

**DRAFT**

**SAFE BOATING IN CALM**

**A PROTOCOL FOR MARINE OPERATORS  
IN THE SWAN REGION**

**JUNE 1993**



DEPARTMENT OF CONSERVATION AND LAND MANAGEMENT

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## 1. Introduction

The responsibilities of the Department of Conservation and Land Management include the operation of vessels in estuaries, inshore, to islands and offshore. The concept of regionalisation tends to segregate and support inconsistency in vessel type, mode of operation and attention to safe practices.

The Swan Region operates in an active marine environment. The profile of marine operations is high and scrutinised daily by the public and other agencies.

The operations of the marine unit within the Swan Region and indeed operations of any vessels in other regions, must be safe and professional.

## 2. Objectives

The objectives of this code are to:-

- ~ Ensure Departmental vessel operations are undertaken in the safest manner.
- ~ Ensure life and property are not put at risk.
- ~ Promote safe boat practices amongst the public we encounter.
- ~ Promote CALM's professional approach to boating operations.

## 3. Areas of Operation

Within the Swan Region, vessel operations occur on closed waters, rivers and estuaries, inshore protected waters to islands and open ocean. In the past, the effort of safe practice tended to reflect the distance from the shore that the operation occurred. This code suggests that all areas of operation should be considered as equally hazardous. Further, known weather conditions, and rapid seasonal and daily change, as well as the activities of the crew, (described in this document) indicates that the level of safe practices adopted should not reflect area of operation.

<p>CALM vessels operate in all marine environments, in a number of roles in varying weather conditions. The level of safe practice should not be assessed on these parameters, but rather be based on the highest code of safe practice available, regardless of the location, vessel role or conditions.</p>
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#### 4. Vessel Types and Equipment Requirements

Within the Department, including the Swan Region, vessel types include dinghies, inflatable<sup>s</sup>, barges, runabouts and patrol catamarans. As outlined by West Australian legislation, government vessels can be registered in only 2 ways:

- (a) Surveyed
- (b) Survey Exempt

Recreational licensing is not possible within a Government Department. In the event of an incident, insurance and compensation claims would be void and could possibly attract prosecution. Table 1 outlines the conditions in order to register such vessels.

CALM vessels can only be registered as Surveyed or survey exempt vessels and be operated accordingly. See Table 1.

**TABLE 1**

<b>TYPE</b>	<b>SURVEY</b>	<b>SURVEY EXEMPT</b>
<b>DESIGNATION</b>	M&H Number	C or 99 Number
<b>LENGTH</b>	Any length	< 8 metres
<b>OPERATING TIME</b>	All hours	Daylight hours
<b>OFFSHORE</b>	Designated	5 nautical miles from shore
<b>OPERATOR</b>	Coxswain or higher	Certificate of Proficiency
<b>PASSENGERS</b>	Yes	No
<b>RADIO OPERATORS CERTIFICATE</b>	Yes	No

While safety equipment requirements vary for each vessel classification, it is important to ensure that equipment required for an incident or emergency are based on the need to have equipment at hand, marked, maintained and reflect practicality of storage on the vessel type.

TABLE 2

<b>SAFETY EQUIPMENT TO BE CARRIED BY CALM VESSEL TYPES</b>
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Equipment	Survey Exempt	Survey
Anchor and Line	✓	✓
Spare Anchor and Line		✓
Sea Anchor		✓
Solas Life Jackets per person		✓
PFDI Jackets per person	✓	✓
Flares - 2 Red - hand	✓	✓
Flares - 2 Orange - smoke	✓	✓
Flares - 2 Rocket		✓
Fire Extinguisher BCF	✓	✓
Fire Extinguisher Dry Chemical		✓
Full Tool Kit and Spare Plugs	✓	✓
Spare Propeller	✓	✓
Torch	✓	✓
Signal Mirror		✓
Water	✓	✓
Rations		✓
Signal Flags		✓
EPIRB	✓	✓
Radio Communications	✓	✓
Spare Tie Lines	✓	✓
Life Ring or Raft		✓
Auxiliary Motor (over 8m)		✓

## 5. Vessel Operators

Vessels within CALM can only be operated by officers with:

- (a) Certificate of Proficiency (Restricted Coxswain)
- (b) Coxswains Certificate or higher

Further, the type of vessel operated and its area of operation is also determined by the proficiency of the operator.

Unqualified operators or operators using vessels outside their registered scope of operation face legal prosecution through the Marine Act. All insurance and compensation claims may become void and litigation may commence, should an accident occur.

Table 3 outlines the abilities of these operators.

<p>No CALM staff may operate CALM vessels unless they meet the appropriate qualifications and operating requirements as outlined in Table 3.</p>
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Staff seconded or employed to work in marine operations must possess the minimum qualifications required for vessel operation.

**TABLE 3**

<b>VESSEL TYPE</b>	<b>CERTIFICATE REQUIRED</b>	
<b>Certification</b>	<b>Certificate of Proficiency or Restricted Coxswain</b>	<b>Coxswain or higher</b>
Surveyed Exempt Vessel	Yes	Yes
Surveyed Vessel	No Unless within 5 nautical miles of shore - daylight hours, no passengers competent crew	Yes - as per licence conditions
Carry Passengers (other than staff or registered volunteers)	No	Yes (Not on surveyed exempt vessels)
Radio Telephone Operators licence required	No	Yes

## 6. Crew Requirements

There are few instances where CALM vessels can be operated safely with only the boat operator on board.

These instances are limited to operations involving small transfer distances in protected waters. All boating operations should include a competent crewman. The selected crew must be capable of undertaking deck duties, assisting in the water during incidents, and competent in all aspects of the vessel operation. The crew member may be a qualified registered volunteer or competent member of another agency.

All vessel operations must include a competent, qualified crew member.

## 7. Volunteers

The use of volunteers in boating operations remains a debateable issue. In order to meet safe vessel operating requirements or to facilitate security of the CALM officer in the field, CALM staff should be nominated for the crew role. This is also reflected in the concerns raised by various industrial awards. Resource deficiencies on the other hand, encourage the use of registered volunteers as crew on occasion. There should be no instance however, where volunteers operate CALM vessels.

The selection of CALM staff must supplement crew requirements in boating operations before the selection of volunteers. Volunteers will not operate CALM vessels.

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**8. Passengers**

Passengers (other than CALM staff) are able to be carried legally on Surveyed vessels with a Coxswain in charge. Further, passengers contributing their services or resources to a specific program either through monetary payment or contract of service can also be considered providing they are involved as part of the operational program and registered as volunteers.

Passengers (contributing through payment) cannot be carried by a Certificate of Proficiency holder or on a survey exempt vessel.

Contributing passengers on surveyed vessels must be bona fide registered volunteers taking part in the program.

**9. Use of Non-Departmental Vessels**

In some instances, during specific programs or incident management, there may be a requirement to utilise the resources of other vessels in CALM's operations. Privately owned vessels, registered as such, cannot be considered as part of Departmental operations. Legal liability dictates that only registered surveyed or surveyed exempt vessels - normally those of the fishing / charter industry, rescue services, government departments or agencies can be utilised by the Department in its programs.

Only registered surveyed - or surveyed exempt vessels of government agencies, rescue groups, charter or the fishing industry may be involved in departmental operations.

**10. External Use of CALM Vessels**

From time to time vessels allocated to units, districts or regions are required to operate in other roles and other areas. These instances include:

- ~ programs within regions in other districts
- ~ programs undertaken by other branches
- ~ programs with other departments
- ~ response to state controlled incidents

Vessels of the Swan Region Marine Operations Unit are always available to assist in these programs. This assistance however, is provided only when a qualified operator is available to accompany the vessel - regardless of size and type. During operations, the Swan Region's Marine Operations staff member will retain complete responsibility for the vessel, its operation, crew and passengers.

Marine Operations vessels and equipment are available for use outside of the unit providing the vessel and operator are available for the nominated period. The operator (and crew) will be responsible for the vessel, its operation and passengers regardless of the program or area of operation.

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## 11. General Operations

The following practices have been developed and initiated in all operations within the Swan Region. They are based on experience and trial.

### 11.1 Radio Schedule

CALM staff knowledgeable of boating operations and rescue procedures should also be involved in Search and Rescue Watch (SARWATCH). Sarwatch should be initiated when all boating operations leave home port and cancelled on return. Information should be supplied as outlined in Table 4.

**TABLE 4**

<b>SARWATCH Information</b>
Vessel Name
Place of Departure
Surnames of those on board / number of persons
Destination
Estimated time of arrival ~ E.T.A.
Estimated time of return ~ E.T.R.
Next radio schedule

In the first instance, CALM officers with the appropriate skills and knowledge should be contacted through CALM communications. However, if the appropriate staff or communications are not available, or the contacted officer has no ability to follow up on the safety or well being of the vessel and crew then local rescue services or pre-notification procedures are to be established.

All CALM boating operations must initiate as SARWATCH with a shore based station. An independent CALM officer/office or local rescue authority is to maintain SARWATCH on CALM boating operations and initiate incident management procedures as required.

In the event of a boating incident, the shore based SARWATCH must be familiar with the procedures to determine if an emergency exists and what steps need to be commenced in order to locate the missing vessel / crew. The flow chart (Table 5) outlines these procedures.



**TABLE 5**

If the vessel has not returned or maintained a pre-arranged radio schedule, then:

Immediately	⇒	Initiate radio contact.
Every 5 Minutes	⇒	Continue attempts to communicate.
After 1 Hour or 1 Hour Before Sunset	⇒	Investigate all possibilities that vessel operations have been modified, vessel and crew have returned or radio is malfunctioning.
Failed to make contact	⇒	Contact Marine & Harbours or Sea Rescue to:..  (a) Ensure CALM vessel is not involved in incident. (b) Attempt to make radio contact on various frequencies.
Failed to make contact	⇒	1. Fax details of SARWATCH/Vessel/Crew to Rescue Group.  2. Notify Regional Manager and appoint incident controller.  3. Seek assistance from other marine operations units in CALM.  4. Maintain office and keep watch at departure point.

## 11.2 Briefings

While crew are normally familiar with safe vessel operation and location of rescue equipment, visitors and passengers are not. When taking passengers on board, it is important to ensure that passengers are aware of vessel operations, crew requirements and what is expected of them during operations or incident management. In keeping within the duty of care guidelines, passengers should be made aware, through formal briefing by either the officer in charge or crew, as to the vessel operations and passenger requirements - regardless of size. Table 6 outlines a proposed briefing checklist.

All passengers on CALM vessels are to be briefed on the boating operations and their preferred actions in case of a boating incident.

### PASSENGER BRIEFING

Points to consider if appropriate:-

1. Introduce crew.
2. Nominate who is in charge.
3. Explain the use of PFD1 life vests and issue.
4. Outline anticipated sea conditions and time of journey.
5. Indicate where 'comfort zones' are on vessel.
6. Indicate location of:
 

⇒	Fire Extinguisher
⇒	First Aid Kit
⇒	Life Ring
⇒	Water
⇒	Survival Kit

and who is responsible for its operation.
7. Outline 'Fire' Drill.
8. Outline 'Broach Drill.

#### 11.3 Life Jackets and Vests

The positioning and stowage of life jackets on vessels is usually impractical and of no real use in any emergency unless a slow burning fire, or water is taken on board at a slow rate. Further, small vessels (<10m) are more prone to fire or 'roll over'. In these instances life vests or jackets are required immediately. For a 12 month period, staff of the marine operations unit trialed the compulsory wearing of:

- (a) Solas Jackets (required on survey vessel)
- (b) PFD 1 Vests
- (c) Inflatable Vests

On surveyed vessels, the large bulky SOLAS jacket is mandatory, however is only designed to be deliberately put on at the time of entering the water. Vests of the PFD 1 type and inflatable vests are less bulky and comfortable to wear.

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In fact, during the trial period, they:

- (a) added to protection from the elements;
- (b) clearly identified staff through colour coding;
- (c) promoted safety amongst the public the crew had contact with;
- (d) promoted professional boating in CALM; and
- (e) reduced risk should a crew member go overboard or hit their head and go overboard within the scope of operations.

Obviously, many of the objectives of CALM's boating code were met by the wearing of these vests. Although staff were psychologically uncomfortable with the wearing of such vests initially, all agree that the positive values of the wearing of vests outweighed the negative points. In some instances, the wearing of vests assisted in incident management.

Safety vests will be worn by all passengers and crew on all vessels operated by CALM staff within the Swan Region, regardless of vessel size or location of operation.
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#### 11.4 Gear Stowage

As with life jackets (see point 11.3), it is important that the location or rescue survival equipment is:

1. well known;
2. easily identified;
3. clearly marked with vessel identification;
4. at hand; and
5. accessible during a fire or submerged.

Most supporting survival equipment is stowed for long periods and for many reasons, unserviceability goes unnoticed. Regular vessel maintenance should include operational use and checking of survival equipment.

All survival rescue gear must be clearly identified and marked. It must always be accessible and constantly maintained.
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#### 11.5 Noise Levels

By their nature, vessel power units, inboard or outboard are noisy and on vessels up to 10 metres, at normal running, exceed permitted hearing levels. While operations generally involve short journeys or activities which require varying engine speeds and noise pitch, the need for protection is minimal. On long journeys, with engine noise being maintained, there may be an effect on hearing. Generally in the Swan Region, vessel operations do not involve long consistent journeys however, hearing protection is to be considered on all operations.

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Hearing protection is to be offered to passengers and crew at all times.

Vessels with power outputs of 40 horsepower or greater, less than 12 metres and undertaking journeys over 30 minutes duration, require hearing protection to be worn by all passengers and crew.

## 12. Special Operations

Departmental Vessels operate within the public arena in a variety of roles. The following procedures are adopted to ensure a safe, professional boating ethic is promoted amongst other agencies and the general public.

### 12.1 Search and Rescue

Maritime Law dictates that vessels aware of distress signals in their vicinity, must respond to those signals. While there are a number of agencies with direct rescue responsibilities, CALM vessel operators must not 'assume' that response is the agencies responsibility alone.

On determining that assistance is required, the CALM vessel must render the best possible assistance it can. In some areas of the Swan Region, CALM's ability to respond is more immediate than other agencies. In the past, CALM vessels have waited to be called out, usually resulting in no contact with the Department at all and delayed search and rescue implementation in CALM estate. Legally and publicly, this is unacceptable.

When aware of a distress signal being transmitted or displayed by other vessels in their vicinity or within CALM managed estate, then CALM vessels will respond immediately.

The failure to notify CALM of distress situations in the vicinity of its operations then becomes the legal and public concern of the notified agency should rescue be delayed or ineffective.

CALM are not rescue co-ordinators unless delegated sector response by the appropriate authority. The appropriate authority is normally the water police division, or marine operations division based at the Marine Emergency Operations Centre at Fremantle.

After initiating response to distress signals, CALM vessels must notify MEOC and take further direction from that authority.

On completion of a rescue or assist, CALM Officers must record all details of the event for filing within the region. A copy of this report is to be forwarded to MEOC. The form of the report is shown in Appendix 1.

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## 12.2 Towing Vessels

Assisting vessels is within the operational brief of the Swan Region Marine Operations Unit. It should be considered however, that the securing of a tow line and then adequately towing a vessel within the constraints of engine size and vessel construction is difficult to do. The result is often minor damage to vessels or equipment.

All CALM vessels are likely to be involved in assisting other vessels by towing. This activity should be pre-empted with the appropriate lines and bridles on board (not anchor lines).

During towing, 'line' hazards exist either through direct fouling or by nature of the tow restricting the manoeuvrability of the vessels.

A sharp knife for cutting the line must be on hand during towing operations.

CALM vessels, if unable to assist in towing due to size or power constraints, must standby the stricken vessel until appropriate assistance arrives.

## 12.3 Engaging Vessels

Stopping vessels at sea is not difficult providing intentions are made clear.

Rapid blasts from a horn, siren or flashing lights and stop sign are the only real effective (and legally correct) means of informing a moving vessel of your requirements for it to stop.

Do not chase vessels at speed directly from astern or cut across the path of moving vessels. Always maintain station to the side, clear of the vessel and in full view of its occupants.

Whenever approaching other vessels whether at anchor or adrift, it is important to know and predict vessel movements in relation to each other.

Recognising that it is easy to cause minor damage to vessels on contact, and that minor damage is expensive, the preferred option is to make contact with the vessel without having to come alongside.

When approaching other vessels, any physical contact with or tying to the other vessel, should be avoided if possible.

If you intend to board the vessel, make your intentions clear. Often, if feeling threatened, occupants of other vessels will pull away, come alongside at speed, or hinder your attempts. Stating your intentions and expectations clearly will not only assist you in your duties but strengthen legal support for your actions and further consequences.

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Often it may be appropriate for you to stay off a few metres, stay in neutral, shout your motor state and then ask the other vessel to approach you, at all points being prepared to fend. In this situation there is no direct legal responsibility placed on the CALM vessel.

Often it may be appropriate to board a vessel at anchor by coming alongside and stepping off. The CALM vessel then stands off and monitors the situation while the activity is being conducted on the approached vessel.

Tying alongside is the least favourable action.

Always use fenders when tying alongside.

#### 12.4 Approaching Divers and Swimmers

##### *Divers*

Divers must fly the 'A Flag' (diver down) when shore or vessel diving, according to Western Australian legislation.

Navigable Waters regulations prohibit the approach to within 50 metres of a dive flag unless the vessel must do so to ensure safe navigation. Officers with Marine and Harbours, Fisheries or Wildlife Authority are permitted to approach the flag.

From CALM's perspective and operational procedure, there is very little reason as to why CALM officers may wish to approach a vessel showing a dive flag when no one is on board.

CALM vessels shall not approach within 50 metres, vessels with no-one on board, exhibiting the dive flag - unless there is a real safety concern or staff are involved in a pre-planned enforcement operation.

On occasion when verbal contact is made with persons on board a vessel with a dive flag displayed, the vessel operator must:-

1. Indicate to those on board your intention.
2. Determine the number and location of divers.
3. Stop and search for evidence of divers 50 metres from the vessel.
4. Proceed at the slowest possible speed beside with a watch on the bow.
5. When on location, turn off vessel motors.

When contacting vessels with persons on board and divers in the water, approaches are to be made at the slowest possible speed with a watch on the bow, and only after verbal contact is made with the vessel occupants, having stated your intentions.

If divers are at the surface near the boat, stay at least 20 metres clear until the divers are on board.

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## Swimmers

Swimmers and divers are likely to be concerned by your approach in a vessel. It is important that the swimmer is always aware of your intention and the operation of its motors and propeller. This awareness can be promoted by:

- (a) keeping the swimmer in <sup>sight</sup> site by the crew at all times;
- (b) moving at the slowest possible speed; and
- (c) shouting out the gear in which the motor is engaged.

All care must be taken not to alarm swimmers, by moving at a slow speed, indicating your intentions and relaying motor engagements.

Generally, vessels have 'danger zones', that is areas where crew visibility is restricted, usually forward or aft where propellers operate.

Swimmers should be approached or brought to the vessel by the sides and not by the danger zones (fore and aft).

Operating in the vicinity of swimmers can lead to lack of ability to manoeuvre near reef or in swell.

If unable to safely manoeuvre in all directions, then do not approach the swimmer.

In such cases the swimmer or person in the water may be called and assisted on board. It is important to convey to the person the state of motor engagement and when to approach.

Once on board, the vessel may be moved a short distance to a safer location where operations can continue.

When taking swimmers on board, ensure they are informed of this requirement for the safety of themselves, the vessel, passengers and crew.

### 12.5 Diving Operations

All diving operations are to be carried out in accordance to CALM's Code of Safe Practices for Scientific Diving. As part of that code, vessels at anchor during diving operations must be attended to at all times by a boatman/Standby diver.

CALM Vessels undertaking diving operations do so in accordance with CALM's Code of Safe Diving Practice.

CALM vessels must not only display the dive flag (International 'A' Flag) but must also be rigged with appropriate floating lines, shot lines, equipment tethers and means to facilitate safe entry and exit.

During diving operations the boat operator continues to be responsible for the safety of the vessel and its crew on water, as distinct from the dive supervisor who is responsible for the safety of divers and others in water.

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## 12.6 Foul Weather Operations

From time to time, CALM vessels may be required, or find themselves operating in foul conditions. Foul conditions vary from site to site however, in the Swan Region, are generally defined as winds greater than 20 knots (from any direction) and/or seas greater than 1.5 metres and swell greater than 2 metres.

CALM vessels should not be put to sea in foul weather unless the program has been carefully considered.

CALM vessels and crew will not be put at risk during foul weather.

If the vessel is operating in foul conditions then the following precautions should be considered:

- (a) The frequency of radio schedules will increase.
- (b) Survival and rescue gear is to be at hand.
- (c) Life vests are to be worn.
- (d) Engine kill switches are to be attached.
- (e) A Lookout will be maintained.
- (f) A 'safe' speed is to be determined to prevent broaching.

In extreme circumstances operators of CALM vessels should consider altering course direction, or seek sheltered waters to reduce the risk of damage and injury.

## 13. Maintenance

All CALM vessels will be regularly maintained at pre-determined intervals. The levels of maintenance recommended are:-

- ~ Total wash down - after every excursion.
- ~ Local cleaning, repairs, testing - each fortnight.
- ~ Service and maintenance - monthly or as per schedule.
- ~ Survey - yearly.

A log book of vessel running is required for survey purposes. This log book is to include a maintenance schedule.

Specialist Departmental equipment for use in the marine areas requires special operational and maintenance knowledge. Within the Swan Region, Marine Operations, staff will be allocated items of equipment for which they are responsible for the log and maintenance.



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Presently, CALM's policy for vessel maintenance and replacement is:-

Hull	~	every six years by Engineering Branch
Motors	~	every two years or 400 hours worked by Engineering Branch
Equipment	~	as needed by the region
Repairs	~	as needed by the region

Vessels and equipment are to be maintained and logged at pre-determined schedules.

#### 14. Training

Boat Handling Skills within CALM work centres are lacking. Appropriate vessels and qualifications are now being realised and training programs are being developed to establish a baseline of proficiency.

The Swan Region Marine Operations Group has, as one of its objectives, to develop training programs within its areas of operational responsibility for the Department.

A CALM Boat Operators Course has been developed as a result of this code. With the endorsement of the General Manager, staff operating CALM vessels will become familiar with operational requirements and be able to develop safe working guidelines for their work centres.

It is a requirement for higher certification through the West Australian Maritime Act that all vessel operators log and verify sea time in endorsed log books. Failure to do so can result in the re-certification processes for boat operators and may void training and experience.

All CALM vessel operators must log their sea time as either 'in charge' or 'crew'.

#### 15. Conclusion

This code is to be implemented as of the date shown. While it relates to the operations of the Swan Region, the basic principals of safe operational procedures apply to all boating operations within CALM. Other operational centres within CALM should become familiar with these principals and upon those, base their own operations. Wherever possible, Marine Operations staff of the Swan Region will promote and assist in the standardisation of safe practices.

WAMSAR INCIDENT REPORT FORM

DTG/SERIAL NUMBER.....

REPORT OF: VESSEL OVERDUE   
FLARE SIGHTING   
DISTRESS   
RECOVERY

BY: RADIO   
PHONE   
OTHER

VESSEL NAME.....  
OWNER'S NAME.....  
ADDRESS.....  
Ph.....

REGISTRATION No.....  
RADIO FREQUENCY.....  
CALL SIGN.....  
PERSONS ON BOARD.....

REPORTED BY:

FULL NAME.....  
ADDRESS.....  
Ph.....  
RADIO FREQ.....  
CALL SIGN.....

VESSEL DESCRIPTION

Vessel Length.....  
Type.....  
Colour.....  
Construction.....  
Engine Make.....  
Type.....  
HP/ kW.....  
Fuel carried.....  
Photo available YES  NO

FLARE SIGHTING SIGHTING TIME.....  
Sighted from.....  
Bearing.....  
Colour.....  
Brightness.....  
How long burned.....  
How many.....  
Interval between flares.....  
Angular height of flare.....

DISTRESS/RECOVERY

Last known position.....  
No. of people on board.....  
Call received as MAYDAY   
PAN   
ASSIST   
Cause of distress.....

VESSEL OVERDUE

Departed from.....  
for.....  
At what time.....  
ETA destination.....  
ETA back.....  
Last contact time.....  
Known Safety gear Flares   
Life Jackets   
Anchor

WEATHER CONDITIONS IN AREA

Wind direction.....  
Wind speed.....  
Sea state.....  
Swell state.....  
Cloud cover.....  
Visibility.....

No of people on board.....  
Names, ages, addresses, any medical conditions.....

Vehicle Details.....  
Trailer Reg No. ....

ANY OTHER RELEVANT DETAILS.....

# RESOURCES USED

OPS CENTER NAME  
 LOCATION  
 START TIME:  
 NO. OF PERSONS INVOLVED:

COMPLETION TIME:  
 MAX. DIST. OFFSHORE

DURATION  
 MANHOURS

OPS COPY

TOTAL HOURS

VESSELS ID	Skipper	No Crew	Time Dep	Time Rel	Duration Hrs	Man Hrs	Fuel	Damage		Insurance		
								Yes	No	Yes	No	

RESULT OF INCIDENT

VESSEL/PERSONS LOCATED   
 SEARCH TERMINATED NO RESULT   
 INSURANCE CLAIM ATTACHED

No OF SURVIVORS   
 No OF INJURED   
 No OF DECEASED

No OF PERSONS MISSING

CAUSE OF INCIDENT

FIRE - SKIPPER'S OPINION OF FIRE'S CAUSE.....  
 ENGINE FAILURE- FLAT BATTERY  RAN OUT OF FUEL  OTHER  DESCRIBE.....  
 OTHER (e.g. capsized, collision etc.) DESCRIBE.....

INSURANCE REPORT (only when damage to vessel occurs - to be filled in by Police only)

Boat Used - Registration No..... Name..... Value.....  
 Length..... Type.....

Crew - Skipper:.....  
 List names and addresses of all crew including skipper - plus years of experience

Owner of Craft - (Full Name and Address):.....

Owner's Insurance - Amount: \$..... Type of Cover:.....  
 Insurance Company..... Expiry Date:.....

Damage Reported as due to Search: .....

Photographs taken by Police: YES  NO

Reported by: ..... TO: .....

Damage Shown to: ..... Rank: ..... No.....  
 of..... Police Station Date: .....

SAFETY GEAR CHECK LIST (only to be completed by police officer or marine inspector)

FLARES..... ANCHOR AND LINE.....  
 LIFEJACKETS..... FIRE EXTINGUISHERS.....

Infringement notice issued; serial number.....

SIGNATURE.....