

# **ANU Sailing Club Powerboat policy**

## **1. Powerboat licenses**

To comply with the laws of ACT and NSW, the ANU Sailing Club powerboat must be in the control of a licensed boat driver at all times. This refers to all powerboat drivers (irrespective of the speed at which the vessel is operated, or the power output of the engine etc. This is for two reasons: 1) to ensure the powerboat is operated safely; and 2) to comply with the conditions of the insurance policy. ). The powerboat operator must carry a valid boat license or certificate when operating the boat.

A valid license is:

1. A powerboat drivers licence issued in any Australian State or Territory.
2. A 'TL3' certificate issued under the Australian Yachting Federation National Powerboat Training Scheme.

## **2. Vessel permits**

The powerboat must not be operated without a valid permit. The permit sticker for lake Burley Griffin must be displayed on the powerboat. If the permit needs to be renewed, contact the ANU Sailing Club powerboat officer.

The powerboat must only be used for the purpose specified on the permit. The powerboat must be:

- limited to a reasonable and necessary speed
- appropriately crewed and not overloaded

Permits can be obtained from the:

- National Capital Authority on 6271 2888
- Water Police on 6245 7393

N.B. Operating a vessel without a permit, or unauthorised or inappropriate use of a permit vessel carries a maximum fine of \$1000 for the individual operator and for each passenger, and \$5000 for the organisation. (Section 27 Lakes Ordinance 1976)

## **3. Powerboat use**

The powerboat may be used to support authorised club activities and may not be used for private purposes. The powerboat may be used to support club activities in the following circumstances:

1. Safety boat for beginner's courses, recreational sailing and racing.
2. Instruction of beginners and coaching of intermediate sailors.
3. A start boat for races and placement of buoys.
4. To conduct maintenance and testing.

5. In support of other club activities as approved by the committee from time-to-time and which are consistent with the permit (see section 2).

#### **4. Collision avoidance and safe operation**

All persons on the powerboat are at all times responsible for maintaining a good lookout and ensuring collision avoidance. All vessel operators should have a sound working knowledge of rules of right of way, crossing and overtaking etc. All vessel operators must at all times navigate in a safe and courteous manner to other lake users.

N.B. If in doubt about any rules for powerboat use contact the powerboat officer.

#### **5. Safety equipment**

The powerboat must carry the prescribed minimum safety equipment (paddles, bailing bucket, anchor/rope/chain, torch, sufficient PFD's and extinguisher). It is the responsibility of the driver to ensure that the equipment is both present and in a serviceable condition. Check all safety equipment before removing the powerboat from the boat shed.

The powerboat **must** carry sufficient approved PFD's for the crew on board and it is good practice to carry additional PFDs (though all operators of ANU sailing boats should be wearing PFDs).

#### **6. Navigation whilst intoxicated**

A person must not navigate a vessel whilst under the influence of intoxicating liquor.

#### **7. Lights**

During the hours of sunset and sunrise the powerboat must show an all round white light and an electric torch.

#### **8. No wash zones (Speed)**

Convention, common sense, courtesy and safety dictates that vessels should be slowed to a maximum of 4 knots and/or not create wash within the confines of a bay. This is particularly important in Yarralumla Bay (where the boat shed is located) which receives high use from a wide variety of users of varying ages and skill levels.

#### **9. Emergency contacts**

Water Police maintain a listening watch on 27.88 MHz and VHF 16 during hours of duty.

Telephone Contact:  
6245 7393 - during office hours,  
131444 - Police Communications Centre  
000 - Emergency Operator.

## **10. Powerboat training**

To ensure that sufficient boat drivers are available to support club activities the club committee may from time-to-time agree to subsidise members to obtain a boat license. Ideally the club powerboat officer should have been licensed for more than three years in order to provide training and sign-off on training for assistant powerboat officers and other club members. The club will aim to certify or update three powerboat officers each year. This process should ensure that a training qualified member is always available to sign-off new licenses and hence minimise licensing costs.

Officers with priority for licensing:

1. Powerboat Officer (3 years experience if possible)
2. Assistant powerboat officers
3. Training officers
4. Captain-of-boats
5. Racing Officer
6. Windsurfing Officer
7. Commodore

## **11. Duties of the powerboat officer**

Responsibility for the ANU Sailing Club fleet including the powerboat rests with the Captain-of-boats. The Captain-of-boats in consultation with the committee may delegate responsibility for the powerboat to the powerboat officer.

Under the direction of the Captain-of-boats, the powerboat officer will take responsibility for:

1. All necessary permits and registration of the powerboat and trailer.
2. All maintenance and inspections of the powerboat and trailer.
3. Correct storage of fuel and equipment.
4. In conjunction with the club executive authorise legally licensed members to skipper the powerboat.
5. In conjunction with the club executive authorise members to train in use of the powerboat.
6. Supervision of the use of the powerboat by legally licensed club members.
7. Training in practical competencies for boat licenses for club members as required.
8. Conducting an annual update of powerboat competencies and knowledge for all licensed club members at the start of each season (September).
9. Ensuring that all powerboat operation and maintenance procedures meet best practice and comply with all legal requirements.

## **12. Authorisation to skipper the powerboat**

Authorisation to skipper the powerboat may be granted to club members by the powerboat officer in consultation with the club executive. The Powerboat Officer may recommend that a club member be authorised to skipper the powerboat if the club member is legally licensed and in the opinion of the boat officer is:

1. Competent and responsible in the safe use of the boat.
2. Capable of using the powerboat for the required purpose.
3. Aware of all maintenance procedures.

The club executive may from time-to-time authorise legally licensed, suitably qualified and experienced boat drivers to skipper the powerboat in support of club activities. Examples of such use are training of powerboat drivers and sail instruction or sail coaching of club members. Wherever practical a club member should be aboard the powerboat when it is skippered by a non-member of the club.