



# Sailing Safely in Tasmania

## A document for Sailing Clubs in Tasmania

### Disclaimer

The protocols and warnings contained in this document, '*Sailing Safely in Tasmania*' are current at the date of the last update and are provided for information purposes only, to assist clubs, coaches, and other connected parties ('Participants') with the health and safety of the sport of sailing. Australian Sailing and Marine and Safety Tasmania accept no responsibility in relation to the health and safety of those participating or connected to the sport. Participants are urged to develop their own health and safety procedures in consultation with appropriate advice, with protocols and warnings that are adapted to their own circumstances. The protocols and warnings herein published may well need to be supplemented by further and other measures referable to the Participants' individual circumstances. Participants engage in the sport at their own risk.

August 2023



## Sailing Safely in Tasmania

Marine and Safety Tasmania (MAST) and Australian Sailing are working together to provide safety management information to the Tasmanian sailing community. The following points are topics for consideration by all clubs, coaches, sailors, race volunteers and other parties connected to the sport of sailing.

MAST considers it important that all clubs affiliated with Australian Sailing have an appointed safety officer. The Club needs to have a Safety Management Plan (SMP) that is available to all members. This document is to be used by the safety officer to provide education, support and compliance. This safety management plan should include the situation of sailing alone and training without a coach boat. The SMP should be a living document subject to changes to ensure new issues are covered and new technologies are embraced.

The points below should also be used in conjunction with the Australian Sailing resources in relation to safety <https://www.sailingresources.org.au/safety/>

### **MAST compulsory safety requirements for all powered coach or rescue boats (over 4hp)**

- In Tasmania a motor boat licence is required for operators of vessels 4hp or more;
- Life Jacket to be worn whilst under power at all times:
  - Level 50 in smooth water (inland lakes and rivers); or
  - Level 100 or Level 150 in sheltered and coastal waters.
  - It is the responsibility of the Club to ensure that life jackets are adequate and comply with AS4758;
- Anchor rope and chain;
- Auxiliary propulsion (paddle);
- Bailer or bilge pump;
- Fire extinguisher;
- Flares (if operating outside smooth waters). Whilst this would be unlikely, in the case of an emergency with a capsized dinghy, it may be a quick way of attracting another rescue boat, so flares should be given consideration in smooth waters also.
- In lieu of flares (if operating outside smooth waters) an Electronic Visual Distress Signal (EVDS) may be carried. If this option is chosen, a GPS-enabled EPIRB and a VHF radio must also be on board.
- Operator to be licensed if motor 4hp or greater; and
- Boat to be registered with MAST if over 4hp (if only used for rescue/coaching, fee exempt, but must display registration number;
- It is highly recommended that all rescue craft carry a VHF radio.

## Navigation light requirements – coach and rescue boats

The following requirements are **mandatory** under the International Collision Regulations:

- Port and starboard side lights showing an arc of unbroken light of 112.5 degrees from the bow (combined 225 degrees); and
- An all-round white light showing an unbroken light over an arc of 360 degrees

## Navigation light requirements – sailing craft

- Sailing vessels, over 7m and less than 20m - port and starboard side lights showing an arc of unbroken light of 112.5 degrees from the bow (combined 225 degrees); and a stern light showing an unbroken arc of light of 135 degrees;

## Navigation light requirements – Sailing boats motoring or motor sailing.

- Port and starboard side lights showing an arc of unbroken light of 112.5 degrees from the bow (combined 225 degrees); and
- An all-round white light showing an unbroken light over an arc of 360 degrees or
- A steaming light on the mast showing an arc of 225 degrees and a stern light showing an arc of 135 degrees.

## Additional MAST comments on light requirements – dinghy sailing (off the beach)

Occasionally training in sailing dinghies is carried out in darkness in shared waterways. Other waterway users, particularly rowers and other paddlers could be close by. In such circumstances, a light should be displayed. Under the collision regulations, a torch is required however it is impractical for this to be displayed when others are approaching.

- An all-around white light on the stern is required.

## Weather forecasts

- The Bureau of Meteorology (BOM) issues two forecasts a day at 0530 and 1630. These are available almost instantly and warnings are issued between forecasts; ([http://www.bom.gov.au/australia/meteve/?loc=TAS\\_FA001](http://www.bom.gov.au/australia/meteve/?loc=TAS_FA001));
- Sailors should obtain the very latest forecast available to them prior to any racing or training session and brief the crews;
- Mobile phones today allow easy and instant access to weather reports;
- The Deckee App pushes out instant weather warnings for the area you are in.

Useful information, including weather, is obtainable from the Deckee App. Deckee is available for free download on iPhone, iPad and Android.



## Tides

- Clubs should have tidal information available to members including race officials;
- Sailors should be aware of tidal movement prior to racing and training sessions and relay information to crews; (<http://www.bom.gov.au/australia/tides/#!/tas> or the Deckee app);
- Sailors should be aware of freshwater run-off after heavy rain and debris.

## Rescue in the event of a dinghy capsize.

- Clubs are advised to consider the number of sailors on a course, practising or racing, at any one time to ensure a suitable ratio of coach and rescue boats. Australian Sailing recommends consideration be given to ability level, age, boat size, weather conditions and venue.
- Means of retrieving sailors from the water should be considered and practised often by coach and rescue boat operators. Crews are mostly volunteers and can change regularly and rescue craft may differ from club to club.

## Visibility of dinghies and crew

- Suggested bright clothing is worn by the crew in addition to the above lighting requirements for night;
- Hi-vis paint can be used on part of the centre board on dinghies.

## Wash from other vessels

- Sailing vessels of all sizes should be conscious of wash from larger craft to prevent a crew from falling overboard or on deck;
- If practical, boats should point bow to the wash.

## Noise from the coach boat

- Coaches are to be conscious of excessive noise from the use of megaphones in early morning training sessions around populated areas.

## Action by charter vessels and ferries

- Sailors should be aware that if a pilot boat, charter boat, or ferry is concerned, or unclear of a yacht's actions, five rapid blasts may be sounded to alert the crew in accordance with the International Collision Regulations;
- All charter boat skippers and crew to maintain a vigilant lookout for sailors and slow down for an appropriate distance to reduce wash;

- Carrying a VHF radio will allow rescue boats and larger yachts direct communication with a charter vessel or ferry.

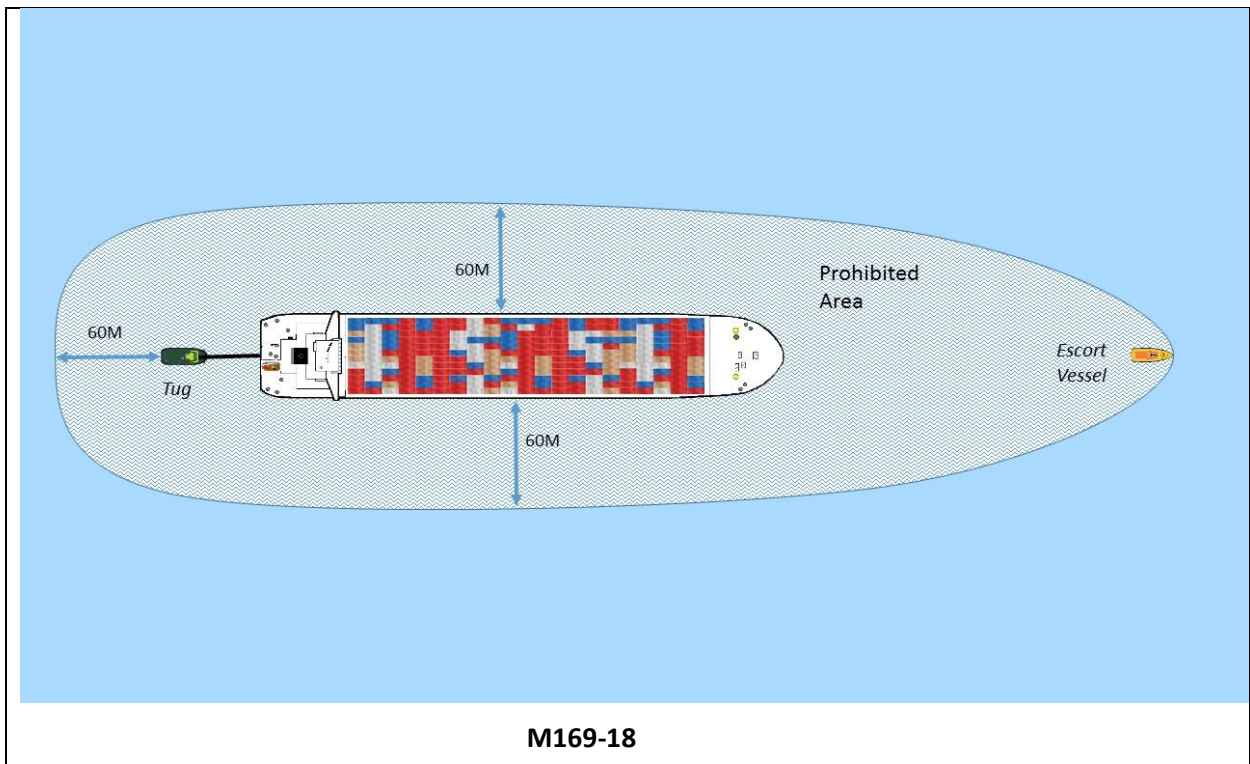
### Exclusion Zones and Prohibited Areas – Tasports

- Regulation 71 of the *Marine and Safety (Pilotage and Navigation) Regulations 2017* provides for the declaration of a specified area surrounding any vessel navigating to be a prohibited area for other vessels or persons;
- Notice to Mariners (NtM) M168-18 refers to a 60-metre exclusion zone existing around any vessel that is under pilotage and engaged in berthing operations. Only vessels engaged in assisting with the berthing operation are permitted to operate within the exclusion zone. Tug wash when underway or alongside a ship can be dangerous;
- NtM 169-18 refers to a prohibited area of 60m on either side of any vessel under pilotage. If that vessel is accompanied by an escort vessel (blue flashing light) you cannot pass between the escort vessel or the vessel under pilotage.
- A vessel under pilotage control is identified by a red and white vertical flag.
- Some vessels have pilotage exemption, and the same rules apply as for a pilotage vessel. Pilot Exempt vessels are identified by a white flag. These will generally be seen on the River Derwent or D'Entrecasteaux Channel and are often larger fish farm vessels. The Bruny Island ferry is also pilot-exempt.
- Mariners and sailors must maintain a distance of not less than 50m from any TasPorts' wharf or vessel at a berth in port. This applies in all Tasports' wharf areas Statewide.
- Mariners and sailors must make themselves aware of any other Notices to Mariners that may have been issued that could impact their activity. Notices to Mariners are found on [www.mast.tas.gov.au](http://www.mast.tas.gov.au)
- The Deckee App provides push notifications of Notices to Mariners when issued for your area of operation.
- Australian Sailing Regulations

The sport of sailing in Australia has a strong reputation for self-management of safety. The Special Regulations can also act as a guide for cruising boats. Special Regulations do not replace but rather supplement the requirements of government authorities, the Racing Rules of Sailing and the rules of class associations and rating systems.



NtM M168-18



M169-18

## Specific Areas of the State

### Tamar River

Sailors need to be aware the River Tamar has a strong tidal flow and is narrow.

- **Tidal Movement:** Sailors, coach and rescue boats should make themselves aware of tidal movements and flow of the River Tamar;
- **Seaport Development:** Coach & Rescue boats are not to exceed 5 knots in the vicinity;
- **Royal Park Precinct:** High tidal range (3.8mtr) Mud flat allows min Tide 500mm for pontoon access at low tide;
- **South Esk River:** (Gorge flood, strong river flows), debris in the river after a flood;
- **Ferries:** Lady Launceston and Tamar Odyssey do regular trips up the Gorge and down river from Home Point;
- **Home Reach Precinct:** Mudflats, debris stuck in mud after a flood, high commercial usage, dredging operations, shipping,
- The direction of travel needs to be reinforced
- **Safety alerts to be emphasised:** Strong tidal flows, wind, fog, high volume of craft on the river, the direction of travel chart, always watching for obstacles ie: other craft, piles, debris, dredging, mud, visibility of crew.
- **Non-functioning navigation lights should be reported to [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au)**

### River Derwent

- Club Flag Officers and race officials should make themselves aware of the contents in the document “Waterways Communications – Yacht Club events within the Port of Hobart Zone A” which is sent to all clubs and marked as attachment A in the back of this document.
- Sailors, coach and rescue boats should make themselves aware of commercial shipping movements in the Port area;
- Vessels under Pilotage have right of way (red and white vertically divided flag);
- Mariners and Sailors, coach and rescue boats using the area north of the bridge and the Sullivans Cove area on the western side of the river should keep a lookout for tugs and the regular ferry run upstream from Sullivans Cove;
- Mariners and Sailors, coach and rescue boats using Sullivans Cove or the transit line to Bellerive must be aware of the trans-Derwent Ferry Service and its schedule
- Be aware of potential shipping movements around Macquarie Wharf;
- Be aware of potential shipping movements around Selfs Point and Risdon Wharf areas;
- Mariners and sailors underway south of Sullivans Cove should be mindful of recreational boating movements in and out of the RYCT and DSS marinas and the general mooring area of Battery Point and Sandy Bay. This is paramount in the early morning when sailors may be training.

- Mariners and sailors, coach and rescue boats when underway on the eastern side of the river should be aware of recreational boating movements from the GBBC, Geilston Bay, MYCT marina and moorings at Lindisfarne Bay and the BYC marina and moorings in Kangaroo Bay;
- Mariners and sailors, coach and rescue boats are not to travel through the middle span of the Tasman Bridge or spans on either side;
- Be aware of the Vessel Abort Area – between Rosny Point, Kangaroo Point and the main channel to the Bridge. This is marked on the navigation chart.
- Yacht races should not occur in the prohibited area 200m on either side of the Tasman Bridge in an east-west direction unless authority has been given by Tasports.
- Tasports Vessel Traffic Services (VTS) is available for information on VHF channels 12 and 16 on a 24/7 basis.
- TasPorts VTS provides an online shipping schedule for the Port of Hobart at the following link.

<https://www.tasports.com.au/hobart-schedule>



### Tasports Shipping Schedule

- Non-functioning navigation lights should be reported to [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au)

### Mersey River – Devonport

- The main channel –Mariners/sailors will have to use the main channel. i.e. stay between the beacons and the shore;
- Swing basin. Daily services operate out of Devonport and ships swinging on arrival or departure take up most of the swing basin.
- Tasports Vessel Traffic Services (VTS) is available for information on VHF channels 12 and 16 on a 24/7 basis.
- Non-functioning navigation lights should be reported to [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au)

### General Tasports advice to Mariners, Sailors, Coaches and rescue boat operators

- Smaller vessels are very difficult to see from the bridge of a ship, especially in low-light conditions;
- Wash from large vessels can be unpredictable therefore they should be given a wide berth;





- Large vessels do not generally manoeuvre easily therefore all other vessels must keep well clear;
- Advice on shipping movements is contained on Tasports website – [www.tasports.com.au](http://www.tasports.com.au) Go to “[Marine/Shipping Schedule](http://www.tasports.com.au/shipping-schedule-all)” and select the individual port. <https://www.tasports.com.au/shipping-schedule-all>
- Tasports VTS is available for information on VHF channels 12 (Hobart) and 14 (Burnie, Devonport, Launceston) and 16 on a 24/7 basis.
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TasPorts Shipping Schedule

## Cruise Ships

Mariners sailors, coach and rescue boats should be aware that Cruise Ships will be arriving at Hobart, Devonport and Burnie. Arrival times are generally early morning. It is highly recommended mariners, coach and rescue boats carry a VHF radio switched onto Ch 12 to enable communication with Tasports’ Vessel Traffic Services (VTS). The QR barcode below or the link above refers to shipping movements and should be checked prior to departure on the water.



TasPorts Shipping Schedule

## Reporting of Incidents

It is a requirement under the *Marine and Safety (Maritime Incidents) Regulations, 2017* that an incident must be reported to MAST by the quickest possible means (section 6).

### 4. Meaning of "maritime incident"

(1) For the purposes of these regulations, a maritime incident is –

(a) the occurrence, in waters that are navigable, of any of the following:

- (i) the death or serious injury of a person on board a vessel;
  - (ii) the death or serious injury of a person caused by a vessel;
  - (iii) the loss overboard, or presumed loss overboard, of a person from a vessel;
  - (iv) the loss, or presumed loss, of a vessel (whether from sinking, structural failure, explosion, fire or otherwise);
  - (v) the abandonment of a vessel;
  - (vi) the theft, hijacking or suspicious disappearance of a vessel; or
- (b) the occurrence, in waters that are navigable, of any of the following to a serious degree:
- (i) the collision, or near collision, of a vessel with another vessel or any object;
    - (ii) the grounding or stranding of a vessel;
    - (iii) the flooding or swamping of a vessel;
    - (iv) the capsizing or complete roll-over of a vessel;
  - (v) a loss of stability of a vessel affecting the safety of the vessel (whether from shifting cargo or ballast or other causes);
  - (vi) a loss of steerage or propulsion on a vessel;
    - (vii) the disablement of a vessel to the extent that it requires assistance;
    - (viii) a structural failure in the hull or superstructure of a vessel;
    - (ix) damage caused to or by a vessel;
    - (x) a fire, explosion or emergency involving dangerous substances on a vessel;
  - (xi) the loss overboard of a shipping container, or other major item or quantity of cargo, from a commercial vessel;
  - (xii) the loss overboard of spars, rigging or other major items of equipment, from a sailing vessel;
  - (xiii) the loss overboard of nets, dredges, cables or other major items of equipment, from a commercial fishing vessel.

**Incident forms are available on the MAST website by using the following link.**



<https://www.mast.tas.gov.au/wp-content/uploads/2014/06/Incident-Report-Form-November-2017.pdf>

Under the *Marine and Safety (Maritime Incidents) Regulations 2017*, MAST may investigate a maritime incident by appointing an investigator.

This investigator prepares a report, setting out the results of the investigation, which is then published by MAST.

### Further Recommendations

- Each club has a nominated **safety officer**. Each club has a Safety Management Plan (SMP) to cover emergencies that may occur on the water, both during training and competition, and this plan be available to coaches, sailors, club officials and volunteers at all times and be maintained accordingly;
- That within that SMP the safety officer (or another nominated person) is responsible for ensuring all craft, when leaving shore, have all the safety gear required on board;
- Coaches rescue boat operators and sailors should be familiar with the effects of cold-water immersion irrespective of the time of the year;
- Australian Sailing and MAST will meet at the start of each season and conduct a debrief at the completion;
- Clubs are encouraged to view the Australian Sailing website for further safety information.

<https://www.sailingresources.org.au/clubsclasses/>

**This document should be read in conjunction with Australian Sailing and any individual club policies.**

Attachment A

Waterways Communications

Yacht club events within the Port of Hobart Zone A

## Communications Procedure

### Prior to the commencement of the sailing season

To assist TasPorts Vessel Traffic Service (VTS) with monitoring the waterways, clubs should provide TasPorts VTS with the sailing schedules for the upcoming season. On receipt of the sailing schedule, TasPorts VTS will distribute internally to relevant parties within TasPorts (Pilots, Coxswain, Tug masters etc.)

### On the day of an event

**Race Organiser** to contact **Hobart VTS** on VHF Channel 12 or by telephone (1300 366 742) to provide the following information on the event about to be held:

- Name of club, contact name and phone number
- Name of the start/safety boat connected to the event
- VHF working channel that is being used by the event
- Start time, estimated finish time, and the course details of the proposed event

**Hobart VTS** will then provide the following information to the **Race Organiser**:

- All proposed shipping movements within the port (note internet shipping schedule may sometimes not show all scheduled movements)
- Any other information which may affect the running of the event

**Hobart VTS** will provide the following information to pilots, tug masters and other relevant parties within the port:

- All recreational event information that may affect the safe navigation of a pilotage movement, this information to include:
  - Name of the club, time of the event and location
  - Name of the start/safety boat
  - VHF working channel that is being used by the event.

### Last minute change to shipping schedule



If there is a last-minute change to the shipping schedule, and **Hobart VTS** has been advised by **Race Organisers** on the day of an event occurring, **Hobart VTS** will endeavour, subject to operational constraints, to make an all stations broadcast on VHF Channel 12 advising of the change.

## GENERAL INFORMATION

### Hobart VTS

TasPorts operates a Vessel Traffic Service (VTS) Authority, as certified by AMSA. TasPorts VTS monitors all commercial ports in Tasmania on a 24/7 basis using AIS, VHF radio and CCTV coverage. The purpose of TasPorts VTS is to assist with safe and efficient vessel movements and to enhance navigational safety by interacting with shipping to provide information on potential traffic conflicts and other navigational safety information. **Hobart VTS** is the call sign for TasPorts VTS in the Port of Hobart.

#### Hobart VTS – Contact Details

VHF	-	Channel 12
Telephone	-	1300 366 742
Email	-	vt@tasports.com.au

TasPorts VTS provides an online shipping schedule for the Port of Hobart at the following link

<https://www.tasports.com.au/hobart-schedule>



Tasports Shipping Schedule

#### Regulatory requirements to be considered by all vessels operating within Port Waters

The *Marine and Safety (Pilotage and Navigation) Regulations 2017* apply to all vessels operating within the Port of Hobart.

**Vessels under pilotage to have right of way (regulation 29):** A person in charge of a vessel that is not under pilotage must give way to a vessel that is under pilotage

**Listening watch to be kept when approaching or in a pilotage area (regulation 66):** The master of a vessel, when approaching a pilotage area and whilst navigating in a pilotage area, must cause a constant listening watch to be maintained on the relevant VHF channel used by VTS (in Hobart VHF Channel 12).

**Interference with navigation (regulation 71):** Allows for areas to be prohibited to navigation, with the following Notices having been issued in relation to these requirements, as attached to this document.

- M168 – 18      Vessels engaged in berthing operations
- M169 – 18      Use of an escort vessel

### Additional operational considerations

#### Channel escape areas

Channel escape areas exist either side of the Tasman Bridge. If a vessel needs to abort a transit of the Tasman Bridge, due to mechanical failure or other operational needs, this will occur in the Channel escape area. Vessel should avoid being in this area when a bridge transit is about to take place. These areas are marked on navigational charts

#### Visibility limitation from the bridge of a vessel

Due to the size and construction of most sea going vessels, the forward visibility directly in front of the ship, from the navigational bridge, can be restricted by up to 250m. This means that when small vessels are directly ahead of a ship, they may not be visible to the pilot and master of the ship.

#### Live monitoring via mobile apps

Large vessel operations can be monitored live via online AIS ship tracking applications (like Marine Traffic) to assist with an indication of vessel movements.

#### VHF channel use in the Port of Hobart

VHF Channel	Use
16	Emergency & Calling
12	VTS
8	Pilotage/towage operations

#### Sailing Club Contacts.

*(To be updated prior to the start of each season)*

Club	Person	Position	Contact number

**Appendix 1 – Notice – Exclusion Zone – vessels engaged in berthing operations**

**NOTICE TO MARINERS**

**M168-18 Exclusion Zone - vessels engaged in berthing operations**

Regulation 71 of the *Marine and Safety (Pilotage and Navigation) Regulations 2017* provides for the declaration of a specified area surrounding any vessel navigating to be a prohibited area for other vessels or persons.

Significant and dangerous wash can be produced by large commercial vessels and the attendant tugs while the vessel is being berthed. This wash can have serious adverse effects upon the safety of other vessels in the vicinity.

Marine and Safety Tasmania declares that a 60-metre prohibited area exists around:

- Any vessel that is under pilotage and engaged in berthing operations,
- Any attendant tug that is assisting in the berthing operation.

Only vessels engaged in assisting with the berthing operation are permitted to operate within the prohibited area.

Mariners are advised to navigate with caution when operating within the vicinity of commercial berthing operations as wash from tugs when engaged at full power can extend well beyond the prohibited area, and tugs can be required to change their location rapidly during berthing operations.

Large cruise ships secured alongside a berth can at any time use thrusters. Mariners are advised to keep well clear of these vessels at all times when they are berthed.

**Marine and Safety Tasmania**



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**NOTICE TO MARINERS**

**M169-18 Vessel under pilotage – use of an escort vessel**

Regulation 71 of the *Marine and Safety (Pilotage and Navigation) Regulations 2017* provides for the declaration of a specified area surrounding any vessel navigating to be a prohibited area for other vessels or persons.

Vessels under pilotage have right of way over all other vessels (including rowing vessels, sailing vessels and kayaks) within a port area at all times. A vessel under pilotage may choose to use the services of an escort vessel, to assist with a clear passage to and from the vessel's intended berth.

When a vessel is engaged in escort duties in accordance with this notice, it will display a blue flashing light. This is to indicate to all waterways users that the vessel is engaged in escort duties at that time. The escort vessel will then proceed at an appropriate distance in front of the intended track of the vessel under pilotage.

Marine and Safety Tasmania declares that a prohibited area exists:

- between the escort vessel and the vessel under pilotage
- 60 metres either side of the vessel under pilotage
- 60 metres astern of the vessel under pilotage, or any tug attached to the vessel under pilotage

If a vessel passes between the escort vessel and the vessel under pilotage or enters into any other part of the prohibited area, then an infringement notice may be issued.

Cruise ships often leave Macquarie Wharf by going astern, before turning to proceed out of the port. To reflect the intended track of the ship during departure, the escort vessel may be positioned astern of the vessel during this manoeuvre.

Mariners are advised that the escort vessel may at times be obscured by land infrastructure to some waterway users. Therefore, if a large commercial vessel is approaching a wharf, then mariners should assume that the escort vessel may be out of sight, give the vessel a wide berth, and not pass ahead of the vessel under pilotage.

**Marine and Safety Tasmania**

