

RESTRICTED SKIPPERS TICKET RIVERS

A skipper should:

- Not allow his vessel to be used in a way that might endanger or be of annoyance to other vessels or people on the bank or shoreline.
- Not have on board more people than the vessel is licensed to carry.
- Not leave a vessel unattended unless moored or anchored securely.
- Observe all notices, water traffic signs and signals.
- Not attach a vessel or interfere with marker and navigational buoys or navigational aids.
- Not anchor a vessel in a channel where it will create an obstruction.
- Report any accident, serious injury or fatality or damage to property to the nearest police station
- Keep clear and do not interfere with craft participating in an organized event.

Checks to be carried out before launching your boat

- Remove trailer's tailboard.
- Loosen the boats hold-down points
- Check boats bungs are in securely
- Remove motor tie-downs
- Couple-up fuel tank lines
- Place equipment on board
- Check to see if motors start and that the steering works

The skipper must always be in a position where he can exercise full control of his vessel at all times.

Three points a skipper must always keep in mind when in control of a vessel

1. Keep a good all-round lookout at all times
2. Maintain a safe speed
3. Determine if there is a risk of collision

How to anchor your boat bow first

When anchoring a boat, come into the wind and slow the craft down almost to a stop, but upwind of the position you wish to be. When the boat has stopped, let go the anchor, let it out under control until it settles on the bottom. Put your engines astern and move slowly aft into the position you have chosen. The length of the anchor should be at least 3 x the depth of water at that point. If there is any dragging, a hand on the rope would feel vibrations and if set, you will feel the rope tighten up.

Actions to take if your motor bursts into flames

- Turn the bow into the wind
- Move the passengers away from the danger
- Disconnect the fuel-lines and move the fuel away from the flames
- Extinguish the fire with the proper fire extinguisher

All vessels should carry a 1.5kg dry powder (DCP) which should be serviced every 12 months. This type can be used to fight all fires.

Never overload your vessel for the following reasons

- The vessel becomes unmanageable and difficult to control
- The freeboard is decreased and the vessel could easily be swamped
- The centre of gravity is raised , increasing the possibility of a capsize.

Two flags that all skippers must be aware of:-

Diver down flag –

(I have a diver in the water , keep clear and pass at a slow speed)

See picture on last page

Skier in the water flag –

(Skier in the water, keep clear and pass at a slow speed)

Is a square red flag held up when the person is in the water

When picking up someone from the water the following factors must be remembered :-

- **The direction and strength of the wind and or current**
- **The speed at which you approach the person in the water**
- **The motors are to be kept away from the person in the water**

A vessel at anchor must at all times have his mast light on (white all-round) so that other vessels can see him and be able to identify his situation and keep clear at a slow speed.

Actions to be taken in the following situations:-

HEAD ON

If two craft are meeting head-on, each craft is to make the necessary alteration in course, in good time – course is altered to starboard and the two craft pass port to port.

CROSSING SITUATION

When two power-driven craft are crossing so as to involve a risk of collision, the craft that has the other on its starboard side **MUST** keep out of the way.

OVERTAKING SITUATION

The overtaking craft must give the craft being overtaken a wide berth and the craft being overtaken must maintain her course and speed.

Note – A power driven vessel must at all times give way to a sailing vessel.

In a narrow channel all craft must keep to the starboard side at all times

Responsibilities between craft are as follows:-

A power-driven craft must keep out of the way of:

- A craft not under command
- A craft at anchor
- A craft engaged in fishing
- A craft involved in water-skiing
- A yacht

Lights that all vessels at night must display:-

MASTHEAD LIGHT – **WHITE** – (225 DEGREES)

PORT SIDELIGHT – **RED** – (112.5 DEGREES)

STARBOARD SIDELIGHT – **GREEN** – (112.5 DEGREES)

STERN LIGHT – **WHITE** – (135 DEGREES)

What are the checks you would do if your radio does not work

- Check the fuses
- Check the connections to the battery
- Check the antenna
- Check the mic is connected properly
- Check that you are on the right frequency

What is hypothermia

It is when the body loses its core heat due to the cold water

When dealing with an unconscious person, the following must be checked:-

- **Airways**
- **Breathing**
- **Circulation**

The following must be kept in mind when refueling your craft:

- Never refuel while motor is running
- Be careful when handling fuel
- Do not smoke and keep away from naked flames and live electrical appliances
- Have your fire extinguisher handy
- Clean up any petrol spills immediately.

Required documentation

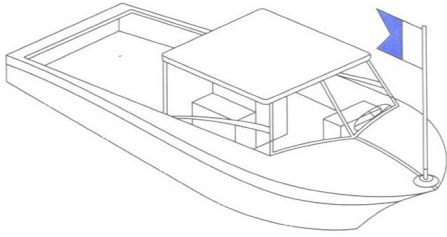
1. Copy of ID
2. 3 x ID photos
3. Eye test certificate
4. Letter from doctor stating condition of health
5. Letter stating minimum of 50 hours in charge of a vessel (Stamped SAPS)

Cost : R 550-00 (Documentation, exam and S.A.M.S.A fee)

Practical : Travel - (St Francis Bay – R 150-00)

For any further information contact me at 0823240460

Regards
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Diver down flag