIN** the proper reporting procedures and regulations required for the DUCK operator and tour boat operators that fall under the applicable CFR's for tour boat operations.

Method of Instruction: Lecture, Demonstration, Discussion

Time of Instruction: 2.0 hr

Enabling Objectives:

13.1.1 EXPLAIN the policies for discharging of contaminated liquids and solids that are deemed hazardous to the environment and what the USCG considers a small and large spill.
13.1.2 EXPLAIN the proper reporting procedures to the authorities
13.1.3 EXPLAIN the importance for reporting a fire which may involve damage resulting at a set monetary value or loss of life
13.1.4 EXPLAIN the importance of the "Zero Tolerance" policy of substance abuse for personnel licensed as mariners and how abuse affects the environment and work place.
13.1.5 EXPLAIN the definition of a collision and how damage is assessed at a set monetary value and the loss of life is factored and evaluated.
13.1.6 EXPLAIN the standard in which a person overboard is assessed for an investigation for a loss of life and extent of medical treatment given to the victim

DUCK COURSE SCHEDULE

NOTE: BREAKS ARE 15 MINUTES LONG AND LUNCH IS 30 MINUTES LONG

( ) Numerical vaues related to course syllabus numbering

HOURS	DAY 1	HOURS	DAY 2	HOURS	DAY 3
1	(1.1) LECTURE DUCK EXTERIOR FAMILIARIZATION	1	(2.1) LECTURE PRE START/TRIP INSPECTION	2	(3.1) PRACTICAL MECHANICAL OVERVIEW
		2	(2.1) PRACTICAL PRE START TRIP INSPECTION		
BREAK					
2	(1.1) PRACTICAL DUCK EXTERIOR FAMILIARIZATION	1	(2.1) PRACTICAL PRE START TRIP INSPECTION	2	(3.1) LECTURE MECHANICAL OVERVIEW
1	(1.2) LECTURE DUCK INTERIOR FAMILIARIZATION				
LUNCH					
2	(1.2) PRACTICAL DUCK INTERIOR FAMILIARIZATION	3	(2.1) PRACTICAL PRE START TRIP INSPECTION	3	(3.1) PRACTICAL MECHANICAL OVERVIEW
BREAK					
3	(2.1) LECTURE PRE START/TRIP INSPECTION	2	(3.1) LECTURE MECHANICAL OVERVIEW	1	(3.1) PRACTICAL MECHANICAL OVERVIEW
	DAY 1 TOATAL 9 HOURS		DAY 2 TOATAL 9 HOURS		DAY 3 TOTAL 8 HOURS

HOURS	DAY 4	HOURS	DAY 5	HOURS	DAY 6
2	(3.1) LECTURE MECHANICAL OVERVIEW	2	(4.1) PRACTICAL DRIVING BASICS	2	REVIEW UNIT 1-4 LECTURE
BREAK					
2	(3.1) PRACTICAL MECHANICAL OVERVIEW	2	(4.2) LECTURE DRIVING MANEUVERS	2	REVIEW UNIT 1-4 DEMONSTRATION
LUNCH					
2	(4.1) LECTURE DRIVING BASICS	2	(4.2) PRACTICAL DRIVING MANEUVERS	2	REVIEW UNIT 1-4 DEMONSTRATION
BREAK					
3	(4.1) PRACTICAL DRIVING BASICS	3	(4.2) PRACTICAL DRIVING MANEUVERS	2	REVIEW UNIT 1-4 DEMONSTRATION
	DAY 4 TOATAL 9 HOURS		DAY 5 TOATAL 9 HOURS		DAY 6 TOTAL 8 HOURS

HOURS	DAY 7	HOURS	DAY 8	HOURS	DAY 9
1	(5.1) LECTURE ON THE ROAD DRIVING	3	(6.1) LECTURE SAFETY BRIEFING	3	(6.2) PRACTICAL WATER ENTRY
BREAK					
3	(5.1) PRACTICAL ON THE ROAD DRIVING	1	(6.1) PRACTICAL SAFETY BRIEFING	1	(6.2) PRACTICAL WATER ENTRY
LUNCH					
3	(5.1) PRACTICAL ON THE ROAD DRIVING	2	(6.2) LECTURE WATER ENTRY	2	(6.2) PRACTICAL WATER ENTRY
BREAK					
2	(5.1) PRACTICAL ON THE ROAD DRIVING	3	(6.2) PRACTICAL WATER ENTRY	1	(6.2) PRACTICAL WATER ENTRY
	DAY 7 TOATAL 8 HOURS		DAY 8 TOATAL 9 HOURS		DAY 9 TOTAL 7 HOURS

HOURS	DAY 10	HOURS	DAY 11	HOURS	DAY 12
1 2	(6.3) LECTURE WATER EXITS (6.3) PRACTICAL WATER EXITS	2	(6.3) PRACTICAL WATER EXITS CONTINUED	2	(6.4) PRACTICAL MANUEVERES ON THE WATER
BREAK					
1	(6.3) PRACTICAL WATER EXITS	2	(6.4) LECTURE MANEUVERS ON THE WATER	3	(6.4) PRACTICAL MANUEVERES ON THE WATER
LUNCH					
2	(6.3) PRACTICAL WATER EXITS	3	(6.4) PRACTICAL MANUEVERES ON THE WATER	1	(6.5) LECTURE COI RESTRICTIONS
BREAK					
3	(6.3) PRACTICAL WATER EXITS	2	(6.4) PRACTICAL MANUEVERES ON THE WATER	1	(6.5) LECTURE COI RESTRICTIONS
	DAY 10 TOATAL 9 HOURS		DAY 11 TOATAL 9 HOURS		DAY 12 TOTAL 7 HOURS

HOURS	DAY 13	HOURS	DAY 14	HOURS	DAY 15
1.5	(7.1) LECTURE EMERGENCY PROCEDURE FIRE ON WATER	1.5	(7.3) LECTURE EMERGENCY PROCEDURE MAN OVERBOARD	1.5	(7.5) LECTURE EMERGENCY PROCEDURE FUME DETECTOR
BREAK					
3	(7.1) PRACTICAL EMERGENCY PROCEDURE FIRE ON THE WATER	3	(7.3) PRACTICAL EMERGENCY PROCEDURE MAN OVERBOARD	3	(7.5) PRACTICAL EMERGENCY PROCEDURE FUME DETECTOR
LUNCH					
1.5 1	(7.2) LECTURE EMERGENCY PROCEDURE HULL BREACH (7.2) PRACTICAL EMERGENCY PROCEDURE HULL BREACH	1.5 1	(7.4) LECTURE EMERGENCY PROCEDURE HEAT ALARM (7.4) PRACTICAL EMERGENCY PROCEDURE HEAT ALARM	1.5 1	(7.6) LECTURE EMERGENCY PROCEDURE LOSS OF STEERING (7.6) PRACTICAL EMERGENCY PROCEDURE LOSS OF STEERING
BREAK					
2	(7.2) PRACTICAL EMERGENCY PROCEDURE HULL BREACH	2	(7.4) PRACTICAL EMERGENCY PROCEDURE HEAT ALARM	2	(7.6) PRACTICAL EMERGENCY PROCEDURE LOSS OF STEERING
	DAY 13 TOATAL 9 HOURS		DAY 14 TOATAL 9 HOURS		DAY 15 TOTAL 9 HOURS

HOURS	DAY 16	HOURS	DAY 17	HOURS	DAY 18
1.5	(7.7) LECTURE EMERGENCY PROCEDURE LOSS OF PROPULSION	1.5	(7.9) LECTURE EMERGENCY PROCEDURE UNINTENTIONAL GROUNDING	1.5	(7.11) LECTURE EMERGENCY PROCEDURE SEVERE WEATHER
BREAK					
3	(7.7) PRACTICAL EMERGENCY PROCEDURE LOSS OF PROPULSION	3	(7.9) PRACTICAL EMERGENCY PROCEDURE UNINTENTIONAL GROUNDING	3	(7.11) PRACTICAL EMERGENCY PROCEDURE SEVERE WEATHER
LUNCH					
1.5	(7.8) LECTURE EMERGENCY PROCEDURE ABANDON SHIP	1.5	(7.10) LECTURE EMERGENCY PROCEDURE MEDICAL EMERGENCY	1.5	(8.1) LECTURE EMERGENCY PROCEDURES FIRE ON LAND
1	(7.8) PRACTICAL EMERGENCY PROCEDURE ABANDON SHIP	1	(7.10) PRACTICAL EMERGENCY PROCEDURE MEDICAL EMERGENCY	1	(8.1) PRACTICAL EMERGENCY PROCEDURE FIRE ON LAND
BREAK					
2	(7.8) PRACTICAL EMERGENCY PROCEDURE ABANDON SHIP	2	(7.10) PRACTICAL EMERGENCY PROCEDURE MEDICAL EMERGENCY	2	(8.1) PRACTICAL EMERGENCY PROCEDURE FIRE ON LAND
	DAY 16 TOATAL 9 HOURS		DAY 17 TOATAL 9 HOURS		DAY 18 TOTAL 9 HOURS

HOURS	DAY 19	HOURS	DAY 20	HOURS	DAY 21
1.5	(8.2) LECTURE EMERGENCY PROCEDURE BRAKE FAILURE	1.5	(8.4) LECTURE EMERGENCY PROCEDURE DRIVE LINE FAILURE	1.5	(8.6) LECTURE EMERGENCY PROCEDURE MEDICAL EMERGENCY
BREAK					
3	(8.2) PRACTICAL EMERGENCY PROCEDURE BRAKE FAILURE	3	(8.4) PRACTICAL EMERGENCY PROCEDURE DRIVE LINE FAILURE	3	(8.6) PRACTICAL EMERGENCY PROCEDURE MEDICAL EMERGENCY
LUNCH					
1.5	(8.3) LECTURE EMERGENCY PROCEDURE BRAKE WARNING LIGHT	1.5	(8.5) LECTURE EMERGENCY PROCEDURE ENGINE FAILURE	1.5	(8.7) LECTURE EMERGENCY PROCEDURE SEVERE WEATHER
1	(8.3) PRACTICAL EMERGENCY PROCEDURE BRAKE WARNING LIGHT	1	(8.5) PRACTICAL EMERGENCY PROCEDURE ENGINE FAILURE	1	(8.7) PRACTICAL EMERGENCY PROCEDURE SERVER WEATHER
BREAK					
2	(8.3) PRACTICAL EMERGENCY PROCEDURE BRAKE WARNING LIGHT	2	(8.5) PRACTICAL EMERGENCY PROCEDURE ENGINE FAILURE	2	(8.7) PRACTICAL EMERGENCY PROCEDURE SERVER WEATHER
	DAY 19 TOATAL 9 HOURS		DAY 20 TOATAL 9 HOURS		DAY 21 TOTAL 9 HOURS

HOURS	DAY 22	HOURS	DAY 23	HOURS	DAY 24
2	REVIEW UNIT 5-8 LECTURE	1	(9.0) LECTURE HIGH RISK AREAS	2	(10) LECTURE NAVIGATION RULES (INLAND)
		2	(9.0) PRACTICAL HIGH RISK AREAS		
BREAK					
2	REVIEW UNIT 5-8 DEMONSTRATION	0.5	(9.0) LECTURE COMFORT STOPS	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED
		1	(9.0) PRACTICAL COMFORT STOPS		
LUNCH					
2	REVIEW UNIT 5-8 DEMONSTRATION	0.5	(9.0) LECTURE DUCK FRIENDLY AREAS	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED
BREAK					
2	REVIEW UNIT 5-8 DEMONSTRATION	2	(9.0) PRACTICAL DUCK FRIENDLY AREAS	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED
	DAY 22 TOATAL 8 HOURS		DAY 23 TOATAL 7 HOURS		DAY 24 TOTAL 8 HOURS

HOURS	DAY 25	HOURS	DAY 26	HOURS	DAY 27
2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED
BREAK					
2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED
LUNCH					
2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED
BREAK					
2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED
	DAY 25 TOATAL 8 HOURS		DAY 26 TOATAL 8 HOURS		DAY 27 TOTAL 8 HOURS

HOURS	DAY 28	HOURS	DAY 29	HOURS	DAY 30
2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(11.1) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR	2	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR
BREAK					
2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(11.1) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR	2	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR
LUNCH					
2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR	2	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR
BREAK					
2	(10) LECTURE NAVIGATION RULES (INLAND) CONTINUED	2	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR	3	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR
	DAY 28 TOATAL 8 HOURS		DAY 29 TOATAL 8 HOURS		DAY 30 TOTAL 9 HOURS

HOURS	DAY 31	HOURS	DAY 32	HOURS	DAY 33
2	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR	2	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR	2	(12.1) LECTURE RETURNING POST TRIP INSPECTION
BREAK					
2	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR	3	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR	2	(12.1) PRACTICAL RETURNING POST TRIP INSPECTION
LUNCH					
2	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR	2	(11.2) PRACTICAL MARLINE SPIK SPIKE SEAMANSHIP AND ANCHOR	2	(12.1) PRACTICAL RETURNING POST TRIP INSPECTION
BREAK					
3	(11.2) LECTURE MARLINE SPIKE SEAMANSHIP AND ANCHOR	3	(11.2) PRACTICAL MARLINE SPIK SPIKE SEAMANSHIP AND ANCHOR	2	(13.1) LECTURE EMERGENCY ACTION REPORTING
	DAY 31 TOATAL 9 HOURS		DAY 32 TOATAL 9 HOURS		DAY 33 TOTAL 8 HOURS

HOURS	DAY 34				
2	(14.1) PRACTICAL EXAM FROM UNITS 1 - 13				
BREAK					
3	(14.1) PRACTICAL EXAM FROM UNITS 1 - 13				
LUNCH					
3	(14.1) PRACTICAL EXAM FROM UNITS 1 - 13				
BREAK					
2	(14.2) WRITTEN EXAM				
	DAY 34 TOATAL 10 HOURS				

DUCK Course Instructors Manual

Unit 1

Vehicle Familiarization

Topics Discussed-

- 1.1 DUCK Exterior Familiarization
  - 1.1.1 Drive Tubes
  - 1.1.2 Drive Boots
  - 1.1.3 Propeller
  - 1.1.4 Drain Plugs
  - 1.1.5 Propeller Shaft
  - 1.1.6 Vent Closure Flaps

- 1.2 DUCK Interior Familiarization
  - 1.2.1 How to inspect Life Jackets
  - 1.2.2 Proper stowage of Life Jackets
  - 1.2.3 How to inspect fire fighting equipment
  - 1.2.4 Proper stowage of on board equipment
  - 1.2.5 Emergency Exits
  - 1.2.6 Communication Equipment

Unit 2

Vehicle Inspection

Topics Discussed-

- 2.1 DUCK pre-trip inspections
  - 2.1.1 Engine fluids and visual inspection of engine compartment
  - 2.1.2 Hull through fittings, drain plugs and bulkhead seals
  - 2.1.3 Bilge conditions. Oil excessive water, or debris in bilge
  - 2.1.4 Boarding ladder, rails, floor boards and seats secure
  - 2.1.5 Rudder condition
  - 2.1.6 Propeller condition
  - 2.1.7 Safety equipment on board and in good condition
  - 2.1.8 All lighting, blowers, wipers and horn in working condition
  - 2.1.9 Communication equipment working properly.
  - 2.1.10 Lug nuts properly installed

Unit 3

Mechanical Overview

Topics Discussed-

3.1 Mechanical overview of the Duck (Explain and Demonstrate the Functionality of each)

- 3.1.1 Bilge pumps and output of bilge pumps
- 3.1.2 Curtain Release
- 3.1.3 Heat Alarms
- 3.1.4 Bilge Alarms
- 3.1.5 Fume Detectors
- 3.1.6 CO2 Output Nasals
- 3.1.7 Prop Engagement
- 3.1.8 Higgins Pump (chain and sprocket)
- 3.1.9 Reverse Actuator
- 3.1.10 Transmission
- 3.1.11 Transfer Case

Unit 4

Driving Basics

Topics discussed-

4.1 Basic starting and operational skills

- 4.1.1 Turn radius of the DUCK both left and right
- 4.1.2 Wheel base distance
- 4.1.3 All over hangs
- 4.1.4 All swings on turns
- 4.1.5 Dimensions of the DUCK including the widest outside points

4.2 Basic maneuvering of vehicle

- 4.2.1 Safety tips for a variety of situations
- 4.2.2 Starting and Stopping on Hills
- 4.2.3 Downshifting on Hills
- 4.2.4 Braking Distance

Review of Units 1, 2, 3 and 4

Trainee must explain and demonstrate all lessons learned in Units 1-4.

Unit 5

Safe operation of DUCK on the road and route

Topics discussed-

5.1 Practical application of the information presented in unit 4 on the road.

5.1.1 Familiarization of how a DUCK drives on the road.

Unit 6

Water Training

Topics Discussed-

6.1 Safety Briefing

6.1.1 Correct safety briefing before entering the water

6.2 Water entries

6.2.1 Approaching the ramp for water entry

6.2.2 Proper gear selection, entry angle for current and wind conditions

6.2.3 How to engage prop.

6.2.4 How to properly enter the water

6.2.4.1 Will execute at least 50 water entries

6.2.5 In water check reference markers when static

6.2.6 Monitor for listing and bilge outlets

6.3 Water exits

6.3.1 How to properly exit the water

6.3.1.1 Will execute at least 50 water exits

6.3.2 Proper engine RPMs while approaching ramp

6.3.3 Disengage the propeller

6.4 Maneuvers on the water

6.4.1 Steering skills

6.4.2 Turning radius

6.4.3 Engine and speed effects from different RPMs

6.4.4 Reversing the DUCK on the water

6.5 COI Endorsements

6.5.1 Review COI restrictions for water excursion

Unit 7

Emergency Water Procedures

Topics Discussed-

7.0Emergency Water Procedures

Objectives-

7.1 – Explain/Demonstrate the proper procedure for a Fire on the water.
7.2 - Explain/Demonstrate the proper procedure for a Hull Breach on the water.
7.3 - Explain/Demonstrate the proper procedure for a Man Overboard
7.4 - Explain/Demonstrate the proper procedure for a Heat Alarm on the water.
7.5 - Explain/Demonstrate the proper procedure for a Fume Detector on the water.
7.6 - Explain/Demonstrate the proper procedure for a Loss of steering
7.7 - Explain/Demonstrate the proper procedure for a Loss of propulsion
7.8 – Explain the proper procedure for an Abandon Ship
7.9 - Explain/Demonstrate the proper procedure for an Unintentional Grounding
7.10 - Explain/Demonstrate the proper procedure for a Medical Emergency
7.11 - Explain/Demonstrate the proper procedure for Severe Weather

Unit 8

Emergency Land Procedures

Topics Discussed-

8.0 Land Emergency Procedures

Objectives-

8.1 - Explain/Demonstrate the proper procedure for a Fire on Land
8.2 - Explain/Demonstrate the proper procedure for a Brake Failure
8.3- Explain/Demonstrate the proper procedure for a Brake Warning Light
8.4- Explain/Demonstrate the proper procedure for a Drive Line Failure
8.5 - Explain/Demonstrate the proper procedure for a Engine Failure
8.6 - Explain/Demonstrate the proper procedure for a Medical Emergency
8.7 - Explain/Demonstrate the proper procedure for Severe Weather

Review of Units 5, 6, 7 and 8

Trainee must explain and demonstrate all lessons learned in Units 5-8.

Unit 9

Identifying High Risk Areas on Tour Route

Topics Discussed:

9.1 Explain and show areas of high risk
9.2 Explain and show comfort stops areas
9.3 Explain the importance of duck friendly areas

Unit 10

Navigation Rules

Topics Discussed:

10.1	Rules 1 - 2
10.2	Rule 3
10.3	Rules 4 - 5
10.4	Rules 6 – 8
10.5	Rules 9 – 10
10.6	Rules 11 – 12
10.7	Rules 13 – 18
10.8	Rules 19 – 22
10.9	Rules 23 – 26
10.10	Rules 27 – 34
10.11	Rules 35 - 37

Unit 11

Marline Spike Seamanship & Anchor

Topics Discussed:

11.1 Given various types of sizes of line (synthetic and natural) tying and breaking knots used for mooring, fendering, and other various purposes that may be required using during an underway transit and how safety plays a vital role during the above evolutions. Demonstrate bowline, half hitch, and figure eight knots by hand and hand held knot breaking devices. Demonstrate the procedure for tying off to a cleat, bollard and other mooring fittings used on piers, and other vessels. Demonstrate the proper fendering procedures.

11.2 Given a DUCK underway, demonstrate the proper anchoring procedures for a designated anchorage area by making ready the anchor and related ground tackle equipment. Also explain and

demonstrate the importance of safety procedures involved when anchoring or pulling the anchor.

11.2.1 Explain and demonstrate the various equipment that is used in an anchoring evolution. (Anchor, Anchor Line, Securing Points, and other required tools)

11.2.2 Explain and demonstrate the various types of anchors used.

11.2.3 Explain and demonstrate the importance of anchoring in designated area and to avoid non-anchorage areas due to submerged piping and electrical lines

11.2.4 Explain and demonstrate the importance of anchoring in a non congested transited are due to vessel traffic and traffic separation schemes.

11.2.5 Explain and demonstrate the safe proper deployments of the anchor in a depth of 20ft plus until the anchor holds. Also to let out the scope of line (3 times the length of the vessel) for wind and current conditions and to properly secure the line to a fitting

11.2.6 Explain and demonstrate the safe proper procedure for pulling up the anchor by maneuvering towards the anchor at a slow speed

11.2.7 Explain and demonstrate the proper procedure for freeing the anchor after pulling up the slack in the line and brining the anchor on deck

11.2.8 Explain and demonstrate the proper stowage of the anchor and the coiling of the line

Unit 12

Returning/Post Trip Inspection

Topics Discussed-

12.1 Procedure for returning/post trip inspection

Objectives-

12.1.1 - Explain/Demonstrate the proper procedure shutting off the engine.

12.1.2 - Explain/Demonstrate the proper procedure for disembarkation of passengers in an orderly and safe manner.

12.1.3 - Explain/Demonstrate the proper procedure for inspection of all drain cocks and valves to drain excess water from hull and propulsion equipment reporting to maintenance personnel.

12.1.4 - Explain/Demonstrate the importance of passenger area cleanliness for safety and appearance purposes.
12.1.5 - Explain/Demonstrate the proper procedure for inspecting the propeller and rudder for damage.

Unit 13

Emergency Action Reporting

Topics Discussed-

13.1 Given the US Coast Guard's policy of vessel reporting and substance abuse policy, explain the proper reporting procedures and regulations required for the DUCK operator and tour boat operators that fall under the applicable CFR's for tour boat operations.
13.2 Explain the policies for discharging of contaminated liquids and solids that are deemed hazardous to the environment and what the USCG considers a small and large spill. Explain the proper reporting procedures to the authorities.
13.3 Explain the importance for reporting a fire which may involve damage resulting in monetary value or loss of life.
13.4 Explain he importance of the "Zero Tolerance" policy of substance abuse for personnel licensed as mariners and how abuse affects the environment and work place.
13.5 Explain the definition of a collision and how damage is assessed at a set monetary value and the loss of life is factored and evaluated.
13.6 Explain the standard in which a person overboard is assessed for an investigation for a loss of life and extent of medical treatment given to the victim.
13.7 Explain the standard reporting procedure for any marine casualty and explain the written report that follows.

Unit 14

Complete Review

Objectives:

14.1 Practical review of units 1-13.
14.1.1 – Complete full trip with trainer
14.2 – Written review
14.2.2 – Complete final exam

INSTRUCTOR NOTES

Anchoring
- Types of anchors
- Anchor scope
- When and where to anchor
- Weather and traffic conditions to consider when anchoring

Knots
Bowline
Half Hitch
Figure Eight
How to tie to a cleat

Adverse Conditions
Weather
- Recognizing an approaching storm
- Waves and wind and current
- Weather symbols cold fronts, warm fronts, and stationary front.

Emergency Breakdowns
Running out of Fuel
Grounding
Towing or being towed
Man Overboard
Fire
Loss of Steering
Loss of Propulsion

Accident Reporting

Fire Fighting
First Aid
Hypothermia
Carbon Monoxide

Drug Program

Navigation
- Aids to navigation
  - The lateral system
  - Floating buoys
  - Channel markings
  - Floating and Fixed Aids

Landmarks
Day Shapes
Seamanship
Rules of the Road

Learn land and water routes
Study map, chart and script. The land portion of the trip may be practiced in a car at first; bout final trips must be made in the DUCK

Pre-Trip Inspections
Pre-Trip inspections in accordance with CDL and Coast Guard practices

Passenger safety briefing
Driver/Captain must give safety briefing and answer any questions the passengers may have.

Vehicle Starting
Blower Operations
Make sure transmission is in neutral and propeller is DISENGAGED
Check oil pressure

Starting out (Land)
Listen for unusual noises
Check steering response
Check brake operations

Water Entry:
NOTE: Do not attempt to hit the water at a fast speed. Water has a tremendous breaking effect and you do not want to injure your passengers. Also remember that you are responsible for any damage your wake causes.
Before entering the water come to a complete stop.
Demonstrate the proper donning of a PFD
Give water safety briefing.
Engage the propeller.
Head toward the water keeping the DUCK at a safe speed
Go static to check reference markers

All water operations will be 1500rpms or less.

Watch your temperature gauge when in the water.

Bilge pump operation
Observe for water pumping out.
Alternate between compartments.

Amphibious landing
Position the DUCK at 90 degree angle to shore. If a cross wind is present adjust your position so the back end will not swing out when your front wheel are on land.

As the front wheels approach the ramp back off the gas pedal to allow them to coast up the ramp.

As soon as the back wheels are on the ramp apply power as required to climb out of the water.

Disengage the propeller.

Passenger Safety
No smoking
Hands inside the DUCK at all times
Remain seated at all times
No garbage over the side or on the floor.

Ride The Ducks

AMPHIBIOUS PASSENGER VESSEL (DUCK) OPERATOR
PRACTICAL DEMONSTRATION ASSESSMENT RECORD

Student Name: _____ Student Identification Number _____

Objective Numbers	Performance Objectives	Performance Standards	Completion Date	Trainer Initial
1.1	Identify and State the purpose each duck part	a. Drive Tube b. Drive Boots c. Propeller d. Drain Plugs e. Propeller Shaft f. Vent Closures		
1.2	Identify and Demonstrate the use of safety equipment	a. Life Jackets/PFDs b. Fire Fighting Equipment c. Stowage of Equipment d. Emergency Exits e. Communication Equipment		
2.1	Identify and Perform a Pre-Trip Inspection	a. Hull Through Fittings b. Bilge Conditions c. Drain Plugs d. Boarding Ladder e. Decking f. Rudder g. Propeller and Shaft h. Lighting i. Tires/Inflation/Tread j. Blowers		
3.1	Identify and Explain the mechanics of a DUCK	a. Bilge Pumps b. Curtain Releases c. Heat Alarms d. Bilge Alarms e. Fume Detectors f. CO2 System g. Propeller Engagement h. Higgins Pump i. Reverse Actuator j. Transmission k. Transfer Case		

Objective Numbers	Performance Objectives	Performance Standards	Completion Date	Trainer Initial
4.1	Demonstrate and Explain the parameters on driving a DUCK	a. Main Power Switch b. Engine Choke c. Blower Operation d. Ignition Key e. Engine Post Start f. Turning Radius g. Width of a Duck		
4.2	Demonstrate driving a DUCK	a. Route b. Local/State/Federal Laws c. Signaling d. Obstacles e. Stopping f. Downshifting g. Braking		
5.1	Demonstrate driving a DUCK on the Road	a. Turning Radius b. Lane Changes c. Braking d. Following Distance		
6.1	Demonstrate and Explain the safety briefing before entering the water	a. Life Jackets/PFDs b. Emergency Exits c. Fire Fighting Equipment d. Fixed CO2 System		
6.2	Perform the correct water entry	a. Stopping the DUCK b. Gear Selection c. Propeller Engagement d. Engine Speed f. Reference Markers g. Bilge Outlets		
6.3	Perform the correct water exit	a. Engine Speed b. Front Wheels on Land c. Disengaging Propeller		
6.4	Perform the correct procedures for steering the DUCK, speed and reversing while making way	a. Steering Reaction b. Turning Radius c. RPMs d. Reversing the Duck		
6.5	Explain the COI Restrictions	a. COI Restrictions on DUCKs		

Objective Numbers	Performance Objectives	Performance Standards	Completion Date	Trainer Initial
7.1	Demonstrate the Fire Emergency on Water	a. Instruct Passengers to Remain Calm b. Don PFDs c. Notify Dispatch and USCG d. Shut Off Engine e. Shut Off Fuel f. Close Vent Closures g. Activate CO2 h. Monitor Sea State and Free board		
7.2	Demonstrate the Hull Breach Emergency on Water	a. Instruct Passengers to Remain Calm b. Don PFDs c. Notify Dispatch and USCG d. Increase RPMs e. Raise Curtains f. Monitor Sea State and Free board		
7.3	Demonstrate the Man Overboard Emergency on Water	a. Shout Man Overboard b. Throw Floatation Device c. Danger Signal d. Locate MOB e. Turn to the Port f. Notify Dispatch and USCG g. Disengage Propeller h. Retrieve MOB		
7.4	Demonstrate the Heat Alarm Emergency on Water	a. Instruct Passengers to Remain Calm b. Don PFDs c. Notify Dispatch and USCG d. Investigate		
7.5	Demonstrate the Fume Detector Emergency on Water	a. Turn into the Wind b. Notify Dispatch and USCG c. Head toward shore		
7.6	Demonstrate the Loss of Steering Emergency on Water	a. Instruct Passengers to Remain Calm b. Don PFDs c. Inform Passengers of the Situation d. Reduce RPMs e. Engage Secondary Helm/Auxiliary Tiller f. Monitor Sea State and Free board		

Objective Numbers	Performance Objectives	Performance Standards	Completion Date	Trainer Initial
7.7	Demonstrate the Loss of Propulsion Emergency on Water	a. Instruct Passengers to Remain Calm b. Don PFDs c. Notify Dispatch and USCG d. Deploy Anchor e. Monitor Sea State and Free Board		
7.8	Demonstrate the Abandon Ship Emergency on Water	a. Instruct Passengers to Remain Calm b. Don PFDs c. Notify Dispatch and USCG d. Instruct Passengers of Egress Locations e. Establish a Swim to Point f. Assist Passengers over Egress g. Pull Life Ring h. Conduct Passenger Count		
7.9	Demonstrate the Unintentional Grounding Emergency on Water	a. Instruct Passengers to Remain Calm b. Don PFDs c. Notify Dispatch and USCG d. Check Passengers e. Passenger Loads f. Reverse Gear g. Turning Wheel Left then Right h. Monitor Sea State and Free Board		
7.10	Demonstrate a Medical Emergency on the Water	a. Instruct Passengers to Remain Calm b. Notify Dispatch and USCG c. Survey Situation d. Make Way Off Water e. Administer First Aid		
7.11	Demonstrate a Severe Weather Emergency on the Water	a. Instruct Passengers to Remain Calm b. Don PFDs c. Notify Dispatch and USCG d. Increase RPMs head to nearest shore e. Monitor Sea State and Free Board f. Close vent closures		

Objective Numbers	Performance Objectives	Performance Standards	Completion Date	Trainer Initial
8.1	Demonstrate a Fire Emergency on Land	a. Instruct Passengers to Remain Calm b. Notify Dispatch c. DUCK off the Road d. Investigate e. Close Vent Closures f. Shut Off Fuel g. Set Off CO2 h. Evacuate.		
8.2	Demonstrate a Brake Failure Emergency on Land	a. Instruct Passengers to Remain Calm b. Notify Dispatch c. Safely lower RPMs d. Secure the DUCK on Level Ground		
8.3	Demonstrate a Brake Warning Emergency on Land	a. Instruct Passengers to Remain Calm b. Notify Dispatch c. Safely Secure DUCK off the Road d. Explain the Importance of getting another duck		
8.4	Demonstrate a Drive Line Failure Emergency on Land	a. Instruct Passengers to Remain Calm b. Notify Dispatch c. Secure the DUCK off the Road d. Monitor Traffic and Passenger Safety		
8.5	Demonstrate a Engine Failure Emergency on Land	a. Instruct Passengers to Remain Calm b. Notify Dispatch c. Secure the DUCK off the Road d. Notify other drivers of your situation e. Monitor Traffic and Passenger Safety		
8.6	Demonstrate a Medical Emergency on Land	a. Instruct Passengers to Remain Calm b. Notify Dispatch c. Secure the DUCK off the Road d. Survey the Situation e. Administer First Aid/CPR f. Wait for EMTs/Pass Important Information		
8.7	Demonstrate a Severe Weather Emergency on Land	a. Instruct Passengers to Remain Calm b. Notify Dispatch c. Lower Curtains d. Seek Shelter if forced to do so.		

Objective Numbers	Performance Objectives	Performance Standards	Completion Date	Trainer Initial
9.1	Explain the High Risk Areas/Comfort Stops and DUCK friendly areas	a. Areas that are high risk b. Comfort Stop Areas c. DUCK Friendly/non-Friendly Areas		
10.1	Explain proper operation according to the Inland Rules of Navigation	a. State the Rules b. Explain the use of the rules during underway operations		
11.1	Explain and perform safe marlin spike seamanship	a. Perform knot tying b. Perform knot un-tying c. Perform tying off d. Perform fendering		
11.2	Explain and perform safe anchoring	a. Perform anchoring b. Perform anchoring retrieval		
12.1	Explain and perform the POST Trip securing procedures	a. Shifting transmission to neutral b. Setting Hand Brake c. Shutting Off Engine d. Passenger Disembarking e. Drain Plugs f. Discrepancy Reporting g. Cleanliness of Passenger Compartment h. Propeller/Rudder i. Axle Boots		
13.1	Explain CFR and US Coast Guard regulations and policies that apply	a. Hazardous waste discharge b. Vessel Causality reporting c. Personnel Causality reporting d. Zero Tolerance Drug Policy		

On this date _____ the Practical Assessment Record has been reviewed and is certified as being a true and correct record of the practical demonstration of required skills for the trainee listed.
On behalf of Ride The Ducks.

_____
Course Director

DUKW Operator Examination

Module 1 – Navigation Rules

(test1 with answers.doc)

You are navigating in a narrow channel and must remain in the channel for safe operation. Another vessel is crossing the channel ahead of you from your starboard and you doubt whether your vessel will pass safely. Which statement is true?

A. **You must stop your vessel, the other vessel has the right of way.**
B. **You must sound 1 short blast of the whistle and turn to starboard.**
C. **You must sound the danger signal.***
D. **You must stop your engines, the danger signal is optional.**

What is the required signal for a power driven vessel leaving a dock?

A. **1 short blast.**
B. **1 prolonged blast.***
C. **2 short blasts.**
D. **1 long blast.**

When power driven vessels are crossing, a signal of 1 short blast by either vessel means:

A. **I intend to leave you on my port side.***
B. **I intend to hold course and speed.**
C. **I intend to change course to starboard.**
D. **I request a departure from the rules.**

If you were coming up on another vessel from dead astern and desires to overtake the other vessel's starboard side, what whistle signal would you sound?

A. **1 short blast.***
B. **1 prolonged blast.**
C. **2 short blasts.**
D. **2 prolonged blasts.**

Which term is not defined in the Inland Navigation Rules?

A. **Seaplane.**
B. **Restricted visibility.**
C. **Underway.**
D. **Vessel constrained by her draft.***

Your vessel is meeting another vessel head to head. To comply with the steering and sailing rules, you should:

A. **Sound the danger signal.**
B. **Sound 2 long blasts.**
C. **Sound 2 short blasts.**
D. **Sound 1 short blast.***

A power driven vessel operating on a narrow channel with a following current on the Great Lakes or Western Rivers is meeting a vessel. Which statement is true?

A. **The downbound vessel has the right of way.**
B. **The downbound vessel must initiate the required maneuvering signals.**
C. **The downbound vessel must propose the manner and place of passage.**
D. **All of the above.***

Which of the following may be used as a distress signal?

A. **Directing the beam of a searchlight at another vessel.**
B. **A smoke signal giving off orange colored smoke.***
C. **A whistle signal of 1 long and 3 short blasts.**
D. **International Code Signal "Pan" spoken over radiotelephone.**

A vessel must proceed at a safe speed:

A. **In restricted visibility.**
B. **In congested waters.**
C. **During darkness.**
D. **At all times.***

A sailing vessel underway may exhibit:

A. **Red light over green light at the masthead.***
B. **Green light over red light at the masthead.**
C. **2 vertical white lights at the stern.**
D. **1 white light at the bow.**

If 2 sailing vessels are running free with the wind on the same side, which must keep clear of the other?

A. **The one with the wind closest abeam.**
B. **The one with the wind closest astern.**
C. **The one to windward.***
D. **The one to leeward.**

You see another vessel approaching, and its compass bearing does not significantly change. This would indicate that:

A. **You are the stand-on vessel.**
B. **Risk of collision exists.***
C. **A special circumstance situation exists.**
D. **The other vessel is dead in the water.**

If a rowboat underway does not show the lights specified for a sailing vessel underway, it shall show a:

A. White light from sunset to sunrise.
B. Combined lantern showing green to starboard and red to port shown from sunset to sunrise.
C. Combined lantern showing green to starboard and red to port in sufficient time to avoid collision.
D. White light shown in sufficient time to avoid collision.*

According to the Navigation Rules, you may depart from the Rules when:

A. No vessels are in sight visually.
B. No vessels are visible on radar.
C. You are in immediate danger.*
D. Out of sight of land.

The white masthead light required for a power driven vessel under the rules is visible over how many degrees of the horizon?

A. 022.5
B. 112.5
C. 225.0*
D. 360.0

A vessel may use and sound or light to attract the attention of another vessel as long as:

A. White lights are not used.
B. Red and green lights are not used.
C. The vessel signals such intentions over radiotelephone.
D. The signal cannot be mistaken for a signal authorized by the Rules.*

When taking action to avoid collision, you should:

A. Make sure the action is taken in enough time.*
B. Not make any large course changes.
C. Not make any large speed changes.
D. All of the above.

In order for a stand-on vessel to take action in a situation, she must determine that the other vessel is:

A. Is restricted in her ability to maneuver.
B. Has sounded the danger signal.
C. Is not taking appropriate action.*
D. Has not changed course since risk of collision was determined.

While you are underway, navigation lights must be displayed on your vessel:

A. **During all periods of reduced visibility.***
B. **At all times.**
C. **At night only when other vessels are in the area.**
D. **At night only when other vessels are detected by radar.**

"Safe speed" is defined as that speed where:

A. **You can stop within your visibility range.**
B. **The vessel is not subject to vibrations.**
C. **You are traveling slower than surrounding vessels.**
D. **You can take proper and effective action to avoid collision.***

Module 2 – Deck General

You are at the helm when you hear "Man overboard starboard side." You should be ready to:

A. **Give full right rudder.***
B. **Give full left rudder.**
C. **Put the rudder amidships.**
D. **Throw a life ring to mark the spot.**

The turning circle of a vessel making a turn over 360 degrees is the path followed by the:

A. **Center of gravity.***
B. **Bow**
C. **Stern**
D. **Centerline**

Which of the following statements concerning the handling qualities of a fully loaded vessel as compared to those of a light vessel is false?

A. **A fully loaded vessel is slower to respond to the engine.**
B. **A fully loaded vessel maintains headway further.**
C. **A light vessel is more affected by wind.**
D. **A light vessel loses more rudder effect in shallow water.***

The distance that a ship moves forward with each revolution of the propeller is called:

A. **advance**
B. **head reach**
C. **pitch***
D. **propeller slip**

Which of the following offenses results in the revocation of all licenses, certificates and documents held?

A. **Use of narcotic drugs.***
B. **Serious neglect of duty.**
C. **Theft of vessel's property.**
D. **All of the above.**

Control of flooding should be addressed:

A. **First**
B. **After control of fire.***
C. **Following restoration of power.**
D. **Only if a threat exists.**

A person who sees someone fall overboard should:

A. Call for help and keep the individual in sight.*
B. Run to the radio and send an emergency message.
C. Jump into the water to assist the individual.
D. Fire distress flares.

The most favorable bottom for anchoring is:

A. Very soft mud.
B. Rocky.
C. A mixture of mud and clay.*
D. Sand.

The key to rescuing a man overboard is:

A. Good communication.
B. A dedicated crew.
C. Good equipment.
D. Well-conducted drills.*

When steering through an anchorage, a shipmaster should:

A. Avoid crossing close astern of anchored vessels.
B. Avoid crossing close ahead of anchored vessels.*
C. Keep his vessel moving at good speed to reduce set.
D. Transit only on a flood tide.

A bowline is used to:

A. Join lines of equal size.
B. Form a temporary eye in the end of a line.*
C. Shorten a line.
D. Keep a line from fraying.

If someone fell overboard on a small boat and you did not know over which side the person fell, you should:

A. Immediately reverse the engine.
B. Stop the engine and throw a ring buoy over the side.
C. Increase engine speed to get away from the person. *
D. First put the rudder hard over in either direction.

The term "Great Lakes", as defined by the Navigation Rules, includes parts of the:

A. Calumet River.
B. Chicago River.
C. St. Lawrence River.
D. All of the above.*

When turning a vessel in shallow water, which of the following statements is true?

A. The rate of turn is increased.
B. The rate of turn is decreased.
C. The turning diameter increases.*
D. The turning diameter remains the same.

Which type of fog is the most dense and widely spread of those that occur on the Great Lakes?

A. Steam fog.
B. Advection fog.*
C. Radiation fog.
D. Lake Effect fog.

A situation has occurred where it becomes necessary for you to be towed. What action should you take to prevent your vessel from yawing?

A. Shift weight to the bow.
B. Shift weight to the center of the boat.
C. Shift weight to the stern.*
D. Throw excess weight overboard.

The pivoting point of a fully loaded vessel with normal trim proceeding ahead at sea speed is:

A. Right at the bow.
B. 1/3 the length of the vessel from the bow.*
C. ½ the length of the vessel from the bow.
D. 2//3 the length of the vessel from the bow.

In order to back a right-handed, single screw vessel in a straight line, you will probably:

A. Not need to use any rudder.
B. Need to use some left rudder.
C. Need to use some right rudder. *
D. Need to use full left rudder.

The use of an anchor to assist in turning in restricted waters is:

A. A last resort.
B. Good seamanship.*
C. The sign of a novice ship handler.
D. To be used only with a single screw vessel.

It is the responsibility of the Master to ensure that:

A. The Station Bill is properly posted.
B. Passengers are advised of emergency situations.*
C. Names of crew are posted on the Station Bill.
D. No changes are made to the Station Bill.

Module 3 – Deck Safety

Pollution of the waterways may result from:

A. **Sewage.**
B. **Trash.**
C. **An oily mixture of one part per million.**
D. **All of the above.***

You are alone and administering CPR to an adult. How many chest compressions and how many inflations should you administer in each sequence?

A. **5 compressions and 1 inflation.**
B. **15 compressions and 2 inflations.***
C. **20 compressions and 3 inflations.**
D. **30 compressions and 2 inflations.**

A patient in shock should not be placed in which position?

A. **On their side if unconscious.**
B. **Head down and feet up, if there are no head injuries.**
C. **Flat on their back with head and feet at the same level.**
D. **Arms above their head.***

In order to discharge a portable fire extinguisher, you must first:

A. **Invert the extinguisher.**
B. **Squeeze the handle.**
C. **Remove the locking pin.***
D. **Open the discharge valve.**

All of the following are part of the fire triangle except:

A. **Electricity.***
B. **Fuel.**
C. **Oxygen.**
D. **Heat.**

Most minor spills of oil products are caused by:

A. **Equipment failure.**
B. **Human error.***
C. **Major casualties.**
D. **Unforeseeable circumstances.**

A portable fire extinguisher has been partially discharged. It should be:

A. **Labeled empty and recharged as soon as possible.***
B. **Replaced in another location.**
C. **Replaced in its proper location.**
D. **Replaced in its proper location if no more than 25% empty.**

You are fighting a Class B fire with a dry chemical extinguisher. The discharge should be directed:

A. To bank off the bulkhead onto the fire.
B. At the seat of the fire, starting at the near edge.*
C. Over the top of the fire.
D. At the main body of the fire.

The VHF radio distress, safety and calling channel is:

A. 13
B. 16*
C. 18
D. 22

For a victim who is coughing and wheezing from a partial obstruction to the airway by a foreign body, a rescuer should:

A. Perform the Heimlich maneuver.*
B. Immediately start CPR.
C. Give the victim something to drink.
D. Bend the victim over and give back blows.

Fire is spread by which of the following means?

A. Conduction.
B. Convection.
C. Radiation.
D. All of the above.*

What is required in addition to the elements of the fire triangle to have a fire?

A. Electricity.
B. Chain reaction.*
C. Pressure.
D. Smoke.

All vessels not limited to daylight service shall be fitted with a life ring buoy:

A. On the stern of the vessel.
B. With a 20 fathom line attached.
C. With no line attached.
D. With 10 fathoms of line and a water light close by to be attached.*

You are underway as Master aboard your vessel. Your license must be:

A. Displayed in the company office.
B. Displayed in your home.
C. In your possession aboard the vessel.*
D. Kept at the Coast Guard office where you tested for your license.

In the case of collision, accident or other casualty involving a small passenger vessel, it shall be the duty of the Master to:

A. **Render assistance at the scene of the accident, if possible.***
B. **Notify the Coast Guard of damages to the vessel.**
C. **Exchange information with the Master of the other vessel.**
D. **All of the above.**

A fuel line breaks, sprays fuel on a hot exhaust manifold, and catches fire. Your first action should be:

A. **Close the engine compartment.**
B. **Start the fire pump.**
C. **Apply CO2 to the fire.**
D. **Shut off the fuel supply.***

Every vessel carrying passengers for hire shall have on board an approved life preserver :

A. **For every passenger on board.**
B. **For every person on board, plus 10% children's life preservers.***
C. **For every person on board, plus 10% additional in a deck box.**
D. **Or buoyant cushion for every person on board plus 10% for children.**

Except in rare cases, it is impossible to extinguish a shipboard fire by _____.

A. **Interrupting the chain reaction**
B. **Removing the heat**
C. **Removing the oxygen**
D. **Removing the fuel ***

Before starting any diesel or gasoline engine, which of the following must be checked?

A. **Oil level ***
B. **Flow of cooling water**
C. **Exhaust discharge**
D. **All of the above**

The carburetor is placed on the engine to _____.

A. **Distribute the gasoline**
B. **Mix the fuel and air ***
C. **Properly lubricate the engine**
D. **Assist in priming the cylinders**

DUKW Operator Examination

Module 1 – Navigation Rules

(test 2 with answers.doc)

1. What is the whistle signal used to indicate a power-driven vessel leaving a dock?

A. One short blast
B. Three short blasts
C. One prolonged blast *
D. No signal is necessary

2. A vessel leaving a dock or berth must sound a prolonged blast of the whistle only if?

A. Other vessels can be seen approaching
B. She is a power-driven vessel*
C. Visibility is restricted
D. Her engines are going astern

3. Under the Inland Navigation Rules, what is the meaning of a one short blast signal used when meeting another vessel?

A. I am turning to starboard
B. I am turning to port
C. I intend to leave you on my starboard side
D. I intend to leave you on my port side*

4. Your vessel must stay within a narrow channel to be navigated safely. Another vessel is crossing your course from starboard to port. You do NOT think she will pass safely. You should?

A. May sound the danger signal
B. Must sound the danger signal*
C. Should sound one short blast
D. Are required to back down

5. Two vessels are in a starboard to starboard meeting situation and will pass well clear approximately ¼ mile apart. Which action should each vessel take?

A. Sound a one blast whistle signal and turn to starboard
B. Maintain course and sound no signal
C. Sound a two blast whistle signal and maintain course*
D. Sound a three blast whistle signal and turn to port

6. While underway in a harbor you hear a vessel sound a prolonged blast. This signal indicates that this vessel?

A. Desires to overtake your vessel
B. Is at anchor
C. Is backing her engines
D. Is moving from a dock*

7. You are overtaking another power-driven vessel and sound a whistle signal indicating that you intend to pass the vessel along her starboard side. If the other vessel answers your signal with five short and rapid blasts, you should?

A. Not overtake the other vessel until both vessels exchange the same passing signal*
B. Not overtake the other vessel until she sounds another five short and rapid blast signal
C. Pass the other vessel along her starboard side
D. Sound five short and rapid blasts and pass along her starboard side

8. You are meeting another vessel in inland waters, and she sounds one short blast on the whistle. This means that she?

A. Is changing course to starboard
B. Is changing course to port
C. Intends to leave you on her port side*
D. Desires to depart from the Rules

9. A power-driven vessel intends to overtake another power-driven vessel on the overtaken vessel's port side. Which whistle signal should be sounded in order to state this intention?

A. 1 short blast
B. 2 short blasts*
C. 2 prolonged and 1 short blasts
D. 2 prolonged and 2 short blasts

10. For the purpose of the Inland Navigation Rules, the term "inland waters" includes?

A. The Western Rivers, extending to the COLREGS demarcation line*
B. Harbors and rivers to the outermost aids to navigation
C. Waters along the coast of the United States to a distance of 2 miles offshore
D. None of the above

11. You are overtaking another power-driven vessel in a narrow channel and wish to leave her on your starboard side. You may?

A. Sound one short blast
B. Sound four short blasts
C. Overtake her without sounding whistle signals
D. Attempt to contact her on the radiotelephone to arrange for the passage*

12. Which term is NOT used in the Inland Navigation Rules?

A. A vessel engaged in mineclearing operations
B. A vessel constrained by her draft*
C. A vessel towing
D. A vessel engaged in fishing

13. Your power driven vessel is meeting another power driven vessel head to head. The correct whistle signals for each vessel is (are)?

A. Sound 1 short blasts*
B. Sound 2 short blast
C. Sound 1 prolonged blast
D. Sound 1 short and 1 prolonged blast

14. When two power driven vessels are crossing and one vessel sounds a signal of 1 short blast, what is the intention of the whistle signal?

A. I intend to change course to starboard
B. I intend to hold course and speed
C. I intend to leave you on my port side*
D. I request a departure from the rules

15. If you were coming up on another vessel from dead astern and desire to overtake the vessel on your port side, what whistle signal would you sound?

A. 1 prolonged blast
B. 1 short blast*
C. 2 short blast
D. 2 prolonged blast

16. If a sailing vessel is approaching another sailing vessel, which is required to keep clear of the other?

A. The one leeward
B. The one with the smaller sail
C. The one with the largest sail
D. The one to windward*

17. Another power driven vessel is meeting your power driven vessel head to head. The compass bearing does not change. What does this indicate:

A. Neither is moving
B. There is no risk of collision
C. There is a risk of collision*
D. They are the stand-on vessel

18. A power driven vessel under the rules is required to have a white masthead light how many degrees of the horizon?

A. 225.0*
B. 90
C. 022.5
D. 365

19. According to the rules, a vessel sounding two short blasts intends to:

A. I intend to leave you on my starboard side*
B. I intend to leave you on my port side
C. I intend to begin astern propulsion
D. I am a sailing vessel

20. Navigational lights must be used:

A. At night
B. During reduced visibility
C. During storms where visibility is reduced
D. All of the above*

Test 2 (module 2)-Deck General

1. A bowline is best used in which situation:

- **A. To form a temporary eye in the end of a line***
- **B. To attach vessel to vessel**
- **C. To combine two lines of equal diameter**
- **D. To stop a line which is fraying**

2. What is the most beneficial point to rescuing a man overboard:

- **A. Good equipment**
- **B. Good lasso**
- **C. Strong voice**
- **D. Well-conducted drills***

3. In the event a vessel has caught fire and had its hull compromised, which should be dealt with first:

- **A. Control of fire***
- **B. Control of flooding**
- **C. Notification of captain**
- **D. Inspection of bilge pumps**

4. You are at the helm when you hear "man overboard port side." You should be ready to:

- **A. Give full right rudder**
- **B. Give astern propulsion**
- **C. Give full left rudder***
- **D. Put the rudder amidship**

5. Which of the following offenses results in the revocation of all licenses issued by the USCG:

- **A. Theft of another vessel**
- **B. Ignoring second mate**
- **C. Use of narcotic drugs***
- **D. Losing your master's license**

6. A person who has spotted someone that has fallen overboard should:

- **A. Sound one prolonged blast**
- **B. Sound one short blast**
- **C. Call for help and keep the individual in sight***
- **D. Shoot flares at person overboard**

7. A shipmaster steering through an anchorage should:

- **A. Sound the danger signal**
- **B. Keep his vessel moving at constant speed**
- **C. Speed the vessel up to limit exposure**
- **D. Avoid crossing close ahead of anchored vessels***

8. One-third the length of the vessel from the bow is:

- **A. The pivoting point of a fully loaded vessel with normal trim proceeding ahead at sea speed***
- **B. Half the weight of the vessel divided by 2**
- **C. Ten feet from the pivoting point**
- **D. The position of the captain's seat**

9. If a master's vessel is over $25,000 and he damages the vessel, who should he report the damage to:

- **A. The local authorities**
- **B. The vessels owner if he is not the owner***
- **C. The vessels painter**
- **D. All of the above**

10. A good helmsman steering a vessel does not:

- **A. Overuse rudder***
- **B. Use the rudder as little as possible**
- **C. Consider steering a vessel a highly responsible job**
- **D. Advise his relief of the course being steered**

11. In a river with current the greatest depth of water in a bend tends to be:

A. In the middle of the bend
B. Towards the inside of the bend
C. Towards the outside of the bend*
D. There is no tendency

12. The proper way to correct a mistake in the logbook is to draw a line through the entry and:

A. Call the vessel's owner
B. Rewrite and initial the correction*
C. Get someone else to initial your mistake
D. Log it later with the next days entry

13. Which is a common occurrence when a vessel is running in shallow water:

A. A decrease in bottom clearance and an increase in draft caused from "squat"*
B. The wake will be less
C. The rudder works better
D. None of the above

14. An advantage of nylon ropes is:

A. It can hold a load even when a considerable amount of yarn has torn*
B. It can be exposed to sunlight without degradation
C. Comes in a variety of colors
D. Is as strong frayed as it was before fraying

15. Where should weight be shifted if your vessel is being towed to prevent yawing?

A. In the mid-ship
B. In the stern*
C. In the bow
D. Doesn't matter

16. The master of an uninspected vessel must:

A. Avoid a vessel in distress
B. Assist people affected by an accident if there is no serious danger to his own vessel*
C. Keep away from inspected vessels
D. Keep astern of other vessels

17. Flemishing is known as:

A. Steering using the anchor
B. Fishing without an anchor
C. Laying out a line in successive circles flat on deck with the bitter end in the center*
D. Laying out a line parallel to another line with circles between

18. The master of an inspected passenger vessel must:

A. Advise passengers of what to do in emergency situations*
B. Wear a life-jacket
C. Ensure names of crew are posted on the Station Bill
D. Ensure no changes are made to the station bill

19. Using an anchor to assist in turning a vessel in restricted water is:

A. Illegal
B. Not good seamanship
C. Irresponsible
D. None of the above*

20. What is the most favorable anchoring ground:

A. Mud and clay*
B. Rock
C. Sand
D. Large boulders

TEST 2 (MODULE 3) DECK SAFETY

1. IF a portable fire extinguisher has been used partially, what should be done with the extinguisher

A. Put back in place until annual inspection
B. Labeled empty and recharged as soon as possible*
C. Place in stern of ship
D. Replaced in proper location

2. What should a person operating a hand held extinguisher do first?

A. Remove the pin*
B. Remove all stickers
C. Ask captain for instructions
D. Squeeze the handle

3. Which of the following is part of the fire triangle?

A. Electricity
B. Oxygen*
C. Nitrogen
D. Pulling the pin

4. How many chest compressions and how many inflations should you administer in each sequence while administering CPR on your own?

A. 15 compressions and 2 inflations*
B. 5 compressions and 12 inflation
C. 10 compressions and 10 inflations
D. 2 compressions and 15 inflations

5. Minor oil spills are usually caused by:

A. The Captain
B. The deckhands
C. Engine combustion
D. Human Error*

6. A patient in shock should be place in which of the positions:

A. On their side if unconscious
B. Head down and feet up, if there are no head injuries
C. Flat on their back with head and feet at the same level
D. All of the above are correct*

7. Which of the following is considered polluting the waterways?

A. Trash*
B. Swimming
C. Fishing
D. All of the above

8. Where should the discharge be directed when fighting a Class B fire with a dry chemical extinguisher?

A. At the top of the flame
B. At the bottom of the smoke
C. At the seat of the fire, starting at the near edge*
D. Toward the middle of the flame

9. Which of the following is a means fire is spread?

A. Conduction
B. Irradiation
C. Convection
D. A and C *

10. Vessels that are not restricted to daylight hours only, must have a life ring buoy with:

A. A water light close by to be attached
B. 10 fathoms of line attached
C. The vessels name imprinted on it
D. All of the above*

11. Channel 16 on the VHF radio is considered:

A. Radio distress channel*
B. XM Satellite radio
C. Talk around channel for deckhands
D. The only channel available at sea

12. A person is eating a hot dog and suddenly begins choking and turning blue. What should be performed on this person?

A. CPR
B. Check for a pulse
C. Perform the Heimlich maneuver*
D. Offer the person a soda

13. Where must your Master's license be posted while underway?

A. In your company's home office
B. At the closest MSO's office
C. In your possession aboard the vessel*
D. At the last port of call

14. Which of the following mixes fuel and air for a combustion engine?

A. Carburetor*
B. Vapor detector
C. Bilge pump
D. Distributer

15. Which engines require the oil level to be checked before the operator starts the vehicle?

A. Gasoline
B. Diesel
C. None of the above
D. Both A and B*

16. The spark arrestor is required on gasoline engines to help prevent which of the following:

A. A fire in the engine compartment*
B. The engine from overheating
C. The vessel from listing
D. The carbon monoxide from entering the passenger compartment

17. A fuel line breaks and allows gasoline to spray on the exhaust pipe and cause ignition. What step should be taken first?

A. Sound the fire alarm
B. Turn the CO2 extinguisher on
C. Close all doors to engine room
D. Shut off fuel supply*

18. There is a fire aft aboard your vessel. Which of the following would be appropriate reactions to prevent spread of fire?

A. Stop vessel immediately
B. Turn bow of vessel into the wine
C. Decrease speed
D. B and C*

19. Good housekeeping on a vessel prevents fires by:

A. Allowing better access in an emergency
B. Eliminating potential fuel sources*
C. Eliminating trip hazards
D. Improving personnel qualifications

20. Inspection of Halon extinguishers involve checking the hose, handle, nozzle, and :

A. Sight glass
B. Weighing the extinguisher*
C. Service technicians report
D. Last date it was charged

DUKW Operator Examination

Module 1-Navigation Rules

(test 3 with answer.doc)

1. Which vessel is not defined in the Inland Navigation Rules:

A. A fishing vessel
B. A mineclearing vessel
C. A towing vessel
D. All of the above are defined*

2. A vessel sounding two short blast intends:

A. To leave the other vessel on its starboard side*
B. To leave the other vessel on its port side
C. To leave dock
D. To perform astern propulsion

3. If you are coming upon a vessel and intend to pass it on your port side, what is the correct whistle blast you should sound?

A. Two short blast
B. One short blast*
C. 5 rapid blast
D. One prolonged blast

4. What is the correct whistle signal for a power driven vessel leaving a dock:

A. Two prolonged blast
B. One prolonged blast*
C. The danger signal
D. One short, and one prolonged blast

5. A blue flashing light represents:

A. A boat leaving dock
B. A vessel fishing
C. Law enforcement*
D. A vessel windward

6. You are operating in a narrow channel and notice a vessel ahead of you on your port and you doubt whether each vessel will pass safely. You should:

A. Sound the Danger Signal*
B. Sound one short blast
C. Sound one prolonged blast
D. None of the above

7. In a situation where two sailing vessels are crossing, the windward vessel must:

A. Keep clear of the other*
B. Lower its sail
C. Sound the danger signal
D. Keep the wind to its stern

8. A vessel must operate according to the Rules at:

A. A slow speed
B. Hours of daylight only
C. A safe speed*
D. A distance of 1 mile from other vessels

9. The definition of "safe speed" is:

A. A speed of safe operation
B. You can take proper and effective action to avoid collision*
C. A speed not to exceed 50 miles per hour
D. A speed which is less than that of surrounding boats

10. Two power driven vessels are crossing and one sounds a short blast. What does this mean?

A. You intend to leave the other vessel on your port side*
B. You intend to leave the other vessel on you starboard side
C. You intend to cross downwind of the other vessel
D. You are unclear of the other vessels action

11. You are coming up on another vessel from dead astern and desire to overtake the other vessel's port side, what whistle signal should you sound?

A. 1 short blast
B. 1 prolonged blast
C. 2 short blast*
D. 2 prolonged blast

12. Your vessel is meeting another vessel head to head. To comply with the navigation rules you should:

A. Sound 2 short blast
B. Sound the danger signal
C. Sound 1 prolonged blast
D. None of the above are correct*

13. Which term is not defined in the Navigational Rules?

A. Vessel constrained by her draft*
B. A vessel fishing
C. A vessel underway
D. A seaplane

14. A vessel is approaching and its compass bearing is not significantly changing. What does this indicate?

A. The vessel intends to leave you on its port side
B. The vessel intends to leave you on its starboard side
C. There is a risk of collision*
D. The other vessel is fishing

15. Which of the following are appropriate signals of distress?

A. Two short blast
B. One prolonged blast
C. A smoke signal giving off orange colored smoke*
D. Turning vessel in astern propulsion

16. The captain of a power driven vessel, in accordance with the Rules, may depart from the Rules when:

A. The captain is in immediate danger*
B. The captain has no vessels in sight
C. The captain stops propulsion
D. The captain sees no land

17. Over how many degrees over the horizon must a whit masthead light be visible?

A. 0.225
B. 225.0*
C. 365.0
D. 355.0

18. A stand-on vessel is to take action in a situation if she determines that the other vessel is:

A. Not changing course or direction
B. Is a sailing vessel
C. Is a power-driven vessel
D. Is not taking appropriate action*

19. Navigational lights must be displayed on your vessel:

A. 24 hours a day
B. After mid-night
C. While underway
D. During all periods of reduced visibility*

20. Commercial vessels engaging in public safety activities may display:

A. A flashing blue light
B. An alternating blue and amber light
C. A solid blue light
D. Alternately flashing red and yellow light*

Test 3 (module 2)-Deck General

1. During the course of a voyage, a seaman falls on the main deck and injures his ankle. The Master should submit a Report of Marine Accident, Injury or Death if the:

A. Injured needs first aid
B. Injured is incapacitated*
C. Injured results in loss of life only
D. Injury is the result of misconduct

2. The damage to a vessel is over $25,000. Who must notify the nearest Coast Guard Marine Safety or Marine Inspection Office as soon as possible?

A. The vessel's agent
B. The owner of the vessel
C. The Master of the vessel
D. Any of the above*

3. Control of flooding should be addressed:

A. First
B. After control of fire*
C. Following restoration of power
D. Only if a threat exists

4. A person is found operating a vessel while intoxicated. For a first offense, he is liable for:

A. Imprisonment for up to one year
B. A fine of up to $5,000*
C. Seizure of their vessel and forfeiture of the title
D. A civil penalty of not more than $1000

5. Why should crews conduct man overboard drills?

A. Well conducted drills are the key to successful rescues*
B. It makes the crew more personable
C. It allows the master to count the crew
D. It is usually required by the vessel's owner

6. What 2 things should a person do that spots someone falling overboard

A. Keep him in sight
B. Call for help
C. Keep him in sight and calm
D. A and B*

7. A man has fallen overboard and you are not sure which side. What should you do:

A. Turn hard starboard
B. Turn hard port
C. Accelerate straight forward to prevent hitting person*
D. Astern propulsion

8. The easiest way to anchor a vessel in a current is to:

A. Stem the current and make very slow headway when the anchor is dropped
B. Stem the current and be falling aft very slowly when the anchor is dropped*
C. Stem the current and endeavor to make neither headway nor sternway
D. Stop all headway through the water

9. Progressive flooding may be indicated by:

A. Ballast control alarms
B. Excessive draft
C. Excessive list or trim
D. A continual worsening of list or trim*

10. Where is the pivot point of a vessel fully loaded with normal trim proceeding ahead at sea speed:

A. At the bow
B. At the stern
C. 1/3 the length of the vessel from the bow*
D. 1/3 the length of the vessel from the stern

11. A man has fallen overboard on the starboard side of your vessel. What should you do:

A. Give full right rudder*
B. Give full left rudder
C. Give astern propulsion
D. Keep your course and speed

12. The use of narcotic drugs while operating an inspected vessel leads to:

A. Revocation of all licenses
B. Revocation of all certificates
C. Revocation of all documents
D. All of the above*

13. What responsibilities does the operator of an uninspected vessel have in assisting people affected by an accident:

A. The operator does not have to assist
B. The operator must assist if he can do so without serious danger to his vessel*
C. The operator does not have to assist if it will put him late for arrival
D. All of the above

14. The pitch is defined as:

A. The distance that a ship moves forward with each revolution of the propeller*
B. The degrees of list of the vessel
C. The height of the sea minus the depth the vessel is submerged
D. The total distance traveled in an hour

15. Which of the following statements are true concerning the handling qualities of a fully loaded vessel as compared to those of a light vessel:

A. The fully loaded vessel is slower to respond to the engine
B. The fully loaded vessel maintains headway further
C. A light vessel is more affected by wind
D. All of the above*

16. Which of the following is included in the "Great Lakes" as defined by the Navigation Rules:

A. Lake Hamilton
B. Chicago river*
C. Lake Catherine
D. All the above

17. A mixture of clay and mud is:

A. Better anchoring material when compared to rock*
B. Not a good material to anchor in
C. Requires a larger anchor than is required by USCG
D. Should be avoided for anchoring

18. Who is responsible for the advising the passengers of what to do in an emergency:

A. The vessel's owner
B. The second mate
C. The Master*
D. The deckhands

19. To minimize yawing of your vessel when it is being towed, the weight should be shifted to:

A. The front of the vessel
B. The stern of the vessel*
C. Cannot determine
D. The starboard side

20. What is the densest fog on the Great Lakes?

A. Advection fog*
B. Steam fog
C. Radiation fog
D. Lake effect fog

TEST 3 (MODULE 3) DECK SAFETY

1. There is a fire aft aboard your vessel. To help fight the fire, you should:

A. Head the bow into the wind and decrease speed*
B. Put the wind off either beam
C. Put the stern into the wind and increase speed
D. Put the stern into the wind and decrease speed

2. What should be inspected on a Halon extinguisher

A. Hose, handle, nozzle, and weight of extinguisher*
B. Sight glass and hose
C. Service technicians report and nozzle
D. Hose and last date it was charged

3. Eliminating potential fire hazards can be achieved by:

A. Eliminating trip hazards
B. Good housekeeping*
C. Checking your extinguishers
D. None of the above

4. If a vessel is in distress, which VHF channel would the vessel send out a distress signal

A. 99
B. 114
C. 16*
D. 36

5. Which statement is TRUE of a gasoline spill?

A. It is visible for a shorter time than a fuel oil spill*
B. It is not covered by pollution laws
C. It does little harm to marine life
D. It will sink more rapidly than crude oil

6. A flame screen:

A. Prevents the passage of flammable vapors
B. Prevents inert gas from leaving a tank
C. Permits vapors to exit but not enter a tank
D. Permits the passage of vapor but not of flame*

7. A spark arrestor is:

A. **A safety device located on top of the carburetor**
B. **Required for gasoline engines**
C. **Required for passenger vessels that are inspected by the USCG**
D. **All of the above***

8. Which statement is TRUE concerning the ventilation of engine and fuel tank compartments on uninspected towing vessels using fuel with a flash point of 100 degrees F.

A. **There shall be at least 3 ventilator ducts open to the atmosphere**
B. **At least one intake duct shall extend from the open atmosphere to the lower portion of bilge**
C. **At least one exhaust duct shall extend from the open atmosphere to the lower portion of bilge***
D. **Only vessels using fuel with a flash point above 110 degrees F need ventilate engine and fuel compartments**

9. The operator of the ship's radiotelephone, if the radiotelephone is carried voluntarily, must hold a least a:

A. **Mate's license**
B. **Restricted radiotelephone operator permit***
C. **Second-class radio operator's license**
D. **Seaman's document**

10. Whenever practicable, the Certificate of Inspection must be posted:

A. **As high as feasible in the pilot house**
B. **Near the area where passengers embark**
C. **In any location desired**
D. **In a conspicuous place where it will most likely be observed by the passengers***

11. Every vessel carrying passengers for hire shall have on board an approved life preserver:

A. **For every passenger on board**
B. **For every person on board, plus 10% children's life preservers***
C. **For every person on board, plus 10% additional in a deck box**
D. **Or buoyant cushion for every person on board plus 10% for children**

12. All vessels not limited to daylight service shall be fitted with a life ring buoy:

A. On the stern of the vessel
B. With a 20 fathom line attached
C. With no line attached
D. With 10 fathoms of line and a water light close by to be attached*

13. What would white exhaust smoke from a diesel engine probably mean?

A. Late fuel injection*
B. Excess combustion air
C. Dribbling injector tips
D. Excessive lube oil consumption

14. What is the first operation is discharging a portable fire extinguisher?

A. Remove the locking pin*
B. Squeeze the handle
C. Close the discharge valve
D. It doesn't matter which order any of these are performed

15. If a carburetor is leaking fluid from around its base, what would one suspect the fluid to consist of?

A. Water
B. Transmission fluid
C. Fuel*
D. Fire suppression fluid

16. The fire triangle includes which of the following?

A. Heat*
B. Brake fluid
C. Electricity
D. Water

17. Pollution of the waterways by a passenger vessel includes:

A. Waste containers that are empty
B. Oily mixture of one part per million
C. Urine
D. All of the above*

18. Except in rare cases, it is impossible to extinguish a shipboard fire by:

A. Removing the fuel causing the fire*
B. Removing the oxygen supplying the fire
C. Stopping the chain reaction
D. Removing the heat

19. What major engine fluid must be checked on both gas and diesel engines before starting?

A. Brake fluid
B. Gasoline
C. Diesel
D. Oil level*

20. What is the correct chest compression to inflation ratio in performing CPR?

A. Equal numbers of each
B. 20 compressions and 1 inflation
C. 15 compressions and 2 inflations*
D. 30 compressions and 1 inflation

Ride The Ducks, Branson
DUCK Training Course Critique Sheet.

Please use this sheet to help us improve the course. Your response will not have any positive or negative affect on you personally, so please answer honestly.

Use the following rating system. 1 being the most unfavorable and 5 is the most favorable.

Course content related to the operation of this unique vehicle. _____
Knowledge of the instructor teaching the course. _____
Class room conditions. _____
Material available. _____
Hands on time. _____
My comfort level in operating the vehicle after the completion of this course. _____
Overall rating of the class room portion of the course. _____
Overall rating of the sea time portion of the course. _____

Answer the following True or False.

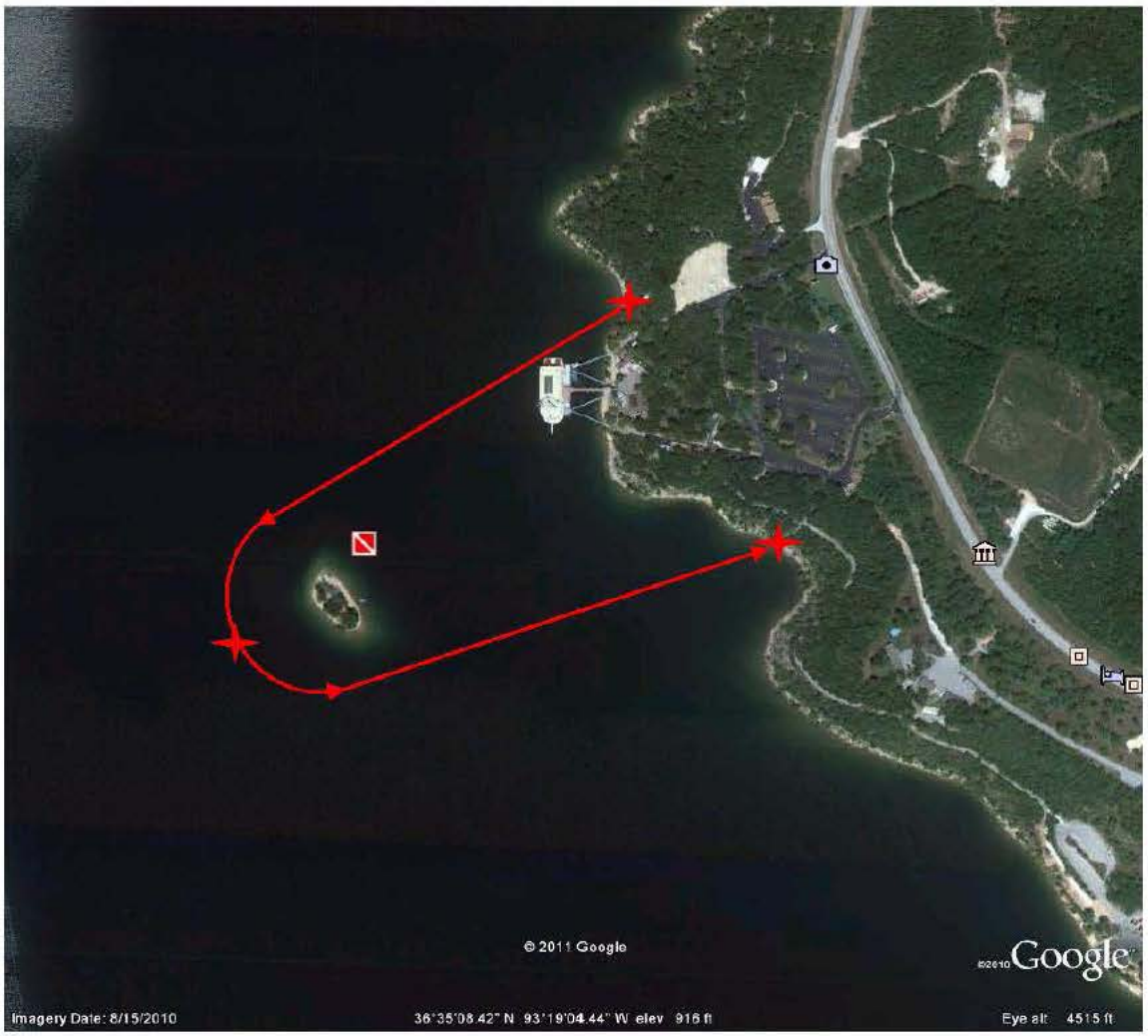
Read all the questions first then go back and answer them.

I feel that too much time was spent in the class room on rules, regulations and general boating material. _____
I feel that not enough time was spent in the class room on operation of the DUCK as a vehicle. _____
I feel that not enough time was spent on the water with the DUCK. _____
I feel that this course was rushed in an effort to just get me a license. _____
I feel that this course was over kill and contained much more than I needed to safely operate a DUCK. _____
I feel that I have the knowledge and capability to safely operate the DUCK on land and water. _____

Use the back side of this to add comments on what you feel could improve the course.

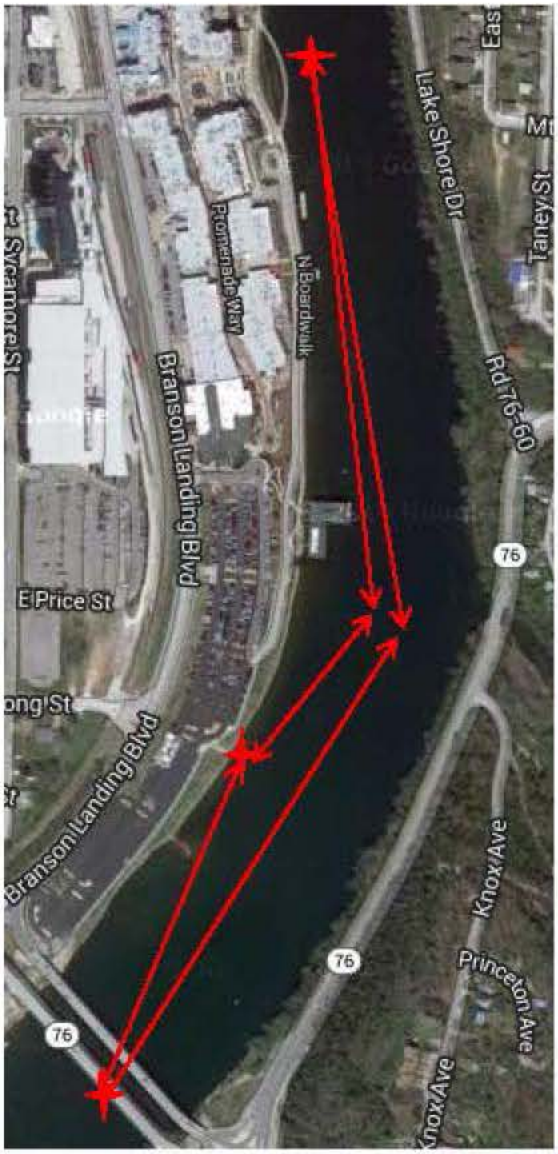
Table Rock Lake

Enter the water north of the White River Landing on Table Rock Lake heading around the island west of the Showboat Branson Belle dock exiting the water at the ramp south of the White River Landing.



Lake Taneycomo

Enter the water south of the White River Fish House on Lake Taneycomo heading north to the Branson Landing Fountains turn south head under the bridge north of Scotty's Trout Dock turn and head north and exit the water at the ramp south of the White River Fish House.



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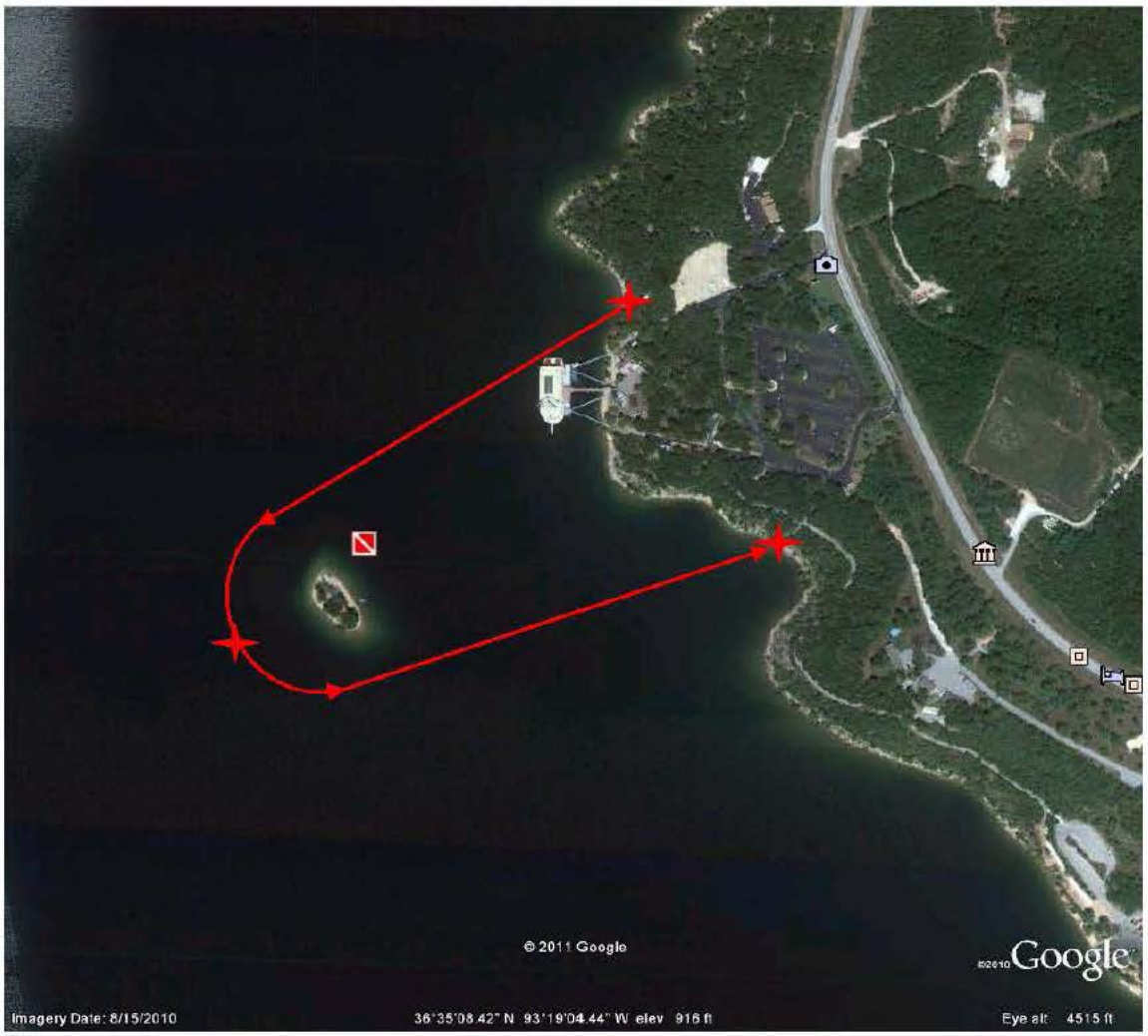

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