

1.4 Launch and retrieve a boat

Risks

- Trailer/towing vehicle goes off ramp while backing
- Crew slips on ramp or cuts feet
- Boat floats away and lost after launching
- Skids set too high and boat difficult to launch
- Winch handle spins quickly, cable breaks injures crew
- Mooring line not attached and boat floats away
- Person run over/injured on boat ramp
- Towing vehicle stolen from car park
- Accident caused by indicator lights not working
- Straps left off, boat comes off trailer at first turn out of car park
- Wheel bearings fail on way home

Reference

- See page 28 Students Workbook 5th Edition

Likelihood

Possible

Consequences

Moderate

Calculated risk level

High

Control measures

- Make sure your handbrake works and use a chock under the wheels if in doubt. Practice so you can back your trailer in a straight line.
- In trailers with hand winches, the boat may move off the trailer quickly. Always keep complete control of the boat as it enters the water. Be careful of a spinning winch handle.
- Make sure there is a rope attached to the boat so it doesn't float away when launched.
- Wear protective footwear – many ramps have broken glass, sharp stones or oysters and barnacles.
- Remind crew about stability and safety. Never stand or sit on the bow of a boat while the boat is departing or leaving. Have all crew seated safely before you take off.
- Post a lookout or be aware and lookout for other people, especially children on the boat ramp. Advise all crew to stay well clear until boat launched. Embark crew from safe place away from ramp.
- Don't forget to lock car and secure your trailer before you leave.
- Check that the indicator and brake lights are working before you leave the car park to go home.
- If the ramp is steep, the boat may enter the water rapidly causing water to enter the drive shaft housing through the exhaust chamber and damage the motor. The boat should be launched as slowly as possible.
- Make sure the boat is moving up and down the trailer on the rollers and guides.
- Don't let the boat move too fast down the trailer.
- If the boat is heavy, get someone to help you.
- Make sure you have a rope attached to the boat as it is launched.
- Beware of dangerous situations when the boat is being winched. A lot of weight is controlled by a thin piece of cable, which has to be maintained in good condition.
- Check the condition of the winch cable and replace/repair broken strands.
- Keep the winch cable and components greased.
- Avoid leaving the winch cable connected as the boat is launched.
- Unwind the winch cable so that it is ready upon return.
- Inspect the winch cable for damage because if it breaks under strain, serious injury may result.
- Never stand in line with the winch cable in case it breaks

Changes made to deal with risk

Eliminate

Administrative

Policy

No students to operate trailer

Staff training

Staff inducted each year in trailer use of new trailer.

Maintenance

Vary schedule to suit age of equipment

Risk level after control measures

Low

Relevant Queensland legislation

Extracts of the relevant legislation are listed below

Transport Operations (Marine Safety) Regulation 2004

13 Safety equipment—commercial ships to comply with NSCV C7A, ch 4 with changes

- (1) This section applies to a commercial ship if the ship is mentioned in the NSCV C7A, chapter 4.
(2) The ship must be equipped with the safety equipment required for the class of ship under that chapter.

Note—

Under section 8A, for this part, the NSCV, part B must be read as applied with the NSCV C7A.

- (3) Subsection (2) has effect with the following changes—

(a) a reference in that chapter to complement or to the total capacity of passengers is taken to be a reference to the number of persons on board;

(b) if the ship is involved in diving operations, the requirement under that chapter to be equipped with life jackets is taken to be complied with for a particular person if the person is wearing an inflatable diver's jacket complying with S. EN 1628:1999;

(c) if the ship is registered in more than 1 class, the ship need only be equipped with the safety equipment required for the class in which it is then operating.

Example for paragraph (c)—

A ship is registered as a class 1C, 1D and 1E ship. When it is operating as a class 1D ship, it is only necessary for the ship to be equipped with the safety equipment for a class 1D ship.

(d) if the ship is operating in smooth waters, the requirement under that chapter to be equipped with life jackets is taken to be complied with if there is a PFD type 1 for each person on board;

(e) if the ship is required under that chapter to be equipped with rescue boats, life rafts or buoyant appliances, the requirement does not apply if—

- (i) the ship is less than 6m and there is a statement in the approved form for the ship that the ship has positive flotation; or
(ii) for a ship that is an inflatable ship, there is a statement in the approved form for the ship that the ship has positive flotation when its largest air chamber is deflated;

(f) if life jackets required under that chapter are not available for persons under 32kg, the ship may be equipped with a PFD type 1 for each person under 32kg

Says the State legislation overrides the NSCV legislation if necessary

Training ship definition

16 Commercial ship used as training ship

- (1) This section applies to a commercial ship if—
- (a) the ship is registered as a class 2E ship; and
 - (b) the ship is used as a training ship by a training provider; and
 - (c) the person conducting the training accompanies the training ship in another ship equipped with the safety equipment required under this division for a ship of the class of the other ship.
- (2) The training ship need not be equipped with the safety equipment required under this division for a class 2E ship if each person on board the training ship wears a PFD type 1 or 2 at all times.

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Section 18A exemptions

18A Exempting of person or ship from regulatory provision

- (1) The general manager may exempt a person or ship from a provision of a regulation or a speed limit fixed under section 206A (a *regulatory provision*).
- (2) The general manager must consider all relevant matters in deciding whether or not to give an exemption, including, for example, the following—
- (a) whether the regulatory provision has been substantially complied with;
 - (b) whether compliance with the regulatory provision is unnecessary in the particular circumstances;
 - (c) whether the action taken or proposed to be taken for the matter that is the subject of the exemption is as effective as, or more effective than, compliance with the regulatory provision.
- (3) However, the general manager may give an exemption only if the general manager is satisfied giving it will not adversely affect marine safety or the effectiveness and efficiency of the Queensland maritime industry.
- (4) If an exemption is given on conditions, the exemption operates only if the conditions are complied with.
- (5) The general manager must, as soon as is practicable after giving an exemption, give notice of it in the gazette.
- (6) The notice must state the following—
- (a) the person or ship the exemption is given for;
 - (b) the regulatory provision from which the exemption is given;
 - (c) any conditions on which the exemption is given;
 - (d) any other details the general manager considers relevant.

Crew training and induction record example

Insert Logo

Insert name of school/college

Crew training and induction records

SAMPLE PAGE

TABLE Code:

- a. SMS manual and procedures
- b. Equipment and resources
- c. Fire on board
- d. Person overboard
- e. Sever weather
- f. Personal injury medical emergency
- g. Collision, grounding, capsize or flooding
- h. Assembly stations (rafting up)
- i. Abandon ship

Name	Date completed	Signature	A : SMS & procedures	B: Equipment & Res	C: Fire on board	D: Person overboard	E : Severe Weather	F: Personal Injury	G: Collision, ground'n etc	H: Assembly sttions	I: Abandon ship