

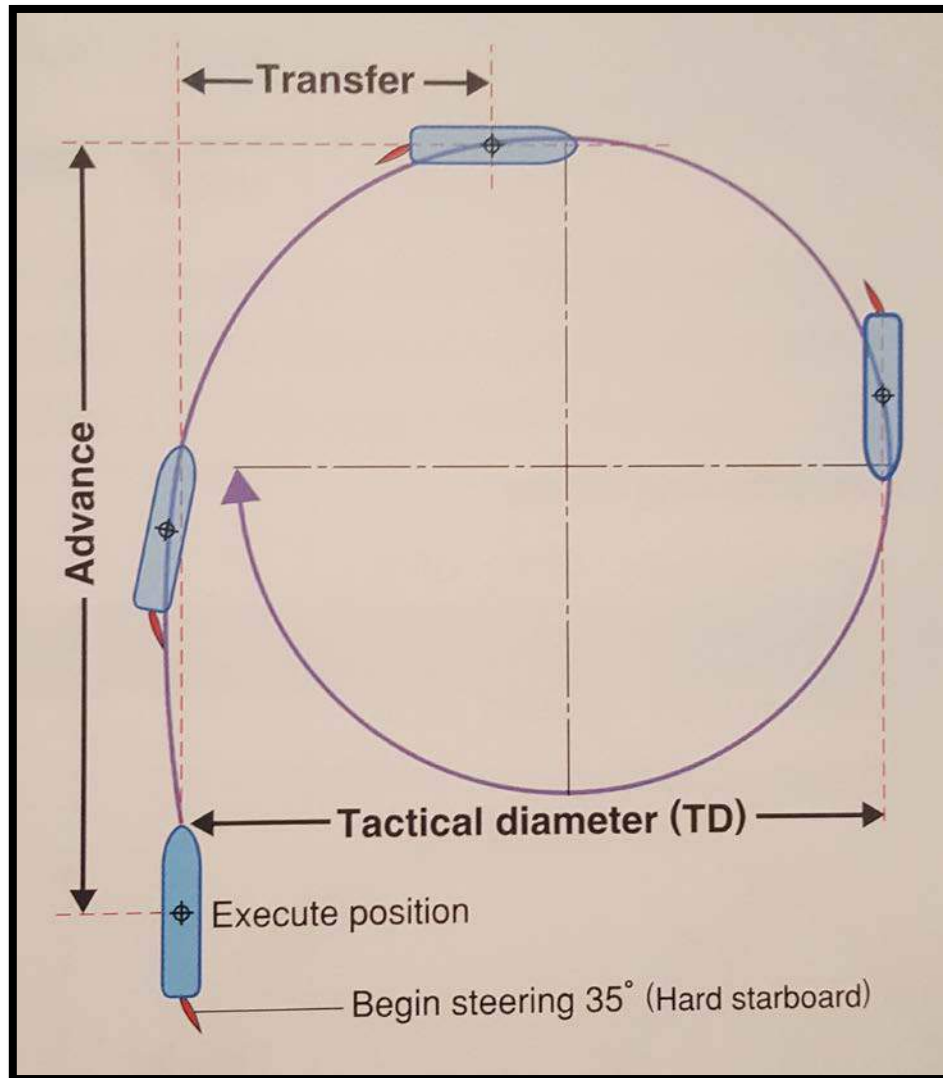
# **Piloting commercial vessels and recreational sailing on shared waterways.**

Captain Andrew Shelverton – Marine Pilot  
Tasmanian Ports Corporation Pty Ltd

---

4 August 2018

# Stopping distance & Turning path of a ship.



# Stopping distance & Turning path of a ship.



Loaded tanker, 175 x 31 x 11.0m; Disp: 48,980T; Speed 13kts.

**Q1. What Stopping Distance?**

**Q2. What Tactical Diameter?**

---

# Pilotage/ commercial vessels environment

- Regulation
- Regulators
- Port Company - Tasports
- Ship Owners/ Charterers - Vessel Masters'/ Ships Agents
- Commercial shipping
- Vessel characteristics - Manoeuvring
- Conducting Pilotage

---

# Regulators & Regulations

National - Australian Maritime Safety Authority (AMSA) –

- Navigational Safety & Adoption of Resolutions from the IMO
- National Act 2012, international conventions Australia a signatory
- Marine Order 30 Prevention of collisions,  
giving effect to COLREGS – International Regulations for Preventing Collisions at Sea
- Marine Order 21 Safety and Emergency Arrangements  
implements SOLAS Chapter V navigational requirements, Reg 34 voyage planning
- IMO Resolutions A.893(21) Guidelines for voyage planning

National - Australian Transport Safety Bureau – Incidents

- Transport Safety Investigation Act 2003

Local - Marine and Safety Tasmania (MaST)

- Obligations under the Deed of agreement – Functions/ Reporting

---

# Regulators & Regulations

## Marine and Safety Tasmania

- Marine and Safety Authority Act 1997
- Marine and Safety (Pilotage and Navigation) Regulations 2017

## Notices to Mariners – AMSA/ MaST

- MN 2014/17 – Sound Navigational Practices
- MN 2016/11 – BRM and Expected actions of bridge teams in Aust Pilotage waters
- Local matters (MaST)

## Deed of Agreement – MaST, Tasports and DPIPWE (Rep. Crown)

- Tasports engaged to perform navigation Functions
- Pilotage incident reporting

## Accountability & Transparency

---

# TasPorts

- Tasports' purpose is to facilitate trade for the benefit of Tasmania, through the commercial provision of infrastructure and services.
- Port Operator
- Appointed under a Deed of agreement with MaST and the Crown
  - Navigation Functions – Pilotage/ Nav aids
  - Pilotage provider for vessels > 35m, **ON DEMAND.**
  - Port Operator – 15 Port Areas in Tasmania
- Commercial provider of Towage
- Responsible for Port/ Waterside security within regulated port zones

---

# **Commercial Pilotage in the Port of Hobart**

---

## **Nyrstar**

- Bulk carriers to 185m
- Chemical tankers

## **Incat**

- High speed catamarans

## **Prince of Wales Bay**

- Ferries

## **Selfs Point Oil Wharf**

- Oil/ Gas/ Bitumen tankers to 185m
- Bunkering and refuelling – Antarctic/ Aquaculture

## **Macquarie Point/ Princes Wharf**

- Cruise (to 348m)/ Antarctic/ Container/ Bulk/ Break bulk/ Heavy lift/ Specialist/ Navy/ Super yachts.









---

## International Regulations for Preventing Collisions at Sea, 1972

- **Rule 18 – Responsibilities between vessels**
  - a) Except where Rule 9, 10, and 13 otherwise require, a power driven vessel underway shall keep out of the way of: NUC, Restricted, Fishing and Sailing
- **Rule 1 – Application**
  - (b) Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels...

---

# **Marine and Safety Authority Act 1997**

---

## **Reg 4. Marine and Safety Authority**

- establishes the Marine and Safety Authority

## **Reg 5. Jurisdiction of Authority**

- The Authority has jurisdiction in and over –
  - (a) the waters of all inland lakes, rivers and streams; and
  - (b) coastal waters; and
  - (c) any vessel; and
  - (d) any marine facility under the control of the Authority.

## **Reg 6. General functions and powers**

- (1) The functions of the Authority are as follows:
  - (a) to ensure the safe operation of vessels;
  - (b) to provide and manage marine facilities;
  - (c) to manage environmental issues relating to vessels.
- (2) The Authority has power to do anything necessary or convenient to be done in connection with the performance of its functions.

---

# **Marine and Safety Authority Act 1997**

## **Reg 7. Delegation**

- The Authority, by instrument in writing, may delegate any of its functions or powers, other than this power of delegation, to any person or body.

## **Reg 39. Regulations generally**

- (1). The Governor may make regulations for the purposes of this Act.

## **Reg 40. Regulations relating to safety**

- The Governor may make regulations in relation to any of the following matters:
  - (d) pilots, pilotage and exemptions,
  - (e) navigational procedures

---

# **Marine and Safety (Pilotage and Navigation) Regulations 2017**

## **Reg 29. Vessels under pilotage to have right of way**

A person in charge of a vessel that is not under pilotage must give way to a vessel that is under pilotage.

Penalty: Fine not exceeding 50 penalty units.

Thus, a vessel under Pilotage is the **Stand on Vessel**.

## **Reg 71. Interference with navigation.**

(3) MAST, by notice, may declare a specified area surrounding any vessel navigating, moored or at anchor to be a prohibited area for other vessels or persons.

Ref MaST NtoM M52-15 perpetual notice.

---

# **Recreational sailing & COLREGS**

## **COLREGS Rule 17. Action by stand-on vessel.**

Required actions of the Piloted vessel.

(a)(i) Where one of two vessels is to keep out of the way the other shall keep her course and speed.

## **COLREGS Rule 16. Action by give-way vessel.**

Required action of all other craft.

“Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.”



# Marine and Safety Tasmania (MaST)

The screenshot shows the MaST website interface. The top navigation bar includes links for 'About Us', 'Forms', 'Payments', 'News and Events', and a 'Contact Us' button. The main navigation menu has categories like 'Recreational', 'Commercial', 'Facilities', 'Moorings', and 'Resources'. The 'Operating in Port Areas' page is displayed, featuring a sidebar with links such as 'Boat Safe Partners', 'Carbon Monoxide (CO)', 'Cold Water Immersion', 'Cruising Tasmania', 'Fees', 'Find a Club', 'Forms', 'Life Jacket Voucher Program', 'Maintenance, Buoyancy & Capacity', 'Marine Radio', 'Motor Boat Licences', 'Motor Boat Registration', 'Navigation Rules', and 'Online Licence Checker'. The main content area has a heading 'Operating in Port Areas' and a text block stating: 'There are several commercial working ports within Tasmania. The limits of these ports often cover large areas, which include a full spectrum of on-water activities, including, recreational boating, charter operators, sailing races, as well as commercial shipping. Rules are in place specific to all vessels operating within these defined port areas. Vessels under pilotage have right of way. Any vessel over 35 metres operating within the pilotage area of a defined port, must carry a licenced marine pilot, or be under the command of a master who holds a pilotage exemption certificate for that area. A vessel with a pilot on board is required to show the international Code Flag 'H'. A vessel with a pilot exempt Master on board is required to fly a plain white flag. Every vessel, commercial and recreational, motor or sail, must give way to ocean going ships under the command of a Pilot, or a Pilot Exempt master. Boaters should be aware of expected shipping movements before going out on the water. These are published in daily newspapers and can be found on the Tasports website.'

Every vessel, commercial and recreational, motor or sail, must give way to ocean going ships under the command of a Pilot, or a Pilot Exempt master.



### Big ships little boats

- When sailing keep a look out to leeward of the headsail and main
- Larger ships at sea travel quickly - give you room; make yourself known with the VHF
- If you can't see the bridge of a ship, the ship can't see you
- AIS is a handy tool when cruising
- If a ship is flying code flag H (right) it signifies it is under pilotage and you must keep clear at all times
- During berthing operations, tugs or the ships' thrusters can create dangerous wash. Small vessels must keep well clear



### Organising aquatic events

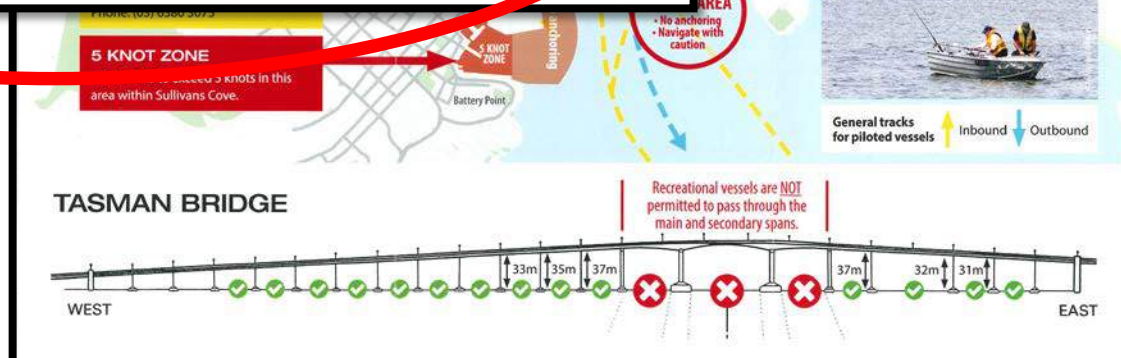
- Contact Hobart VTS to inform of the details of the event
- Markers should not be placed in the Main Navigation Channel or close to a commercial wharf
- Support craft must maintain a listening watch on VHF channel 12 at all times
- Markers must be removed after the event
- Do not allow the event to block the Main Navigation Channel
- Do not start the event if there is a vessel under pilotage entering the area
- Remind all participants involved in the event that vessels under pilotage still have right of way

## Big ships little boats

- When sailing keep a look out to leeward of the headsail and main
- Larger ships at sea travel quickly - give you room; make yourself known with the VHF
- If you can't see the bridge of a ship, the ship can't see you
- AIS is a handy tool when cruising
- If a ship is flying code flag H (right) it signifies it is under pilotage control and you must keep clear at all times
- During berthing operations, tugs or the ships' thrusters can create dangerous wash. Small vessels must keep well clear (at least 90m)

## Organising aquatic events

- Contact Hobart VTS to inform them of the details of the event
- Markers should not be placed in the Main Navigation Channel or close to a commercial wharf
- Support craft must maintain a listening watch on VHF channel 12 at all times
- Markers must be removed after the event
- Do not allow the event to block the Main Navigation Channel
- Do not start the event if there is a vessel under pilotage entering the area
- Remind all participants involved in the event that vessels under pilotage still have right of way



---

# Marine and Safety Tasmania (MaST)

---



TasPorts

**MAST**

**MARINE and SAFETY TASMANIA**  
*making boating better*

## **Waterway communication procedures within the Port of Hobart Relating to sailing events**

**Prior to a sailing event being held**

### **SAILING CLUBS**

All yacht club organisers are to communicate with '**HOBART VTS**' on **VHF Ch.12** or by telephone on **63803013** and provide the following information prior to an event being held:

- Name of club and contact name and phone number
- Name of start/safety boat
- The VHF working channel and emergency channel which will be used and monitored
- ~~The start time/scheduled finish time and the course detail of the proposed event~~
- Confirmation that the club will not impede commercial shipping zone at time of transit

When contacted, '**HOBART VTS**' will then provide the following information to yacht club and event organisers:

- 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 proceedings and running of the event

---

# Vessel characteristics

- Dimensions – Length, Beam, Draft, Windage (Shape)
- Propulsion – Propellers/ Rudders/ Bow Thrusters/ Diesel or D/E
- Manoeuvring
  - Stopping
  - Turning
- Vessel condition
  - Loaded/ Ballast
- Responsive
  - Ability to operate propulsion astern – subject to vessel speed
- Vessel design
  - Fwd/ Aft bridge - Visibility from the Ship Bridge
  - Deck Cranes/ Gantry
- Pressure points around vessel – Interaction – Suction zones

# Manoeuvring & Visibility

Vessel	Speed/ Condition	Stopping with Full astern	Advance	Tactical Diameter	Visibility under bow L/B
Diamond Princess - 288m	Full - 12kts	510	468	528	52
	Half - 8 kts	380			
Golden Princess - 290m	Half - 13kts	1000	520	680	50
Tanker - 127m	Full - 13kts	1850	482	463	151/288
	Half - 7kts	370	519	482	
Tanker (MR2) - 175m	L.Full	2352	550	482	159/307
	B.Full	2016	460	424	
Bulk Carrier - Large Handy 169m	L.Half - 9kts	1415	445	450	
	L.Slow -7kts	560			
	B.Half - 9kts	820	430	410	
	B.Slow - 7kts	350			

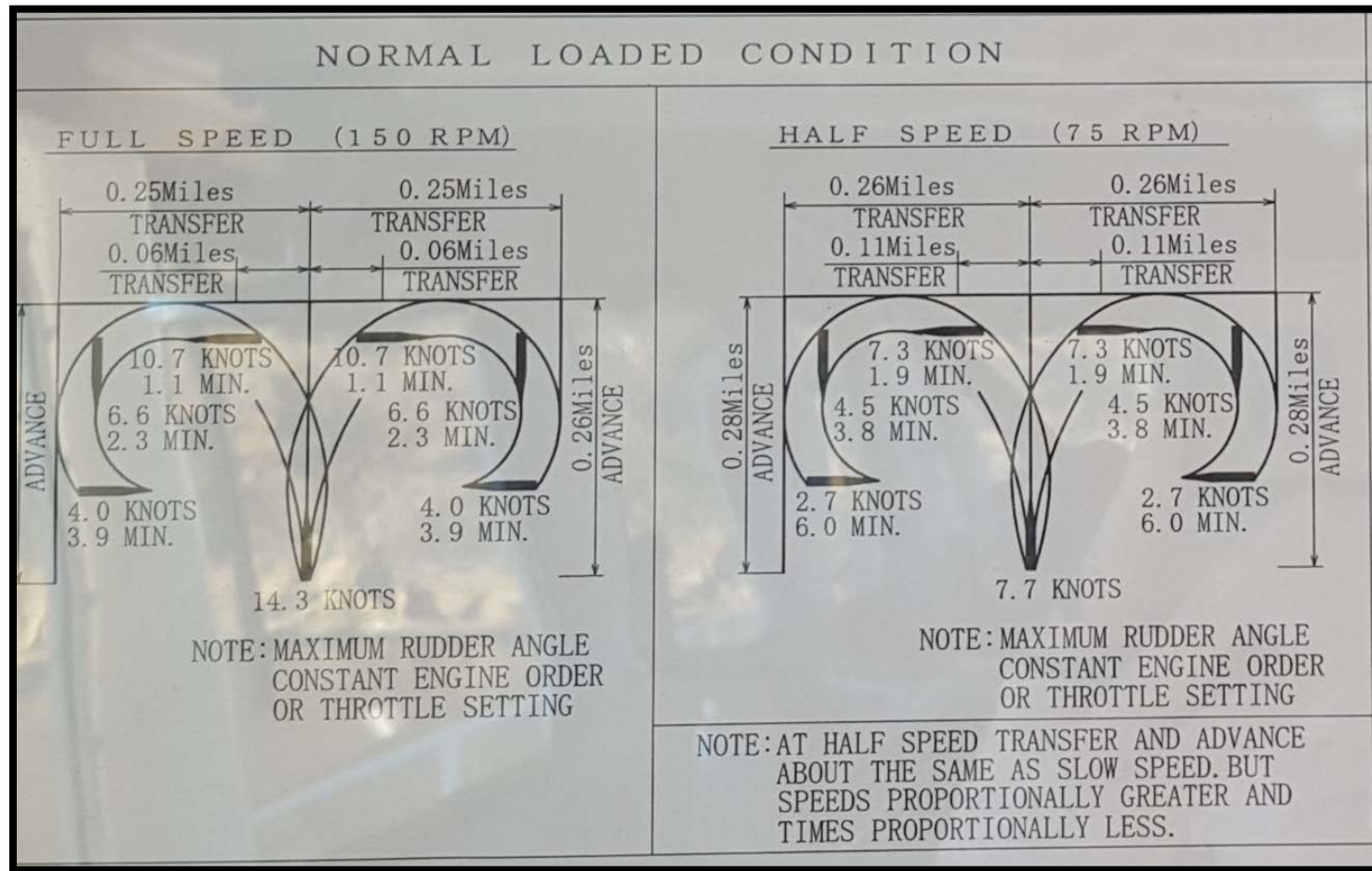
Distances in metres

# Stopping – Small tanker

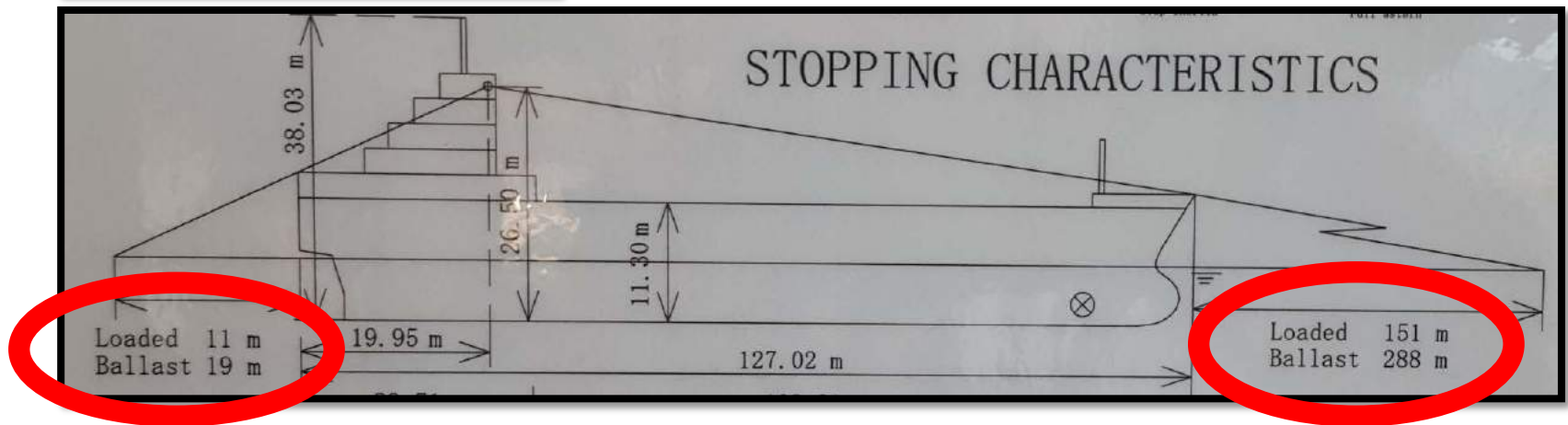
MANEUVERING CHARACTERISTICS					
CALL SIGN		M. T. Stolt Satsuki			
ZGGU2					
OFF. NUMBER		TIME AND DISTANCE TO STOP			
747919		(NOTE : USING ENGINES FULL ASTERN AND WITH MINIMUM APPLICATION OF RUDDER.)			
MANEUVERING SPEED	AHEAD TO ASTERN				
		NORMAL LOADED COITION		NORMAL BALLAST COITION	
		TIME	DISTANCE	TIME	DISTANCE
	FULL SEA SPEED	7.8 Minutes	0.95 Miles	6.4 Minutes	1.10 Miles
	FULL SPEED	Minutes	Miles	Minutes	Miles
	HALF SPEED	1.5 Minutes	0.2 Miles	2.9 Minutes	0.19 Miles
SLOW SPEED	Minutes	Miles	Minutes	Miles	



# Manoeuvring – Small tanker



## Bridge visibility – Small tanker

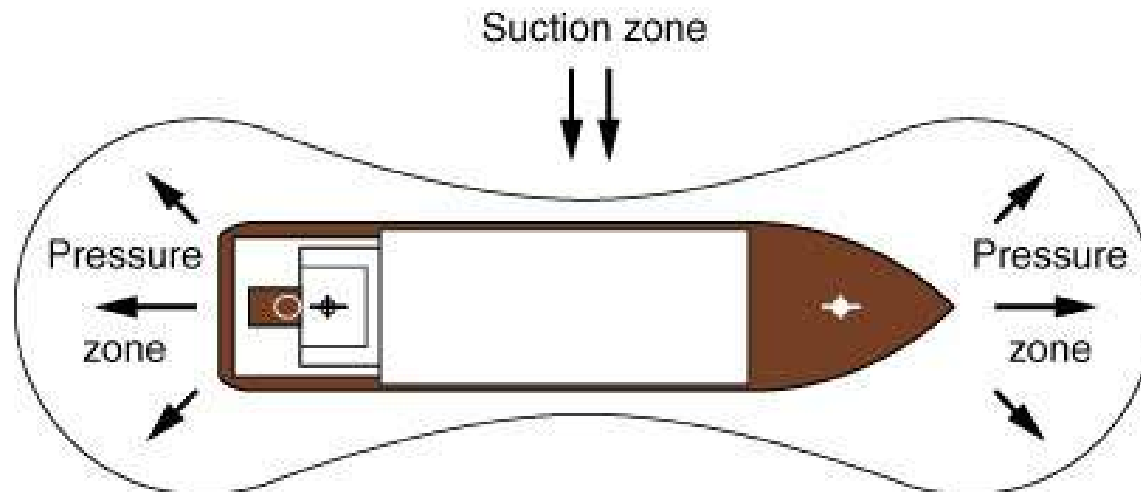


## Mid sized Bulk Carrier – Same ship/ same day





# Ship interaction



Getting too close to vessels can be hazardous!

---

## How close is too close?



## How close is too close?





# How close is too close?



---

# Conducting Pilotage

- Pilotage Passage Plan
  - Familiar courses, characterised by:
    - To/ From Pilot Boarding Ground
    - Mid river
    - Approaching berths
    - Maintaining sufficient UKC and distance from grounding lines, Draft up to 12m.
- Master/ Pilot Exchange
- Communications – Standard Marine Navigational Vocabulary
- Steady course - try to avoid bold and erratic alterations
- Safe speed – appropriate to vessel type and conditions (weather/ traffic)

# Typical passage plan – 1/2

## Tasports Passage Plan—Port of Hobart Zone B

Vessel:		Pilots Name:	
Voice recording operational	Yes No	Berth Arrival / Depart/ Shift:	
LOA (m):		Side To Berth:	
Beam (m):		Berth depth at LAT (m):	
Draft Fwd (m): visual or verbal check		Tide:	
Draft Aft (m): visual or verbal check		Current at m—N / S profiler:	
Air Draft (m): Bridge 44m > HAT; Wires 42.2m		Current at m—N / S profiler:	
Displacement:		Wind at Tasman Bridge:	
Thrusters:		Tug Forward:	
Main Engine Type:		Tug Aft:	

### TASMAN BRIDGE CHECKLIST

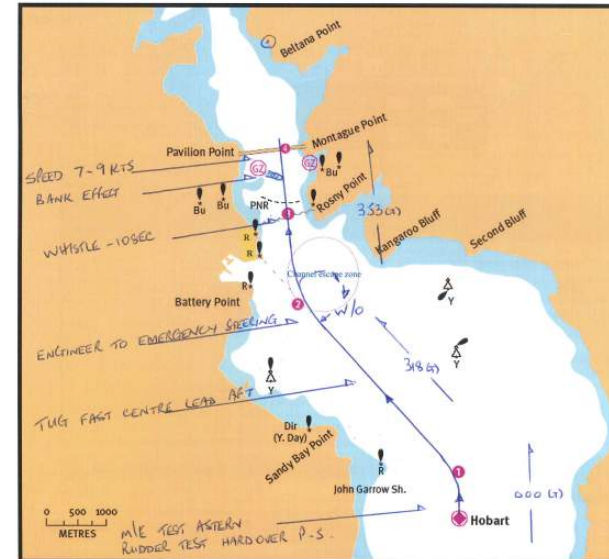
Main Engine Checks	Steering Gear Checks
ME / CPP tested Ahead and Astern:	Steering hard over each way:
Telegraph and RPM counter:	Helm and rudder indicators:
ME / CPP monitored in Bridge or Engine Room	Both steering motors running:
Any defects, limitations, or issues with machinery systems. Confirm following immobilisation:	Ensure helmsman is experienced:
Pilot will be notified of any issues to ME / CPP:	Bridge team to monitor helm & RPM indicators:
Ensure no activities that could result in a loss of power are undertaken before bridge:	Engineer to provide a visual report and then standby in emergency steering 10min before bridge. Test communications to bridge:
Advise ER of PNR and absolute need to maintain engine & electrical power:	Will emergency power maintain steering:
Emergency power is available within 45 sec:	Establish steering characteristics:

### Additional Checks

English language to be used by Bridge Team:	Ship VHF and tug frequency:
Pilot flag or lights (green over red):	Ship whistle:
Principle means of nav: ECDIS/ Paper (Aus172)	Ships speed is consistent with escort tug:
Position fixing: Automatic / OOW	Ship stern suitable for pushing:
Ships cranes & hatch lids stowed:	Traffic plan agreed:
Forward visibility acceptable:	Bridge team keep lookout, part. small craft:
Vessels manoeuvring data checked:	Ships passage discussed with bridge team as per BRM principals. Any questions - ask any time:
Anchors clear and Officer standing by for'd:	Does the Master have any questions for the pilot:
Point of no return	Visibility limit at PNR:
(PNR) * m / cables:	Bank effect % likelihood:
Wind limit at PNR:	Date / Time:
Current limit at PNR:	
Master's signature:	Pilot's signature:

\* PNR - this is the first point at which the ship can be stopped or turned away from the bridge in an emergency, under the prevailing conditions.

## Chart 171 Approaches to Hobart

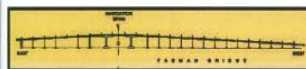
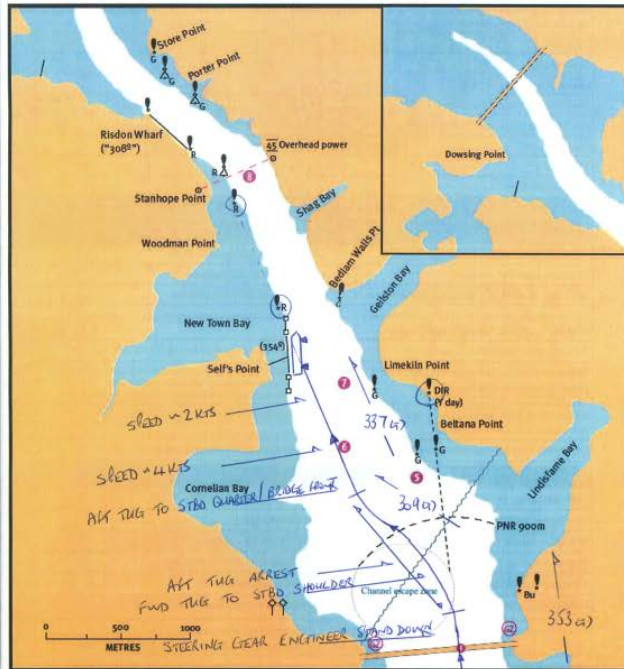


### Notes:

- Certain Hydrographic Material in this product is reproduced under licence by permission of The Australian Hydrographic Service. © Commonwealth of Australia 2002. All rights reserved.
- This Material may not be copied, reproduced, translated, or reduced to any electronic medium or machine readable form, in whole or part, without the prior written consent of the Australian Hydrographic Service.
- **WARNING Not to be Used For Navigation**
- The Australian Hydrographic Service has not checked the information in this product and the Commonwealth accepts no liability for the accuracy of copying or for any modifications that may have been made to the information which it has supplied.
- Furthermore, the Commonwealth does not warrant that this product meets any regulations as an appropriate product for navigation or that it contains the latest hydrographic information available.

# Typical passage plan – 2/2

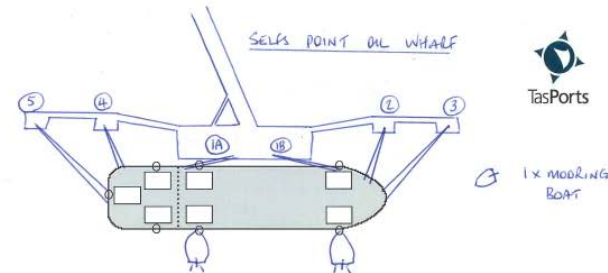
Chart 172 New Town Bay



Tasman Bridge from North



from South



- Mooring configuration: F: 2/2/2 A: 2/2/2
- FLA: F: SPRINGS - HEADING LINE A: SPRINGS - HEADING LINE
- Maximum of two mooring lines per bollard/ hook.

## Pilotage Notes

### Bridge Transit

- Hobart Port Control is to be notified of a Tasman Bridge transit at thirty minutes on VHF Channel 12 and three minutes prior on VHF Channel 12, or on VHF tug working frequency Ch 08, Ch 06 (alternate channel).
- The ship's whistle to be sounded for a 10 sec long blast, prior to entering the Main Navigational Channel.
- Vehicle traffic is stopped three minutes prior to a vessel transiting the Tasman Bridge.
- Courses and tracks may vary to those prepared on the passage plan to suit environmental conditions and vessel characteristics.
- The Tasman Bridge is closed to shipping transits between the hours of 0630 to 0930 and 1530 to 1800, Monday to Friday, excluding public holidays.

### Weather

- Generally an outward (southerly) current flows down the river setting approximately 150 degrees at the bridge.
- A northerly set may be experienced, particularly after strong southerly winds in combination with a flood tide.
- Restricted visibility may be encountered on the Derwent River at any time of the year.
- The minimum visibility for a bridge transit is 1.5 nautical miles.
- Careful consideration is to be given for winds in excess of 25 knots blowing from a southwesterly to northwesterly direction.

### Emergency

- In the event of a radio failure, communication between pilot and tugs will be made by mobile phone.
- Emergency tug whistle signals are:  
Stop—one short, Pull—two short, Push—three short.  
If two tugs are in attendance the after tug uses long blasts.
- In the event of any risk to the Tasman Bridge, then the Hobart Port Control is to be notified on VHF Channel 12 with the prefix: "Bridge Emergency".
- Local regulations give vessels under pilotage right of way.

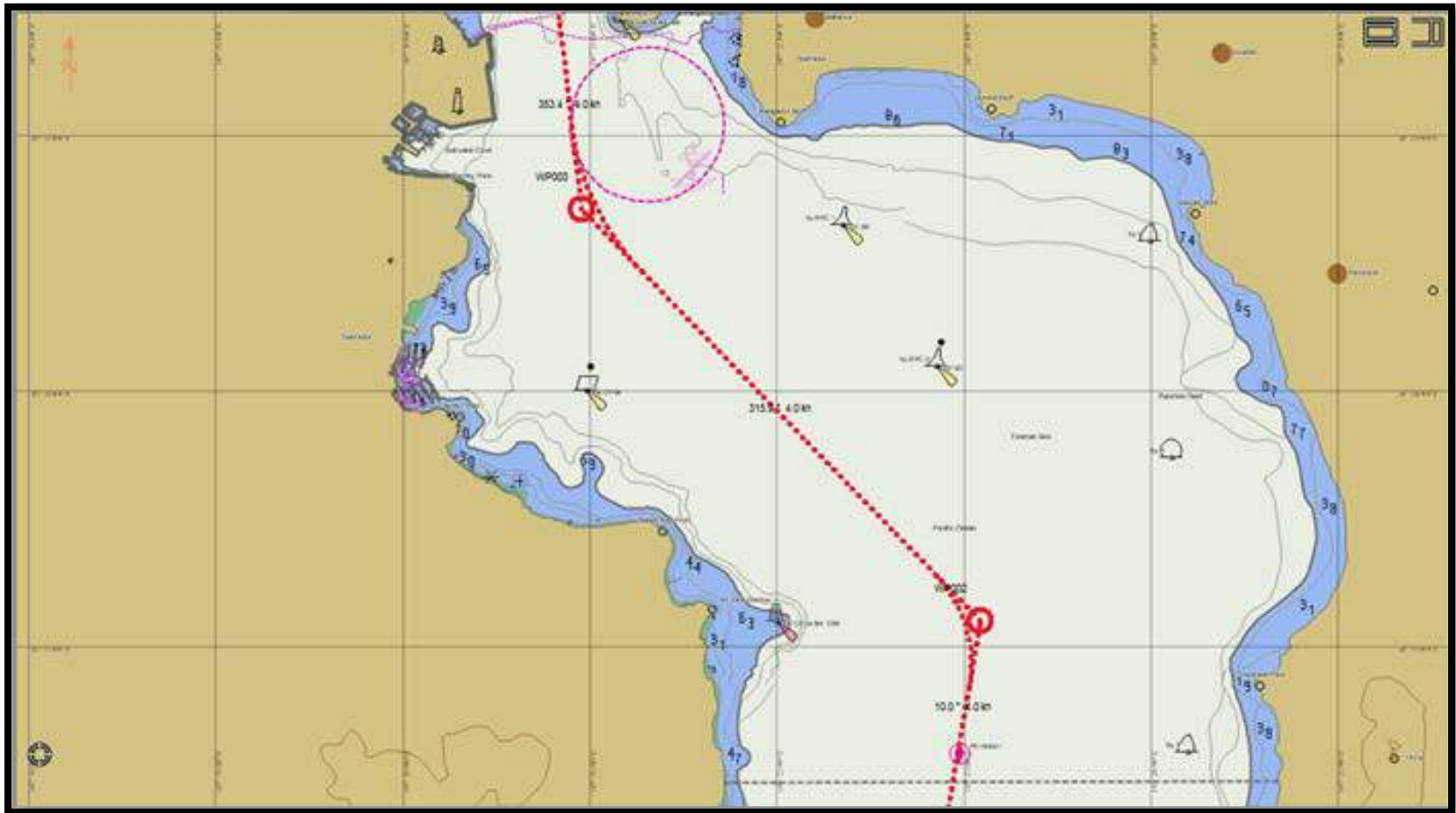
### Tugs

- "Godley", 2002hp, approx. 22T bollard pull over stern; 20T over bow; azimuth stern drive (ASD)
- "Risdon Cove", 2202hp, approx. 28 T bollard pull over bow; azimuth stern drive (ASD)
- "Sydney Cove", 2802hp, approx. 24T; twin screw fixed pitched propeller
- "Watagan", 3800hp, approx. 48T bollard pull over stern; ~45T over bow, azimuth stern drive (ASD)

\*Reviewed and modified Oct 2013

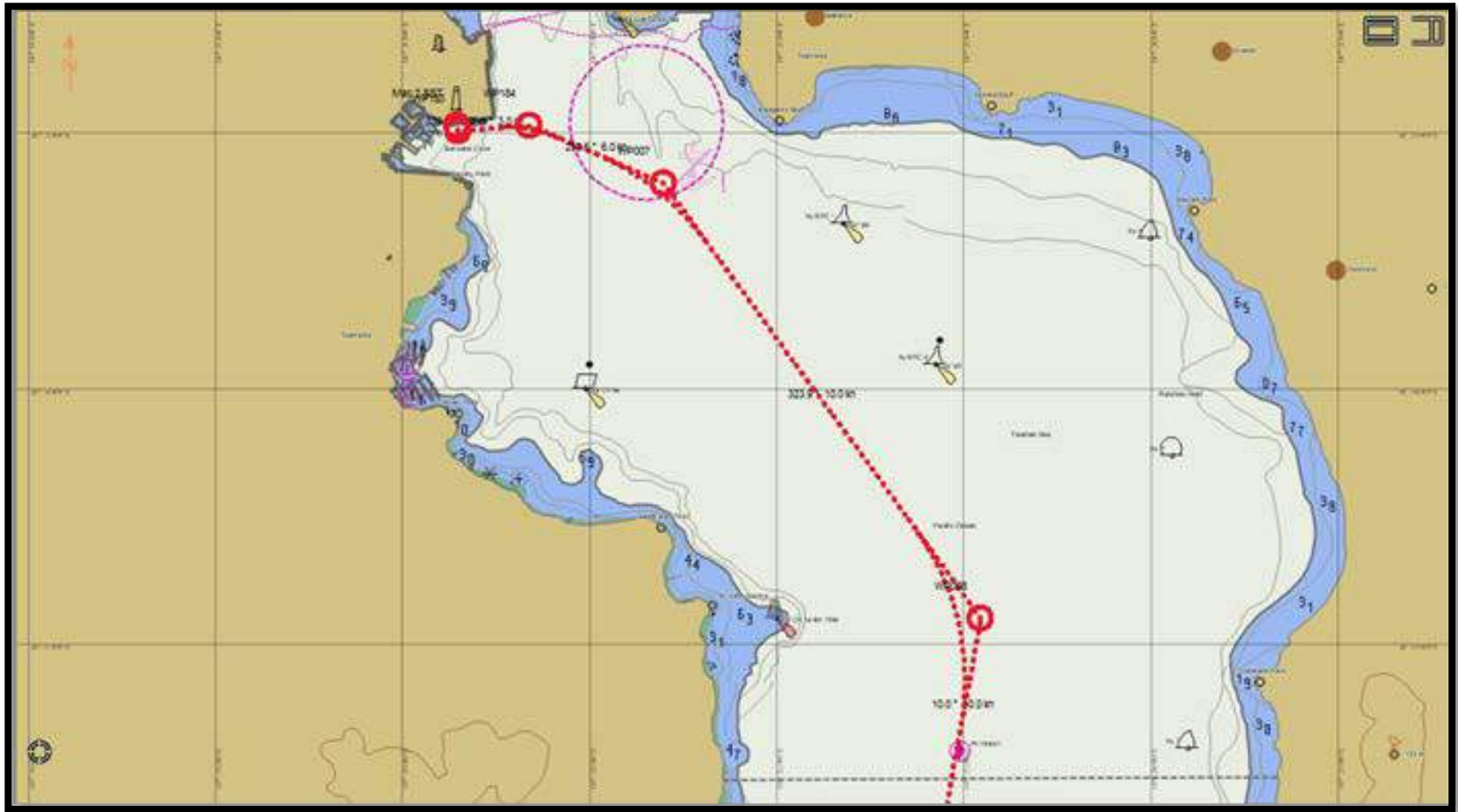


# Pilotage route – Tasman Bridge inbound





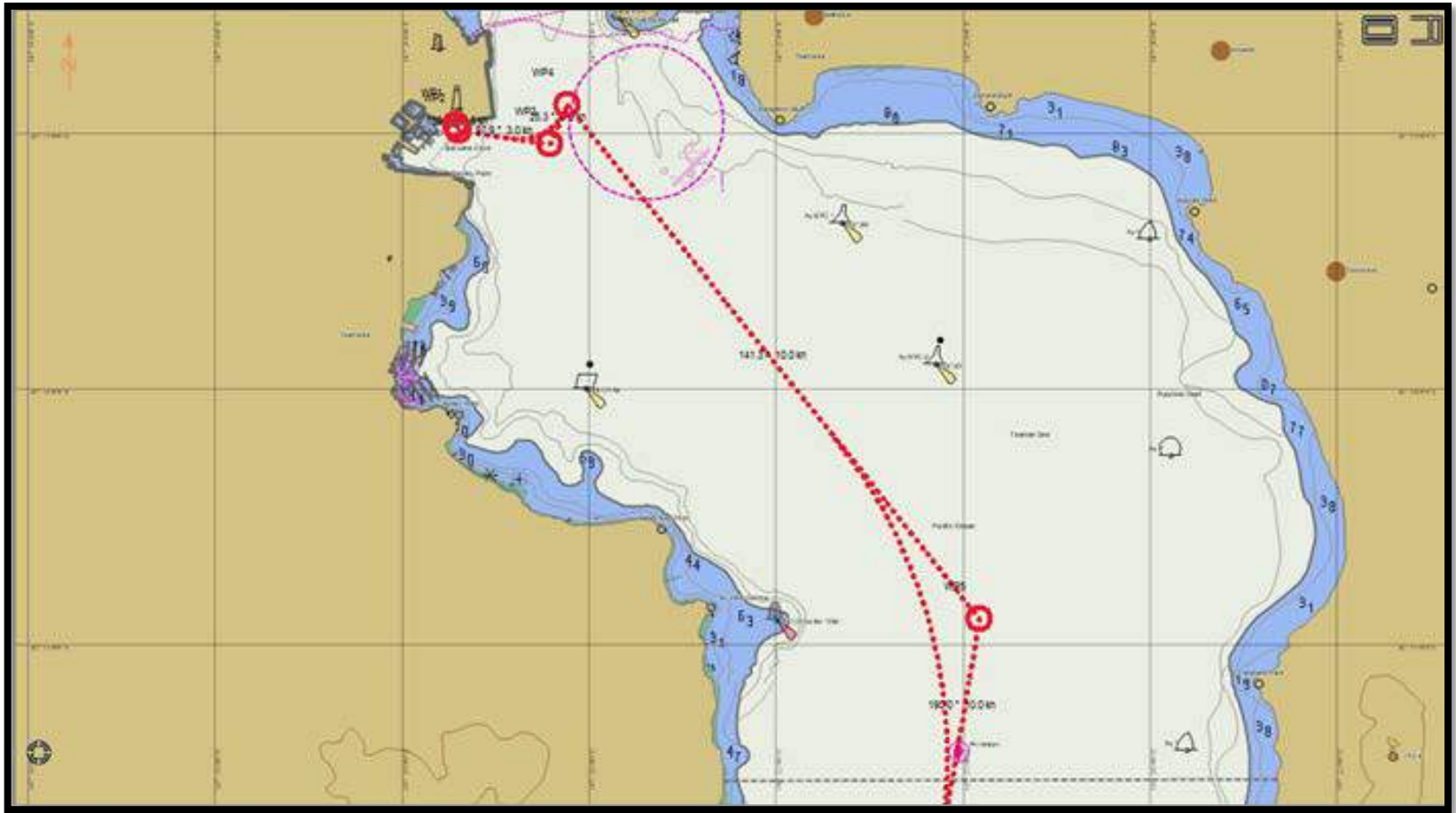
# Pilotage route – Cruise ship Mac 2-3 SST inbound



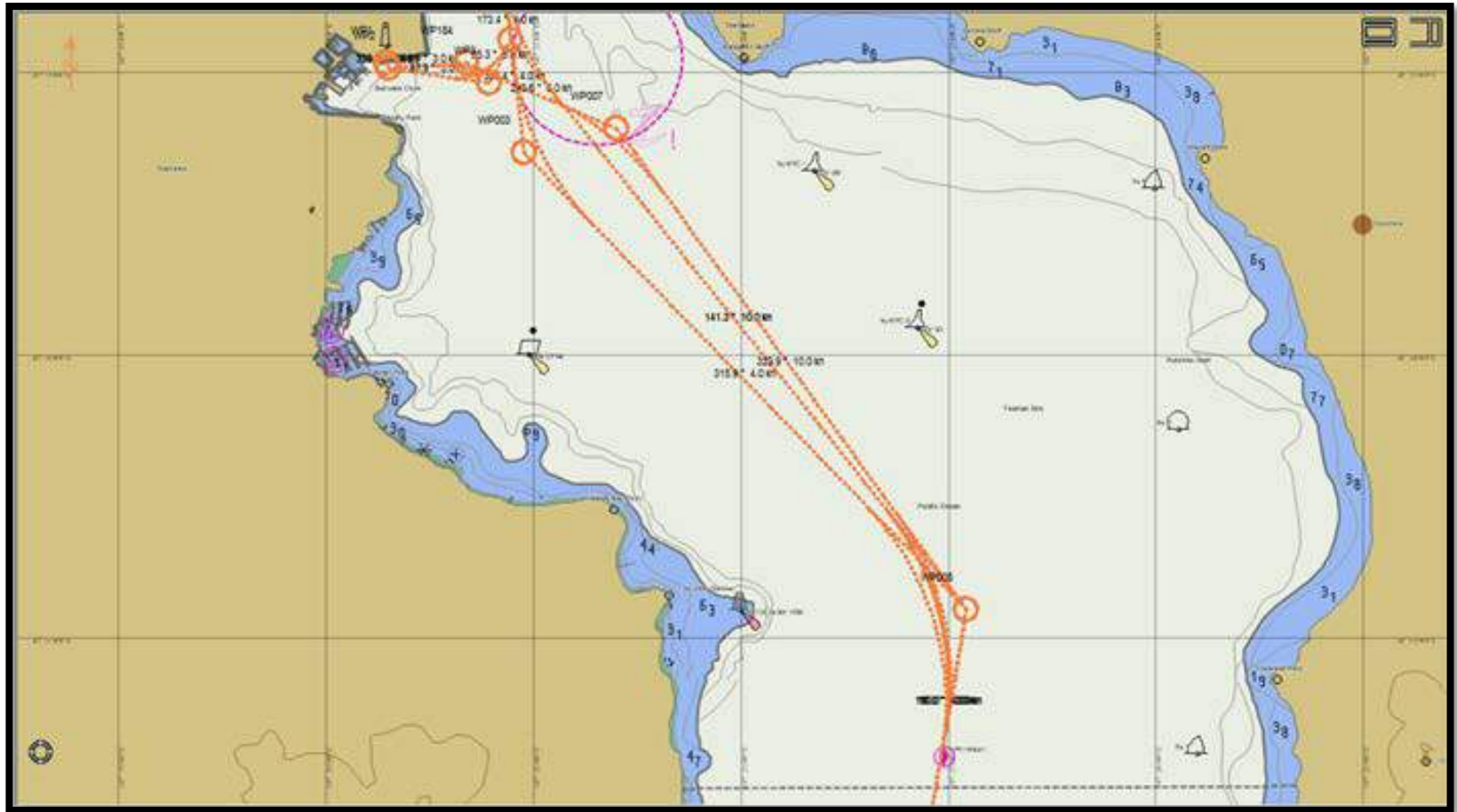
# Pilotage route – Tasman Bridge outbound



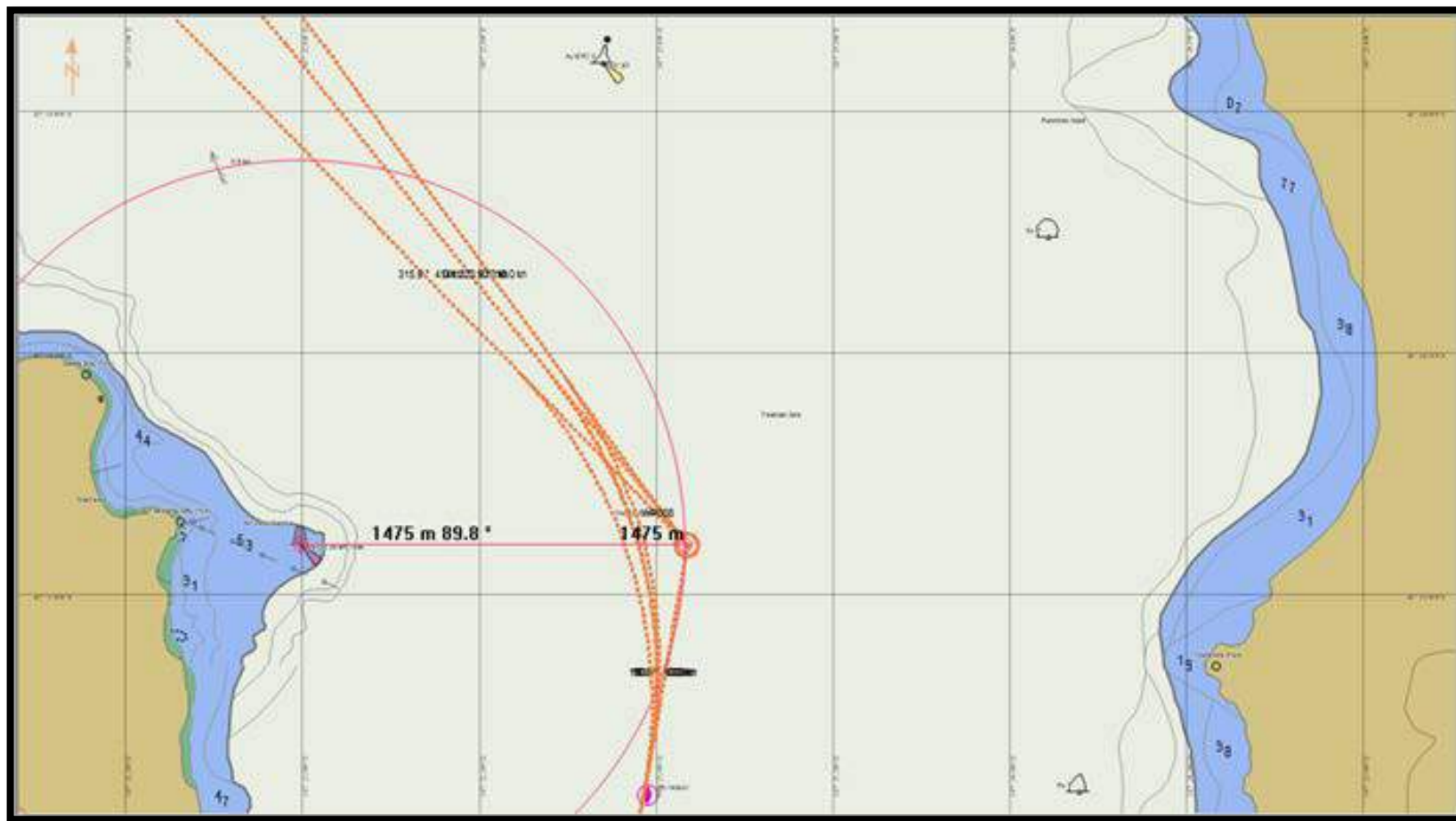
# Pilotage route – Cruise ship Mac 2-3 outbound



# Pilotage routes - Combined

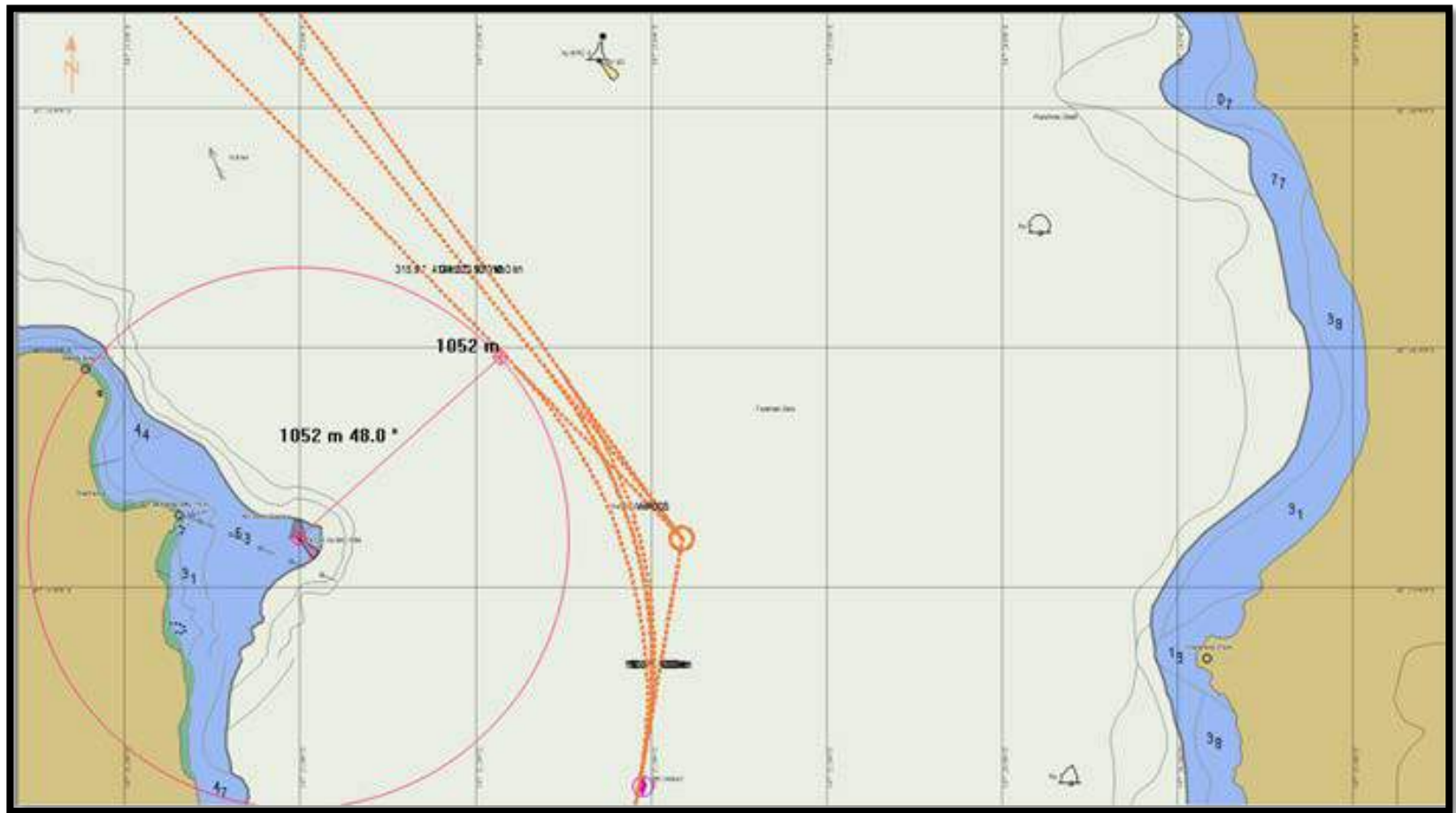


# Pilotage routes – John Garrow Beacon 1

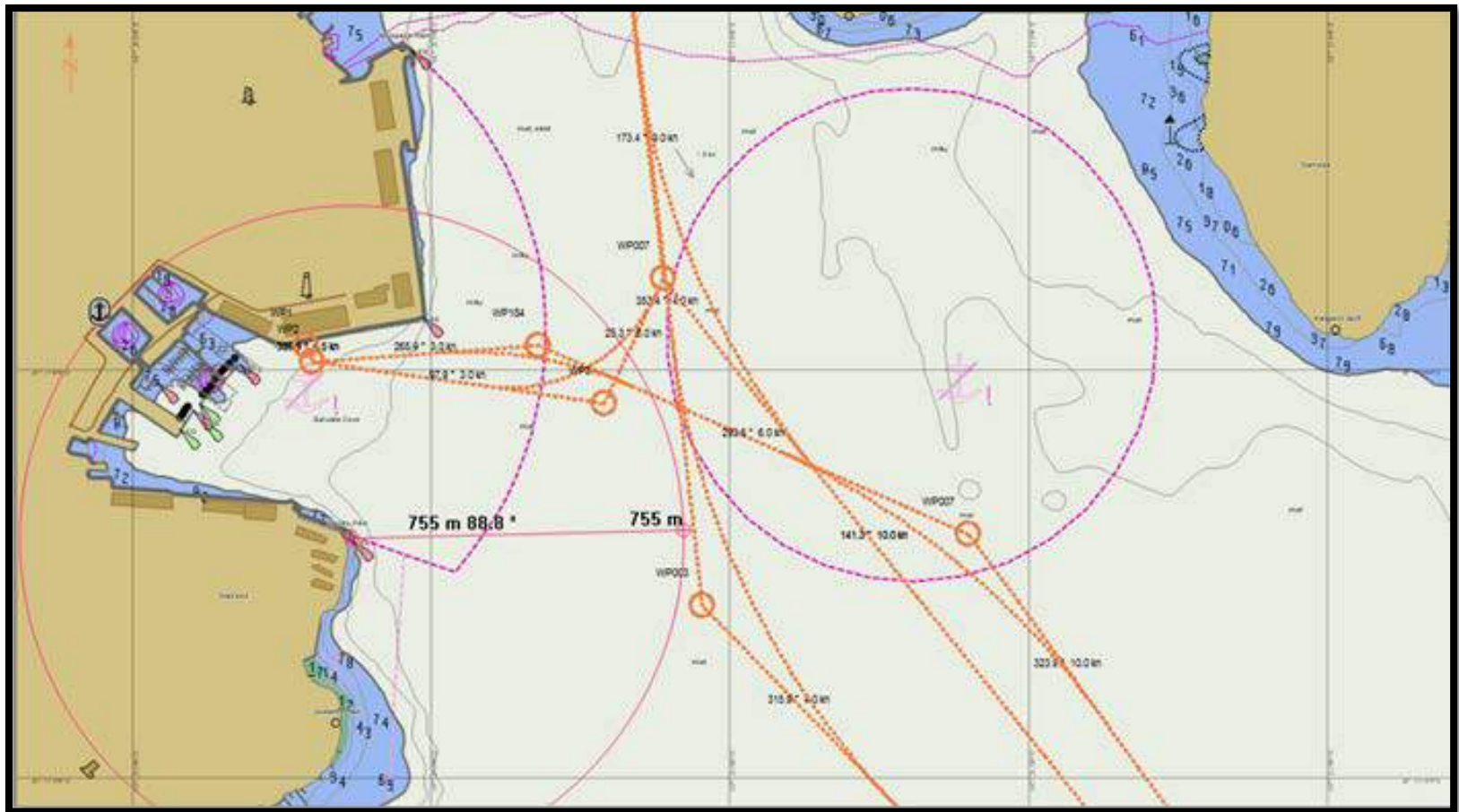




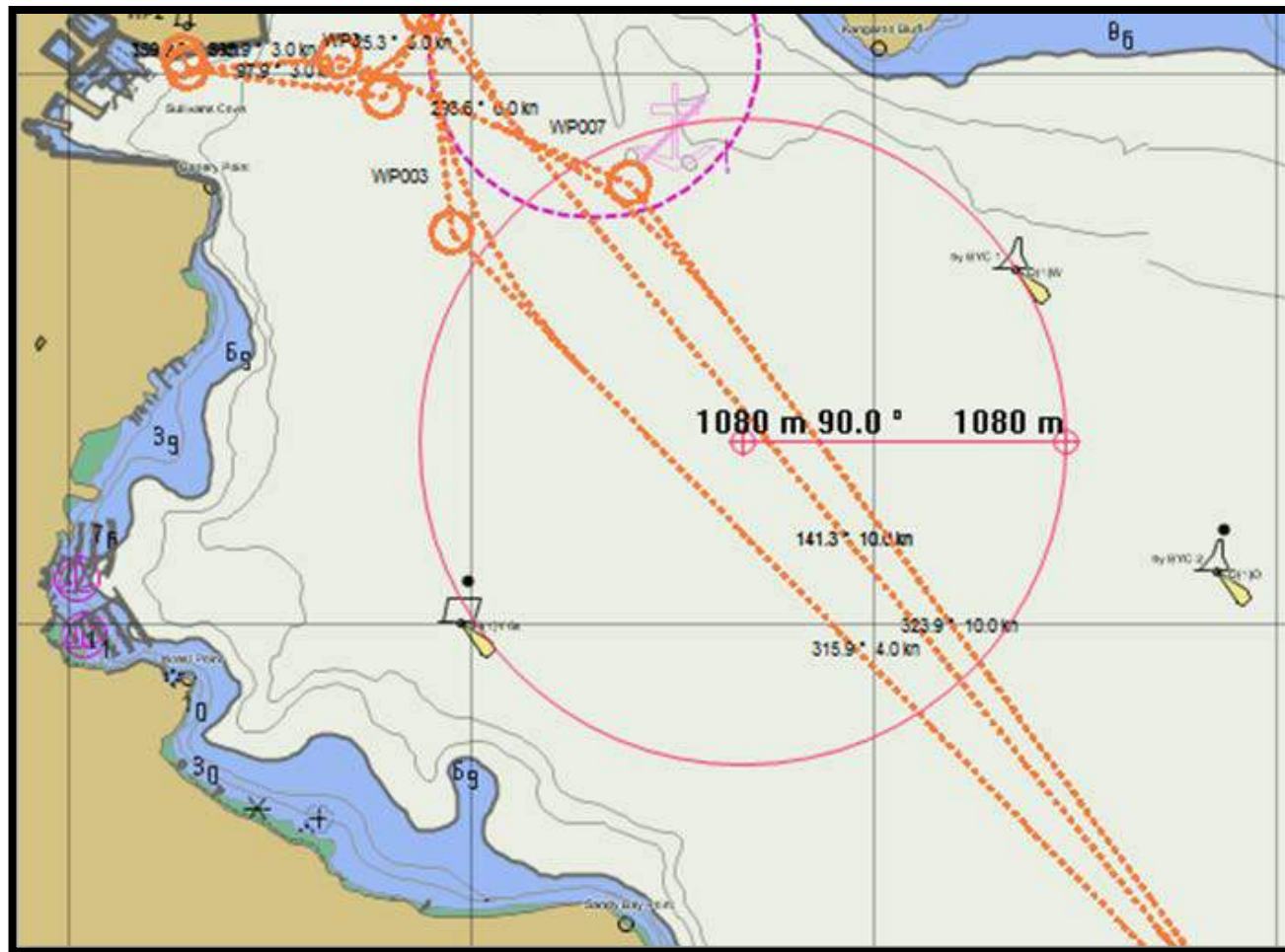
# Pilotage routes – John Garrow Beacon 2



# Pilotage routes – Sullivan's Cove

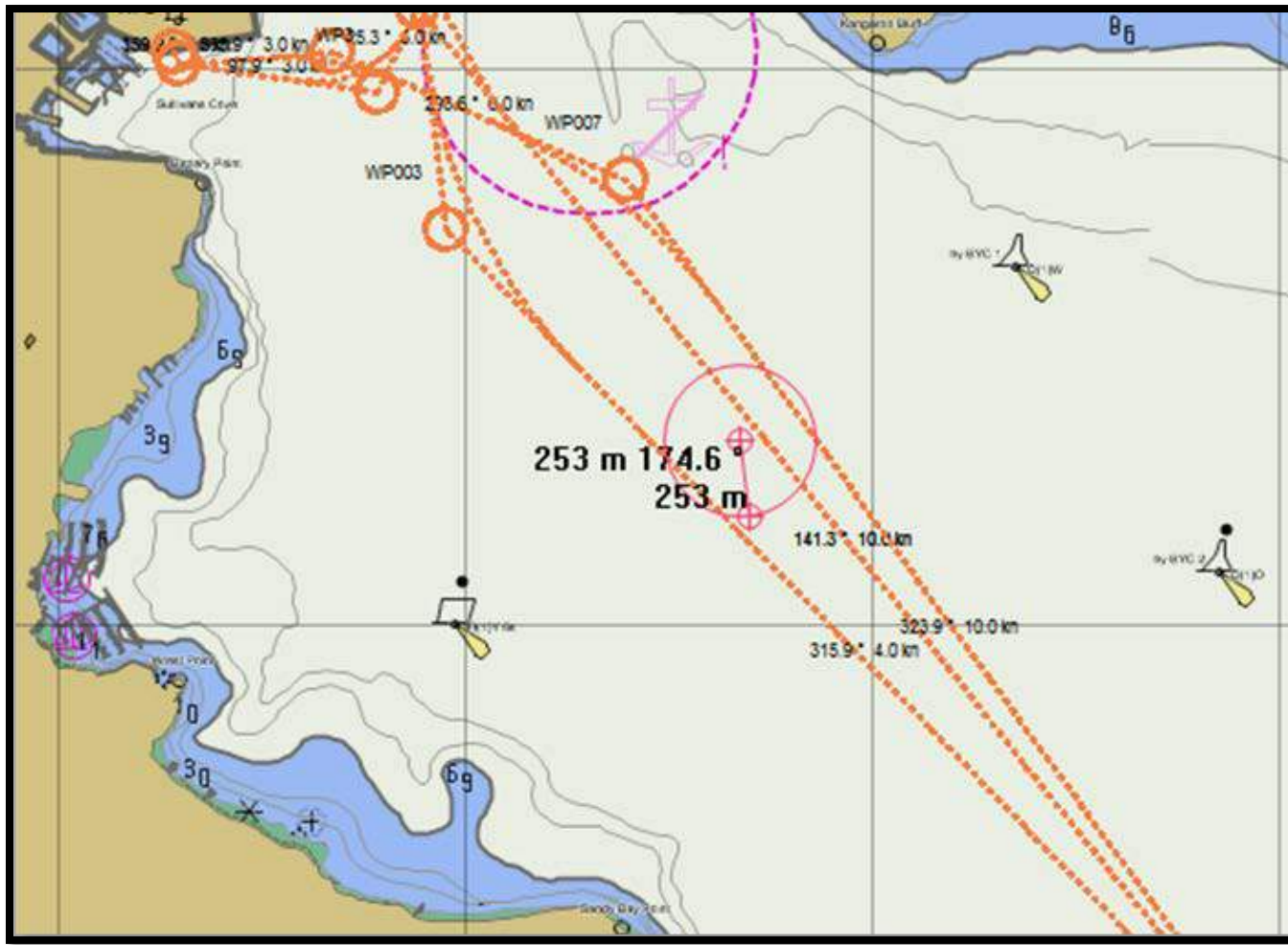


# Pilotage routes – Mid river 1

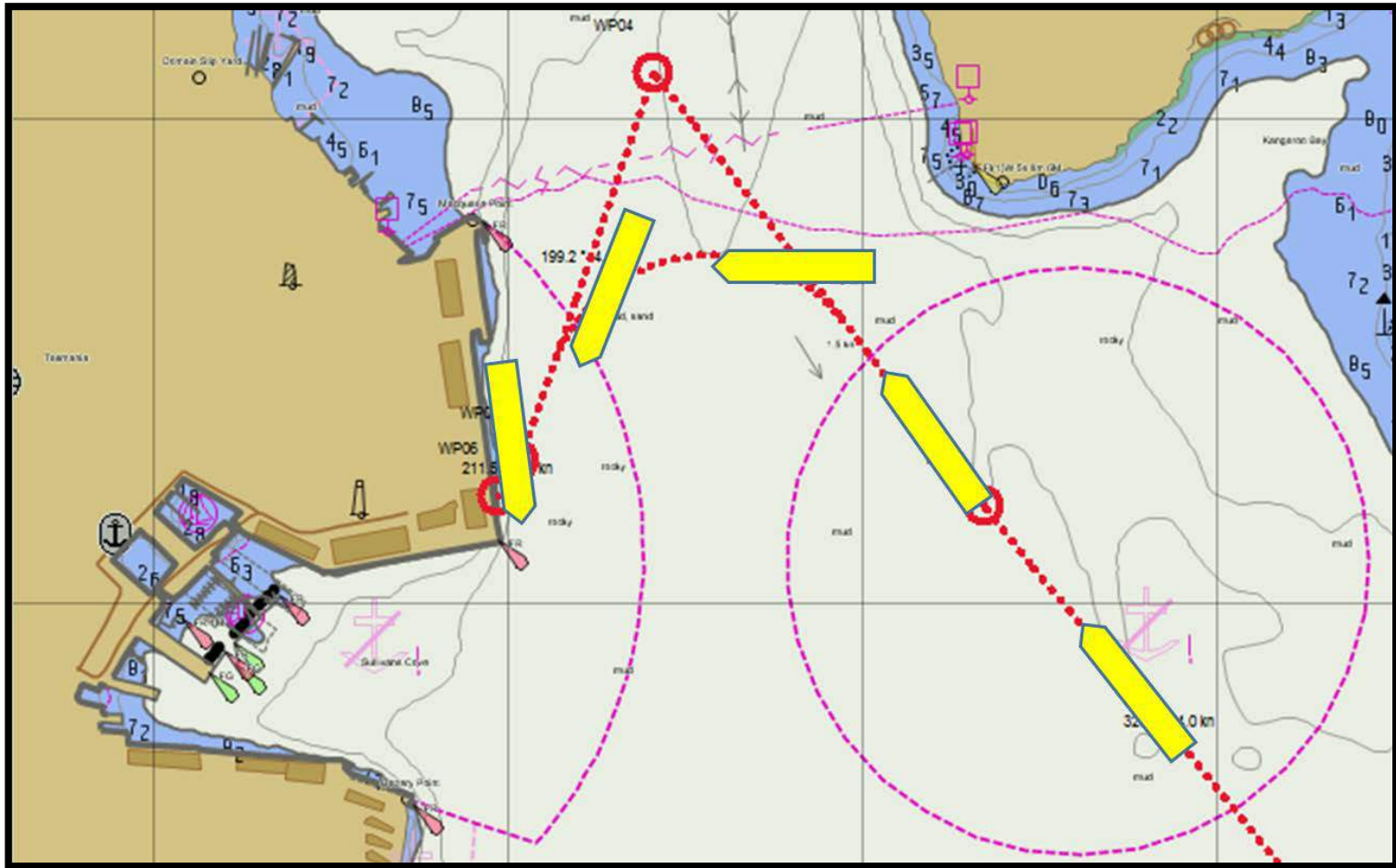




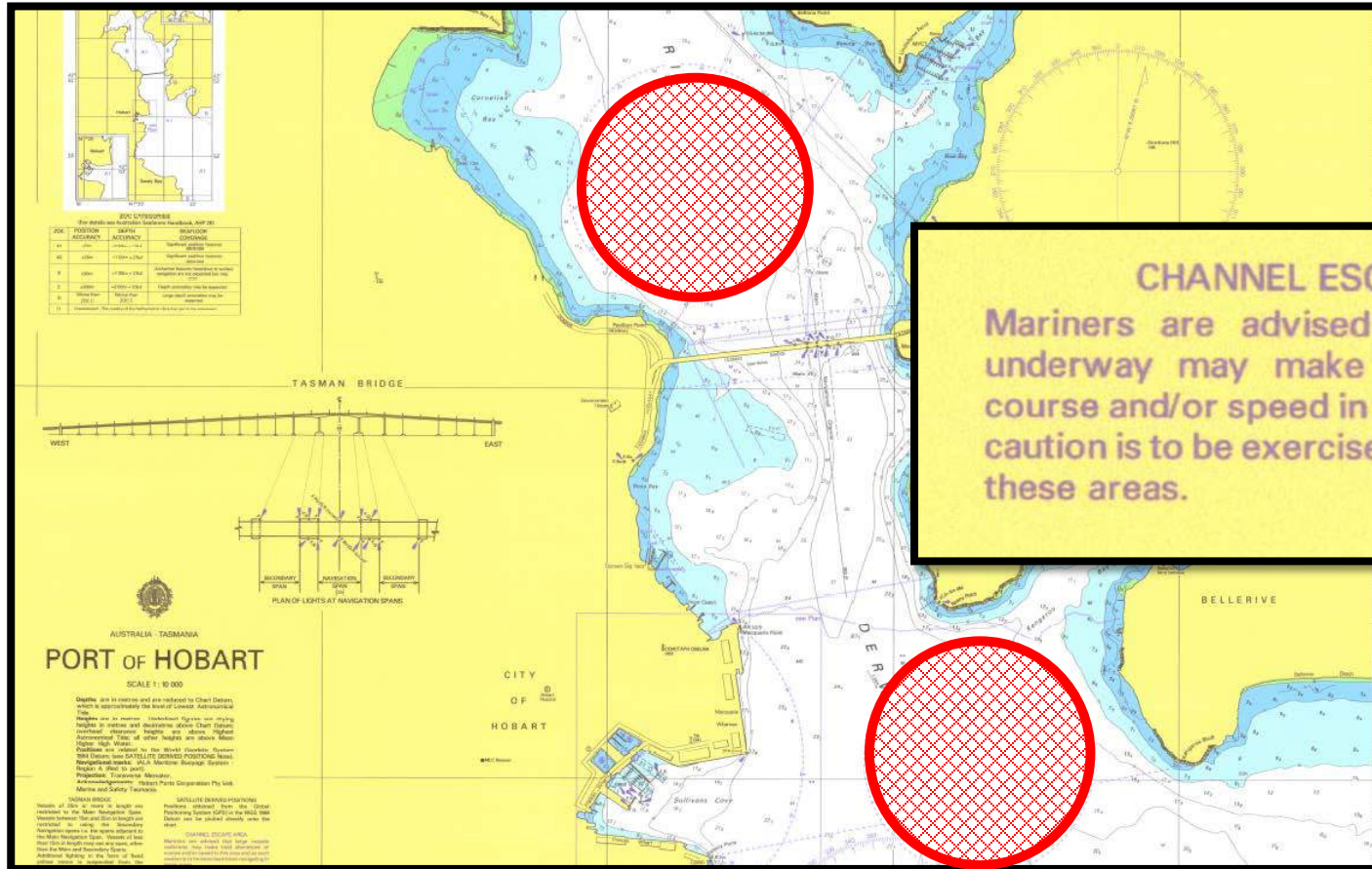
## Pilotage routes – Mid river 2



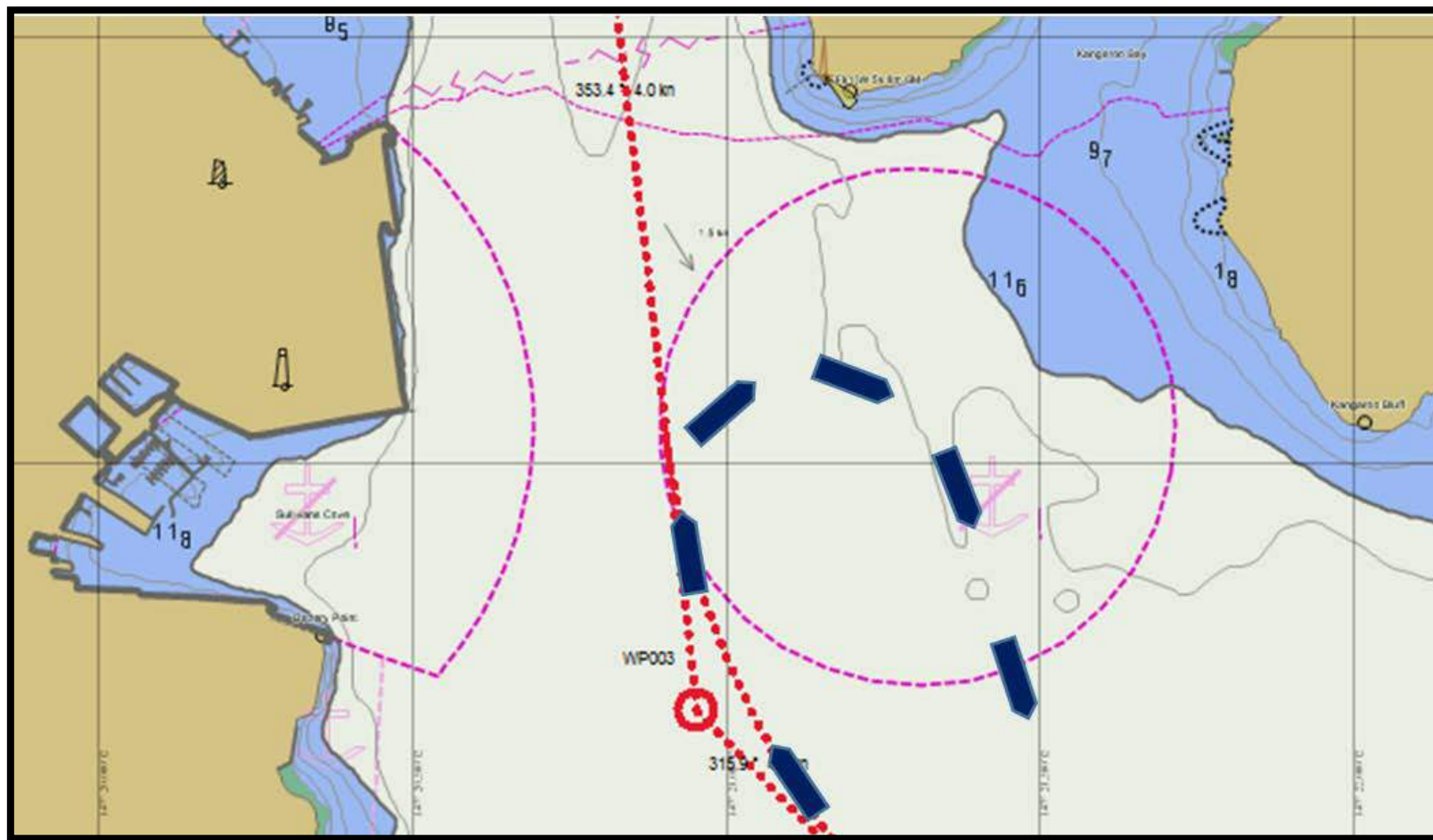
# Mac 4-5 Cruise/ Container ship approach



# Tasman Bridge abort zones



# Northbound abort









---

# Maersk Marmara – 19 Feb 2018



---

# Maersk Marmara – 19 Feb 2018



# Maersk Marmara – 19 Feb 2018



---

## Additional contingencies

- Weather outside of Tasman Bridge parameters
- Propulsion or equipment failure
- Steerage failure
- Tug failure



---

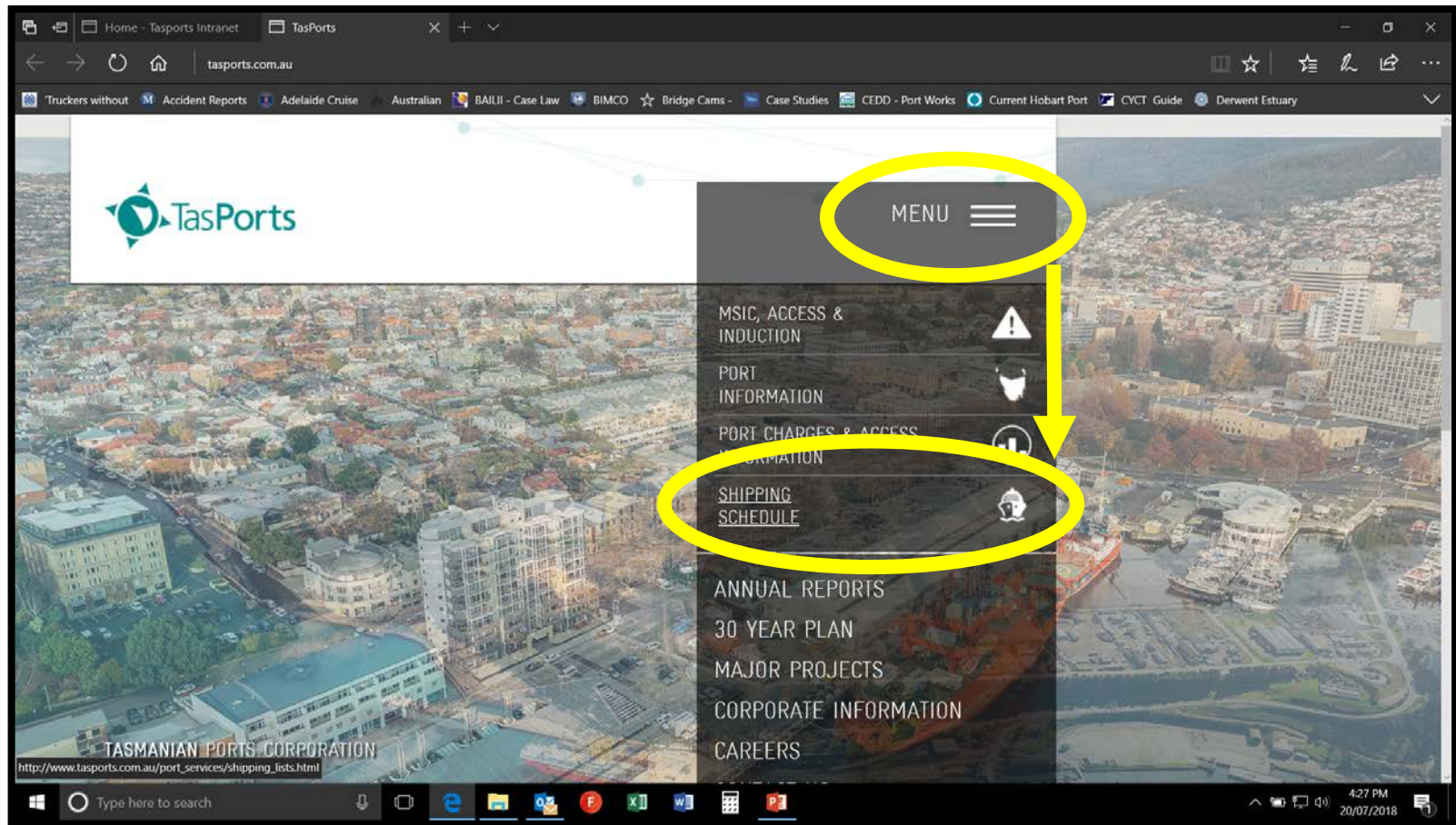
## Pilotage actions – Situational awareness to other waterways users

- Shipping list – Media/ Internet
- VHF calls – VHF Ch12
  - Arrivals at Pilot boarding ground inbound
  - Pre departure from berth
  - During transit
  - Bold manoeuvres, ie off Sullivans Cove or Abort manoeuvres
- Manoeuvring whistle signals
  - Prior to departure – **Long blast** (COLREGS R34(e))
  - Unsure of Intentions/ Actions – **5 short rapid blasts** (COLREGS R34(d))
  - Tasman Bridge warning – **10 Sec blast** (M&S(P&N) Regs 2017 s41(1))
- Presence of Tugs/ Pilot boat (escort)
- Pilot/ Pilotage exemption flag



# Tasports shipping schedule

([www.tasports.com.au](http://www.tasports.com.au))



# Tasports shipping schedule

**Shipping Lists**

- Bell Bay
- Burnie
- Hobart**
- Derwent Estuary

**HOBART**

20/07/2018 @ 16:21 Hours

**SHIPPING SCHEDULE**

Please note that these details are made available for general information only and are not exhaustive listings of all shipping movements

Details pertaining to some vessels may be withheld for security reasons

**Expected Shipping**

Prt	Vessel	Agent	Mov	Berth	ETA/D	POB	Lines	Master	Pilot	Tugs	LM	LB	From/To	Flag	Cargo	LDA	Draft	Other
FRIDAY 20/07/2018																		
HBT	SILVER GINDY	GAC	DEP	SELF S	2100		2045		PIL	2	QUB	NO	DEVONPORT	JARSHIS	PETROLEUM	183	7.82	
SATURDAY 21/07/2018																		
HBT	ISLAND CHIEF	TASCARGO	ARR	MAC4	0800	0800	10815		PIL	1	QUB	BM	PORT KEMBLA	LIBERIA	CONTAINERS	158	6.2	BT ST
HBT	ISLAND CHIEF	TASCARGO	DEP	MAC4	2000		1945		PIL		QUB	NO	MELBOURNE	LIBERIA	CONTAINERS	158	7.2	BT ST
SUNDAY 22/07/2018																		
HBT	MANDANA	TASSAL	ARR	POW	0700		0630	UNKNOWN	EX		NO	NO	HOBART	AUS	PENN TOW	17		0800 BRG
HBT	MANDANA	TASSAL	DEP	POW	1100		1045	UNKNOWN	EX		NO	NO	SEA	AUS	PENN TOW	17		
HBT	KUANIN	INCHCAPE SH	ARR	RISDON	2000	2000	2045		PIL	2	QUB	BM	PORT PIRIE	CHINA	CONCENTRATES	159	7.3	
MONDAY 23/07/2018																		
HBT	INUYAMA	MONSON	ARR	MAC4	1200	1200	1215		PIL	0.1	QUB	BM	TANJIN MANIS	PAN	PRODUCT 3	149	6.72	BT
TUESDAY 24/07/2018																		
WEDNESDAY 25/07/2018																		
HBT	KUANIN	INCHCAPE SH	DEP	RISDON	2359		2345		PIL	2	QUB	NO	PORT PIRIE	CHINA	CONCENTRATES	159	6.9	
HBT	ICS SILVER LINING	INCHCAPE SH	ARR	RISDON	TBA	TBA	TBA		PIL	1/2	QUB	BM	PORT PIRIE	ANTIGUA	CONCENTRATES	139		BT
THURSDAY 26/07/2018																		
HBT	INUYAMA	MONSON	DEP	MAC4	TBA		TBA		PIL	1	QUB	NO	BURNIE	PAN	PRODUCT 3	149	6.5	BT

---

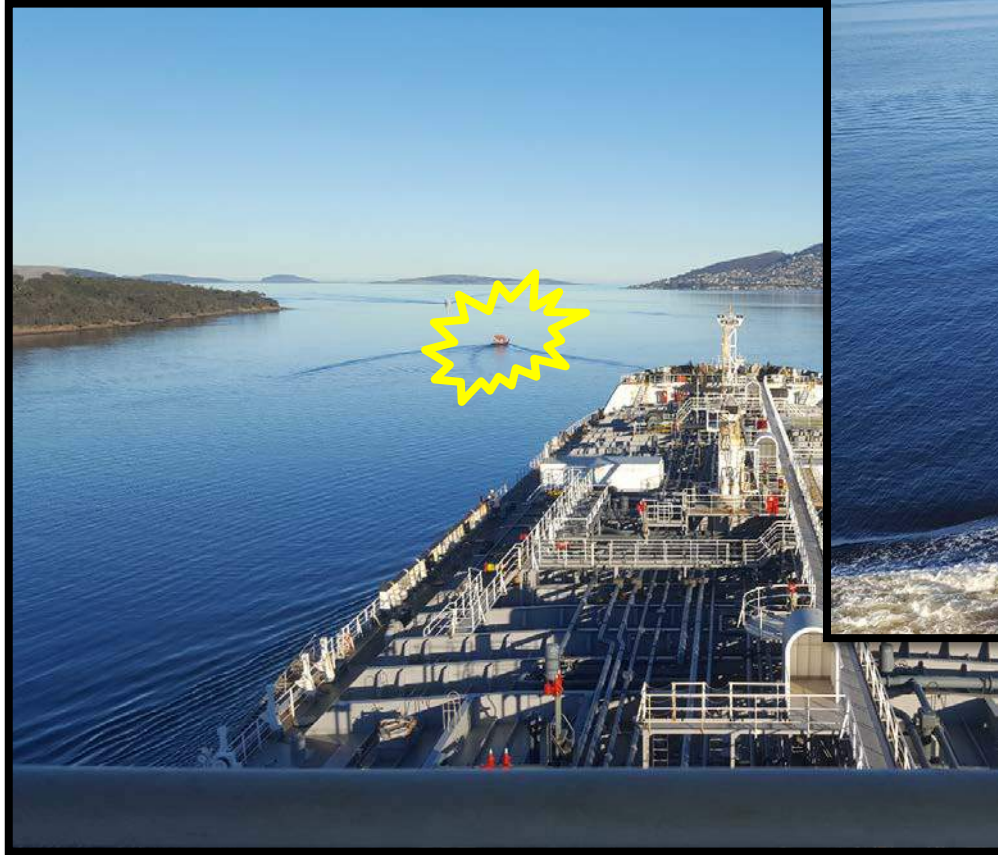
## Pilot boat escort

- For small craft not carrying VHF radio, the escort boat may convey a direction from the Pilot (an authorised officer) where earlier messages may not have been received, heard, or understood.
- Pilot boat escort is there for small craft safety!
- Follow their direction.

They are not your enemy.



# Pilot boat escort



# Pilot boat escort





# Pilot boat escort



## Pilot flag – avoid over reliance



## Pilot flag – down wind of





# Crossing ahead of a vessel under pilotage

What are your expectations if your yacht capsizes, or your engine fails?



# Escort tug operations





---

# Escort tug operations



---



---

## **Commercial shipping and recreational sailing – the risks**

- Yacht capsize ahead of vessel.
- Yacht disappear under bow of vessel.
- Yacht affected by pressure or suction zones.
- Yacht collision with ship side.
- Yacht interacting with escort tug on tow line.
- Ship compelled to take avoiding action by bold manoeuvre.

---

# Considerations for sailing clubs

- Review on water risk assessments – comprehensive, up-to-date, well promulgated.
- Sailing directions & Instructions to competitors
  - COLREGS Rule 16 Action by give-way vessel - *Take early and substantial action to keep well clear*
- Training and induction of race officials
- Cognisant of relevant Notice to Mariners – Exclusion zones – Pilotage/ Berthing operations
- Pre race awareness – shipping update – contact Radio room/ VTS.
- Course setting with regard to pilotage routes (avoid impeding following areas)
  - Sullivans Cove approach/ departure/ berthing operations
  - Tasman Bridge Channel escape zones
  - North of Rosny Point
  - Proximity of PBG
- Plotting aids to assist course setting.
- Timing of race starts.
- Situational awareness - VHF Ch 12 (radio etiquette)/ awareness (COLREGS: sight & sound).
- Avoid intimidating behaviour with piloted vessels.
- Follow direction of escort boat



# AMSA guidance

Qualifications & training  
Vessels & operators  
Incident reporting  
Transition to a national system  
Domestic commercial vessels  
Ship registration  
Cargoes and dangerous goods  
Flag State administration  
Port State control  
Regulations and standards for vessels  
Safety & navigation

Home > Vessels & operators > Regulations and standards for vessels > Guidance notices and fact sheets for domestic commercial vessel owners and operators
Print

## Guidance notices and fact sheets for domestic commercial vessel owners and operators

Find out more about complying with the national system if you are a domestic commercial vessel owner or operator.

Guidance material is set out below to help you understand how to comply. Fact sheets are provided for some topics to provide a short overview of the relevant requirements. Some fact sheets and guidance notices are now webpages with the links appearing below.

Topic	Guidance notices and fact sheets	Type	Document number
Scale G first aid kit	Guidance notice	Web pages	Vessel exempt from survey, was previously AMSA 543
General safety duties	Fact sheet	Guidance notice	AMSA 743
Parent-tender vessel operations (also known as duty operations)	Fact sheet	Guidance notice	AMSA 574
Sailing clubs undertaking domestic commercial vessel operations (temporarily unavailable—under review)	Fact sheet		
Sailing clubs delivering recreational sail training and related commercial activities (temporarily unavailable—under review)	Guidance notice		
Safety management systems	Web pages		Previously guidance notice AMSA 590 and fact sheet AMSA 675

	<a href="#">Scale G first aid kit</a>	Guidance notice	AMSA 754
Operations	<a href="#">General safety duties</a>	Fact sheet	AMSA 678
	<a href="#">Parent-tender vessel operations (also known as duty operations)</a>	Fact sheet	AMSA 684
	Sailing clubs undertaking domestic commercial vessel operations (temporarily unavailable—under review)	Fact sheet	AMSA 685
	Sailing clubs delivering recreational sail training and related commercial activities (temporarily unavailable—under review)	Guidance notice	AMSA 662
	<a href="#">Safety management systems</a>	Web pages	Previously guidance notice AMSA 590 and fact sheet AMSA 675

---

# Commercial pilotage and recreational sailing on shared waterways.

- Commercial pilotage and other waterway activities (including recreational sailing) are not mutually exclusive.
- There is a need to co-exist on shared waterways.
- We all need to be cognisant of:
  - the risks,
  - our rights,
  - and obligations.

---

Tasmanian Clubs Conference 2018

Thank you