



MFCInternational

by RESPIREX

ENGINEERED INFLATABLE PRODUCT SOLUTIONS

Jet Ski Rescue Board

Product **Manual**



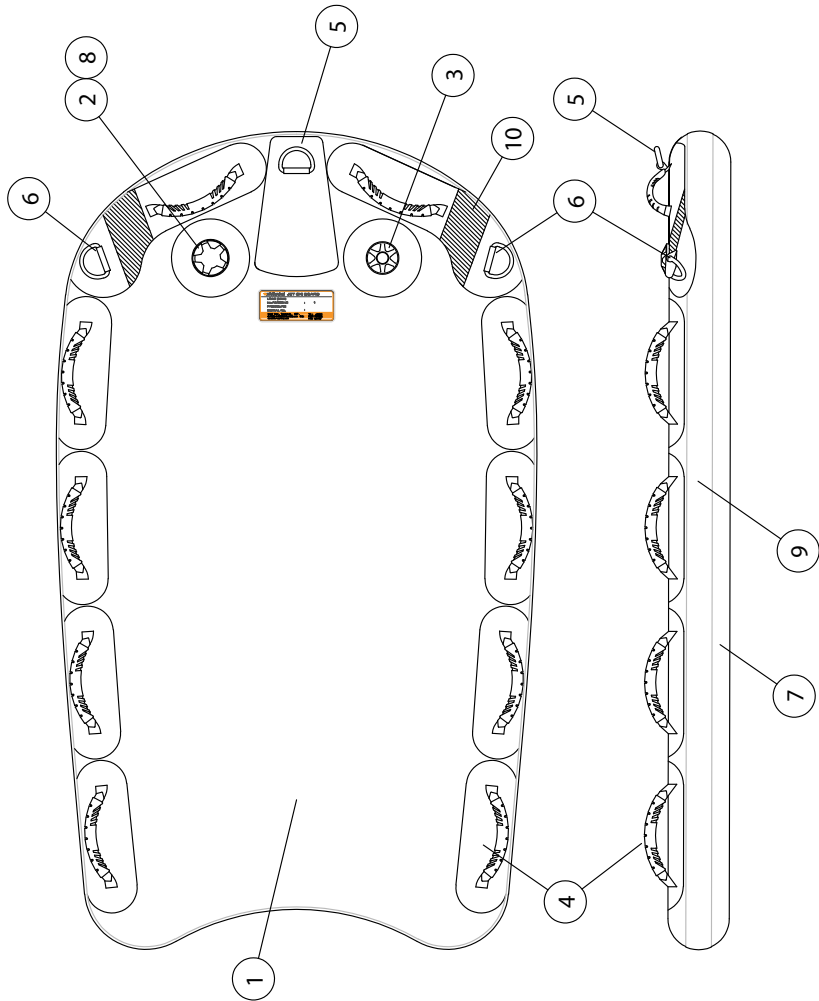
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WARNING: Carefully read this manual before operating the Jet Ski Rescue Board.

NOTICE: The manufacturer takes no responsibility for the consequences of actions not complying with the instructions given in this manual.

Technical Data	
Product Code	WR0213
Length (cm)	160
Width (cm)	95
Height (cm)	12.5
Typical Load (kg)	150
Air Requirements (ltr)	300
Pack size (cm)	97x32x17
Weight (kg)	9
Working Pressure	0.86
Recommended regulator	8 Bar

Capacity	
Number of Persons	2



1. Inflatable Board
2. Inflate/Deflate Valve
3. Relief Valve A6
4. Grab Handle
5. Towing 'D' Ring Patch
6. 50mm 'D' Ring (for bungee cord)
7. Antichafe on underside
8. Inflate/Deflate Label
9. Joining Strip - 50mm WD
10. 3" Webbing

	Item	Description
1	Inflatable Board	Neoprene coated drop thread - Black
2	Inflate/Deflate Valve	Leaffield D7 type, acetal copolymer body, s/s spring
3	Relief Valve	Leaffield A6 - Black Acetal
4	Grab/Carrying Handles	CSM/PE base, 2.5cm. PE webbing, moulded rubber handle
5	Towing 'D' Ring Patch	CSM/PE base, 4.7cm. PE webbing, 5cm 316s/s D Ring
6	Shock Cord 'D' Ring Patch	CSM/PE base, 4.7cm. PE webbing, 5cm 316s/s D Ring
7	Antichafe on underside	Hypalon coated polyester - Black
8	Inflate/Deflate Label	Yellow Vinyl, digitally printed
9	Joining Strip	Neoprene coated polyester
10	3" Webbing	Anti-wear webbing
11	Repair Kit (not shown)	70ml.tube neo.adh. 4x csm/pe patches, abrasive, instr.sht
12	Inflation Hose (not shown)	1.0m reinforced hose fitted with Acetal valve adaptor
13	Valise (not shown)	PVC/PE reinforced fabric c/w PE webbing straps/handles

1. INFLATION.

- 1.1. Select a flat debris-free site.
- 1.2. Unpack the Rescue Board from its valise and unroll.
- 1.3. Prepare for Inflation:-
 - a) Fix regulator to cylinder and connect delivery hose to regulator.
 - b) Remove dust cap from inflation valve in Rescue board, ensure the central valve diaphragm is closed; i.e. the internal spindle is raised. (push and turn to release).
- 1.4. Hold delivery hose tight into inflation valve. Open cylinder valve and inflate until relief valve activates. Close cylinder valve. Do not release hose during inflation.

WARNING: Failure to do so may result in personal injury

- 1.5. Ensure inflation valve dust cap is replaced to prevent ingress of dirt and water.

2. ATTACHING THE RESCUE BOARD TO JET SKI.

The following are general recommendations as the location of the attachment points will vary depending on the model of Jet Ski used.

- 2.1. The towing patch (item 4) fitted on top at the front of the Rescue Board, should be attached to the 'U' bolt fitted near the base of the seat at the rear of the Jet Ski.

Connection should be made using a s/steel snap or carbine hook of suitable strength (typically 1000kg). When fitted the locking bar should be facing up and closed.

- 2.2. The two outer 'D' ring patches (item 5) should be connected to the 'U' bolts mounted in the stern corners of the Jet Ski hull. Attachment should be made using strong bungee cord passed through the 'D'ring and the eye of a s/steel snap or carbine hook connected to the adjacent 'U' bolt in the stern of the hull. The bungee cord may require more than one pass to give sufficient tension before being tied securely. For optimum performance both sides should be tensioned equally.

NOTE: The ends of the knot may be taped for additional security.

The outer 'U' bolts in the hull should ideally be in line with or slightly aft of the 'D' rings on the Rescue board so that the Rescue board rides as flat as possible against the surface of the transom step. There should be just enough movement to allow the board to articulate during turns and then self-centre again.

NOTE: Excessive movement will cause the Rescue board to be unstable.

3. GENERAL GUIDELINES FOR SAFE USE.

- 3.1. Ensure that the Jet Ski and Rescue board are used safely and correctly. They should only be operated by personnel who have been trained in their use through an approved training program.
- 3.2. Before use, inspect all Rescue board attachment points and fastenings for proper connection to the Jet Ski; ensure everything is in safe operating condition by conducting a pre-operation check. Check for worn out or damaged components and replace as necessary.
- 3.3. Use approved personal protective equipment as required by law or recommended by the Jet Ski manufacturer when operating or riding as passengers, i.e. helmets, eye protection, approved flotation vests etc.) It is also recommended that persons riding on the Rescue board in surf, rivers, or potentially dangerous conditions wear approved head, eye, and face protection, as well as personal flotation devices.
- 3.4. The Jet Ski and Rescue board should only be used in environments and conditions where their operators have sufficient training and experience. A visual risk assessment should be carried out prior to launch to ensure the safety of rescue personnel.
- 3.5. Ensure that the attachment and use of the Rescue board is in accordance with the Jet Ski manufacturer's operating instructions.
- 3.8. Carrying handles - The Rescue board should only be carried by the moulded handles provided (4 each side + 2 at the bow).
- 3.9. The Rescue Sled can in an emergency be used to carry a maximum of one debilitated person.

4. GENERAL GUIDELINES FOR SAFE OPERATION.

- 4.1. Keep head, hands and feet away from the Jet Ski attachment area while the Rescue board is in use. Only use the grab handles provided for the purposes of riding on the sled.
- 4.2. Do not stand on the Rescue board while in operation.
Only ride the Rescue board in the kneeling or prone positions.
Keep the body weight positioned on the centreline of the board for optimum performance and lean in the direction of the turns made by the Jet Ski, (this should prevent the 'outside' of the Rescue board from digging in).
Body weight positioned too far forward or too far back on the board may result in handling problems for the Jet Ski which could cause loss of control at high speeds.

WARNING: Losing control of a Jet Ski at high speed could result in personal injury or possibly death.

- 4.3. Care should be taken when reversing the Jet Ski, or manoeuvring at slow speed in waves to prevent the stern of the Rescue board from 'digging in' and being forced against the water jet nozzle mechanism. This action is caused by the reverse momentum of the Jet Ski and/or the water pressure on the top of the board forcing it under the water. It can also be caused by the person riding the Rescue board being positioned too far back.

WARNING: This situation should be avoided as it could result in damage to the Rescue board and loss of air.

Always maintaining some forward momentum will minimise the risk of this situation occurring.

- 4.4. As a result of extreme circumstances the Jet Ski and Rescue board could be rolled over and become inverted. Do not attempt to re-right the Jet Ski from (or using) the Rescue board. At the earliest opportunity check the Rescue board for damage to its surface and attachments.

CAUTION: Do not drag the Rescue board. Avoid contact with sharp or abrasive objects as they may puncture the fabric causing a loss of buoyancy.

- 4.5. After every use it is recommended that the Rescue board be removed from the Jet Ski, washed with freshwater and inspected for any damage to the surfaces, handles and attachment points. Particular attention should be given to the underside of the Rescue board where it rubs against the surface of rear step of the Jet Ski.
Any sign of damage should be risk assessed and parts replaced if considered necessary for the safe operation of the Rescue board.

- 1.0. It is recommended that the Rescue board is stored separately from the Jet Ski either inflated or deflated depending on its operational circumstances. Care should be taken to avoid causing damage during transportation or storage.
- 2.0. If the Rescue board is not to be used for an extended period it should be dried and stored deflated and packed in its valise, ensuring that no damage can be caused by its proximity to other items of equipment.

Packing

- 1.0. Wash, dry and remove any mud, sand, stones etc. from the surfaces of the Rescue board prior to packing.
- 2.0. Lay the Rescue Board on a clean, debris free area.
- 3.0. Deflate the Rescue board. This is achieved by depressing the central spindle in the inflate/deflate valve, (push and turn to lock open).
- 4.0. Roll Rescue board from the stern towards the valve to expel the air.

CAUTION: To prevent possible damage, do not walk on the deflating Rescue Board to expel the air.

- 5.0. Lay the valise on the ground as an 'open box' and place Rescue board into valise, close valise and secure straps.

GENERAL

It should be noted that, due to the type of fabrics used in its construction, when the Rescue board is wet, there may sometimes be visual evidence of miniscule white bubbles, which form a line of froth at the seams joints of the unit. This is recognised within the industry as 'lateral leakage', and is simply air that is trapped in the layer of nylon between the rubber coatings, forcing its way to the nearest available edge of the fabric. This type of leakage will not affect the performance of any inflatable product over the course of an operational procedure, and can be safely ignored.

However, if there is evidence of large, transparent bubbles, this is clearly evidence of a leak that must be repaired at the earliest convenience.

The following is a recommended regime for maintenance & test.

- 1.0. After every use (see 4.5)
- 2.0. Every 2 months
- 2.1. Check inflation control equipment to relevant manual.
- 2.2. Inflate Rescue board to working pressure.
- 2.3. Check audible relief valve operation.
- 2.4. Whilst inflation system is charged, check connections and valves using brush and soapy water.
- 2.5. When relief valve has operated, and the unit is at working pressure; it can be left to stand for a length of time that would be comparable to an operational duration.
- 2.6. If the Rescue board has lost pressure, the air-loss should be located by applying a soapy-water solution.
- 2.7. Any significant leaks (See General) should be marked and repaired using the repair kit provided.

RECOMMENDATIONS

1. Rescue Boards should undergo an annual test carried out by the manufacturer, or people certified by MFC International Ltd. If in doubt contact the service department.

As a general rule, punctures and other damage will need to be assessed in two categories: a) that which is repairable at the base, or b) serious damage that will need to be repaired by MFC International Ltd.

- a) Repairs that are manageable at the base workshops will be minor punctures to the surface (not including seams). These can normally be repaired by the application of a small repair patch.
- b) Repairs that should be carried out by MFC will be the more serious kind, such as damaged valves, badly torn fabric and the replacement of damaged fittings.

If in doubt as to the extent of the damage and the level of repairs necessary, please contact :-

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Failure to follow these operating and maintenance guidelines will void any warranty made or expressed by the manufacturer. All damages incurred from failure to follow these guidelines will be the responsibility of the customer and the customer shall bear all expenses for repairs or replacement parts.



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