

licences ...

A valid licence, obtained through an approved Boat Safe provider, is required to operate all recreational vessels powered by a motor over 6HP (min age 16 years). Queensland licences are issued for a lifetime. Unlicensed drivers may drive a boat of 6HP and over provided they are accompanied by a licensed driver who can take immediate control of the vessel. Unlicensed drivers are NOT permitted to tow (eg water skiing). A separate licence is required to operate a Personal Watercraft (Jetski).

getting around your boat ... (port, starboard, bow, stern)

You should know that the front of your boat is called the bow, and the back is called the stern. The left side of your boat is called PORT and the right side is called STARBOARD.

vessel registration ...

All boats fitted with a motor of 4HP or over MUST be registered. Registration forms are available from Queensland Transport Customer Care Centres. Fees are calculated according to the boat's length. Registration labels MUST be attached to the exterior of the boat above the waterline on the PORT side. Your boat will be allocated registration SYMBOLS; these must be clearly visible (from at least 30 metres) in plain characters in a contrasting colour to the hull of the boat. Vessels capable of planing must have their characters at least 200mm high on BOTH sides; vessels not capable of planing (canoes with motors, yachts etc) must have their characters at least 75mm high on BOTH sides or on the stern.

lateral, cardinal, special, safe water & isolated danger marks ...

lateral marks ...

Port and starboard marks are referred to as "lateral marks". They indicate the PORT-hand and STARBOARD-hand sides of navigable waters. When both the PORT (red) and STARBOARD (green) marks are placed near to each other, travel directly between them. When going upstream (away from the sea) ...

- keep red (PORT) markers on the LEFT side (to PORT);
- keep green (STARBOARD) markers on the RIGHT side (to STARBOARD)

When going downstream (towards the sea) ...

- keep red (PORT) markers on the RIGHT side (to STARBOARD);
- keep green (STARBOARD) markers on the LEFT side (to PORT).

PORT Marks



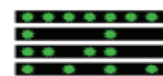
STARBOARD Marks



PORT Light Sequence

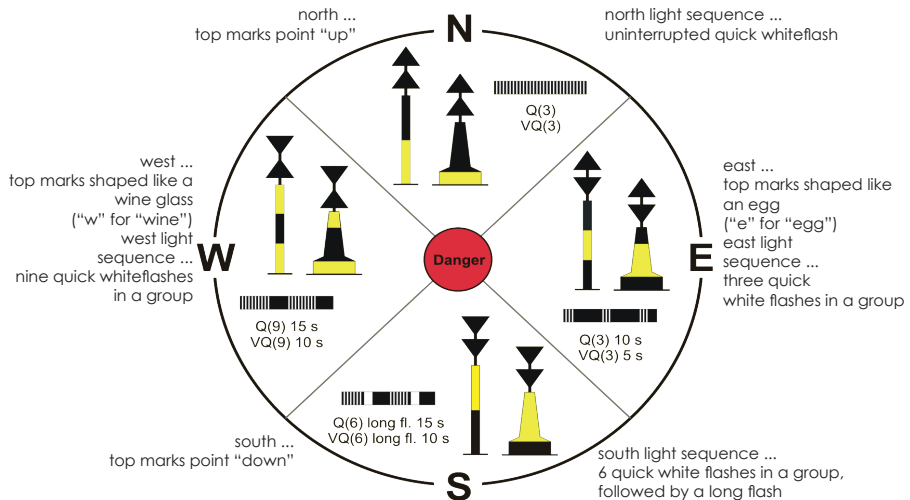


STARBOARD Light Sequence



cardinal marks ...

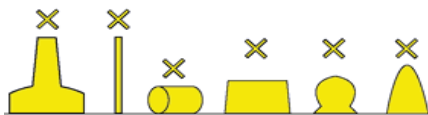
A cardinal mark indicates where the deepest and safest water can be found (ie safe passage). It also indicates the safe side on which to pass danger and to draw attention to a feature in the channel such as a bend or junction.



special marks ...

Special marks can be used to mark a specific structure or feature such as a cable or pipeline, or to indicate that a channel divides. The direction to navigate around a special mark is obvious when using a chart.

At night the light is yellow and the rhythm may be any other than those used for the white lights of cardinal, isolated danger and safe water marks (check your chart for sequences). Variations in the design of buoys will exist in many areas, illustrations indicate the approved shapes, colouring and top marks.

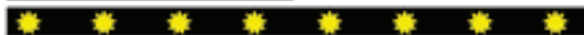


special marks Light Sequence

LONG FLASHING



QUICK FLASHING



safe water marks ...

Indicates that there is navigable water all around the mark eg mid channel.



At night a white light shows a single long flash every 10 seconds. To remember this, associate a single sphere with a single flash.



isolated danger marks ...

Indicates that there is an isolated danger with navigable water all around it eg an isolated shoal, rock or wreck.



At night a white flashing light shows groups of two flashes. The best way to remember this is to associate two flashes with two spheres as the top marks.



collision rules ...

Don't assume that the driver of another boat will observe rules, and always be prepared to take immediate action in order to avoid a collision. A power boat always gives way to a sail boat (unless vessel is restricted in its ability to manoeuvre)!

keep a good lookout ...

Keep a good lookout at ALL times. Be aware of other boats, especially in bad weather, restricted visibility and in darkness.

assess risk of collision and take immediate action ...

- stay right
- alter course to right (in a large enough action to be obvious)
- give way to right



speeding ...

All boats must travel at a safe speed at which you can act to avoid collision or stop to avoid danger which may arise suddenly. Wash created by speed must NOT create any damage to the shoreline or any other vessel (slow down). When driving a boat you must:

visibility

drive slower in rain, fog, mist, smoke and glare and take special care at night when hazards are even harder to distinguish

other boats

slow down in congested areas, near moored or anchored boats, and where large vessels with restricted manoeuvrability are working

navigation hazards

slow down in shallow areas and unfamiliar territory where water depth can vary quickly; STOP your motor when you are near swimmers!

waves and wind

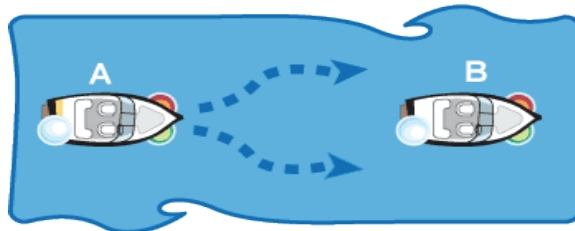
slow down in rough conditions

narrow channels ...

When operating in narrow channels, all boats should still travel on the STARBOARD (right) side and avoid anchoring (especially near markers).

overtaking ...

If you are overtaking a boat, you can do so on either side (whichever is safest).



speed limits ...

Six (6) knots (No Wash) is the minimum speed limit and is equal to a brisk walking pace (approx 11 km per hour). However, there are instances when the boat's master should reduce speed even further to be safe (eg when creating excessive wash). The maximum speed limit you are allowed to travel in smooth water limits and dams is 40 knots.



distance off ...

Six knots applies within 30 metres of

- boats anchored, moored to the shore, or aground
- jetty, wharf, pontoon or boat ramp
- people in the water
- boat harbours, canals and marinas
- shoreline (or any fixed object - bridges or pylons)

RULES APPLY WHETHER THERE ARE SIGNS OR NOT.

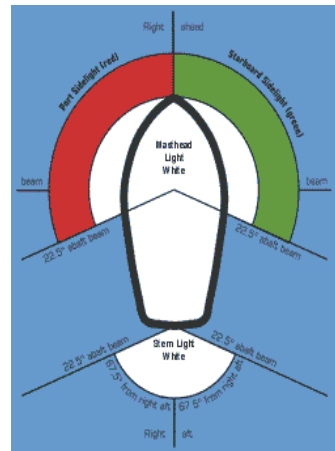
navigation lights ...

Boats operating from sunset to sunrise, by law (whether at anchor or under way) MUST display the correct lighting. Navigation lights must also be used in daylight hours during periods of restricted visibility and must be positioned so that they are not obscured by the boat's superstructure or interfered with by deck lighting. Lights should be fitted by the manufacturer.

A powerboat less than 12 metres MUST display:

- sidelights (Port - red, Starboard - green)
- white masthead light
- white stern light
(or an all round white light instead of the mast and stern light)

Trawlers MUST display an additional green over white light up the mast.



sound signals ...

Sound signals are used in restricted visibility to alert others of their position. Be prepared to take immediate action in order to stop or slow down.

Boats over 12 metres should carry sound signals, a whistle and a bell. Vessels under 12 metres should have some means of making an efficient sound signal.

one short blast ...

I'm altering my course to Starboard

two short blasts ...

I'm altering my course to Port

three short blasts ...

I'm going astern

five short blasts ...

I'm unsure of YOUR intentions

safety equipment ...

Boats requiring registration (4HP and over) MUST carry the regulated safety equipment. Boats not requiring registration (less than 4HP) do not have to carry the regulated safety equipment, but need to satisfy their General Safety Obligation i.e. if you fail to carry a piece of equipment that could have assisted to prevent an accident, YOU could be prosecuted.

Personal Flotation Devices (PFDs) / lifejackets ...

Under 12, under 4.8 metres, underway - children under the age of 12 in open boats under 4.8 metres MUST wear properly fitted lifejackets whilst underway (underway includes drifting). Emergency or high risk situations often arise quickly on the water, even if conditions are calm. Once IN the water, it is extremely difficult and almost impossible to put a lifejacket on.

PFD Type 1 ... (MUST comply with Australian Standard 1512)

For use in smooth, partially smooth or open waters; provides sufficient flotation to support the body and head and has reflective tape for visibility. The flotation collar keeps your head above water. Remember PFD1 is NOT to be used for ANY type of water sports.



PFD Type 2 ... (MUST comply with Australian Standard 1499)

For smooth or partially smooth waters ONLY. Will keep you afloat but does not have a collar to keep your head above water.



PFD Type 3 ... (MUST comply with Australian Standard 2260)

For smooth waters ONLY where the user is likely to be in the water for only a short time (eg waterskiing); has the same buoyancy as PFD Type 2, although the colours are not as visible.



Ensure that all PFDs are up to standard with the manufacturer's name, model, batch and year of manufacture; type of PFD, cautions, intended body mass, illustrated instructions for donning the PFD and instructions for storage and care (ensure elements such as stitching and colour have not deteriorated).

OPEN WATERS ...

EPIRB

All boats, regardless of whether they are registrable, operating beyond smooth water and partially smooth waters (more than 2 nautical miles from land) MUST carry an EPIRB (Emergency Positioning Indicating Radio Beacon).



PARTIALLY SMOOTH WATERS ...

V-Sheet ...

Flares

All vessels operating beyond smooth water limits MUST carry orange (daytime use) and red (use in the dark) hand flares as part of their safety equipment. Always read the instructions and familiarise yourself with them before storing on board (in a readily accessible dry place).

SMOOTH WATERS ...

Signalling Devices ...

A signalling device is COMPULSORY for all boats operating between sunset and sunrise. A torch, fluorescent light, lantern or cyalume stick are all suitable provided they generate enough light to be seen by other boats to attract attention and prevent a collision.

Lifejacket ...

Appropriate type and fit for every person on board over the age of 1.

Fire Fighting Equipment...

Fire fighting equipment is required to be carried by all vessels over 5 metres in length (fire extinguisher).

safety obligation ...

Navigation Equipment

Pumping and Baling

Anchor

Manual Propulsion

Drinking Water

water skiing ...

The owner / driver of a boat is responsible for the safety of others and has a general safety obligation to:

- ensure the boat is safe and capable of towing skiers
- take all the necessary safety equipment for the skiers and passengers
- operate the boat as safely as possible and check the area is safe by noting the depth of water, width to make turns and any hazards

Lifejackets (PFDs) for skiers ... Skiers MUST wear a lifejacket at ALL times:

- Smooth Water Limits - PFD Type 2, 3, or a wetsuit with inbuilt flotation approved as a PFD Type 3
- Partially Smooth Water Limits - PFD Type 2

Observers ... MUST be 12 years or over and competent to watch the skier at all times, notifying the driver immediately if there is danger, the skier signals the observer or if the skier has a fall.

Direction of Travel ...

Boats should travel in an anticlockwise pattern.

bar crossing ...



A bar is an accumulation of sand or silt at the entrance of a river, creek, lake or harbour (eg the Gold Coast SeaWay, Jumpinpin, South Passage Bar, Wide Bay Bar, Noosa, Caloundra, Maroochydore and Mooloolaba). Crossing a coastal bar CAN BE DANGEROUS.

Conditions prevailing on a bar can cause steep and often breaking seas. EVERYONE IN OPEN BOATS UNDER 4.8 METRES, WHILST CROSSING A COASTAL BAR, **MUST** WEAR A LIFEJACKET! When conditions are adverse, don't take a risk - if in doubt, don't go out!

Australian Builders' Plate ...

The Australian Builders' Plate is required for new and imported recreational boats built from 1 July 2006, providing essential safety information on uses and limitations eg maximum number of passengers as well as buoyancy performance and engine weight and rating. The Australian Builders' Plate should be permanently fixed and readily visible to the boat's operator.

