

# Recreational Vessel Safety Equipment Review Position Paper October 2019





# Work to date

In 2016, the Department of Transport (DoT) commenced the first comprehensive review of safety equipment requirements for recreational vessels in WA since 1992.

The aim of the review is to deliver a contemporary safety equipment regime for recreational vessels navigating in WA, as boating and community behaviours, technology and vessel design and construction standards have changed significantly in the past 26 years.

The formation of an external reference group comprising representatives of key industry and boating community organisations has been central to the progress of the review to date.

In March 2017, DoT released the *Recreational Vessel Safety Equipment Discussion Paper* and conducted an online survey to seek community input. More than 1,200 submissions were received during the six week consultation period.

After careful consideration of the feedback received from the community and the external reference group, DoT has prepared a position paper detailing proposed changes to the safety equipment requirements for recreational vessels as specified in the *Western Australian Marine Act 1982* (WAMA) and the Navigable Waters Regulations 1958 (NWR).



Recreational Vessel Safety Equipment Discussion Paper

DoT is now seeking feedback on these proposed changes before making formal recommendations for change to the Minister for Transport.

#### What is a recreational vessel?

A vessel is defined in the WAMA as any vessel used or capable of being used in navigation by water, however propelled or moved. The WAMA refers to a recreational vessel as a pleasure vessel, defined as a vessel held wholly for the purpose of recreation or sporting activities, and not for hire or reward.

Although the WAMA does not list vessel types, craft that are subject to the WAMA include motor boats, personal water craft, sailing craft, paddle craft, hovercraft, submersibles, semi-submersibles, powered surf boards, sail boards / windsurfers and kite surfers. Craft that are *not* deemed recreational vessels subject to the WAMA include surf boards, boogie boards and stand up paddle boards.

# **Community feedback**

DoT reviewed 1,239 online surveys completed in response to the discussion paper released in May 2017. The overwhelming majority of respondents supported the current equipment requirements and there was limited support for any change.

The feedback did not favour any specific changes.

Support for change peaked at 30 per cent for the carriage of a first aid kit.

In relation to the mandating of wearing of lifejackets, 72 per cent of respondents favoured no change to the current arrangement.

A detailed analysis of the responses revealed significant variation in views when considering different vessel types as well as other factors such as distance from shore.

The analysis also highlighted the complexities of the current requirements, especially in relation to different vessel types.

The feedback results and issues highlighted by the detailed analysis have influenced the proposals for change in the position paper.



Survey feedback: Should there be a change to current requirements?

Percentage of responses for each equipment item, from most support for change to least

Responses to survey questions for each equipment item asking if the respondent thought current requirements needed to change.

# **Principles for future safety equipment requirements**

Current safety equipment required on recreational vessels in WA aims to prevent a person from entering the water with the mandating of such equipment as fire extinguishers and bilge pumps, as well as enhancing survival in the water with compulsory carriage of Emergency Position Indicating Radio Beacons (EPIRB), flares and lifejackets.

The current equipment regime attempts to accommodate many different vessel types operating across the vast array of waterways in WA. The unintended consequence is that the rules are complex and often result in inequities that make little sense from a safety perspective.

For example, a tender operating in Thomson Bay at Rottnest Island requires lifejackets, flares, an anchor and a bailer, but a paddle craft operating in the same water and serving a similar function does not.

DoT is now proposing that only equipment that directly assists survival or rescue of a person in the water will be mandated.

In this respect, all persons in need of assistance are considered equal, regardless of which type of vessel they were on prior to entering the water and finding themselves in a life-threatening situation. It is proposed that all other safety equipment will be recommended, with the skipper ultimately deciding what non-mandated safety equipment is needed for their individual circumstance.

This approach would be accompanied by a continued focus on marine safety education to help skippers assess and mitigate their individual risks.

In formulating this position, DoT has adopted the following key guiding principles to underpin future mandated safety equipment requirements.

" DoT is proposing that only equipment that directly assists survival or rescue of a person in the water will be mandated."

Guiding princip	les
	The onus of responsibility for safety equipment will be predominantly on the skipper, mandating only where necessary.
	Safety equipment requirements should be practical, effective and enable operators to comply at reasonable cost.
	The safety equipment that is required should be simple to use, easy to comply with, readily obtainable and easy to maintain.
<b>X Standardised</b>	The safety equipment should be as uniform as possible across all vessel types.
Emergency & Survival	Only safety equipment which directly promotes survival or rescue of people will be mandatory.

# **Change framework**

#### Proposed changes to current laws in WA for safety equipment on recreational vessels fall into two categories:

- 1. General rules apply to all recreational vessels.
- 2. Individual equipment requirements relate to specific items of safety equipment.

#### Safety equipment categories:

- 1. Mandated safety equipment safety equipment that recreational vessel skippers have a legal obligation to comply with in accordance with the WAMA and NWR.
- 2. Recommended safety equipment non-mandated safety equipment that DoT recommends to recreational vessel skippers to be carried on board their vessel, depending on their vessel type and their individual circumstance.

#### WA navigable waters categories:

- 1. Protected waters the waters contained in any lake, river or estuary, or by any breakwater, but does not include the waters of Cambridge Gulf or Lake Argyle.
- 2. Unprotected waters all other waters not deemed to be protected.

The current recreational vessel safety equipment regime refers to protected and unprotected waters when detailing requirements. These definitions have broad acceptance and understanding within the boating community and this will continue.



# General rules Vessel length

#### Proposal 1

#### Vessel length will not restrict the distance a vessel can operate from shore.

#### Current requirements

Currently the regulations state that owners of vessels less than 3.75 metres in length shall not cause or permit the vessel to be navigated at a greater distance than 5 nautical miles from the nearest point at low water mark on the mainland shore. However, this restriction does not apply to paddle craft.

#### Rationale for change

The length of a vessel should not be the primary consideration when determining how far a vessel can safely operate from shore. Just as there are many vessels less than 3.75 metres that are capable of safely operating beyond 5 nautical miles from shore in favourable conditions, there are many vessels greater than 3.75 metres that could be considered unsafe in unfavourable conditions.

The current restriction creates inequities between vessel types. For example, paddle craft can legally undertake a voyage between Fremantle and Rottnest Island, yet most personal water craft are less than 3.75 metres and therefore cannot legally complete the same voyage.

Advancements in vessel and engine design and construction over the past 30 years have greatly enhanced seaworthiness of vessels. Equally, advancements in safety equipment, particularly EPIRBs, means it is now easier to signal for assistance when required.

It is proposed, as long as the vessel carries the mandated safety equipment, the onus should be on the skipper to assess the capability of their vessel against the forecast conditions to determine the distance from shore they can safely operate.

"The length of a vessel should not be the primary consideration when determining how far a vessel can safely operate from shore."



# **General rules** 400 metres

#### **Proposal 2**

There will be no mandated safety equipment for any vessel in protected waters or within 400 metres of any shore in unprotected waters.

#### **Current requirements**

The current safety equipment requirements in protected waters or within 400 metres of any shore in unprotected waters vary widely depending on the type of vessel. For example, a powered craft operating within 400 metres of the shore in unprotected waters requires the full complement of safety equipment, but a paddle craft, sail or kite board does not.

#### Rationale for change

The current requirements create inequities between vessel types because certain vessels cannot practically carry certain items of safety equipment. If the primary consideration is safety of life, it is logical for safety equipment requirements to be the same for all vessel types.

The distance of 400 metres is used widely in the current recreational vessel safety equipment regime. Paddle craft, sail and kite boards do not have to carry safety equipment within 400 metres of shore in unprotected waters, and personal water craft are exempt from carrying Level 100 lifejackets and flares within 400 metres of shore in unprotected waters.

This is based on the assumption that the average person can swim 400 metres to shore in the event of a life-threatening situation.

Another factor supporting this proposal is that the majority of smaller vessels, with limited ability to practically carry safety equipment, predominately operate in protected waters or within 400 metres of the shore in unprotected waters.

In proposing this general rule, DoT will continue to recommend skippers assess their individual risk and carry what safety equipment they deem to be necessary based upon their vessel type and individual circumstance.

"If the primary consideration is safety of life, it is logical for safety equipment requirements to be the same for all vessel types."







# Individual equipment requirements Lifejacket carriage

#### **Proposal 3**

It will be mandatory to carry an appropriately sized lifejacket with a minimum buoyancy of Level 100 (Type 1) for each person on board any vessel when operating more than 400 metres offshore in unprotected waters.

#### **Current requirements**

Currently requirements for the carriage of lifejackets vary greatly depending on the type of vessel and where the vessel is being operated. For example, when operating within 400 metres of shore in unprotected waters a paddle craft is not required to carry any lifejackets, a personal water craft rider must wear a minimum Level 50 lifejacket, and a motor boat must carry a minimum Level 100 lifejacket for every person on board.

Current lifejacket carriage requirements × = not mandated								
Type of	Protected	Unprotected waters						
recreational craft	waters	Within 400m	Beyond 400m					
	×	×	≥ Level 50					
	×	X	≥ Level 50					
	≥ Level 50	≥ Level 50	≥ Level 100 ≥ Level 100					
	×	≥ Level 100						
	×	≥ Level 100	≥ Level 100					
Proposed lifejacket carriage requirements								
All Vessels	×	×	≥ Level 100					

#### Rationale for change

The current requirements create inequities between vessel types largely due to the inability of certain vessels to practically carry certain items of safety equipment. If the primary consideration is safety of life once a person enters the water, it is logical for the carriage of lifejacket requirements to be the same for all vessel types.

If the 400 metres from shore general rule is applied, then no vessel would be mandated to carry lifejackets in protected waters or within 400 metres from shore in unprotected waters. Beyond 400 metres, this proposal would ensure that all persons have access to a Level 100 lifejacket, giving them equal assistance.

While it is recognised that smaller vessels have limited ability to carry a Level 100 lifejacket without the requirement to wear it, there are inflatable lifejacket options available to meet this obligation or they can remain within protected waters or within 400 metres of shore in unprotected waters. For the operators of paddle craft, sail and kite boards who prefer to wear a Level 50 lifejacket at all times, they can also carry a Level 100 inflatable lifejacket.

Level 50 lifejackets offer some assistance in the water and Level 150 lifejackets have more buoyancy making them more suited for offshore conditions. However, it is proposed that Level 100 be the minimum standard for all vessel types as there is a greater range of inflatable options that make carriage easier and encourage lifejacket wearing.

Level 100 and higher lifejackets provide a high level of buoyancy							
Lifejacket	Level	Standard					
		<ul> <li>AS 4758 <ul> <li>Level 275</li> <li>Level 150</li> <li>Level 100</li> </ul> </li> <li>Or</li> <li>ISO 12402 <ul> <li>Or</li> </ul> </li> <li>AS 1512</li> </ul>					











# Individual equipment requirements Lifejacket wearing

#### **Proposal 4**

When lifejacket carriage is mandated (Proposal 3), the wearing of a level 100 or higher lifejacket will be required for each person on board:

- a vessel less than 4.8 metres;

#### - if they are more than one year old and under the age of 12 years on any size vessel.

#### Current requirements

The current regulations only mandate the wearing of lifejackets by riders of sail or kite boards and personal water craft.

Current lifejacket wearing requirements								
Type of	Protected	Unprotected waters						
recreational craft	waters	Within 400m	Beyond 400m					
	×	×	×					
	X	×	1					
	1	1	1					
	×	×	×					
	×	×	×					
Proposed lifejacket wearing requirements								
Vessels <4.8m	×	×	1					
All vessels	X	X	Children >1yr & <12yr					

#### Rationale for change

It is accepted that survival is greatly enhanced if a person is wearing a lifejacket when they unexpectedly enter the water in a life-threatening situation.

Repeated coronial inquiries have highlighted the speed at which vessels can capsize, leaving little time for passengers to locate and put on a lifejacket. It is also widely acknowledged that putting on a lifejacket once in the water can be challenging, particularly if the sea conditions are unfavourable or the person is unfamiliar with the lifejacket. Consequently, there have been consistent recommendations from coronial inquiries to mandate the wearing of lifejackets on recreational vessels.

In the interest of public safety, it is proposed that the wearing of lifejackets be mandated in two circumstances where the carriage of lifejackets is proposed to be mandatory (Proposal 3).

The first circumstance would apply to each person on a vessel less than 4.8 metres when operating more than 400 metres from shore in unprotected waters. Smaller vessels are generally less stable than larger vessels. This length is consistent with mandatory lifejacket wearing requirements in Queensland, New South Wales, South Australia and Victoria.

The second circumstance would apply to children between one and 12 years of age on any size vessel when operating more than 400 metres from shore in unprotected waters. It is accepted individuals of all ages have varying swimming abilities and in Queensland, New South Wales, Victoria and Tasmania children between one and 12 years old are required to wear a lifejacket. There is no requirement proposed for children under the age of one because there is no lifejacket on the market that meets the Australian Standard.

The introduction of mandatory wearing of lifejackets in other States has corresponded with a reduction in boating fatalities. For example, Victoria had 59 boating fatalities in the six years prior to mandating the wearing of lifejackets in 2005. In the six years following, 16 fatalities were recorded.

Outside these specific mandated circumstances, the onus remains on the skipper to continually assess the situation and decide whether lifejackets should be worn or simply carried and kept accessible.

Furthermore, DoT will continue to strongly recommend the wearing of lifejackets beyond those circumstances that are mandated by law, for example: when boating alone; at the first sign of bad weather; when on board a vessel conducting high speed manoeuvres.











### Individual equipment requirements EPIRBS and PLBS

#### **Proposal 5**

It will be mandatory to carry a Global Positioning System (GPS) enabled emergency position indicating radio beacon (EPIRB) on any vessel when operating more than 400 metres from shore in unprotected waters.

#### **Proposal 6**

A GPS enabled personal locating beacon (PLB) may be carried in lieu of an EPIRB provided the PLB is worn by at least one person onboard at all times.

#### Current requirements

Currently requirements for the carriage of EPIRBs and PLBs vary greatly depending on the type of vessel and where the vessel is being operated. For example, when operating beyond 2 nautical miles from shore, a paddle craft, sail or kite board may carry a PLB in lieu of an EPIRB, but a motor boat must carry an EPIRB. Similarly, within 2 nautical miles of shore, paddle craft, sail or kite boards can carry an EPIRB or PLB in lieu of flares, whereas a motor boat must carry flares when operating in unprotected waters. A table showing the requirements follows.

Currently EPIRBs and PLBs must be registered with the Australian Maritime Safety Authority (AMSA) and have in date batteries, but they do not have to be GPS enabled.

#### Rationale for change

The current requirements create inequities between vessel types due largely to the inability of certain vessels to practically carry an EPIRB. If the primary consideration is safety of life once a person enters the water, it is logical for the carriage requirements for EPIRBs or PLBs to be the same for all vessel types.

If the 400 metres from shore general rule is applied, then no vessel would be mandated to carry EPIRBs or PLBs in protected waters or within 400 metres from shore in unprotected waters. Beyond 400 metres, this proposal would ensure that all persons have access to a GPS enabled EPIRB or PLB, giving them equal assistance.

The activation of an EPIRB or PLB provides a fast and reliable means of alerting authorities that you are in a life-threatening situation and require rescue.

Lives are saved when skippers carry EPIRBs or PLBs. In 2017, there were 132 marine incidents involving EPIRB or PLB activations that directly saved 14 lives that might otherwise have been lost.

The reason for mandating the carriage of an EPIRB or PLB that is GPS enabled is because these devices are significantly more accurate and greatly refine a search area to 120 metres compared with 5 kilometres for a non-GPS enabled device. This enhanced accuracy greatly improves the likelihood of timely assistance being provided in a life-threatening situation.

While it is recognised that the capabilities of a PLB are less than that of an EPIRB, the requirement that PLBs be worn, as is currently the case for paddle craft, can increase the chances of survival in instances where it is not possible to retrieve the EPIRB prior to entering the water. However, DoT would recommend the carriage of an EPIRB where practical, noting that both the carriage of an EPIRB and the wearing of a PLB further enhances the chance of survival.

Given not all current EPIRBs and PLBs in use are GPS enabled, costs associated with upgrading to a new GPS enabled device, and that the average battery expiry date for most EPIRBs and PLBs is four years, it is proposed that the GPS enabled requirement would be phased in over a five-year period.

"The current requirements create inequities between vessel types due largely to the inability of certain vessels to practically carry an EPIRB."



Current EPIRB or PLB requirements × = not mandated								
Type of		Unprotected waters						
recreational craft	Protected waters	Within 400m	Between 400m and 2 n miles	Beyond 2 n miles				
	×	An EPIRB or PL Cor Inshore flares		✓				
	×	×	An EPIRB or PLB <u>or</u> Inshore flares	✓				
	x x x		×	<b>√</b>				
	X X		×	1				
	×	×	×	1				
Proposed EPIRB or PLB requirements								
All Vessels	X	×	1	1				





Personal Locator Beacon

### Individual equipment requirements Flares

#### **Proposal 7**

It will be mandatory to carry two in date hand-held orange smoke flares and two in date red hand-held flares on any vessel when operating more than 400 metres from shore in unprotected waters.

#### **Proposal 8**

An approved electronic night signalling device may be carried in lieu of flares if a GPS enabled EPIRB or PLB is also carried.

#### **Current requirements**

Currently requirements for the carriage of flares vary greatly depending on the type of vessel and where the vessel is being operated. For example, when operating within 400 metres from shore in unprotected waters, a personal water craft, paddle craft, sail or kite board are not required to carry flares, yet a motor boat must carry two hand-held orange smoke flares and two red hand-held flares. Similarly, paddle craft and sail boards can carry a PLB in lieu of flares, but some other vessels do not have an equivalent substitute arrangement.

#### Rationale for change

The current requirements create inequities between vessel types due largely to the inability of certain vessels to practically carry flares. If the primary consideration is safety of life once a person enters the water, it is logical that the carriage of flare requirements be the same for all vessel types.

If the 400 metres from shore general rule is applied, then no vessel would be mandated to carry flares in protected waters or within 400 metres from shore in unprotected waters.

Beyond 400 metres, the above proposals would ensure that all persons should have access to either flares or an electronic night signalling device, giving them equal assistance regardless of what vessel they were on prior to entering the water.

If all vessels operating beyond 400 metres from shore in unprotected waters have access to a GPS enabled EPIRB or PLB, then the role of flares is to assist searchers effect a rescue once they are in the general vicinity of the EPIRB or PLB signal.

Flares on board vessels and their use by inexperienced operators during an emergency can represent a hazard, and the disposal of flares after three years from the date of manufacture are issues that have also been considered.

It is DoT's view that flares have been largely superseded by GPS enabled EPIRBs. However, DoT proposes the continued carriage of flares or an approved electronic night signalling device to assist the final stages of a rescue.

In relation to electronic night signalling devices, there are several new products entering the market, but currently no relevant Australian Standard.

Definitive requirements for electronic night signalling devices will be developed if Proposal 8 is progressed, but in principle, the device will be a water-resistant light source able to be detected at night by rescuers responding to an EPIRB or PLB activation.

"It is DoT's view that flares have been largely superseded by GPS enabled EPIRBs."









Current flare requirements × = not mandated									
Tupo of	Drotootod	Unprotected waters							
recreational craft	waters	Within 400m	Between 400m and 2 n miles	Between 2 n miles - 5 n miles	Beyond 5 n miles				
	×	×	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 parachute) & Orange smoke flares (2 hand-held or 1 canister)				
	×	×	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 parachute) & Orange smoke flares (2 hand-held or 1 canister)				
	×	×	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 parachute) & Orange smoke flares (2 hand-held or 1 canister)				
	×	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 parachute) & Orange smoke flares (2 hand-held or 1 canister)				
	×	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 hand-held or 2 parachute) & Orange smoke flares (2 hand-held or 1 canister)	Red flares (2 parachute) & Orange smoke flares (2 hand-held or 1 canister)				
		Propo	sed Flare requirement	S					
All Vessels	×	×	Red flares (2 hand-held) & Orange smoke flares (2 hand-held) <u>Or</u> An electronic night signalling device if a GPS EPIRB carried	Red flares (2 hand-held) & Orange smoke flares (2 hand-held) <u>Or</u> An electronic night signalling device if a GPS EPIRB carried	Red flares (2 hand-held) & Orange smoke flares (2 hand-held) <u>Or</u> An electronic night signalling device if a GPS EPIRB carried				



### Individual equipment requirements Marine radios

#### **Proposal 9**

It will be mandatory to carry either a HF or VHF marine radio on any vessel when operating more than 4 nautical miles from shore in unprotected waters (27 MHz marine radios to be phased out over a 5 year period).

#### **Current requirements**

Currently a marine radio must be carried on all vessels (other than sailboards) operating more than 5 nautical miles from the mainland, or more than 1 nautical mile from an island situated more than 5 nautical miles from the mainland.

The type of marine radio is determined by the vessel owner, provided it is either a 27 MHz, HF or VHF marine radio.

#### Rationale for change

The current requirements create complexities in relation to where a marine radio is required, in relation to the concept of a mainland shore versus an island shore, and differentiating between an island located less than 5 nautical miles from the mainland and more than 5 nautical miles from the mainland shore.

This creates unnecessary confusion within the boating community. It is therefore proposed to simplify and standardise the distance to 4 nautical miles from any shore in unprotected waters.

The effectiveness of the different radio frequency bands and the extent and type of monitoring offered by search and rescue organisations varies significantly along the WA coastline. 27 MHz marine radios do not perform as well as modern VHF marine radios and the monitored coverage by search and rescue organisations is significantly less than that of the VHF spectrum. On those grounds, it is proposed to phase out 27 MHz radios as a mandated marine radio option over a five-year period.



# Individual equipment requirements Fire extinguishers

#### **Proposal 10**

#### It will not be mandatory to carry a fire extinguisher on any vessel.

#### **Current requirements**

Currently a fire extinguisher must be carried on all vessels that are fitted with either an inboard engine or a hydrocarbon cooling or heating appliance. Under the current requirements, personal water craft are exempt from carrying a fire extinguisher, despite having an inboard engine.

While the type of fire extinguisher to be carried is broadly prescribed in legislation, it is a requirement that the fire extinguisher meet Australian Standards.

#### Rationale for change

The nature of the fire risk and the practical considerations associated with attempting to respond to a fire on board a vessel vary greatly according to the vessel type, size, construction materials as well as the proficiency of the person responding.

DoT will continue to recommend the carriage of fire extinguishers on board vessels where the vessel has a fire risk on board, and a fire extinguisher can be safely used while the vessel is afloat without further risking the safety of the operator. However, it is proposed the onus be placed on the skipper to determine if a fire extinguisher should be carried, what type it should be and where it should be located.









# Individual equipment requirements **Bilge pumps and bailers**

#### Proposal 11

It will not be mandatory to carry or have fitted a means of removing unwanted water from any vessel.

#### **Current requirements**

Currently requirements for bilge pumps or bailers vary greatly depending on the type of vessel and its size. Vessels less than 7 metres in length are required to carry a bucket or bailer. If 7 metres or longer they must carry a bilge pump of capacity not less than 4 kilolitres per hour. If the pump is automatic or electric it must be wired so that an indicator shows when the pump is working. Vessels exempt from this requirement include paddle craft with self-draining decks or if they are within 400 metres of shore, and sailboards.

#### Rationale for change

The buoyancy characteristics and water ingress risks of a vessel vary greatly depending on its type, size and construction.

For example, some vessels have self-draining decks and some are constructed to have positive buoyancy even if they are filled with water. Others have compartments where water ingress cannot be easily detected without an alarm and they cannot be cleared using a bailer.

Similarly, the capacity of the bailer or bilge pump will vary according to the size of the vessel and its compartments.

DoT will continue to recommend the carriage of a bailer or a bilge pump to remove unwanted water from a vessel. However, it is proposed the onus be placed on the skipper to determine if a bailer or bilge pump is required, and if so, what characteristics the bailer or bilge pump should have, including the installation of bilge alarms.

#### **Principles met**



REACTICALITY SIMPLICITY STANDARDISED





### Individual equipment requirements **Anchors and line**

#### Proposal 12

#### It will not be mandatory to carry an anchor or line on any vessel.

#### **Current requirements**

Currently requirements for anchors and lines vary greatly depending on the type of vessel and its area of operation. Vessels are required to carry an efficient anchor when operating in unprotected waters. However, certain craft are exempt including paddle craft, personal water craft, sail and kite boards.

The current requirements provide no insight into what is considered to be an efficient anchor.

#### Rationale for change

The current requirements create inequities between vessel types because certain vessels cannot practically carry an anchor.

The safety reason for carrying an anchor is to prevent a vessel from grounding or being blown offshore if their means of propulsion is disabled. The effectiveness of this response will depend greatly on the vessel type, the anchor type, the seabed, the depth of water and the sea conditions.

For some types of vessels the carriage and deployment of an anchor is simply not practical, even during an emergency. For other vessels anchors are employed on a regular basis as part of normal operations and will be carried regardless if they are mandated or not.

DoT will continue to recommend the carriage of a suitable anchor and line. However, it is proposed the onus be placed on the skipper to determine if an anchor and line is required depending on their intended area of operation, and if so, what characteristics the anchor and line should have.









# Current

SAFETY EQUIPMENT REQUIREMENTS		Boats		Personal Water Craft		Paddle Craft			Kite & Windsurf Craft			
✓ = mandated X = not mandated	0-2 Nautical Miles	2-5 Nautical Miles	Over 5 Nautical Miles	Within 400m	400m-2 Nautical Miles	2-5 Nautical Miles	400m-2 Nautical Miles	2-5 Nautical Miles	Over 5 Nautical Miles	400m-2 Nautical Miles	2-5 Nautical Miles	Over 5 Nautical Miles
Recreational Skipper's Ticket The skipper of a recreational vessel, powered by a motor greater than 6hp (4.5kwp) must hold an RST.	✓	1	✓	1	1	1	×	×	×	×	×	×
Bilge Pump/Bailer All vessels must carry a bilge pump. Vessels under 7 metres may carry a bailer in lieu of a bilge pump.	1	1	1	×	×	×	1	1	1	×	×	×
Fire Extinguisher Vessels with an inboard engine or carrying hydrocarbon heating or cooling appliances must carry an approved fire extinguisher.	1	1	1	×	×	×	×	×	×	×	×	×
Anchor and Line An efficient anchor and line must be carried.	✓	1	1	×	×	×	×	×	×	×	×	×
Lifejacket A lifejacket bearing the Australian standard AS 4758 - Level 100 (or higher) or as prescribed in the table opposite, must be carried for every person onboard.	Level ≥ 100	Level ≥ 100	Level ≥ 100	✓ Level ≥ 50S	✓ Level ≥ 100	✓ Level ≥ 100	✓ Level ≥ 50S	✓ Level ≥ 50S	Level ≥ 50S	✓ Level ≥ 50S	Level ≥ 50S	✓ Level ≥ 50S
At least 2 hand held red flares and At least 2 hand held red flares and 2 hand held orange smoke signals must be carried. 2 parachute flares may be carried in lieu of the 2 hand held red flares and a smoke canister may be carried in lieu of the smoke signals.	1	1	<b>√</b>	×	1	1	√ OR	×	1	√ OR	×	1
Distress Beacon (in date) EPIRBs (AS/NZS 4280.1) for boats and PWC. PLBs (AS/NZS 4280.2) for kite, windsurf and paddle craft. Distress Beacons must be registered with AMSA and must be carried if proceeding more than 2 n miles from the mainland shore or more than 400 metres from an Island located more than 2 n miles from the mainland shore or more than 400 metres	×	J	~	×	×	1	<ul> <li>✓</li> </ul>	1	1	✓	\$	✓
2 Parachute Flares ( <i>in date</i> ) A minimum of 2 parachute flares must be carried if operating more than 5 n miles from the mainland shore or more than 1 n mile from an island located more than 5 n miles from the mainland shore.	×	×	1	×	×	×	×	×	1	×	×	1
Marine Radio A marine radio must be carried if operating more than 5 n miles from the mainland shore or more than 1 n mile from an island located more than 5 n miles from the mainland shore. The radio can be 27 MHz, VHF or HF.	×	×	1	×	×	×	×	×	1	×	×	×

# **Proposed**



# Next steps

Comment is now sought on the proposed changes to safety equipment for recreational boating in WA.

Feedback will help refine the proposals which will be presented to the State Government as recommended changes to the marine laws specified in the *Navigable Waters Regulations 1958.* 

To participate in the second and final round of consultation please click now.

**Complete survey now** 

#### Contact

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