

LS5 REGULATIONS RESCUE VESSELS



LS5.1 ROLE SPECIFIC LICENCES

PURPOSE

To outline the licenses required for specific roles within lifesaving services.

All personnel are required to hold the appropriate licences in order to operate powercraft for lifesaving services.

PROCEDURE

Rescue Vessels

Crew members are required to obtain the necessary Federal and State Government licenses relating to the operations of the marine rescue vessel they are operating (including exemptions and arrangements in place with SLS).

A rescue vessel is defined as a rescue vessel that operates both short and long range in both surveillance and response operations.

Types of SLS Rescue Vessels (but not limited to):

- Jet Rescue Boat (JRB)
- Offshore Rescue Boat (ORB)
- Rigid Inflatable Boat (RIB)
- Inflatable Rescue Boat (IRB)
- Rescue Water Craft (RWC)

Drivers License (Motor Vehicles)

The length of the tow vehicle and trailer is considerable and all up the weight of the boat and trailer can be up to 5 tonnes. A Light Rigid (LR) license is required for any rigid vehicle, including a truck and bus, greater than 4.5 tonnes GVM, but not more than 8 tonnes GVM, plus a trailer of no more than 9 tonnes GVM; or a bus seating more than 12 adults.

Radio License

VHF and HF Marine Radio Operators must have a licence to use these radios.

REFERENCE

Tasmanian Government Department of State Growth Transport (DSGT).

Marine and Safety Tasmania (MAST)



LS5.2 POWERCRAFT OPERATOR LICENSING

PURPOSE

To outline Marine and Safety Tasmania (MAST) licensing requirements for Surf Life Saving Powercraft such as Inflatable Rescue Boats (IRBs), Rescue Water Craft (RWC), Offshore Rescue Boats (ORB) and Jet Rescue Boat (JRB)

PROCEDURE

All personnel operating a Surf Life Saving IRB/RWC must be qualified, endorsed and proficient to operate the vessel under Surf Life Saving Australia (SLSA), Surf Life Saving Tasmania (SLST) and State regulations/ requirements.

RWC Licensing Procedure

The following procedure applies to a member's RWC licensing:

1. Member must hold the prerequisites to commence RWC training (see Support Operations Member Application Form);
2. Apply to SLST to commence training;
3. Confirmation granted by SLST;
4. Member undertakes Part 1 of RWC training (Navigation, preparing for boat operations) under supervision of a State RWC facilitator or State IRB Assessor;
5. Member must maintain their signed workbook as proof of completion of Part 1;
6. Member undertakes Part 2 and additional training under supervision of a State RWC trainer and/or State RWC facilitator;
7. Member completes RWC assessment under supervision of State RWC facilitator;
8. Member issued RWC Operators Award (as a laminated card); and
9. Member commences active patrolling.

Annual Renewal/Proficiency

Members must complete their RWC proficiency annually.

All drivers and operators of SLST craft (for strictly SLST activities) shall hold a SLST Award for the craft to which they are operating. The Award will indicate the relevant vessel:

RWC – Rescue Water Craft

IRB – Silver Medallion IRB Driver

ORB – Offshore Rescue Boat Driver/Skipper

JRB – Jet Rescue Boat Driver/Skipper

*Trainee drivers must have the minimum qualification signed off by an assessor on an Assessment Summary Form and be under the direct supervision of someone who holds a license.



TASMANIA

LS5.2 POWERCRAFT OPERATOR LICENSING

Section: LS5 Regulations - Rescue Vessels

Page: 2 of 2

SLST RWC and IRB award holders are required to obtain MAST boating/PWC licenses.

Awards will be sent to members by SLST when they achieve their award through SurfGuard.

Members may already hold the Recreational Boating Licence and PWC licence through MAST (be licensed for personal use). This however, does not negate the need to complete Part One of RWC training within the SLSA RWC course. Additionally, a current MAST issued Boat or PWC license does not negate the need to complete annual SLS powercraft proficiency.

REFERENCE

Support Operations Member Application Form



LS5.3 RESCUE VESSEL REGULATIONS/EXEMPTIONS

PURPOSE

To provide information pertaining to Surf Life Saving Tasmania (SLST) rescue vessel operations under the maritime legislation in Tasmania.

All boat users in Tasmania fall under maritime regulations/legislation including lifesaving services. Due to the nature of operations there are a series of formal exemptions for SLST. All surf lifesaving personnel and marine rescue vessels shall adhere to the requirements of regulations/legislation in Tasmania (including formal exemption requirements).

PROCEDURE

Surf Rescue Vessel Registration

All rescue vessels used for lifesaving services are to be registered through MAST.

Registration Procedure – New Vessel

1. Prior to purchasing a vessel from a manufacturer, a Club/SLST must complete a MAST New Vessel Registration Application Form.
2. MAST will record the details of the vessel then provide the registration number to the Club/SLST.
3. Club/SLST is to forward details of the vessel registration number to the vessel manufacturer for inclusion on the vessel.
4. Club/SLST must add details of vessel registration to SurfGuard.

Annual Re-Registration

1. Clubs/service shall be responsible for maintaining accurate vessel registration and equipment details within SurfGuard.
2. Clubs/services shall be responsible for ensuring that changes to vessel registration information are communicated to SLST.
3. Prior to the annual gear and equipment inspection the SLST gear inspectors will be required to print the surf rescue vessels (IRB,RWC) pre-filled Gear Inspection Checklist Form from SurfGuard with the other relevant lifesaving gear and equipment inspection checklists.
4. SLST gear inspectors are to cross reference the information on the pre-filled Gear Inspection Checklist Form with the clubs/service surf rescue vessels to confirm that these vessels are registered with SLST and the details are correct.
5. If the details are correct gear inspectors are to sign the relevant vessel Gear Inspection Form and maintain this on file at the SLST office.
Note: These may be audited by SLST at any time.
6. If the details are incorrect on the pre-filled Gear Inspection Checklist Form, the SLST gear inspector is to make the relevant amendments and return a copy to SLST and relevant Club/service.
7. If there is a surf rescue vessel that is not registered with SLST, the Club/service will be required to complete a New Vessel Registration Application Form and return to SLST.
8. If a Club/service has sold a vessel previously registered with MAST the Club/service will be required to complete the vessel transfer procedure below.



LS5.3 RESCUE VESSEL REGULATIONS/EXEMPTIONS

Vessel transfer Procedure (Selling/Gifting/Disposing)

1. Prior to selling/gifting/disposing of a vessel a Club/SLST shall complete a MAST Transfer of Vessel Registration Form.
2. SLST provide confirmation of receipt of the Transfer of Vessel Registration Form and Club/SLST is to then remove the vessel from Club/SLST SurfGuard records.
3. If the vessel is sold to a party other than a Club/SLST of SLST, or is being disposed, the MAST registration number and all associated Surf Life Saving branding and wording must be removed from the vessel prior to transaction being completed. Failure to remove registration and branding may result in consequences for the Club/SLST.

Registration numbers

Each vessel shall display its registration number on both its port and starboard forward gunwales. The registration numbers shall be affixed in block letters at least 150mm in height [minimum of 100mm for Rescue Water Craft (RWC)] in either black or contrasting in colour with the hull or background.

Any other Club/Service related vessel must be registered as per normal public procedure through MAST (Training supporting boats etc).

Licensing of Drivers/Operators

All drivers and operators of SLST rescue vessels (for strictly SLST activities) shall hold* a SLST License for the craft to which they are operating. The license will indicate the relevant vessel:

RWC – Rescue Water Craft

IRB – Silver Medallion IRB Driver

ORB – Offshore Rescue Boat Driver/Skipper JRB – Jet Rescue Boat Driver/Skipper

*Trainee drivers must have the minimum qualification signed off by an assessor on an Assessment Summary Form and be under the direct supervision of someone who holds a licence.

SLST RWC and IRB award holders are not required to obtain additional MAST boating/PWC licenses due to the components of such being included with the SLS training/assessment structure. This process is endorsed and is an exemption granted by MAST. This exemption applies to lifesaving activities only:

– Patrolling, emergency response, training (not personal boating activities or activities not deemed as lifesaving operations).

Licenses will be sent to members by SLST when they achieve their award through SurfGuard. Award holders shall be required to produce licence if requested by authorised officer to MaST within 14 Days.

Licenses shall be reissued annually following proficiencies for all marine rescue vessel license holders.



LS5.3 RESCUE VESSEL REGULATIONS/EXEMPTIONS

Marine Incidents

A 'Marine Incident' is a serious event and requires immediate reporting and adherence to MAST and SLST protocols. See the Marine Incident Report Policy LS5.4.

Generally a 'Marine Incident' involves events where there is:

- Collision of a surf rescue powercraft with another vessel causing damage/injury.
- Collision of a surf rescue powercraft with a member of the public causing injury.
- Injury sustained by surf lifesaving member from a surf rescue powercraft.
- Any injury/death caused to a member of the public or lifesaver by any public powercraft.

A Duty Officer should be tasked to every marine incident

Lifejackets

All surf lifesavers (driver and crew) operating Inflatable Rescue Boats (IRBs) both in frontline lifesaving operations and IRB training must wear a certified lifejacket, also to be referred to as a Personal Floating Devices (PFDs).

Equipment Requirements:

- Certified lifejackets must meet the SLSA specification; most notably the safety standard that underpins the specification – Australian Standard: 4758.1-2008 Personal Flotation Devices - Level 50 or International Standard: 12402:6:2006 Personal Flotation Devices - Level 50]
- Clubs/services are to procure certified lifejackets to satisfy their current SLS state/territory service agreement/ standard operational procedures or their local operational and membership requirements. As a guideline only, it is recommended that 3 x PFDs per IRB owned by the club/service in varying sizes (XS-XXL) be held.
- Certified lifejackets [AS:4758 or ISO:12402 - Level 50] are subject to gear and equipment inspections.

Operational Requirements:

- Both IRB driver and crewperson/s are to wear a certified lifejacket [AS:4758 or ISO:12402 - Level 50] (worn correctly; zipped and clipped up as applicable and in the correct size) at all times when in an IRB on the water.
- The IRB crewperson may only remove the certified lifejacket [AS:4758 or ISO:12402 - Level 50] when exiting the boat to perform an in-water rescue. The lifejacket must be put back on upon re-entry to the IRB.

Construction Requirements:

All buoyancy aids used for inshore aquatic power craft activities must be certified and meet International Standard: 12402:6 (Personal Floating Devices – Buoyancy Aids - Level 50) or Australian Standard 4758.1 (Personal Floating Devices – Level 50S).

- Inflatable buoyancy aids that require user intervention are not acceptable.
- The buoyancy aid is to be lightweight;
- The buoyancy aid is to be non-obstructive to the throat, neck or face area;
- The buoyancy aid must not have any sharp edges or materials that may cause injury to the user;
- The buoyancy aid must be able to be secured as to prevent riding up;
- Any fastening device/s on the buoyancy aid are to be fashioned in a way that they don't cause entanglement;
- The buoyancy aid is to be comfortable to wear.



LS5.3 RESCUE VESSEL REGULATIONS/EXEMPTIONS

Surf Life Saving Operational Requirements:

To be fit for surf lifesaving purpose, a buoyancy aid for inshore aquatic power craft activities must be able to meet the following requirements:

- Be non-restrictive and streamlined for operational duties including swimming (25m in calm seas), lifting patients and moving in and around power craft;
- Be suitable for beach and surf conditions (durable to salt water and extreme UV conditions);
- Be easy and quick to fit and remove;
- Optional: Where the lifejacket is to be used for night time operations, it is to have reflective taping. Reflective taping must be on the outside of the jacket;
- Optional: If required, have a securing point for a duty radio on the right collar bone area.

Branding and Colour Requirements:

- Life jackets are to be red or yellow in colour.
- The words SURF RESCUE or Lifeguard must appear on the back of the vest in lettering 70mm high x 25mm wide.
- The SLS logo is to be shown on the front left breast. This is to be 50mm high x 50mm wide.
- A lifejacket is required to be worn at all times.
- ORB/JRBs lifejacket requirements shall be as per their vessel requirements under state regulations and vessel survey requirements.

Speed

- SLS vessels shall adhere to state regulations regarding speed and distance to other vessels and persons in water except for when required for lifesaving activities (patrolling, emergency response, and training).
- Adherence to the vessel operating procedures (SOPs), Powercraft Code of Conduct and the application of a risk assessment approach shall always be required.

REFERENCE

SLST New Vessel Registration Application Form

MAST Transfer of Vessel Registration Form

SLST Witness Statement Form

SLSA Incident Report Log

MAST Vessel Incident Report

SLSA Powercraft Code of Conduct

SLSA Bulletin 03/13-14 Mandatory Wearing of Certified Lifejackets in IRBs - Lifesaving and Competition

SLSA Circular 66/13-14 Lifejacket Suppliers List -IRB Operations and Competition



LS5.4 VESSEL INCIDENT REPORTING (MAST)

Section: LS5 Regulations - Rescue Vessels

Page: 1 of 1

PROCEDURE

To outline regulations for marine rescue vessels in Tasmania.

Surf Life Saving Tasmania (SLST) has an obligation to comply with the relevant Marine and Safety Tasmania (MAST) requirements.

PURPOSE

Surf Life Saving work closely with and within the MAST scope of management/responsibility.

It is essential that any incidents involving Surf Life Saving resources follow the correct reporting and reviewing procedure in line with our requirements as an emergency service.

Definition of “an incident” which requires immediate reporting to SLST

- Collision of a surf rescue powercraft with another vessel causing damage/injury.
- Collision of a surf rescue powercraft with a member of the public causing injury.
- Injury sustained by surf lifesaving member from a surf rescue powercraft.
- Any injury/death caused to a member of the public or lifesaver by any public powercraft.

Where no lifesaving personnel or powercraft are involved the responsibility primarily falls to the skipper of the vessels involved and/or the Police or MAST officer on scene. If Police or an MAST officer is not immediately available, it may be prudent for lifesavers to make a report.

All incidents and injuries where a powercraft has been involved must be reported to SLST and MAST within 48 hours of the incident occurring. All incidents involving a fatality, serious injury and/or damage to property, including a vessel, are to be reported to MAST within 48 hours of the incident occurring.

MAST must be notified using the MAST Vessel Incident Form (available from SLST and MAST websites).

Notification to SLST can be done immediately via the SLST State Lifesaving Officer with a report completed into the Incident Report Database and a copy of the Incident Report Log communicated to SLST.

A SLS Duty Officer should attend marine incidents.

REFERENCE

MAST Vessel Incident Report

LS5.5 RESCUE VESSEL OPERATIONS CLOSE TO FLAGGED AREAS

Section: LS5 Regulations - Rescue Vessels

Page: 1 of 1

PURPOSE

To outline Surf Life Saving Tasmania (SLST) policy with regards to marine rescue vessel use in and around designated red and yellow flagged patrol areas.

PROCEDURE

Rescue vessels pose a hazard due to size, weight and speed of the vessel.

Rescue Vessels shall not operate, launch or beach within a designated patrolled area and must remain at least 60m either side and/or at least 500m from shore unless required to respond to an emergency within this area.

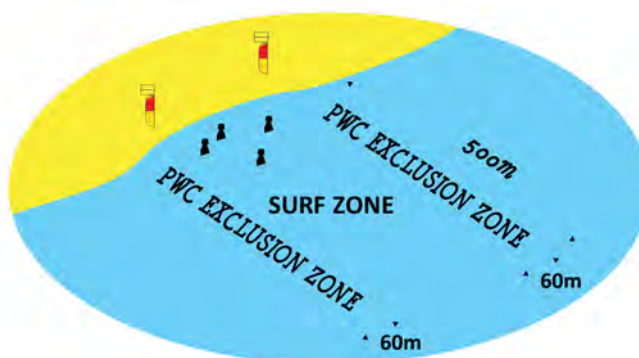


Figure 5.5.1

SLST EXEMPTIONS

The following regulations do not apply to Surf Life Saving Powercraft that are operated for the purpose of undertaking rescues or surf rescue training or patrolling.

MAST REGULATIONS – PUBLIC (NON SLS) VESSELS

- No boat shall not exceed a speed of 5 knots when within 60 metres of a wharf, jetty, mooring, the shoreline or other boat.
- No boat shall exceed a speed of 5 knots when within 120 metres of a person swimming, a person diving (displaying the A flag) or a person wading in the water.
- Provisional license holders are not to exceed 20 knots.
- There are also a number of designated areas around the state where a speed limit of 5 knots exists. These areas are normally around popular swimming beaches where MAST has previously encountered dangerous behaviour from PWC and boat operators in close proximity to swimmers.



LS5.6 RESCUE VESSEL LAUNCHING & BEACHING ZONES

Section: LS5 Regulations - Rescue Vessels

Page: 1 of 1

PURPOSE

To outline the procedure for ensuring public safety during positioning, launching and beaching of marine rescue vessels on beaches.

Surf Life Saving Tasmania (SLST) require additional safety considerations when launching and beaching marine rescue vessels.

PROCEDURE

Marine Rescue Vessels are a hazard due to their size, weight, speed and a combination thereof. Launching and beaching creates a situation where the vessel may have a lowered level of control.

Vessels shall be positioned on the beach in 'standby' and shall launch and beach within pre-determined designated areas demarcated by specific 'Rescue Craft Access Area' hazards signs.

Drivers/operators/skippers shall ensure the beach area and immediate water area is clear of patrons prior to launching or beaching the vessel.

In emergency situations marine rescue vessels may be exempted from this requirement but shall ensure risk is minimised to any in-water patrons as best able/appropriate.

REFERENCE

SLSA Surf Store/Signage

SLSA Powercraft Manual

LS5.7 WHALE & DOLPHIN REGULATIONS

Section: LS5 Regulations - Rescue Vessels

Page: 1 of 2

PURPOSE

To provide guidance regarding operating close to marine mammals.

PROCEDURE

If in the course of lifesaving duties personnel are required to operate close to marine mammals the following shall apply unless necessary to save human life:

Figure 5.7.1

REQUIREMENTS	DISTANCE TO A WHALE	DISTANCE TO A DOLPHIN
CAUTION ZONE <ul style="list-style-type: none"> No Wake Speed Maximum of 3 vessels Do not enter caution zone if animals are stranded 	<ul style="list-style-type: none"> 100 and 300 metres 	<ul style="list-style-type: none"> 50 and 100 metres
NO APPROACH ZONE <ul style="list-style-type: none"> Do not enter No waiting in front of direction of travel Do not approach from the rear 	WITHIN <ul style="list-style-type: none"> 100 metres 	WITHIN <ul style="list-style-type: none"> 50 metres
BOW RIDING <ul style="list-style-type: none"> Do not deliberately encourage bow riding When animals are bow riding do not change course or speed suddenly If there is a need to stop gradually reduce speed. 		

LS5 Regulations -
Rescue Vessels

APPROACH DISTANCES FOR WHALES

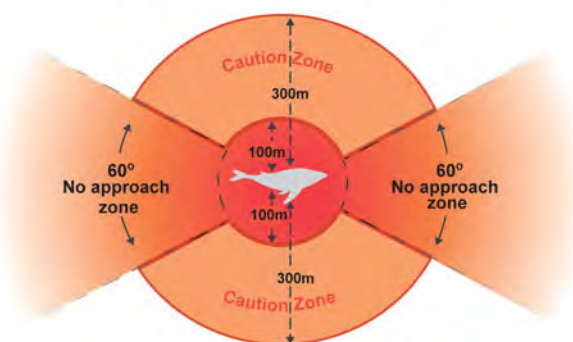


Figure 5.7.2

APPROACH DISTANCES FOR DOLPHINS

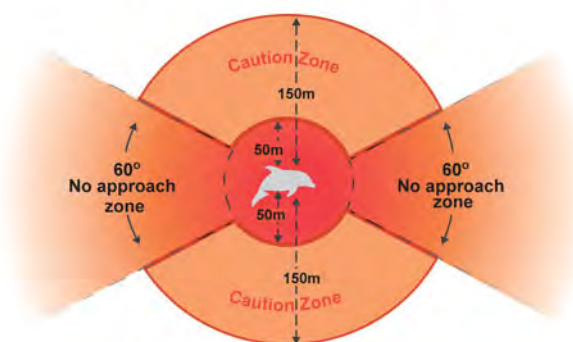


Figure 5.7.3



TASMANIA

LS5.7 WHALE & DOLPHIN REGULATIONS

Section: LS5 Regulations - Rescue Vessels

Page: 2 of 2

Lifesaving personnel, vessels and/or equipment may assist the Department of Primary Industries, Parks, Water and Environment Officers (including the Tasmanian Parks and Wildlife Service) with operational response to marine mammal incidents, including strandings and disentanglements.

If you see whales, dolphins or other marine mammals in Tasmanian waters, contact the hotline:

0427 WHALES or 0427 942 537

This information is vital. Not only are you adding to knowledge of these species, your information may even prevent whales and dolphins from stranding.

Lifesaving services may provide in water safety support to other agencies/vessels involved in marine mammal incident response under supervision of DPIPWE Officers.

Lifesaving Services may assist with:

- DPIPWE officers with their vehicles (eg ATV) to tow DPIPWE trailers/boats
- Assist DPIPWE boats into the surf zone and with initial reconnaissance activities
- Render assistance to animals with SLST vessels under the supervision of DPIPWE officers
- Safety support to DPIPWE personnel and volunteers in the water (Typical response efforts to mass strandings of small cetaceans (eg pilot whales, dolphins) involves swimming with the animals and exercising them prior to release)
- Advice on launch locations – beach entry and/or boat ramps
- Use of Surf Life Saving Tasmania radio for communication

All assistance is subject to sign off from the SLST State Duty Officer. SLST personnel must not respond to a marine mammal incident without specific direction and supervision from DPIPWE officers.

REFERENCE

Department of Primary Industries, Parks, Water and Environment

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