

Seal Corp.  
Bombay Blaster  
Non Kiddie

*Seal Corp.  
Bomb Bay*

**WET 'N WILD**

**OPERATIONS/MAINTENANCE  
MANUAL**

**BOMB BAY**

CARNYTT

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# WET 'N WILD

## SECTION 1

### STANDARD PRACTICE FOR OPERATION PROCEDURES FOR BOMB BAY

#### DESCRIPTION OF RIDE

The Bomb-Bay is a semi-automatic ride dispatch system for use on the existing Stuka slide. The rider is placed in a capsule with a movable trap door assembly. The capsule is moved into the launch position over and slightly ahead of the apex of the Stuka slide. After verification that the rider is ready the trap door is opened and the rider drops onto the existing slide and travels down the slide into a deceleration section before dropping into the pool.

The load/start station is controlled by an attendant. The attendant has the rider enter the capsule and briefs him/her on the proper riding position. After closing the door and moving the capsule into the launch position the rider is dispatched by opening the trap door.

After completed dispatch the capsule is returned to the load position for the next rider and the cycle is repeated.

#### DEFINITION: ATTENDANT

Each "attendant" is either a Deep Water or Shallow Water National Pool and Waterpark Lifeguard.

#### DUTIES OF RIDE ATTENDANTS:

##### Top of Ride:

The attendant at the top of the ride is there to provide crowd control, riding instructions, and insure that each individual understands and follows the instructions given to them. The verbal instructions include telling the riders:

"The correct riding position for the Bomb Bay is leaning back with the head, back and heels touching the back of the capsule. Cross your arms over your chest and grasp both shoulders. Cross your legs at the ankles. This position must be maintained throughout the entire ride. Once I close the door, you will feel water behind your head and back -- this is normal. I will then move the capsule into the launch position. Once in position, I will ask you if you are ready -- If you are, please state "yes". I will then launch you, which will cause the floor to open and you to drop onto the slide. Once in the pool below, please exit quickly. Do not cross the lane ropes.

If at any time you decide you do not want to continue the ride, please state so and I will return the capsule to its starting position."

### **Bottom of Ride:**

The attendant at the bottom of the ride is there to ensure that all riders exit the pool safely and quickly. Should the riders need any assistance getting out of the pool, the attendant will be available to help the riders exit. The attendant will also be responsible for crowd control, especially making sure all riders completely exit the pool area. The attendant should also control running, horseplay, or any other unsafe behavior at the pool area.

### **GENERAL OPERATING PROCEDURES**

1. Next person in line steps forward to ride.
2. Lifeguard opens door and assists rider into capsule.
3. Lifeguard, with door still open, gives the following spiel: "The correct riding position for the Bomb Bay is leaning back with the head, back and heels touching the back of the capsule. Cross your arms over your chest and grasp both shoulders. Cross your legs at the ankles. This position must be maintained throughout the entire ride. Once I close the door, you will feel water behind your head and back -- this is normal. I will then move the capsule into launch position. Once in position, I will ask you if you are ready -- If you are, please state "yes." I will then launch you, which will cause the floor to open and you to drop onto the slide. Once in the pool below, please exit quickly. Do not cross the lane ropes.

If at any time you decide you do not want to continue the ride, please state so and I will return the capsule to its starting position."

4. Lifeguard closes the door.
5. Lifeguard verifies that water has started flowing in the capsule behind and above rider.
6. Lifeguard moves to control panel.
7. Lifeguard presses the extend button to move capsule into position.
8. Once capsule is in position, lifeguard visually inspects rider through window and verifies that he is still in the correct riding position. If not, the lifeguard will correct the rider via intercom.
9. Lifeguard asks rider if he is ready. If the rider responds "yes", the lifeguard visually checks to make certain that the landing pool is clear. Once pool is deemed clear, the lifeguard presses the launch button to launch the rider.
10. Lifeguard watches the bottom of the slide. Once rider has been sighted, the close button is pressed and the capsule is returned to its starting position.

If, at any time the rider demonstrates through visual or verbal communication that he does not want to continue the ride, the lifeguard shall turn the abort switch to the right. This will "Abort" the ride and the capsule will return to start position. (After the rider has been helped from the capsule, the abort button is switched back to the left.)

If, at any time while there is a rider in the capsule and the ride does not appear to be operating normally, the lifeguard shall turn the abort switch to the right. This will "Abort" the ride and return the capsule to the start position. Help the guest from the capsule and then blow two (2) whistles to summon lead assistance.

The abort switch cannot be operated once the launch button has been pressed and the trap door is opened.

## **GENERAL SAFETY PROCEDURES:**

1. All riders must be at least 48" tall.
2. Only one rider allowed at a time.
3. The only correct riding position is with the back, head, and heels against the back of the capsule, with legs crossed at the ankles and the arms crossed over the chest -- grasping the shoulders.
4. Correct riding position must be maintained throughout the entire ride.
5. Goggles, eyeglasses, masks, or any type of floatation devices are not allowed on the Bomb Bay and may not be worn by riders.

## **ADDITIONAL RECOMMENDATIONS:**

Wet 'n Wild shall provide an audible message repeater system at the top of the Bomb Bay, repeating the message every minute.

"May I have your attention please. Welcome to the Der Stuka and Bomb Bay, as you approach the start area please read all instructional signage. Please note that individuals with back ailments, physical disabilities or expectant mothers should not ride these slides. Also note, that you must be at least 48" tall to ride these rides.

The correct riding position for the Der Stuka is laying on your back, feet first, with your legs crossed at the ankles, cross your arms over your chest and grasp both shoulders. Maintain this position throughout the entire ride.

Bomb Bay riders should carefully follow the instructions of the ride operator prior to and once entering the capsule.

Once in the splash pool please exit immediately at the nearest ladder. Do not cross the lane ropes. Thank you and enjoy your ride."

## **EMERGENCY PROCEDURES**

Should an emergency arise the following policies should be adhered to:

**Top of Slide:** The attendant should survey the situation and determine what protocol to follow. If the emergency is of a serious nature, the attendant shall blow two whistles to summon a Supervisor, and First Aid personnel, if necessary. Should the ride have to cease operation, the attendant will notify the attendant at the bottom that there is an emergency by speaking through his megaphone. At this time, the bottom attendant can also summon additional help.

**Bottom of Slide:** The attendant should survey the situation and determine what protocol to follow. If the emergency is of a serious nature, the attendant shall blow two whistles to summon a Supervisor and First Aid personnel, if necessary. Should the ride have to cease operation, the attendant will notify the attendant at the top to stop dispatch.

### **Wet 'n Wild Emergency Action Communication System (EACS):**

1. One Whistle - Lifeguard leaving position to make a water rescue.
2. Two Whistles - Lifeguard needs Supervisor assistance.
  - a. With Orange Flag Raised - Non Emergency Situation.
  - b. With Megaphone Raised - Emergency Situation, Supervisor and/or First Aid Employee Needed Immediately.
3. Three Whistles - Life and Death Emergency.
  - a. Supervisor & First Aid Personnel Responding.
  - b. 911 Called by Security & First Aid Nurse
  - c. Duty Manager to respond to situation.
  - d. Park Service Lead to stand by in First Aid to bring necessary Medical Supplies to situation.

- e. Additional Security and Lifeguard staff to provide necessary crowd control.
- f. Time Office Security to open rear entrance gate for Emergency Vehicles.

### **Emergency Procedures - Communication**

In most cases the attendants have visual sight from dispatch point to ending point (pool or run out). Should any dispatch attendant lose sight of the attendant at the other end of the ride for more than two minutes, the Emergency Action Communication System should be initiated. On these slides, the attendants can communicate to each other via megaphone. In all cases both attendants are aware of the EACS.

For those slides without a visual view of the other attendant, a two-way intercom system is installed. If voice contact between attendants is lost for more than two minutes, the Emergency Action Communication System should be initiated. At this time a Lead Lifeguard will respond to the area where the communication has terminated.

On slides with a two-way intercom, attendants shall continually communicate with each other to ensure a safe dispatch ration. This communication should occur at least once every minute.

### **Emergency Procedures - Extraction**

**Top of Tower:** In the event of an injured guest at the top of any of our towers the attendant will summon the First Aid employee and Lead Lifeguard by initiating the Emergency Action Communication System for any injury (blowing two whistles and raising his megaphone). Should the guest need medical attention and be unable to leave the tower without assistance, Wet 'n Wild will assist the guest in leaving the tower. Should the guest be unable to move, it may be necessary to put the guest on a backboard and carry the guest down the stairway. Should this occur, additional staff will respond with a gurney to assist with extraction.

The Lead Lifeguard will coordinate all activity, beginning with the clearing of the top of the tower and stairway. The ramp leading to the stairway will also be cleared to allow the gurney to get to the top. It will be the Lead Lifeguards responsibility to make sure that there is enough staff present to handle the crowd control. Should there not be enough staff, the Lead Lifeguard will radio for assistance.

**In Pools:** Occasionally the attendant at the bottom will have to make a water rescue. If this occurs the attendant at the bottom will initiate the EACS by blowing one whistle blast and proceed to enter the water for rescue. Upon the whistle blast the top attendant will cease operation until the rescue is complete and the bottom attendant has returned to his position.

### **EMERGENCY PROCEDURES - STOP OF DISPATCH**

If, at any time the rider demonstrates through visual or verbal communication that he does not want to continue the ride, the lifeguard shall turn the Abort switch to the right. This will "Abort" the ride and the capsule will return to start position. (After the rider has been helped from the capsule, the Abort button is switched back to the left.)

If, at any time while there is a rider in the capsule and the ride does not appear to be operating normally, the lifeguard shall turn the Abort switch to the right. This will "Abort" the ride and return the capsule to the start position. Help the guest from the capsule and then blow two (2) whistles to summon lead assistance.

### **EMERGENCY PROCEDURES - ELECTRICAL FAILURE**

The Bomb Bay is operated on a 12 Volt DC system, therefore in the event of a power loss to the Stuka / Bomb Bay ride, the Bomb Bay will still operate. If the power failure occurred during the cycle of releasing a guest, the operator should abort that ride and cease operation until the problem is corrected.

### **EMERGENCY PROCEDURES - OTHER**

The Emergency Action Communication System should be initiated for any other problems. For example: Accidents, fights, crimes, lost children, fire, etc. The management staff responding will implement emergency procedures as contained in the Wet 'n Wild Disaster Plan.

## TRAINING RIDE OPERATORS

All attendants shall be trained to meet Wet 'n Wild's and National Pool and Waterpark Lifeguard Training Programs (NPWLTP) protocol. Each attendant shall go through the following program.

1. NPWLTP Screening:
  - a. Deep Water - swim 200 yards, tread water for two minutes while holding a ten pound brick.
  - b. Shallow Water - swim 50 yards, retrieve a ten pound brick from four feet of water.
2. NPWLTP Class: (NPWL Training Manual)
  - a. Deep Water - 20 hours of class time.
  - b. Shallow Water - 16 hours of class time.
3. Wet 'n Wild Interview.
4. Wet 'n Wild Orientation (6 hours).

Includes park tour, park rules and regulations, ride orientation, guest services lecture, etc.
5. CPR "B Course" Certification
6. Wet 'n Wild Training (16 hours) Includes:

Swimming, Skills Testing, CPR Testing, Learning Ride Operating Procedures, Guest Service Lectures, Chemical Training (OSHA), and Physically Riding All Rides.
7. New "Shadow" for New Attendants:

New Attendants will work with experienced Attendants for a minimum of one half hour at each position to learn operating procedures and protocol.
8. Attendant to operate ride as requested by Supervisor.

## **INSTRUCTIONS ON RIDE OPERATING PROCEDURES**

Discussed on pages 2 - 3.

## **SPECIFIC DUTIES OF ASSIGNED POSITION**

Discussed on pages 1 - 2.

## **INSTRUCTIONS OF GENERAL SAFETY PROCEDURES**

Discussed on page 4.

## **INSTRUCTIONS OF EMERGENCY PROCEDURES**

Discussed on pages 5 - 7.

## **DEMONSTRATION OF THE PHYSICAL RIDE OPERATIONS**

Discussed on pages 2 - 4.

## **SUPERVISED OBSERVATION OF THE RIDE OPERATOR'S PHYSICAL OPERATION OF THE RIDE:**

Park Supervisor's, "Lead Lifeguards" make frequent rounds of all park ride attendants, checking on dispatch procedures and protocol, guest services, attention span, use and location of safety equipment, and perceived knowledge of ride procedures.

## **DAILY PRE-OPENING INSPECTION**

The pre-opening inspection will be conducted by the Lead Lifeguard prior to daily Park Opening. By using the checklist for the Bomb Bay, the Lead Lifeguard will determine whether or not the ride is operating correctly before opening. The checklist will then be signed by the inspector and then distributed to the Duty Manager and Director of Operations for review. The checklist will then be filed in the Operations office.

The checklist must be completed fully and signed by all necessary parties. If for any reason, the ride is deemed inoperable, another checklist must be completed upon the ride becoming operational. Both checklists will then be put on file in the Operations office. Completed checklists must be available at all times for review by any approved Wet 'n Wild employee or the Clark County Building Department. All records must be kept until the Clark County Building Department's Annual Review. At that time records will then be transferred to off site storage.

### **Vehicle Check:**

Vehicles are not required for the Bomb Bay.

### **Accessibility Check:**

All entrances, exits, stairways, and ramps will be checked prior to the park opening. The Lead Lifeguard will "walk" all areas accessible to guests on the Bomb Bay. This includes but is not limited to:

Entrance and exits, walkway from bottom to top of tower, stairs, top of tower, rails at tower top, start platform, start tubs, lane divider, pool ladders, pool foam, tile deck, and pool exit stairs.

### **Communication Check:**

The Lead Lifeguard will check to see that a megaphone is also present at the location. If one is not found or is inoperable, one must be brought to the location prior to opening.

### **Ride Check:**

The ride will be tested by two attendants prior to opening. The attendants will have to have ridden the ride before, and must report all inconsistencies to the Lead Lifeguard. The ride will not open until it has been approved by the acting Maintenance Manager and Duty Manager.

Inconsistencies include, but are not limited to:

Cracks or shifts in fiberglass, check of voice recorder, or decrease or increase in water level of flow.

**ONE COMPLETED RIDE WILL CONSTITUTE AN OPERATING CYCLE.**

## **DENIAL OF RIDERS:**

Reasons for Wet 'n Wild to deny passage on the ride include, but are not limited to:

Guest size may limit ability to safely ride the Bomb Bay (guest may be too large or too small). Possible intoxication or possible use of illegal substances prior to ride, or any other limitation that in the opinion of Wet 'n Wild, may constitute a greater risk or reduced safety for the guest or attendants.

If for any reason an attendant questions the guests ability to ride the Bomb Bay, the attendant should immediately summon a Lead Lifeguard by enacting the EACS for an emergency situation.

At this time the Lead Lifeguard shall determine the chance of risk for the guest or attendant. Some questionable situations include, but are not limited to:

Severely impaired guests (physically or mentally), size considerations, and substance impaired guests.

Only if the impairment directly effects the guest, should the guest not be permitted to ride. Should the Lead Lifeguard feel the guest should not be allowed to ride, the Duty Manger should be summoned, and a written statement by each party concerned should be filled out immediately.

## **REPORTING INJURIES**

Wet 'n Wild Management will report injuries to the Clark County Building Department as required by the Amusement Rides Codes. The procedures for reporting injuries are as follows:

1. Any person who is treated at a hospital because of an accident on a ride must be reported.
2. A brief description (see attached) is to be faxed to #702-455-7464 within four hours of the accident by First Aid.

3. A written report shall be filed within 5 days of the accident (see attached form). It will be sent to:

Mr. Robert L. Lynn  
Assistant Director Inspection Division  
5051 Paradise Rd.  
Las Vegas, NV 89119

4. The administrative secretary will be responsible for sending the written report. It will be signed by either the General Manager or the Director of Operations.
5. In the event of a fatality on a ride, the ride must be closed and the County notified by telephone within four hours of the occurrence. Contact one of the following and give a brief description of what happened.

Mr. Ron Lynn #702-379-7279  
Mr. Greg Franklin #702-361-2425  
Mr. Levy Valdez #702-434-8847

The Administrative Secretary will file the report on the fatality within two days of the occurrence.

# Wet'n Wild.

ON THE LAS VEGAS STRIP

## WRITTEN INJURY REPORT

### I. INJURED PARTY

Name: \_\_\_\_\_ Age: \_\_\_\_\_

Address: \_\_\_\_\_

Hospital Where Treated: \_\_\_\_\_

### II. LOCATION

Ride: \_\_\_\_\_ Certificate #: \_\_\_\_\_

Date of Injury Occurred: \_\_\_\_\_ Time of Injury: \_\_\_\_\_

### III. INJURY

Type of Injury: \_\_\_\_\_

Description of Accident: \_\_\_\_\_

Damage to Ride/Equipment: \_\_\_\_\_

Owner/Operators Course of Actions: \_\_\_\_\_

Operator:  
Wet 'n Wild Nevada, Inc.  
1050 E. Flamingo Suite 320  
Las Vegas, NV 8911

Qualified Individual:

Name: \_\_\_\_\_ Title: \_\_\_\_\_

# *Wet'n Wild.*

ON THE LAS VEGAS STRIP

To: *Mr. Ronald L. Lynn*

TIME: \_\_\_\_\_

FAX: #755-7464

DATE: \_\_\_\_\_

## WET 'N WILD INJURY NOTIFICATION

Name of injured party: \_\_\_\_\_

Ride injury occurred on: \_\_\_\_\_

Brief description of injury: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Qualified Individual: Name: \_\_\_\_\_

Title: \_\_\_\_\_

# WET 'N WILD

## SECTION II

### PROGRAM OF MAINTENANCE FOR THE BOMB BAY

#### 1. Description of Preventative Maintenance Assignments to be performed:

##### a. Cleaning:

Surface dirt may be removed by hosing the slides with clear water and brushing the slide with a soft bristled brush. Grease or stubborn dirt may be removed by scrubbing with a soft bristled brush and a mild detergent. Harsh abrasive or strong chemical cleaners should only be used on tough to remove stains.

The slide should be cleaned prior to the opening of the season. During the season the slide shall be inspected daily and cleaned as necessary.

##### b. Waxing:

The slide shall be waxed and buffed with a high quality paste wax or polish prior to opening day. If necessary, the slide would be waxed again half the way through the season.

On scratched, dull or faded areas, a fine buffing compound should be used to restore the original gloss before waxing. A paste wax or polish containing an ultra-violet screen should be used to combat the discoloring and fading caused by exposure to the ultra-violet rays.

When using power tools, for buffing and polishing, use extreme care to prevent overheating the surface. If blistering or streaking occur, the area may need to be sanded and repainted.

**c. Joint Caulking:**

Should the joints need re-caulking, all the old fillers should be removed, the fiberglass cleaned and the joint re-filled using a flexible polyurethane sealant.

A plastic filler that will harden should not be used. Excess joint caulking should be removed from the slide surface by scraping it off with a putty knife. Any remaining traces should be wiped off with lacquer thinner applied to a rag.

**d. Repair of Surface Cracks and Cracks around Flanges**

These cracks do not affect structural strength. They can be fixed by sanding out the affected area with 100 grit sandpaper and re-coating the surface with gelcoat.

**e. Repairs of Chips and Cracks:**

In areas that have chips or cracks in the gelcoat only, or have a scratch that is deep enough to penetrate through the gelcoat to the fiberglass but not deep enough to go completely through the laminate, the procedures below should be followed in making repairs.

Patching kits contain toxic, combustible and corrosive elements. Use only under well ventilated conditions. Do not inhale fumes. Harmful if swallowed. If contents are swallowed or inhaled, seek medical attention regarding polyester resins. If contacted to eyes, flush with water for 15 minutes and seek medical attention. If contents come in contact with skin or clothing, clean the area immediately with acetone.

**Before you start you will need:**

- Sandpaper - 36 to 100 grit, 220 to 320 grit - wet & dry, 600 grit - wet & dry
- Sanding block
- Acetone
- 2" masking tape
- Utility knife
- Putty knife
- Mixing board
- Mixing cup
- Fiberglass resin hardener (catalyst) - use a peroxide based catalyst, e.g., MEKP
- Patching compound
- Gelcoat paint
- 2" fine paint brush
- Automotive cut polish
- High quality paste wax such as "Turtle Wax"

**f. Storage Instructions:**

Store uncatalyzed patching compound and gelcoat in closed metal containers in a cool area below 73 degrees F (23 degrees C) out of direct sunlight. Do not allow to freeze.

Store liquid catalysts in their original containers according to manufacturer's instructions.

**g. Mixing Instructions:**

Mix only small amounts at one time. The mixtures will harden in 20 minutes to 1 hour, depending on the temperature and the amount of catalyst added. The mixture will harden faster at higher temperatures and with increasing amount of catalyst added. Use caution when adding catalyst, over catalyzing will result in the mixture cracking. Do not pour catalyzed mixtures back into the can. Do not reduce materials with a "conventional" paint or lacquer thinner.

Patching Compound: Add 1 part catalyst to 100 parts patching compound on the mixing board. Mix well.

Gelcoat: Add 1 part catalyst to 100 parts gelcoat in the mixing up. Mix well.

### **Patching Instructions:**

- Sand area to be patched with 36 to 100 grit sandpaper. Feather sand to molded surface and remove all rough edges.
- Wash area clean with acetone and allow to dry.
- Mask off area to be patched with 2" masking tape.
- Using a putty knife, spread the patching compound smoothly over the prepared area to the top of the tape.

Note: Area must be dry and clear of contaminants, such as dirt and sanded particles, etc.

- Keep the patch area dry and allow 20 minutes to 1 hour to harden.
- After the patch has hardened, sand the patched area flush to the surrounding surface with 100 grit sandpaper.

Note: Sanding will remove the masking tape. Re-tape the area before painting.

- Using a 2" fine paint brush, paint the area with gelcoat. Allow 20 minutes to 1 hour to dry.
- After the gelcoat has dried, remove the masking tape. Using a sanding block, wet sand with 220 - 320 grit sandpaper. Repeat with 600 grit sandpaper.
- Buff painted surface with auto cut polish and wash clean with water.
- Wax and buff painted surface with a high quality paste wax.

### **h. Rust:**

If rust is found on the handrails, metal framework etc., then the following repairs should be made.

1. Grind off rust with a power grinder.
2. Brush on a coat of rustoleum (a rust preventative).
3. Brush on the final coat of paint.

# WET 'N WILD

## SECTION III

### DESCRIPTION OF INSPECTIONS TO BE PERFORMED

The following inspections are performed by the Maintenance department daily.

- a. Start the ride and observe for correct water flow down the slide.
- b. Walk up the tower and visually inspect the tower structure - support posts, beams, and welds. Inspect the bolts on the tower structure. Look for apparent weaknesses, cracks, loosened bolts, and rust. Inspect the electrical conduit that runs up the tower and underneath the tower platform. Check water pipes for leakage.
- c. At the top of the tower, visually inspect the electrical components.
  1. Electrical conduit, cable, and boxes on both the west and east sides of the platform.
  2. Electrical receptacle on the east side.
  3. Conduit and cable to message repeater. Look for exposed wires, insulation breaks, torn cables, etc. Check that all conduit and cables are securely in place. Make sure electrical boxes and receptacles are secure and in good condition - no loose or missing screws, etc.
- d. Visually inspect the slide start sections for cracks or chips in the fiberglass. Check water flow from inlets.
- e. Walk back down the tower. Along the way, visually inspect the undersides of the slide. Look for chips or cracks and leakage from the joints.
- f. From the tower, walk underneath the slide and visually inspect the support posts, and arms of the slide structure. Look for any apparent weaknesses in welds. Look for loose bolts. Look for rusted areas on posts, arms, bolts, etc. Inspect bases of support posts for any apparent weaknesses or cracking of metal or concrete. Look for leaking from slide joints.

- g. Walk to the splash pool area and visually inspect the slide, looking for cracks or chips in the fiberglass.
- h. Inspect the splash pool for correct water level (about midway of skimmer height) and good water clarity.

Report any problems that are observed to the Superintendent of Maintenance. Complete the pre-opening checklist while performing the above. Note any maintenance or repair work performed on Bomb Bay on the appropriate section of the daily checklist.

The checklist should be turned into the Superintendent of Maintenance. he will then review it, take action if necessary, and then send it to the park's Director of Operations. The Director will review it and will keep it on file in the Operations Office.

The completed checklist will be available for review by the Clark County Building Department. All checklist will be kept on file in the Operations office for one year. The files will then be transferred to an offsite storage locations.

- i. In addition to items "a" through "h", the daily maintenance checklist will be performed and completed by Maintenance.

#### **SAFETY INSTRUCTIONS:**

- a. If any electrical defects are observed, take care to avoid live wires. Contact the Superintendent of Maintenance immediately. He will direct a qualified individual to make the necessary repairs and will see that all power to the affected area is off during these repairs.
- b. When patching fiberglass or gelcoat, do not inhale the fumes. Perform this work only under well ventilated conditions. If any substances are swallowed or inhaled, seek medical attention regarding polyester resins. If contacted to eyes, flush with water for 15 minutes and seek medical attention. If contents of the patching kit come in contact with skin or clothing, clean the area immediately with acetone.

**MAINTENANCE DEPARTMENT  
PRE-OPENING INSPECTION  
DER STUKA / BOMB BAY**

DAY/DATE: \_\_\_\_\_

<u>AREA INSPECTED</u>	<u>CONDITION</u>	
	GOOD	DEFICIENCY NOTED
<ul style="list-style-type: none"> <li>• <b>Ride Start</b></li> <li>1. Water Flow</li> </ul>		
<ul style="list-style-type: none"> <li>• <b>Tower Structure</b></li> <li>1. Support Posts</li> <li>2. Beams</li> <li>3. Welds</li> <li>4. Bolts</li> <li>6. Electrical Lines</li> <li>7. Water Lines</li> </ul>		
<ul style="list-style-type: none"> <li>• <b>Bomb Bay Top</b></li> <li>1. Electrical Conduit, Receptacles</li> <li>2. Message Repeater Conduit</li> <li>3. Slides Fiberglass</li> </ul>		

<ul style="list-style-type: none"> <li>• <b>Slide Structures</b></li> <li>1. Fiberglass</li> <li>2. Joints</li> <li>3. Support Posts</li> <li>4. Arms</li> <li>5. Welds</li> <li>6. Bolts</li> <li>7. Concrete Bases</li> </ul>		
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<ul style="list-style-type: none"> <li>• <b>Slide Exit</b></li> <li>1. Runouts Fiberglass</li> <li>2. Water Flow</li> <li>3. Slides Fiberglass</li> </ul>		
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<ul style="list-style-type: none"> <li>• <b>Capsule Checklist</b></li> </ul>		
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Above Inspections Completed by: \_\_\_\_\_

Maintenance & Repairs Performed Today: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_

Reviewed By: \_\_\_\_\_  
 Supt. of Maint

\_\_\_\_\_  
 Dir. of Operations

# BOMB BAY MAINTENANCE CHECKLIST

Date of Inspection \_\_\_\_\_

Inspected By \_\_\_\_\_

## DAILY MAINTENANCE CHECKS:

### Primary Pneumatic Control Box

- Inspect Line Oilers Yes  No
- Add Oil Yes  No
- Main Line Air Pressure \_\_\_\_\_ PSI
- Bottom Regulator (PSI) \_\_\_\_\_ PSI
- Top Regulator \_\_\_\_\_ PSI
- Check Hose Connections Yes  No
- Check Electric Connections Yes  No

### Capsule and Operators Control Panel

- Water Flowing in Capsule Yes  No
- Extend - Capsule Moves to Launch Position Yes  No
- Launch - Trap Door Opens Properly Yes  No
- Check Capsule Alignment Yes  No
- Check Door Latch Rollers Yes  No
- Foam Padding Secured Yes  No
- Close - Capsule returns to Load Position Yes  No

- Open Door causes Trap Door to Reset Yes  No
- Shock Absorbers Tight & No Leaks Yes  No
- Cables Secure Yes  No
- Check Pulley & Connectors Yes  No
- Check Abort Sequence Yes  No
- Normal Launch Sequence Yes  No
- Check Shock Absorber Regulator Pressure, (120 PSI) Yes  No

- With capsule in load position, push launch button, door should not open Yes  No
- With capsule in extended position, look under bottom rear of capsule, inspect cylinder hoses, cotter pins, cracks in steel framing Yes  No

### Trap Door Air Cylinder

- Check Hose Connections for Frayed Ends or Leaks Yes  No
- Check top & bottom bolts for tightness Yes  No

## WEEKLY MAINTENANCE CHECKS:

### Secondary Pneumatic Control Box

- Check Hose Connections for Frayed ends & Leaks Yes  No
- Electrical Connections Tight Yes  No
- Close Control Box Yes  No
- Inspect Door Latch for Cracks at Welded Joints Yes  No

- Check Door Latch Cylinder for Leaks or Frayed Connections Yes  No

### Operator Control Panel

- Insure Battery is Charged Yes  No
- Check for loose wires and Check Fuse, Reinstall Cover Yes  No

## MONTHLY MAINTENANCE CHECKS:

### Main Traverse Ram

- Inspect Both Hose Connections for Fraying & Leaks Yes  No
- Check Rear Connection Bolt for Tightness Yes  No
- Inspect Spreader Bar Welds and Main Connection for Tightness Yes  No

- Inspect Cable and Pulleys for Wear and End Connections for Tightness Yes  No

### Capsule

- Lubricate Wheel Trolley Assemblies, Main Wheels and Trap Door Rod End Yes  No

**LEAD LIFEGUARD  
DER STUKA / BOMB BAY  
DAILY CHECKLIST**

Date: \_\_\_\_\_

BOTTOM OF SLIDES	OPERATIONAL		COMMENTS
	YES	NO	
Lifeguard Equipment			
Flex Deck Safe			
Railings Secure			
Runout Lane Status			
Water Level			
Clarity of Water			
Ladders Secure			
Pool Exit Stairs			

<b>TOP OF SLIDES</b>			
Walkway Ramp			
Stairway to Tower			
Railings Secure			
Tower Platform Clear			
Rubber Edge on Steps			
Tower Signage			
Message Repeater ON			
Clarity			
Loudness			
Lifeguard Equipment			
Start Tubs Non Skid			

COMMENTS: \_\_\_\_\_

CHECKED BY: \_\_\_\_\_

DIRECTOR OF OPERATIONS: \_\_\_\_\_

DUTY MANAGER: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

# WET 'N WILD

## SECTION IV

### MAINTENANCE EMPLOYEE TRAINING PROGRAM

A training program is provided for each employee in Wet 'n Wild's Maintenance Department. The following is an overview of this program:

#### 1. Park Orientation

A one day program that includes a tour of the park, a review of employee rules and regulations, an orientation of each ride and attraction, a customer service class, and basic Safety and First Aid. The employee receives the Wet 'n Wild Employee Handbook.

#### 2. Maintenance Department Tour:

The new employee is given a tour of the maintenance shop and equipment and machinery rooms. This tour is given by the Superintendent of Maintenance or his assistant. He/she is given an orientation to the tools and equipment that he/she will be working with.

#### 3. Tour of Rides and Attractions:

The new employee is given a tour of the rides and attractions by the Superintendent. Basic operating procedures, maintenance procedures, and emergency procedures are discussed and demonstrated at each ride.

#### 4. Safety Programs:

The Superintendent instructs the new employee on the following:

- a. OSHA Mandated Hazardous Chemical Training
- b. OSHA Mandated Respiratory Protection
- c. Use of Fire Extinguishers
- d. How to deal with observed Safety Hazards

A re-training session covering these areas is conducted annually.

## **5. Basic First Aid and CPR**

An eight hour course is conducted annually for all Maintenance personnel prior to the opening of a new season.

## **6. On The Job Training:**

The new employee is assigned to a senior maintenance person. They work the same shift for a 3 to 6 month period. The new employee is provided with time to read and understand the ride manufacturer's and Wet 'n Wild's Maintenance manuals. Over the next few months, the new employee works side by side with the senior maintenance person to learn all inspection and preventative maintenance procedures as described in the Wet 'n Wild Maintenance Manual. The senior employee observes and supervises the new individual's performance of his/her duties, maintenance procedures, and inspections.

## **7. Performance Evaluation:**

The senior employee reports on the observed performance of the new person to the Superintendent of Maintenance. After 30 - 40 days, the Superintendent reviews the new person's performance with him/her and provides suggestions for improvement. An annual performance evaluation is conducted by the Superintendent on the employee's anniversary of his/her hire date. This is a formal review in writing that discusses the employee's strengths and weaknesses and makes recommendations for improvement.

## **8. Completion Of On The Job Training:**

When a Superintendent has decided that the new employee has mastered the procedures on safety Preventative maintenance, and inspections, he/she is then permitted to work on his/her own. Re-training is provided when deemed necessary by the Superintendent.

**WET 'N WILD**

**SECTION V**

**INSPECTIONS AND TESTING TO BE CONDUCTED BY AN  
"APPROVED AGENCY"**

An annual audit will be conducted by an "Approved Agency" that will include an audit of records and an inspection of structures. The following proposal, titled Attachment A, is an example of such an audit. This proposal was provided by Converse Consultants Southwest, Inc.

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**Attachment A  
Annual Amusement Ride Audit  
Wet 'N Wild Amusement Park  
Clark County, Nevada**

**I. PURPOSE**

- A. The Annual Audit is to provide independent review and verification of compliance by Wet 'N Wild with their in-house operating and maintenance program as detailed in their Clark County Building Department (CCBD) approved Operational and Maintenance Manual (OM) and to identify items that may require attention or corrective action.
- B. If visible signs of possible distress of a structural element are observed, CCSW will report the location and description to Wet 'N Wild for their referral to their design or manufacturer consultant who will be responsible for evaluation and determination of necessary corrective actions. A report of these findings will also be submitted to CCBD by CCSW.

**II. SCOPE OF SERVICES**

- A. Annual Audits and Inspections
  - 1. Audit of records
  - 2. Inspection of Structures
- B. Report of Findings
- C. Perform services in accordance with our Q.A. Program and applicable Clark County Building Department's Technical Guidelines.

**III. RECORDS**

- A. Review of Owner's CCBD-approved OM to ascertain documentation in-house and auditing inspection requirements.
- B. Review documentation reports prepared by Wet 'N Wild.
  - 1. Support documents are expected to include, but not be limited to:
    - a. Wet 'N Wild in-house periodic inspection reports
    - b. CCBD stamped approved plans and specifications for major repairs and renovations

- c. **Manufacturer approved standard repair procedures**
  - d. **Electrical tests and inspections**
  - e. **Accident and injury reports**
- C. **Determine in-house records, observations, tests, etc., are within acceptable parameters of the OM to include verification of inspection frequency, findings, follow-up, and corrective actions.**
- D. **Determine repairs or improvements, as applicable, were performed in accordance with the OM, CCBD-approved plans and specifications, and/or manufacturer approved plans and specifications as applicable.**
- E. **Verify required accident and injury reports are maintained.**

#### **IV. STRUCTURES**

- A. **CCBD designated Ride and Guest Line and Entry Structures**
- 1. **Structural Steel (Steel-to-Steel and Steel-to-Concrete Connections)**
    - a. **100 percent of welded and bolted connections will be visually inspected.**
      - (1) **Painted surfaces will be observed for visible sign of possible distress (cracks, peeling, flaking, gaps, bare spots, repairs, etc.).**
      - (2) **Snugness of bolts will be visually observed and periodically verified with a crescent or spud wrench.**
      - (3) **Structural connections and members will be visually observed for signs of distress including: bends, cracks, tears, crippling, warping, repairs, etc.**
    - b. **If visible signs of possible distress are found, the locations will be noted and a description recorded for evaluation and corrective action recommendations by design and/or manufacturer consultants.**
    - c. **Upon audit completion, CCSW observations will be cross-checked against Wet 'N Wild records to verify compliance with record keeping requirements and use of approved plans, specifications, and manufacturer recommendations.**

2. Connection of dissimilar materials (Steel-to-Fiberglass structural connections).
  - a. 100 percent of the connections will be visually inspected per item IV.A.1.
3. Connection of Fiberglass materials (Fiberglass-to-Fiberglass connections).
  - a. 100 percent of the connections will be visually inspected for noticeable gaps between fiberglass sections.
  - b. 10 percent of the connections will be inspected per item IV.A.1.

**B. Ancillary Features**

1. Ancillary Features include handrails, guard rails, fences, gates and pedestrian bridges as specified in the OM Manual as requiring periodic Wet 'N Wild inspection.
  - a. Visual inspection per item IV.A.1 will be performed of all structural connections.
  - b. Applied force by the inspector to observe stability.
  - c. Audit will not include determination of compliance with codes, plans, or specifications as it is assumed these inspections were previously performed. The exception would be where there are obvious signs of repair.

**C. Inspection Personnel**

1. CCSW will assign an approved CCBD inspector.

**V. REPORT**

- A. Provide to Wet 'N Wild and Clark County Building Department a Report of Findings.
  1. Report all findings and describe any discrepancies or potential deficiencies found, note corrections performed by Wet 'N Wild during our inspections, list discrepancies and potential discrepancies that remain unresolved at the completion of the inspection and require further investigation and/or corrective action.
- B. Provide a follow-up inspection and report for results of corrective actions performed after the initial inspection, if any.