

## NAVIGATION LIGHTS

Vessels operating from sunset to sunrise, whether at anchor or underway, must carry and exhibit the correct lights. Navigation lights must also be displayed during daylight hours in periods of restricted visibility.

Spotlights can be used to identify specific hazards, but this should only be done when operating at very slow speed and without affecting other waterway users. It is unsafe to navigate a vessel with light illuminating the water directly ahead because it deprives you and other vessel operators of night vision. It is important to slow down and keep a good lookout.

Remember:

- Not all navigation hazards have lights indicating their position
  - Background lighting on the shore can cause confusion
  - A safe speed is a speed at which sufficient action can be taken in time
  - Some vessels moored in approved mooring areas and oyster leases may not be lit.
- Power-driven vessels less than 12 metres in length that are underway must show the following lights:
- a masthead light, sidelights and a sternlight, or
  - an all-round white light and sidelights.
- A power-driven vessel of less than 7 metres in length whose maximum speed does not exceed 7 knots, may exhibit all all-round white light only and, if practicable, also exhibit sidelights.

Anchored vessels under 50 metres in length must show an all-round white light.



## PERSONAL WATER CRAFT

Operators of personal water craft (PWC) should be aware that PWCs are power boats and, as such, are required to be registered and operated within the rules pertaining to power boats.

It is a requirement to wear a PFD level 150, 100, 50 or 50S at all times when operating a PWC, in sheltered waters however when operating in coastal waters you must wear a PFD Level 150 or 100. It is also a requirement to carry a fire extinguisher and a bailer or bilge pump. In addition to these items, when operating in open waters, flares an EPIRB and a towline are also required.

One of the most common complaints about PWCs is noise. Be considerate especially early in the morning and when the wind is blowing towards residential areas. The fewer complaints the greater the chance to enjoy the sport.

## FIRST AID

### Hypothermia

Hypothermia is excessive cooling of the body from immersion in cold water or exposure to very cold weather. It can be fatal.

Signs and symptoms

- Worsening mental and physical performance:
- A person will become sleepy and confused, have problems in walking and talking and may even lose consciousness
- Shivering is an early sign that will disappear as the condition gets worse.
- A slow, regular pulse is often typical as is waxy, discoloured skin.

Treatment

- DRABC (Danger, Response, Airway, Breathing, Circulation)
- Handle the casualty carefully – avoid movement that might cause irregular heart action.
- Keep the casualty lying down

To prevent further heat loss

- Shelter them from the cold
- Wrap the casualty and a warm-bodied companion in a blanket or sleeping bag
- Cover the head and neck, but leave the face uncovered
- If there is sufficient shelter, remove wet clothes
- Covered hot water bottles or other sources of gentle heat such as wrapped hot stones can be applied to groin, armpits and sides of the neck.
- If the casualty is conscious, give small quantities of warm, sweetened fluids.
- Never give alcohol – this reduces the ability to create body heat through shivering and by dilating blood vessels it actually increases heat loss.
- Never rub or massage the casualty
- Never expose the casualty to excessive heat – a hypothermic person may burn easily.

Sunburn

Prevention  
Wear a broad-brimmed hat and protective clothing outdoors even when it is cloudy. Apply water resistant, broad spectrum sunscreen frequently while you are outdoors.

Treatment

- Rest in a cool place.
- Give the patient fluids by mouth.
- Apply cool compresses to the affected areas.
- Do not prick blisters.
- Seek medical advice if sunburn is extensive.

## THINGS TO DO AND SEE

The D'Entrecasteaux Channel, Tasman Peninsula and the Huon Valley all offer a large range of things to do and see. Whether it be yachting, game fishing, diving or kayaking it is all available in South-Eastern Tasmania. If you are unable to bring your own boat then you won't miss out. If you want to find out more about fishing and dive charters, yachting holidays or kayaking tours visit the Tourism Tasmania website at [www.discovertasmania.com.au](http://www.discovertasmania.com.au).

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## WATERSKIING

Ski boats often travel at high speeds so boat operators should acquaint themselves with local operating rules and guidelines.

It is a requirement to have an observer (minimum 10 years of age) watching the skier at all times. The observer should transfer messages from the skier to the vessel driver. This allows the driver to concentrate on operating the boat.

The maximum number of water skiers that can be towed simultaneously is three and water skiing can only occur during daylight hours. Persons aquaplaning and wakeboarding must also abide by these rules.

Every waterskier (or person being towed in any other manner) must wear an approved personal flotation device Level 150, 100, 50, 305 that complies to AS4758.

While the waterskier (or person being towed) is being carried on a boat on the way to being towed or on the way back to shore they can also wear either a Level 150, 100, 50 or 305.

Always ski in an anti-clockwise direction.

## SKI ACCESS LANES

In popular ski areas it is common to find ski access lanes. These lanes allow skiers access to the beach and therefore are off limits to swimmers and other vessels.

## DIVER BELOW

Any boat that has divers operating from it must display signals by day or night to inform other boat users.

The daytime signal is the international Code Flag "A", at least 750mm long and 600mm wide.

Divers on board a boat displaying the "A" flag are exempted from wearing a PFD. The boat may be under power when displaying this flag but cannot exceed a speed of 5 knots.



- Marion Narrows
  - Barway can be subject to breaking waves.
  - Conditions around the Narrows are constantly changing.
  - For up-to-date transit information visit the MAST website at [www.mast.tas.gov.au](http://www.mast.tas.gov.au)
  - Do not attempt to enter Blackman Bay through the Narrows in heavy NE conditions.
  - Only shallow draft vessels who have sought local knowledge should transit.
  - Navigate only at high tide and in daylight hours.

Transit time from Marion Narrows (in favourable weather conditions) to:			
	6 knots	20 knots	
Triabunna	3 hours, 30 mins	1 hour, 5 mins	
Chinaman's Bay	2 hours, 10 mins	40 mins	
Schouten Passage	6 hours, 20 mins	1 hour, 55 mins	

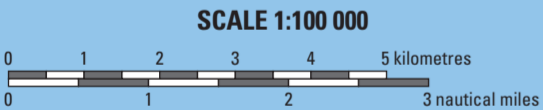


Table of distances and times (in favourable weather conditions)			
From Hobart to Iron Pot	11.2 nm (nautical miles)		
From Iron Pot to:			
Cremorne	11.0	1 hr, 50 mins	35 mins
Sloping Island	12.6	2 hr, 10 mins	40 mins
White Beach	14.2	2 hr, 25 mins	45 mins
Isle of Caves	14.3	2 hr, 25 mins	45 mins
Nubeena	14.7	2 hr, 30 mins	50 mins
Lime Bay	15.9	2 hr, 40 mins	50 mins
Connellys Bay	16.8	2 hr, 50 mins	50 mins
Monk Bay	17.6	3 hr	55 mins
Lewissham	17.9	3 hr	1 hr
Cape Raoul	20.0	3 hr, 20 mins	1 hr
Denison Canal	20.3	3 hr, 20 mins	1 hr
Sommers Bay	21.6	3 hr, 35 mins	1 hr, 5 mins
Murdunna	22.1	3 hr, 40 mins	1 hr, 10 mins
Flinders Bay	22.2	3 hr, 45 mins	1 hr, 20 mins
Taranna	25.1	4 hr, 15 mins	1 hr, 15 mins
Safety Cove	26.3	4 hr, 25 mins	1 hr, 20 mins
Port Arthur	28.5	4 hr, 50 mins	1 hr, 25 mins
Stewarts Bay	28.8	4 hr, 50 mins	1 hr, 25 mins
Tasman Island	29.1	4 hr, 55 mins	1 hr, 30 mins
Lagoon Bay	31.8	5 hr, 20 mins	1 hr, 35 mins
Fortescue Bay	38.5	6 hr, 25 mins	1 hr, 55 mins
Pirates Bay	44.0	7 hr, 20 mins	2 hr, 15 mins

## Key to Facilities

	Boat Ramp (Best at half to high tide)	Boat Ramp (Suitable all tides)	Jetty	Pontoon/Landing Stage	Power	Camping Grounds	Fresh Water	Fuel (Petrol)	Fuel (Diesel)	Fuel (Unleaded petrol)	Public Toilets	Public Telephone	General Store	Hotel/Restaurant/Holiday Units	Caravan Park	Public BBQ	Fishing Tackle	Unsuitable Direction (eg NW)
1 Cremorne																		NW
2 Lewissham																		SE
3 Dodges Ferry																		NW
4 Gypsy Bay																		W
5 Boomer Bay																		W
6 Dunalley																		E
7 Murdunna																		SW
8 Pirates Bay																		N
9 Taranna Boat Ramp																		SE
10 Taranna Jetty																		NW
11 Saltwater River																		
12 Fortescue Bay																		
13 Nubeena																		
14 White Beach (North)																		
15 White Beach (South)																		
16 Garden Point																		
17 Port Arthur Jetty																		
18 Dorans Rd (Lauderdale)																		

Check [www.mast.tas.gov.au](http://www.mast.tas.gov.au) for further information such as ramp gradient and vessel suitability

## MARINE RADIO AND WEATHER INFORMATION

MAST Telephone Boating Weather Service:  
Bureau of Meteorology Boating Weather:

Phone: 6233 9955  
Phone: 1900 969 940  
[www.bom.gov.au](http://www.bom.gov.au)  
Phone: 6231 2276  
0745, 1345, 1633 & 1903

## Coast Radio Hobart

VHF Ch 16 Weather died times:  
Weather warnings broadcast on receipt.

## TIDE INFORMATION

Parsons Bay	add	5 minutes to Hobart
Pirates Bay	subtract	7 minutes from Hobart
Impression Bay	add	8 minutes to Hobart
Port Huon	subtract	7 minutes from Hobart
Recherche Bay	subtract	33 minutes from Hobart

## GENERAL INFORMATION

### Boating

Licensing, registration and moorings MAST Phone: 6235 8888  
Service Tasmania Phone: 1300 135 513  
Phone: 6235 1000

### TaPorts

Denison Canal Superintendent Phone: 6267 4125  
Royal Volunteer Coastal Patrol Phone: 6295 0486  
Australian Volunteer Coast Guard (Kettering) Phone: 6267 5016  
Marine Police Phone: 6230 2475

### Fishing

Fishwatch Phone: 0417 655 557  
Yacht and Boat Clubs  
Kettering Yacht Club Phone: 6267 4125  
Port Cygnet Yacht Club Phone: 6295 0486  
Huon Yacht Club Phone: 6291 1075

Kingborough Aquatic Club Phone: 6229 5149  
Tasmania Boat Club Phone: 6250 3121  
Tuna Club of Tasmania Phone: 6250 3620

## TRIP PLANNING

### Before you leave home:

- Know the capabilities of your boat and make sure it is suitable for the conditions.
- Make sure you are familiar with the area you are going and seek local knowledge.
- Check the weather and make sure it is suitable for your trip.
- Check the tides and ensure the ramp will be suitable for launching. Go to [www.mast.tas.gov.au](http://www.mast.tas.gov.au)
- Make sure you have sufficient fuel for the trip.
- Check that you have the required safety equipment on board for the area you intend to operate in.
- Carry plenty of provisions including water, food and a first aid kit.
- Make sure you let a responsible person know where you are going and when you will return.

### Once you are on the water:

- Stow your gear sensibly.
- Ensure everyone is seated before getting under way.
- Check that your vessel is loaded to a good stable trim with adequate freeboard.
- Check your fuel, equipment and provisions.
- Make sure your safety equipment is in good condition and readily available. Also ensure that passengers know where it is stored and how to use it.
- Keep an eye on the weather and get an updated forecast.
- Consider your passengers – they are your responsibility. Ensure they understand the use of safety equipment and that they can move around the boat without being a danger to themselves or anyone else.

## MINIMUM SAFETY EQUIPMENT

Equipment	Less than 6 metre boat in sheltered waters	Less than 6 metre boat in all other waters	More than 6 metre boat in sheltered waters	More than 6 metre boat in all other waters
Anchor rope and chain	✓	✓	✓	✓
Bailer / Bilge pump	✓	✓	✓	✓
Personal Flotation Device (PFD)	✓	✓	✓	✓
Fire extinguisher	✓	✓	✓	✓
Oars / auxiliary propulsion	✓	✓	R	R
Flares	✓	✓	✓	✓
Heaving line	R	✓	✓	✓
Lifebuoy	✓	✓	✓	✓
EPiRB	✓	✓	R	✓
Radar reflector	✓	✓	R	✓
First aid kit	R	✓	R	✓
Water	R	✓	R	✓
Marine radio	R	✓	R	✓
MAST capacity label	✓	✓	✓	✓

## PERSONAL FLOTATION DEVICES

An approved personal flotation device (PFD) must be provided for each person on board. It is compulsory to wear a PFD in any recreational motor boat or motor-propelled tender that is under six (6) metres in length and is under power.

It is also compulsory for children under the age of 12 years to wear a PFD in a recreational motor boat or motor-propelled tender of any length while under power.

Boaters are not required to wear a PFD while they are within a deckhouse, cabin or secure enclosed space.



### Personal Flotation Device (PFD) - Level 150 or Level 100

A Level 150 or 100 must comply with the Australian Standard AS4758. This will be clearly marked inside the garment. These jackets are required for sheltered and open waters. It is recommended children use this style of jacket in all operational areas.



### Personal Flotation Device - Level 50

A Level 50 must comply with Australian Standard AS4758. This will be clearly marked inside the garment. These jackets are to be used in smooth water only.



### Personal Flotation Device - Level 50 Special Purpose

A Level 50 Special Purpose must comply with AS4758. These jackets do not meet Australian Standards Association colour requirements. They can be worn by operators of kayaks, PVCs in sheltered waters and people being towed on skis, wakeboards etc. They are not to be used as the main life jacket in a boat.

## FLARES

Within Tasmania, flares are not required for vessels less than 6 metres operating in smooth waters, although MAST recommends that they be carried.

Flares must be approved to Australian Standard AS2092.

Waters	Flare Requirement
Smooth Waters	Recommended
Sheltered Waters	2 x Red Hand Flares
	2 x Orange Smoke Flare
Coastal Waters	2 x Red Hand Flares
	2 x Orange Smoke Flare
	2 x Red Parachute Rockets

## AVOIDING COLLISIONS

### Lookout

The skipper of a vessel must always ensure that a good lookout is maintained. A good lookout keeps both a visual check and also listens for such things as vessels, sound signals and breaking water. Make sure you are fully aware of the boating environment, especially in bad weather, restricted visibility or darkness.

Do not confuse the role of an observer when the boat is towing a water skier; with a lookout. Both a lookout for general dangers and a check of the skier are required.

### Giving Way

Responsibilities between vessels under way:

- The skipper must continuously assess the risk of collision with other vessels.
- If you are required to give way, do it in good time and make a move which will be obvious to the other vessel.
- In a collision, all masters involved can be held responsible even if the give way vessel does not give way because each master is required to exercise caution and take avoiding action.

### Rules of the road

Power-driven boats shall keep out of way of sailing vessels and towing boats.

Power driven vessels meeting head-on or nearly head on shall alter course to starboard so that each may pass on the port side of the other.

When two power-driven vessels are crossing the boat with the other on it's starboard side shall keep out of the way and avoid crossing ahead of the other boat.

All boats, whether sail or power, overtaking another boat shall keep out of the way of the boat being overtaken. You can overtake the other vessel on either side but only when it is safe to do so and you must keep well clear.

Power-driven vessels should also give way to commercial fishing vessels and ferries.

### Sailing Vessels

When each sailing vessel has the wind on a different side, the vessel that has the wind on it's port side shall keep out of the way of the vessel with the wind on it's starboard side.

When both sailing vessels have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is leeward.

## OPERATION IN PILOTAGE WATERS

The D'Entrecasteaux Channel and the Derwent River are pilotage waters. Small craft skippers must be aware that large ships cannot alter course or speed quickly and their draught also restricts them to a specific course. It is also difficult to observe small craft from the bridges of these ships. Recreational vessels must keep clear of such ships at all times. A ship being piloted displays this flag.

## NAVIGATION AIDS

### Single Lateral Marks

Often lateral marks are not placed in pairs so you will need to decide on the safe side to pass. The safe side to pass a lateral navigation marker is determined by your direction of travel to or from the sea.

When both port and starboard lateral marks are placed near to each other you pass between the two of them.

### The coming in and going out rule:

Upon entering harbour the port (red) mark should be passed on the boat's port (left) side, while the starboard (green) mark should be passed on the boat's starboard (right) side.

When leaving harbour the port (red) mark should be passed on the boat's starboard (right) side, while the starboard (green) mark should be passed on the boat's port (left) side.

## FISH FARMS

Boaters need to be aware of where fish farms are and what they look like. Fish farms zones are marked on this guide. These areas are zoned for farming by DRWE and may not always have leases within them and the position of leases inside these zones may change from time to time. The boundaries of leases are marked with either spa buoys or IALA special marks.

When required these marks are lit with a yellow flashing light. Please report fish farm light outages to MAST.

## FURTHER INFORMATION

Further information about boating in the D'Entrecasteaux Channel and Tasman Peninsula area is available in the following publications:  
Tasmap - Cruising Southern Tasmania; DRWE Hobart, 2006.  
Brettingham-Moore - Cruising Tasmania; Shadrach Pty Ltd Cambridge, 2006.  
RYCT - Tasmanian Anchorage Guide; RYCT, Hobart, 2012.  
Australian Hydrographic Service - Nautical Charts Aus 171, Aus 173, Aus 174 and Aus 795. Wollongong.  
MAST Cruising Tasmania page: [www.mast.tas.gov.au](http://www.mast.tas.gov.au)