



Chapter 2: Operational Missions/Patrols

Introduction

The intent of this chapter is to discuss types of boat patrols and their respective procedures. Patrols may have different titles for the same type of task or one general title to cover many tasks. The Division encourages us to conduct multi-mission patrols when practical. Examples include safety, familiarization, training, aids to navigation, and regatta or event patrols. In all cases, the crew is underway at the direction of the Park Manager, or Vessel Operator. [When operating on Great Salt Lake the crew will act under the direction of the Park Manager, Harbor Master or Vessel Officer \(VO\).](#) The patrol may be in response to a known problem or meant as a method of prevention or early detection.

In This Chapter

This chapter contains the following sections:

Section	Title	See Page
A	Safety Patrols	2
B	Regatta and Marine Event Patrols	5
C	Aids to Navigation (AtoN)	12
D	Area Familiarization and Hazards to Navigation Patrols	13
E	Brine Shrimp Patrols	14
F	Search & Rescue Patrols (SAR)	14
G	Law Enforcement	15
H	Law Enforcement (Prohibitions/Assistance) Policy	17

Section A. Safety Patrols

Introduction

Safety patrols directly support the Division’s responsibilities as defined by the State legislature. A safety patrol supports the search and rescue (SAR) mission specifically to locate and help persons and boats in distress. While a routine safety, non-distress patrol is being conducted, it is common practice to perform other missions, such as checking aids to navigation (AtoN), area familiarization, vessel inspections, and hazards to navigation identification patrols.

In This Section

This section contains the following information:

Title	Page
Benefits of Safety Patrols	2
Safety Patrol Boat Duties	2

Benefits of Safety Patrols

A.1 Description

Safety patrols provide important benefits for the boat crew, the Division, and the public. These benefits include:

- Practice for the crew and familiarization with their AOR.
- Public seeing the Boat and Crew Members in action.
- Public awareness that distress assistance is available.
- Increased opportunity for the boating public to obtain boating safety information or navigation hazard notices.
- [Information for the Harbor Master to update navigational aids and hazards](#)
- Detection of unreported events including SAR or hazardous floating objects such as dead heads.
- Detection and reporting of any unusual, suspicious, or abnormal events.

NOTE: Patrols schedule before sundown, or on receipt of a severe storm warning are to help boaters to get to a secure harbor. This is considered “preventive SAR”.

Safety Patrol Boat Duties

A.2 Description

A boat on patrol should always be ready to answer distress or assistance calls expediently. To help boaters, the rescue boats often carry additional equipment such as a battery jump box, hose clamps, tools, wood plugs and extra water. [Both *Rescue One* and *Rescue Four* carry additional equipment as defined by the Harbor Master as well as the equipment required by the Division to be on all Division vessels.](#)

A.3 VO Responsibility

The Vessel Officer (VO) should know and follow Division policy and procedures. [VO's operating on Great Salt Lake should be familiar with the guidelines set out by the Harbor Master for operating on the lake.](#) In addition VO's should know:

- Know the patrol area and review factors such as currents, weather patterns, hazards, and navigational aids.
- Verify that the fuel tanks are full and that oil is topped off.
- Verify that all equipment is checked out and operating properly.
- Ensure that the crew is outfitted in the correct personal protective equipment (PPE).
- Verify that at least one other crew member is qualified to operate the boat in case the BO needs to seek relief.
- Ensure all crew members are physically capable of performing the mission.
- Provide a thorough briefing on the boat, its equipment, and its operation. Specifically address possible hazards, risk awareness, and situation awareness.
- Once satisfied, go to the assigned patrol sector. Notify the Harbor Master or Incident Command (IC) of your arrival or departure, the number and names of persons onboard, and verify that conditions are within operational standards.

A.4 Reporting Responsibility

Proper reports keep boaters, Park Manager or the Harbor Master informed about boat patrols and local hazards. Whether it is a routine position report, a sea condition report, a hazard report, or a log entry, all reports should be accurate.

A.4.a. Operational Status Reports

While on patrol, a Division vessel must have two-way communications with the IC or Harbor Master. If the Division vessel is unable to contact the IC or Harbor Master, every attempt should be made to use another state agency to relay their information. VO's must follow Division reporting requirements during a patrol. If communications are lost for more than the designated reporting period, the mission should be aborted, the Division vessel moved back to the marina, and the Harbor Master or IC must be advised as soon as possible.

A.4.b Patrol Logs

A log of significant patrol activities should be kept so that proper and accurate entry into FATPOT can be achieved. The narrative of each event should be a brief accurate description of situations, procedures, actions, and activities. The log will help the Harbor Master, VO, or IC fill out FATPOT reports later.

A.4.c Sea Conditions/Weather Reports

[Should a patrol encounter significant weather \(heavy wind\) or sea conditions \(heavy seas\) this should be reported to the Harbor Master so that he can notify the boating public and post the information on the Official Notice Board.](#)

A.5 Patrolling

A preliminary sweep of the area is made to establish familiarity with the prevailing conditions, potential trouble areas, and to announce to local boaters that patrolling is underway. The BO should keep the boat's speed at a safe and efficient speed while patrolling to enable the crew to keep a sharp lookout in all directions and to conserve fuel.

A.6 Patrolling During Heavy Weather

In the event of a sudden storm, the pleasure boaters may need assistance. While a BO should never jeopardize the safety of their crew, it is important to render assistance if it is safe to do so. Prudence shall be used to prevent damage to the facility or injury to the crew. Operational limitations established by the Division or Harbor Master shall not be exceeded.

A.7 Assistance

While on patrol, boat crews will encounter many types of assistance situations. They should always approach them with caution, considering the different factors that may come into play:

- Division Policy and Procedures.
- Risk assessment process.
- Scene assessment
- Proper operations to help the boat.
- [If outside agencies should be called such as Unified Fire or the Division Lieutenant for the purpose of activating the GSL Pre-Plan.](#)
- Other concerns, such as the need for additional boats to help.

NOTE: Do not hesitate to call for additional help as necessary when providing assistance.

A.8 Assisting Other Patrols

Often in a SAR situation or Marine Event Patrols it will be necessary to work with other Division vessels. A command procedure should be set up so that the boats can work efficiently with each other.

A.9 Permission to Secure

When it is time to end the patrol, the Harbor Master or IC should be notified and permission to secure is requested. A final sweep through the area may be necessary before a patrol is secured.

NOTE: A rescue boat that is damaged or has a crewmember injured while on official patrol must contact the Harbor Master, Park Manager, or IC as soon as possible, and follow the prescribed procedures for the situation.

Section B. Regatta and Marine Event Patrols

Introduction A regatta or marine event is an organized water event of limited duration that is conducted according to a prearranged schedule and permitted with the Division. Regattas and marine events involve both participant and spectator boats in activities such as racing, demonstrations, cruising, short-distance swims, long-distance swims, and similar grouped or classed marine skills and equipment. The safety of the participant boats and participants is the responsibility of the sponsoring organization, unless they ask for the Division's. The sponsor or organizer of the event is responsible for applying for approval of the event.

Patrolling Regattas

B.1 Functions of a Regatta Patrol

Regattas usually take place over a closed course where patrol sectors may be established alongside and at each end of the course. The primary functions of a regatta patrol are to control the spectator boats and transient craft for their protection, and to ensure safety hazards do not enter into the event area.

NOTE: The primary responsibility to protect participants from the hazards of the event, including other participants, rests with the organizing body or sponsor.

B.2 Selecting the Patrol Commander

In the event that more than one Division vessel is requested to patrol the race area, the Harbor Master or Park Manager will designate the patrol commander (PATCOM) for a regatta or marine event. The PATCOM will be a Division officer. The responsibility of the PATCOM is to coordinate the patrol efforts of all Division and Coast Guard Auxiliary vessels involved.

B.3 Designating an Auxiliary Boat Commander

When an event organizer or sponsor has requested the assistance of the Coast Guard Auxiliary to also assist in patrolling the regatta or marine event, it is recommended that the Auxiliary designate an Auxiliary Boat commander (AUXCOM). The AUXCOM will work closely with the PATCOM to coordinate the Auxiliary boats and personnel and, act as liaison to prepare for, conduct, and secure the event. (AUXCOM is also the person's radio call sign during the event.)

B.4 Establishing Sectors

The length, size and shape of the course depend on the type of regatta. To maintain operational control, regatta event courses are usually divided into sectors. (See **Figure 2-1**). All sectors should be as small as is reasonable to allow patrols to regulate traffic and keep obstructions or boats from the course. Small sectors may limit mobility. Large sectors are too difficult for patrol boats to cover effectively, and spectator boats might get too close to the course before a patrol can issue a warning. Patrol boats should move only within their assigned sectors. The following procedures should help the PATCOM to establish and assign sectors:

Step	Procedure
1	Divide large patrol areas into at least five sectors, one to three sectors along each outer side, and at least two at each end.

2	Operate all boats from the same chart
3	Mark the charts with the patrol sectors
4	Assign each patrol boat to a patrol sector
5	Ensure that each boat reports its location and movements.
6	Establish more sectors as needed (e.g., change in course size or more spectator boats than expected).

B.5 Grid System

The grid system is an effective method of organizing patrol area operations. When using the grid system, transparent grid overlays are essential. All grids must be identical in size and identification. (See **Figure 2-1**) The benefits of using grids are:

- PATCOM/AUXCOM and the patrol boat captains can read grid coordinates exactly.
- VO's can request assistance, by giving a location, using the grid on the chart.
- PATCOM/AUXCOM can also assign additional patrol boats to the position.
- Location of a distress can be easily shown.

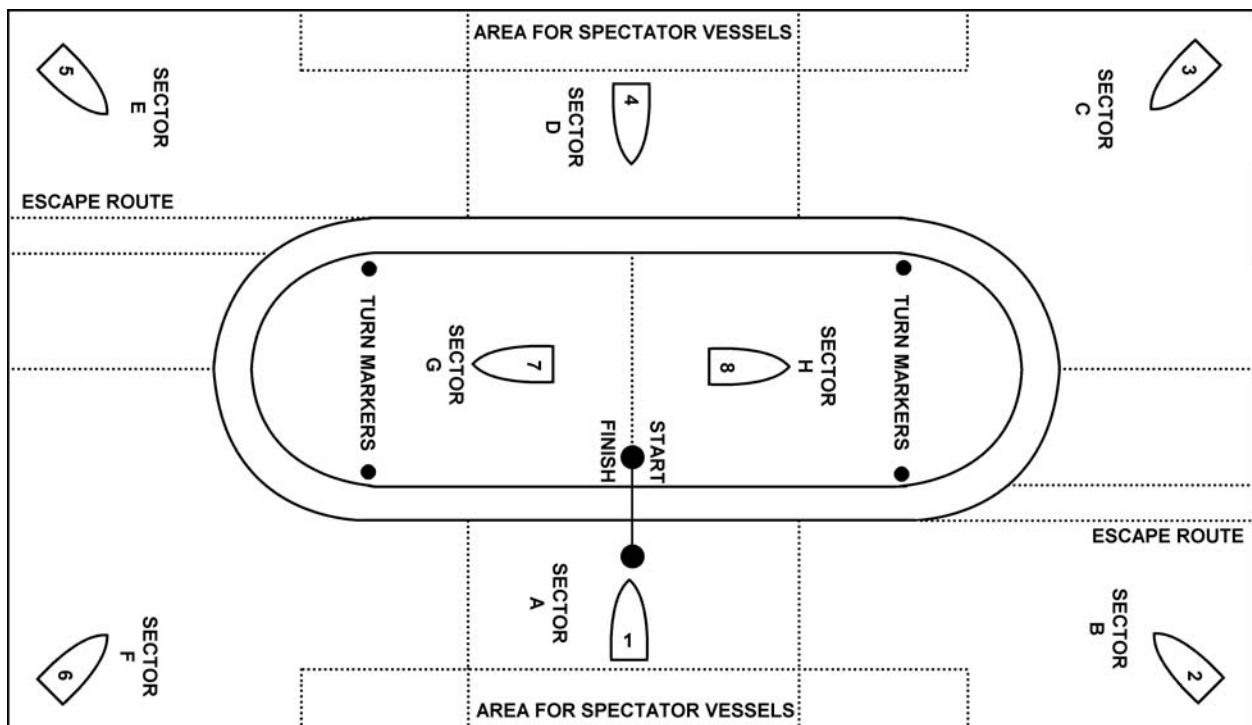


Figure 2-1
Typical Patrol Assignments and Sectors

B.6 Patrolling Various Regattas

Knowing the sponsor rules, the boats involved, and patrol responsibilities is vital to ensuring the safety of the crew, participant boats, and spectators. **Table 2-1** introduces the responsibilities of the sponsor and patrol boats during powerboat, sailing, rowing or other various regattas or water events.

**Table 2-1
Patrolling Various Regattas or Water Events**

Sponsor Organization Responsibility	Any type of regatta or water event is usually sponsored by an organization. Powerboats may have a corporate sponsor; sailboats, are sponsored by the Great Salt Lake Yacht Club or other associations; and rowing regattas are usually sanctioned by Great Salt Lake Row. The sponsors have rules that the participants of the race must follow. At times, the sponsors provide especially trained crews to assist in case of emergencies. This is particularly true for long distance swim events.
Patrol Boat Responsibility	Only assist a participant or spectator boat if agreed upon or requested by the sponsor and approved by the Patrol Commander. Know the sponsor's rules. Be aware of the construction, used, and particulars of the boats used in the regatta. During an emergency with either the participant or spectator boats, an abrupt action by an inexperienced boat crew may cause a participant's disqualification.

NOTE: PATCOM/AUXCOM should keep close liaison with regatta sponsor officials before, during, and after the regatta.

Regattas	Powerboat	Sailing	Rowing (Crew Racing)
Course Layout	Large rectangle or long oval course involving the escape valve idea, diagonally opposite at each end, enabling race boats to leave the course. (see Figure 2-1)	Nearly all courses are triangular, allowing for use of the basic sailing positions. Course must be laid out to confirm to the prevailing wind direction (see Figure 2-2)	The races are held on a straight course with marker craft on either side and a moving screen behind to prevent spectator boats from interfering
Operation Sectors	Use boats as moving or stationary screens along sides of the course. Maintain a line, behind which spectator boats stay. The ends of the course require moving screens if it is longer than it is wide, to keep spectator from entering course.	Course type and maneuvering calls for a combination of marker, stationary boats, and moving screen boats to stop passing boats from entering the course. Moving screen patrol move with the regatta (see Figure 2-3)	Use stationary positions and do not leave these positions unless assistance is required (see Figure 2-4)
Participant Boat Particulars	Fragile construction. Sensitive to wakes.	Possibility of capsizing. Identifying capsized boats difficult because of lack of noise and sailboats closely grouped.	The craft are very light, have a very low freeboard, and require quiet water.
Handling Participant Boat Emergencies	Emergencies on the course should be left to the sponsor rescue craft, unless asked	Ask the skipper if assistance is wanted, then allow him to direct the operation.	Check with event sponsors, assume it is okay to assist participants; they usually do not wear PFD's

**Table 2-1 (continued)
Patrolling Various Regattas**

Regattas	Powerboat	Sailing	Rowing (crew racing)
Spectator Boats	Sponsors and patrols share responsibility for the safety of spectator boats. Keep spectator boat wakes small.	Sponsors and patrols share responsibility for the safety of spectator boats. Tactfully attempt to keep spectator boats from entering the course or going between the sailboats. This happens when a spectator or transient boat is unaware of an ongoing race, or they presume they may proceed following navigation rules.	Sponsors and patrols share responsibility for the safety of spectator boats. Ensure that all spectator boats are in place well before the start of the race so that wake-driven wave action will subside. Prevent spectator boats from entering the course.
Other Responsibilities	Move about looking out for debris that may endanger participant or spectator boats.	Be alert to course legs being moved or rotated, and advise patrol boats.	Keep wakes down.
In Addition	Special communication problems may arise when operating near loud engines, and may require traffic control signs, headphones, etc.	Racing sailboats take advantage of wind conditions and are tacking back and forth along the course. Try not to place patrol boats infield because they could be in the way. Instead, set patrol boats downwind and astern of the participating boats. Discuss assisting, sailboat righting, and towing at the pre-race briefing.	Patrol boats should minimize the use of hailing equipment whenever the rowers are nearby to eliminate interference with their cadence. Other types of rowing regattas feature dories, canoes and even cardboard boats. Patrol these regattas in the same manner as crew races.

Patrol Boat Assignments

B.7 Examining the Course

After completing all pre-race activities, the PATCOM/AUXCOM dispatches the boats to their patrol positions. En route and within its sector, each patrol boat should examine the course for objects or debris that could affect participants, spectator, or patrol boat safety. This is especially important in events involving high-speed racing craft. Items such as partially submerged soft drink container can cause a disaster if struck by a race boat at high speeds.

B.8 Using Patrol Boats

Patrol boats on regatta patrol may be used two ways, either as marker boats or screen boats.

B.8.a Marker Boats

Marker boats are positioned at designated places, either stationary or mobile, to mark limits of restricted areas. The event sponsor must provide marker boats to locate turning points for the regatta participants.

B.8.b Screen Boats

Screen vessels should be used as either moving or stationary screens. These boats maneuver in formation around the perimeter of the race course to be between the participants and the spectators. A stationary screen boat acts in the same manner as the marker boat.

NOTE: Wakes could create hazards to boats in events. Patrol and spectator boats' speed must be kept to a minimum. In an emergency, patrol boats can increase their speed.

B.9 Displaying Boat Ensigns

Event Sponsors are encouraged to have their vessels clearly marked with an ensign to make them stand out from the spectator vessels.

B.10 Patrol Boat

Each patrol crew has the responsibility to maintain a sharp lookout. Patrol observers should not become so engrossed in a racing event that they ignore the movement of the participants and the spectators within their sector.

B.11 Closing a Section

Under certain conditions, it may be necessary for the Division to close a section of the course or the area in which the event is being held. It is a responsibility of the patrol boats to constantly be present in these areas. If there are not enough patrol boats, floats or log booms should be used. Spectators should be warned so that they will not strike these objects.

B.12 Anchoring Spectator Boats

All spectator boats should be anchored only in designated areas. All boats must anchor so that they do not swing into restricted zones. It is necessary to be alert for weather changes, a wind shift, or a current condition that might cause anchored boats to swing into the restricted zones.

B.13 Spectator Boats

Spectator boat areas should be patrolled to ensure all boats are safely clear of the course or safety zone. Each spectator boat that is not in a proper position should be advised in a courteous manner to move to a safe position. In case of failure to comply with a request, all facts regarding the circumstances should be reported to the PATCOM/AUXCOM for action.

NOTE: A Boat Crew Member does not need to be a Division Law Enforcement Officer. Crewmembers that are not LE must be aware of their legal limitations and lack of enforcement authority. The words "please" and "thank you" should be used and all messages should be conveyed in a courteous tone of voice.

B.14 Assisting in a Casualty

Patrol boats must advise the PATCOM/AUXCOM of all problems in case the event needs to be stopped or the course closed temporarily. No patrol boat will leave its sector unless ordered to so by the PATCOM/AUXCOM. Action is taken only on direction from the PATCOM/AUXCOM, so as to

maintain order and efficiency of the operation. The following table summarizes possible emergency situations and the initial actions to take:

If . . .	Then . . .
You observe a casualty	Advise the PATCOM/AUXCOM of all details, who will direct the proper patrol boats to the scene. If a participant boat is the casualty, the event's sponsor may be the only boat to respond
A accident occurs within the patrol boat's sector	Assist immediately. If no arrangement has been made with the event sponsors, "stand by, observe" but defer all action to the (sponsor) committee boats designated for that purpose.
A boat is assigned to help outside his sector	Report to the PATCOM/AUXCOM upon completion of the assistance.
There is an emergency	Rescue the people first before any attempt is made to salvage a boat. The protection of lives and personal safety are more important than saving of property

B.15 Securing a Regatta Patrol

A regatta patrol operation should not be secured until the course area is clear. The PATCOM/AUXCOM will designate one patrol boat or more, if required, to make a final sweep of the area. This will ensure that the course is in the condition it was in before the regatta. Any debris or markers that have not been picked up should be reported to the PATCOM/AUXCOM. They will relay this information to the sponsoring organization that has the responsibility for policing the area.

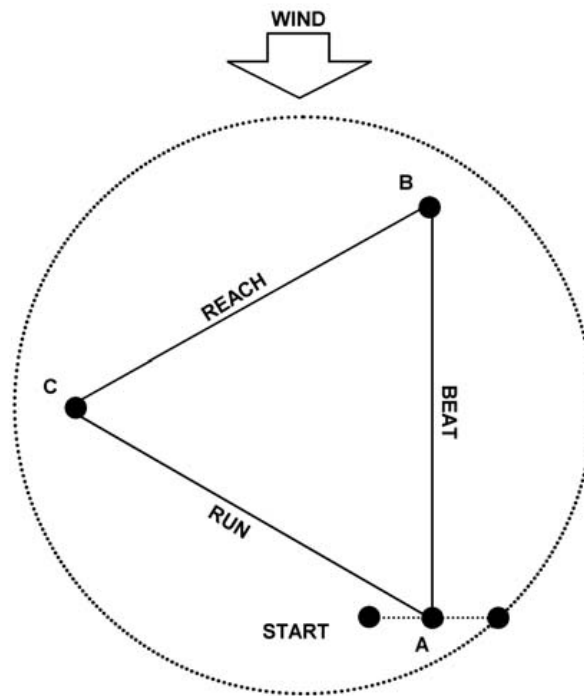


Figure 2-2
Typical Sailboat Regatta Course

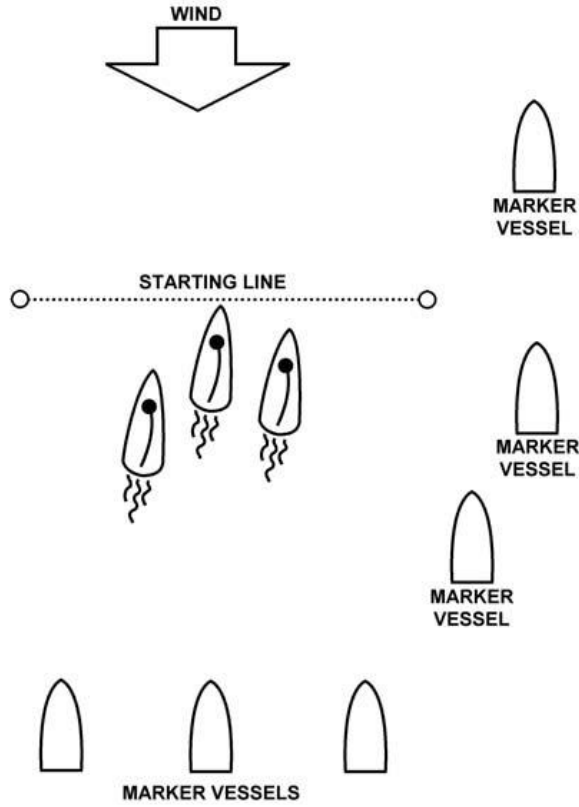


Figure 2-3
Typical Sailboat Regatta Patrol

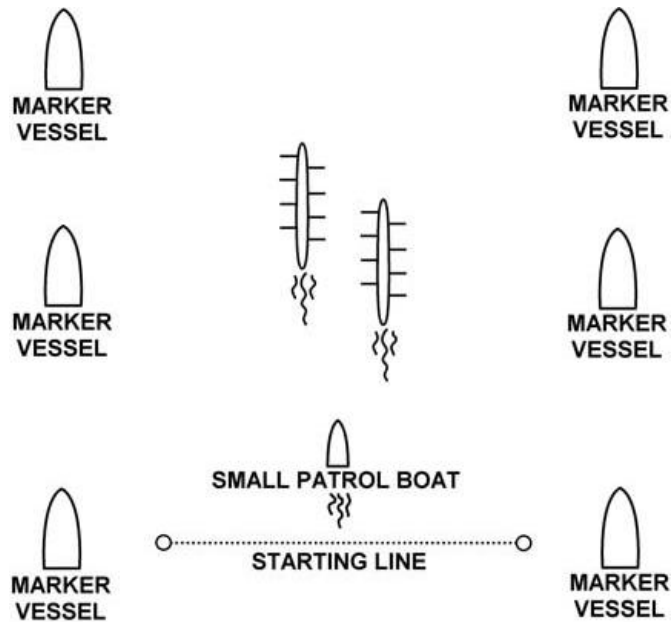


Figure 2-4
Typical Rowing Regatta Patrol

Marine Parades

B.16. Description

The term “marine parade” denotes a boat or a group of boats participating in a parade. Depending upon the nature of the event, a patrol boat will maintain the grouping or allow it to vary. The event is usually moving, and does not ordinarily retrace its path, [although the parade may end at its starting point as it does during the Great Salt Lake Yacht Club’s Opening Day and Blessing of the Fleet.](#)

A PATCOM/AUXCOM will normally be assigned. PATCOM/AUXCOM and patrol boat duties typically include:

- Selecting the vantage point for the PATCOM/AUXCOM with maximum visibility of the event.
- Maintaining communications between the PATCOM/AUXCOM and the marine parade marshal or committee.
- Maintaining parade configuration per established routes and times.
- Assigning patrol boats to:
 - Stationary sectors along the parade course containing spectator boats that are to remain within a prescribed limit.
 - Move sectors of patrol boats ahead, behind, and alongside the participating boats.
 - Sectors between the welcomed boat and the moving welcoming fleet, for such events
 - Prevent transient boats from disrupting the parade.
 - Render assistance to life threatening situations and endangered property.

Section C. Aids to Navigation Patrols

Introduction

The Division of State Parks and Recreation (Division) is tasked with the job of placing and maintaining all aids to navigation (AtoN) buoys. The VO shall make every effort to observe and report any AtoN that is out of order or off station. The Boat Crew assists by keeping a sharp eye out for discrepancies. This is usually accomplished underway while on routine operations. However, Division resources may be directed to get underway specifically to check for AtoN discrepancies.

C.1. Reporting AtoN Discrepancies

Any aids that are damaged, off Station, or otherwise not serving their intended purpose (i.e., no flashing light) should be reported to the Park Manager, [or in the case of Great Salt Lake, the Harbor Master.](#) The aid, its location, and the discrepancy should be clearly identified. [The Aid to Navigation list for Great Salt Lake is located on www.gslmarina.com and should be used to verify the correct AtoN information.](#)

[Members of the Great Salt Lake Volunteer Search & Rescue Team as well as any Boat Crew Member should have a direct means of communicating discrepancies or AtoN issues directly to the Harbor Master.](#) For the general public, the following is the criteria used to select the method of reporting a discrepancy:

Criticality	Report By	Criteria
Critical	Radio	Failure to report by the most expeditious means may result in damage to a vessel or injury to crew members

		<p>Examples:</p> <ul style="list-style-type: none"> • Light obscured • Light signal failure • Light signal showing improper characteristic. • Buoy sinking or submerged • Aid off station/drifted/missing
Urgent	Telephone	<p>Failure to report will result in no danger of injury or boat damage. However, the discrepancy may contribute to the stranding of a boat.</p> <p>Examples:</p> <ul style="list-style-type: none"> • Buoy missing • Buoy out of place • Light failure
Routine	Email davidshearer@utah.gov dshearer@gslmarina.com	<p>Failure to report will result in a very low likelihood of a grounding or stranding, but corrective maintenance is necessary.</p> <p>Examples:</p> <ul style="list-style-type: none"> • Signal obscured • Buoy faded • Bird's nest present • Improper marker • Number missing

Section D. Chart Updating Patrols

Introduction

Unlike the United States Coast Guard, the Division does little chart updating patrols. However, we will often patrol anchorages, reefs, entrances to marinas and other popular boating areas for the purpose of checking conditions depending on water levels. *At Great Salt Lake, we will often plot preferred paths of approach to anchorages and marinas as well as check the depths of those approaches before and during the sailing season as well as prior to Brine Shrimp and Duck Hunt seasons in order to get that information out to those mariners that either recreate or ply their trade on Great Salt Lake.*

The information gathered during these patrols is then disseminated on the navigation page of www.gslmarina.com

D.1. Discrepancies

Any discrepancies that may come up during a patrol of information found on the marina website should be reported to the Harbor Master immediately.

Members of a Boat Crew or the Great Salt Lake Volunteer Search & Rescue Team need not be performing on a scheduled patrol to notice and report discrepancies. Alert VO's and Boat Crew Members should always compare website information with the actual conditions and report differences. Chart updating patrols should always be alert to the actions and activities of other boaters and be ready to render assistance.

Section E. Disaster Patrols

Introduction

In the event of a natural or manmade disaster the Division may establish disaster patrols. This type of patrol deals with emergencies either imminent, in progress, or the result of events such as storms, earthquakes, fires, floods, or oil spills. [The Division will coordinate with the five county Sheriffs, as well as Hill AFB and Salt Lake International Airport authorities in accordance with the Great Salt Lake Pre-Plan agreement for the purpose of conducting disaster patrols.](#)

E.1. Role of Boat Crew

The boat crew may be used to transmit warnings. They can also transport supplies and personnel to needed areas. They may also coordinate boat traffic in areas of disasters similar to the oil spill at Willard Bay in 2013.

Section F. Maritime Pollution

Introduction

Maritime pollution patrols focus on detecting, reporting, and monitoring oil or fuel spills and hazardous material discharges. This may be in response to a sunken boat or downed aircraft.

F.1 Pollution Patrol

There are usually two types of pollution patrol:

- A patrol to detect or prevent spills.
- A patrol in response to a spill.

A boat crew may be given specific areas to visually inspect or given general direction to cruise to look for any discharges.

F.2.a. Detection or Prevention

The Division may have a boat patrol to detect any unreported spills or discharges. Early detection this way may keep the incident from growing into a major spill. Also, the source of the spill may be

identified. This may stop someone from intentionally discharging pollution and also identify the person or company who will pay the costs for cleanup.

F.2.b. Response to a Spill

Response to a pollution incident will often involve boats in some type of patrol duty, such as monitoring the situation and keeping pedestrian vessels out of the area. A major spill will likely be handled in an incident command structure.

F.3. Safety and Security Patrols

The Division may deploy the GSL Volunteer SAR team or Coast Guard Auxiliary assets to patrol safety and security zones established by the Division. These assets may conduct these patrols without Division law enforcement officers onboard. Volunteers and Auxiliarists may function in an advisory or informational mode (which includes directing the movement of boats in the vicinity of the zone), but may not exercise law enforcement authority.

Section G. Law Enforcement

Introduction

One does not need to be a Parks Law Enforcement Officer (Park Ranger) in order to be a boat crewmember, Boat Operator or Vessel Officer. But LE Park Rangers do have some additional tasks and duties as a boat crewmember that non LE boat crewmembers do not assume nor have the authority to perform. In accordance with 73-18-1, it is the policy of the State of Utah to regulate and promote safety for persons and property in and connected with the use, operation and equipment of vessels and to promote uniformity of laws. The State Legislature has tasked the Division with the enforcement of the boating laws and rules of the state. Only LE Park Rangers can assume these duties in association with their duties as a boat crewmember.

G.1. Primary Enforcement Efforts

Park Rangers have statewide authority. Unlike most law enforcement agencies, the Division deals with people in a recreational environment. Therefore Park Rangers generally assume a less aggressive approach to enforcement efforts. They act in a more expanded role as hosts in helping people understand, not only the laws, but also the reason for those laws in an educational approach.

Primary law enforcement efforts are three fold:

- To protect the people from the resource
- To protect the resource from the people
- To protect the people from the people while interacting with the resource.

G.2. Familiarity of Boating Laws and Rules

All Park Rangers, before working as boat crewmembers, should make themselves familiar with Utah's Boating Laws and Rules to make themselves effective crewmembers in their law enforcement capacity. This is just as important as all other training as boat crewmembers. If a Park Ranger is not ready to act in

his/her law enforcement capacity as a boat crewmember, it can be just as disastrous as not being fully trained in other duties of the boat crewmember.

G.3. Vessel Inspections

One of the most important aspects for a Park Ranger boat crewmember is boating education. A courtesy Vessel Inspection can save lives. As a boat crewmember, these inspections are usually performed on the water after making contact with another vessel.

G.4. Citations

G.5 Approaching and Stopping a Vessel for LE Action

- Good practices and guidelines
- Watch hands

G.5. Boarding a Vessel – Authorization

As a law enforcement officer you may be required to stop and board a vessel in order to perform your duties. Any law enforcement officer covered under Title 53, Chapter 13, Peace Officer Classifications, has the authority to stop and board any vessel subject to the boating laws and rules, whether the vessel is on water or land. If the officer determines the vessel is overloaded, unseaworthy, or required safety equipment is not on the vessel, that officer may prohibit the launching of the vessel or stop the vessel from operating.

G.6. BUI Enforcement

Rule 41-6a-502 defines Boating under the influence. LE Park Rangers have the authority and duty to investigate BUI cases in accordance with their training.

- FST

G.7. Transportation of a Prisoner on Division Vessels

If it is necessary to transport a prisoner onboard a Division vessel it shall be done in accordance with Parks Administrative Guideline PR-LE-08-06.

Prisoners shall be required to wear a properly sized and approved Type I PFD device with all fasteners connected. The Park Ranger will need to make sure the PFD is fitted properly and secured to the prisoner. Park Rangers should make sure a Type I PFD is aboard the Division vessel before leaving port.

Vessels, by their nature, are not a stable platform in the water. Weather conditions may enhance this stability factor. The prisoner, after having been handcuffed, may have some stability issues. Rangers should use care when assisting a prisoner into a Division vessel.

G.7.a. Transpiration aboard a Center-Console Design Vessel

The Park Ranger should place the prisoner in a seated position in front of the operator. The prisoner should remain in a forward facing position at all times

G7.b. Transportation aboard a Cabin Vessel

Prisoners should be placed in the cabin seat opposite the operator or be seated in a position of advantage for the Park Ranger that ensures constant visual and physical control of the prisoner.

G.8 Seizure of a vessel.

Law enforcement officers, without a warrant, may seize and take possession of a vessel, in accordance with Utah Boating Laws and Rules for many circumstances including:

- A vessel is operating on the waters with improper registration
- If the vessel is stolen
- HIN or motor serial number has been defaced, altered, or obliterated
- Abandoned vessel on public land, highways or waters
- Registration or title fees for the vessel or outboard motor have not been paid.

If necessary for transportation, the trailer for the seized vessel may also be seized for the purpose of transportation and storage.

LE Rangers must act in accordance with Section 41-6a-1406 when seizing or taking possession of a vessel under section 73-18-20.1

For more information on seizure of vessels refer to 73-18-20.1.

G.9. Additional Training Required for Law Enforcement Boat Crewmembers

Section H. Law Enforcement (Prohibitions/Assistance)

Introduction

Volunteers and non-law enforcement Boat Crew Members cannot execute direct law enforcement missions, but may support certain Division law enforcement activities. No VO will give volunteer and non-law enforcement Boat Crew Members any direct role in law enforcement action. However, you may be requested to provide transportation of logistics support to Parks, DWR or other law enforcement agencies, where there is a low chance of detecting criminal activities.

CAUTION! In the event any problem occurs in the vessel being boarded, the only option available to the non LE officer is to back off and request assistance from the Division.

G.1 Prohibitions

Non LE Boat Crew Members are prohibited from the following:

- Actual boarding of a boat or vessel for law enforcement purposes.
- Carrying firearms in open view regardless of Conceal Carry permit (just carrying a firearm in public might mistake the people on the other boat that you are law enforcement officer. They may have expectations of you that you are not trained to fulfil).
- Investigating complaints of negligent operations.

Last updated August 2014