



Pursuit and Special Tactical Over-The-Rail Procedures (STOP) Course Overview

About the Course

In accordance with the National Association of State Boating Law Administrators (NASBLA) Boat Operations and Training (BOAT) Program, the Pursuit and STOP curriculum provides a course of instruction to give maritime law enforcement officers the knowledge and skills necessary to perform pursuits of Non-Compliant Vessels in a safe, efficient and effective manner, and in accordance with Coast Guard, Customs and Border Protection and Department of Homeland Security standards and policies and stop those individuals on the water who attempt to evade and elude lawful interdiction orders.

A key element of this course will be the preparation of participants to become qualified in the tasks necessary for response to maritime safety and security operations, and Coast Guard/FEMA recognition in the national qualification database maintained by and through NASBLA in support of the

Department of Homeland Security missions to protect our nation's maritime borders. This course will enhance the safety and response capabilities throughout the country, as graduates will be able to integrate seamlessly with federal partners on the water and provide a true force-multiplier to the United States and the Coast Guard specifically.



Recognized by the Coast Guard and FEMA (Course Number DHS-128-PROT in the FEMA NTED Catalog), the three day/24 hour course will focus on the skills and knowledge necessary to operate a law enforcement vessel at high speeds in day or night and in various sea conditions, in order to pursue, stop, and board a non-compliant vessels on the shorelines and waterways of the United States. The training will be conducted in accordance with the U.S. Coast Guard's Boat Operations and Training Manual (Volume II and Volume III) and **meet the national standards of training, qualification, credentialing and typing established in the NASBLA Boat Operations and Training (BOAT) Manual (Volume III and Volume IV):**

References

- *U.S. Coast Guard Boat Operations and Training Manual, Volume III: COMDINST M16114.42 (Series)*
- *U.S. Coast Guard Boat Crew Seamanship Manual, COMDTINST M16114.5 (Series)*
- *U.S. Coast Guard Maritime Counter Drug and Alien Migrant Interdiction Operations, COMDTINST M16247.4 (Series)*
- *NASBLA Boat Operations and Training Manual, Volume III and IV*

Method of Delivery

The course is exportable and delivered to the location of the host agency and the venue of their choice. This allows students to practice in the area they operate in, and on the vessels they operate on. The course is delivered using “team teaching” as the model, where all instructors are engaged in every module within the course, so that students get multiple views and experiences to support and enhance the learning environment.

Criteria Performance Standard

Upon successful completion of the course, the student will demonstrate mastery of each of the objectives outlined in each module through a compilation of measures including objective testing, scenario review, class discussion, practical activities and homework.



Target Audience

This class is designed to provide federal, state, county, local and tribal law enforcement officers in the maritime domain the knowledge and skills to perform pursuit and interdiction missions on the water in a safe and efficient manner.

Course Structure

This course consists of instructor lecture, which will be aided (and assessed) by slide presentations, class interaction, practical exercises, a knowledge test and final exam. The instructor will emphasize student interaction and discussion throughout the course to ensure that the information taught is being understood and can be applied in a real-world environment.

Class Size/Student to Instructor Ratio

The minimum class size is 12 students, the maximum number is 20. Instructors for each class will meet a maximum of 4 students per instructor for each class (4 to 1 Student to Instructor Ratio.)

Course Requirements

Students will be required to bring appropriate foul weather gear for the area and time of the training, appropriate personal flotation device for the environment at the time of the training with consideration of air and water temperature, and appropriate clothing to conduct the exercises during the week. Additionally, agencies and departments will be required to provide a vessel for



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the students that will be attending (ideal ratio of one vessel for every 3 students) in order for them to learn how to apply the skills on the vessels that they will be operating on, and in their area of operation.

Facility Requirements

In order to deliver the course, a classroom area will have to be provided that will seat at tables up to 40 people. Additionally, the classroom will require a projector a screen, a whiteboard and/or easel boards with paper, writing instruments, power cords, sound speakers, bathroom facilities, and dock space for vessels in close proximity to the classroom.

Materials Provided

Each student will be provided a “Student Handbook” complete with every slide and some reference material they can use for future application. Additionally, students who would like copies of the modules will be allowed access to the “Instructor Portal” to facilitate the sharing of information. Within 30 days of completion of the course, students will be provided a certificate from NASBLA’s National Headquarters in Lexington, KY and will be entered into the national database of trained BOAT Pursuit and STOP Operators.



Course Cost

The fee for the three day/24 hour course is \$23,500 for up to 20 students, and covers all instructor costs (travel, per diem, fees, etc.) administrative costs (certificates, database entry, etc.) and materials (student handbooks, practical exercise materials, etc.) The course fee on an individual student basis is \$1300 with a minimum requirement of 12 students.

CONTACT INFORMATION:

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Course Breakdown

The following outline identifies the specific Crew Member Qualification tasks (found in the NASBLA BOAT Manual VOL II) that will be covered in this course.

Course Schedule and Modules Stated in Performance Terms

DAY ONE -----

Module 1: Overview and Review of Pursuit Tactics

a) Learning Objectives: (2 Hours Classroom)

By the end of this module, the student will be able to safely perform various tactical best practices for use by waterborne response teams during vessel pursuit.

b) Practical Exercise and Performance: (6 Hours On the Water)

- 1.1 Terminal Performance Objectives: **Vessel Control**

*Given a directive to pursue a Non-Compliant Vessel (NCV), independently and in conjunction with other units during day/night and under various sea conditions at high speeds; **CONTROL** the PV within the required safety parameters, boat limitations promulgated by the applicable references, without causing damage to the boat, and without causing injuries to the crew.*

- 1.1 Enabling Objectives: **Vessel Control**

The standards and conditions statements for each of the following EOs are similar to those written within the TPO unless otherwise stated.

- 1.1.1 **ADJUST** power settings for maximum safe speed and efficiency
- 1.1.2 **ADJUST** trim settings for maximum performance
- 1.1.3 **CONDUCT** high speed turns

- 1.2 Terminal Performance Objectives: **Vessel Maneuvering**

*Given a directive to pursue a Non-Compliant Vessel (NCV), independently and in conjunction with other units during day/night and under various sea conditions at high speeds; **MANEUVER into an Optimum Pursuit Position (OPP)** within the required safety parameters, boat limitations promulgated by the applicable references, without causing damage to the boat, and without causing injuries to the crew.*



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- 1.2 Enabling Objectives: **Vessel Maneuvering**
The standards and conditions statements for each of the following EOs are similar to those written within the TPO unless otherwise stated.
 - 1.2.1 **MANUEVER** Primary Vessel (PV) into Optimum Pursuit Position (OPP)
 - 1.2.2 **MAINTAIN** PV in the OPP
 - 1.2.3 **MANUEVER** Secondary Vessel (SV) into the proper pursuit position
 - 1.2.4 **MAINTAIN** SV in the proper pursuit position
 - 1.2.5 **CHANGE** positions within a pursuit formation
 - 1.3.1 **MARK** the location of a Man Overboard (MOB)
 - 1.3.2 **REPORT** the MOB location to TACON
 - 1.3.3 **MANUEVER** in response to an MOB

- 2.1 Terminal Performance Objectives: **Vessel Maneuvering**
*Given a directive to pursue a NCV, independently and in conjunction with other units during day/night and under various sea conditions and speeds, **CROSS the NCV wake** within the required safety parameters, boat limitations promulgated by the applicable references, without causing damage to the boat, and without causing injuries to the crew.*
 - 2.1.1 **ADJUST** power settings
 - 2.1.2 **ADJUST** rudder
 - 2.1.3 **CROSS** the NCV wake
 - 2.1.4 **REGAIN** OPP

- 2.2 Terminal Performance Objectives: **Vessel Maneuvering**
*Given a directive to pursue a NCV, independently and in conjunction with other units during day/night and under various sea conditions and speeds, **EXECUTE an Outside Loop Maneuver** within the required safety parameters, boat limitations promulgated by the applicable references, without causing damage to the boat, and without causing injuries to the crew.*
 - 2.2.1 **ALERT** crew of impending maneuver
 - 2.2.2 **INCREASE** throttle while turning outboard of NCV
 - 2.2.3 **COMPLETE** outside loop without crossing the wake of NCV and behind SV (which now taking PV position)
 - 2.2.4 **ASSUME** proper pursuit position as SV

- 2.3 Terminal Performance Objectives: **Vessel Maneuvering**
*Given a directive to pursue a NCV, independently and in conjunction with other units during day/night and under various sea conditions and speeds, **EXECUTE an Echelon Formation** within the required safety parameters, boat limitations promulgated by the applicable references, without causing damage to the boat, and without causing injuries to the crew.*



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- 2.3.1 **ADJUST** power settings (SV)
- 2.3.2 **ADJUST** rudder (SV)
- 2.3.3 **CROSS** the NCV's wake (SV)
- 2.3.4 **CROSS** PV's wake (SV)
- 2.3.5 **ASSUME** outboard echelon formation

DAY TWO -----

Module 2: UOF Review

a) Learning Objectives: (3 Hours Classroom)

By the end of this module, the student will be able to explain appropriate use of force in waterborne response scenarios, and define the difference between a Vessel Posing and Imminent Threat and a Non-Compliant Vessel.

b) Practical Exercise and Performance: (5 Hours On the Water)

- 3.1 Terminal Performance Objectives: **UOF Against a NCV**

*Given a directive to pursue a Non-Compliant Vessel (NCV), independently and in conjunction with other units during day/night and under various sea conditions at high speeds; **STOP a non-compliant vessel** within the required safety parameters, boat limitations promulgated by the applicable references, without causing damage to the boat, and without causing injuries to the crew.*

- 3.1 Enabling Objectives: **UOF Against a NCV**

The standards and conditions statements for each of the following EOs are similar to those written within the TPO unless otherwise stated.

- 3.1.1 **ASSESS** the suitability for the employment of Step I Tactics
- 3.1.2 **EXECUTE** Step I, Command Presence
- 3.1.3 **ASSESS** the suitability for the employment of Step II Tactics
- 3.1.4 **EXECUTE** Step II, Warning Shots/Munitions Assisted Signaling
- 3.1.5 **ASSESS** the suitability for the employment of Step III Tactics
- 3.1.5.a While assigned the duties of a Pursuit Boat Crew Member aboard a vessel that is in pursuit of an NCV **COORDINATE** with the coxswain/vessel commander for the deployment of warning shots/munitions assistant signaling, within the safety parameters and guidelines promulgated by the applicable references.
- 3.1.6 **EXECUTE** Step III, Disrupt
- 3.1.7 **ASSESS** the suitability for the employment of Step IV Tactics
- 3.1.6 **EXECUTE** Step IV, Disable
- 3.1.5.a While assigned the duties of a Pursuit Boat Crew Member aboard a vessel that is in pursuit of an NCV **COORDINATE** with the coxswain/vessel commander for



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the deployment of warning shots/munitions assistant signaling, within the safety parameters and guidelines promulgated by the applicable references.

DAY THREE-----

Module Three : Special Tactics for Over-the-rail Procedures (STOP)

a) Learning Objectives: (2 Hours Classroom)

By the end of this module, students will be familiar with the tactics, procedures and safeguards associated with boarding and securing a vessel occupied by high risk individuals. Students will become familiar with suspect management.

b) Practical Exercise and Performance: (5 Hours On the Water)

- 4.1 Terminal Performance Objectives: **Suspect Control**

*Given a directive to board a Non-Compliant Vessel (NCV), after a pursuit has been executed and the vessel has been stopped, independently and in conjunction with other units during day/night and under various sea conditions at high speeds; **BOARD the NCV and CONTROL the Suspects on board.** within the required safety parameters, boat limitations promulgated by the applicable references, without causing damage to the boat, and without causing injuries to the crew.*

- 4.1 Enabling Objectives: **Suspect Control**

The standards and conditions statements for each of the following EOs are similar to those written within the TPO unless otherwise stated.

- 4.1.1 **ASSESS** the tactical situation once the NCV has been stopped
- 4.1.2 **EXECUTE** the approach of the NCV
- 4.1.3 **CONDUCT** a felony boarding of the NCV
- 4.1.4 **CONTROL** the subjects on board the NCV

c) Final Evaluation:

- Exam
- Course Evaluations
- Debrief

NOTE: Course Schedule is subject to change at each delivery and is dependent on weather, facility, platform, equipment, circumstances and/or student complications, and left to the discretion of the Lead Instructor.