



TRAILER BOAT

OBC Safety Equipment and Boat Handling Form

This section is to be completed by the member **prior** to the Inspection -
please print clearly

Member Details

NAME:

ADDRESS:

Postcode: Telephone: Mobile:

E-mail:

Vessel Details

BOAT NAME:

Make: Model: Colour:

LOA: Trailer Reg:.....

Engine Make: Model: Engine No:

Auxiliary Make: Model: Engine No:

VHF Call sign:

Names of co-owners/alternative skippers:

1 member (Y/N) 2 member (Y/N)

3 member (Y/N) 4 member (Y/N)

Note: Where there are multiple owners/skippers using this boat each user must undergo a trailer reversing competency test. The named user above must sign the declaration below on behalf of all named users of the boat.

Disclaimer:

All vessels must undergo and pass the OBC safety equipment inspection check prior to being able to use the Club marina, ramps or jetties. The OBC safety equipment inspection check is not an assessment of vessel structure, any systems, engine(s) or auxiliary equipment. The successful completion of the OBC safety inspection check is solely for OBC purposes and may not be suitable for, or used for, other purposes.

Signed:.....Name:.....Date:.....

Declaration:

Having passed all the requirements of the OBC vessel safety equipment checklist as the owner / co-owner / alternative skipper of the vessel named above, I agree to maintain / update such safety equipment to the required standard as applicable from time to time.

Signed:.....Name:.....Date:.....

Inspection Checklist

Membership Stickers Issued? Yes No Serial No.:

New Members Night Book Details Checked? Date Attended:

Change of Boat: Yes No If yes record in the Boat Inspector's Book.

LOA of vessel: Metres. Over length dispensation required Yes No

Note: Inspection to
be carried out by
Operations

Full re-inspection required Yes No

Items requiring re-inspection:

Re-Inspection Complete

- | | |
|---------|--|
| 1 | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 2 | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 3 | <input type="checkbox"/> Yes <input type="checkbox"/> No |

Notes:

.....
.....

Inspectors Name: Signed:

Final Inspection:

Date: Inspectors Name:

Signature:

Note: Final Inspection Must be carried out within two months of first inspection

Please return this page to the OBC Administration Office after Inspection.

OBC Trailer Boat Safety Equipment and Boat Handling Check List

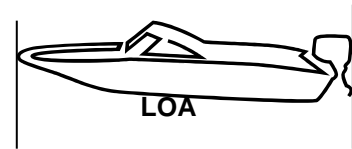
To be retained by the Skipper of the boat

MEMBERS NOTE: Please refer to the attached notes and the By-laws in the club Year Book.

New Members Orientation Evening Check New Members Night Book

Boating Safety Questionnaire all answers to be correct

Boat measured Boats LOA 7.9m (26ft) **must** use Eastern ramps



1. **Boat Trailers**

Trailers must have a current W.O.F.

Winch and cables must be in good working condition, the cable must not be frayed or rusty.

Safety chains must be free of rust.

Suspension springs / Dura torques kept in good condition.

If fitted guide bars must be secure and of suitable size.

If fitted jockey wheels must be at least 50 mm wide and 150 mm in diameter.

If fitted skids must be at least 100 mm wide and 200 mm long.

2. **Boat name and Identification** All Boats must be named (**NO manufacturer, model or trade name accepted**).

It is recognised that for aesthetic considerations, some owners will have specific styling preferences for the placement and font of their boat name. Owners are nevertheless reminded of Auckland Council Navigational Safety Bylaws 2014: Names must be displayed on the side of the vessel in letters no less than 90mm high and visible from a distance of at least 50 metres.

Boat name must be clearly shown on the left side of the trailer draw bar looking from rear.

You may require someone to collect your trailer and be ready at a ramp if your boat is taking on water thus easy trailer identification is important.

3. **Anchors and Chains**

Anchors must be of a suitable size for boat.

Suitably sized chain* (see below) at least 1.5 x vessel length (pref. longer) and in good condition.

The anchor warp must be a minimum of 50 metres in length.

The anchor warp need not be in one piece but joins must be reliable. Although not compulsory we recommend that you carry a stern anchor, chain and warp. The stern anchor should be of the Danforth type that will lie flat on the ground and not be a danger on the beach or shore.

4. **Navigation Lights**

Navigation Lights –working and must conform to MSA regulations.

Always check to see that all your lights are working prior to using your boat. Navigation lights must be used in times of restricted visibility and not only during the hours of darkness.

For details on the regulations refer "Safety in Small Craft" by 'Mike Scanlan' or Marine Safety Leaflet "Be Safe Be Seen". Maritime Marine Police advise masthead or anchor light must be a minimum of 1 meter above navigation lights and unobstructed

5. Mooring Line & Boat Hook

- A dedicated mooring line at least 1.5 times the length of boat (**min 10 mm diameter**) with loop (preferably spliced) at each end which fits firmly over both bow and stern cleats.
- A suitable boat hook

A mooring line should not risk tangling around arms and legs and propeller. To prevent rope burn, a minimum rope diameter of 12 mm is recommended as thin ropes can more easily cause burns. All cleats should be checked regularly and be strong enough to hold your mooring lines in all weather conditions. It is recommended you also carry spare rope for emergencies.

6. Fire Extinguisher(s)

- Boats less than 4.9m** one of an approved type to be a minimum of 1.0kg
- Boats up to 7.9m in Length:** two x1kg or one x2kg of an approved type in good condition to be a minimum of 1.0kg stored pressure multi-purpose dry chemical for classes A,B,C or A,B,E.
- Boats over 7.9m in Length:** two x2kg of an approved type 2.0kg stored pressure multi-purpose dry chemical for classes A,B,C or A,B,E.
- Fire extinguishers must be readily accessible and properly mounted, at least 3m apart where possible

*Skippers should shake and turn dry powder types monthly and regularly check to see when last serviced or weighed. Aerosol extinguishers are **only** acceptable as secondary units. (the larger the extinguisher the better)*

N.B. If dry powder extinguishers have been used to extinguish a fire on an aluminium vessel, any powder or resulting residue in the vessel should be thoroughly washed away as soon as possible to avoid metal corrosion, especially where rivets are present.

7. First Aid Kit

- A suitable first aid kit must be available. All local marine retailers carry stocks of these kits.

8. Distress Flares (minimum requirement)

- Two (2)** currently dated hand held distress flares and **one (1)** daytime orange smoke flare

It is recommended that all boats travelling outside the pilotage limits carry 2 parachute flares. Flares should be stored in a water tight plastic container with a handle. Attached to the handle should be a cord 1 - 2 metres long so that you can attach the container to your body when in the water. All boat owners are encouraged to include at least 2 parachute flares as these can be seen from greater distances particularly during darkness.

The first flare will draw attention; the second will identify your location and should be fired a reasonable time afterwards when it is considered very likely that the first flare would have been spotted. This would depend on the time of day or night.

*Larger trailer boats should consider carrying a current 406 MHz EPIRB (Emergency Positioning Indicating Radio Beacon) preferably GPS capable, and locating it somewhere where it is easily accessible. **Please note the old 121.5 MHz EPIRB is no longer supported.***

9. Life Jackets

Suitable lifejackets supplied for all passengers.

All foam filled life jackets should comply with NZS 5823 or you must provide proof of MSA approval. **(Kapok filled jackets are not acceptable.)** Inflatable life jackets must be marked with either: NZ, Australian, European, or US Standards. All life jackets must have a flotation collar, an attached pea-less whistle and must be in good condition. **Buoyancy vests are not acceptable as life jackets. Small children's life jackets must have a crotch strap.**

A life jacket must be carried for each person on board the vessel and must be in good condition. A location light is recommended. Jackets should be named and fitted for each person. Unconscious people will respond better if they hear their name called. If not worn because you are not underway they should be readily accessible and located where everyone knows where they are. At least one of the life jackets should have 5 -10 metres of 5 - 6mm rope attached to it. This will allow a group in the water to attach themselves together so that no one will drift away. Care should be taken to ensure that children cannot slip out of their life jacket.

Note: It is law that you must wear your life jackets in conditions that are considered dangerous, such as rough seas, at night, non-swimmers or when the skipper deems it necessary.

10. Navigation Aids, Charts and Literature: The following literature must be carried on board the boat:-

GPS or mobile device with navigation application (eg: Navionics)

Chart NZ532 Approaches to Auckland

Charts NZ5321, NZ5322, NZ5323 and NZ5324 are recommended though not required.

The latest edition of "Safety in Small Craft"

Current marine charts should be carried and updated. Use extreme caution while cruising in areas for which you don't have current marine charts.

11. Safety Square

This must be a minimum of 900 mm x 900 mm (3ft x 3ft) air-sea rescue orange material with corner ties or clips to secure it over the deck, or cabin or hoist on a boat hook or paddle.

In general bigger safety squares are recommended for higher visibility. A large safety square with a silver lining is a useful alternative as these are also useful for treating hypothermia. Consider attaching stretch cords and hooks sized for your vessel, as attachment to the deck in rough seas may otherwise be more difficult.

12. Bailing

One robust bucket (minimum)

Preferably carry two buckets as often plastic buckets can break or split. It can also be used as a sea anchor.

13. Robust Knife/ Hacksaw

A sheathed **robust** knife

Knives should be sharp, preferably stored in a sheath. It is recommended that location to be near the anchor so as in the event of an emergency the anchor rope can be cut free.

14. Powerful Torch

- A powerful torch powered independently of the boat batteries
- Spare torch or batteries and spare bulb

The torch is to be independently powered for use in times when the boat's batteries have failed. In that condition a spot light is useless. We recommend you stow the spare bulb in your first aid kit. A second operational powerful torch is a better standby than a spare bulb and battery.

15. Compass

- All boats should carry a reliable compass for use in foggy or low visibility conditions. This can be either a fixed or hand-held device, in launches there must be a fixed compass.

16. VHF Radio, VHF Call Sign & Horn

- A VHF marine radio operators licence and Callsign is compulsory. CALLSIGN to be displayed close to or on the VHF radio. A radio strength test to Coast Guard will be required.

A Marine VHF radio (hand held or fitted) is compulsory for all types of boats. Other boats are likely to hear a distress call over the radio (e.g. VHF channel 16), whilst cell phones are limited to the person you are calling, effectively a "collective security". Call Signs are available from Coast Guard Boat Education Service

17. Club Pennant

- A satisfactory means of flying the club pennant so it is clearly visible preferably from 360° whilst at sea.
- Pennant must be in good condition.

*Replacement pennants can be obtained from the OBC office for a modest cost. All club boats must fly the club pennant at **ALL TIMES** when at sea. Be proud of your club.*

18. Float on Trailers

- Tow ropes must be of one piece, in good condition, free of knots, made on non-stretch material and be no longer than 7m

19. Trailer Boat Launch Test Ability to manoeuvre car and trailer

- Rollers must not flatten and the boat must come off the trailer easily.

You should be able to remove your boat safety chain at the ramp without the aid of pliers or a spanner. Rollers and pads should be regularly checked and lubricated. Your boat should move freely off and on to your trailer. It is advisable to keep the wheel hubs clear of the salt water if possible. "Bearing Buddy" type protectors are also advisable to protect bearings. All boats should be suitably secured to the trailer including boat safety chain before moving away from the ramp.

Additional Notes to Boat Safety Check List

Tool Kit & Auxiliary power

All boats going to sea should carry a tool kit, spare fuses, spark plugs etc. Your type of boat will dictate your tool kit. An auxiliary outboard, oars or strong paddles (whichever is most practicable) are also strongly recommended.

First Aid Kit -

The severity of any accident cannot be pre-determined prior to the accident, extra bandages, plasters and sterile pad are recommended by Coast Guard. Check the expiry dates of the contents carried in the kits. All boats should carry and you should be familiar with a copy of "Hypothermia First Aid" (available from Water Safety NZ, also covered in "Safety in Small Craft"). We recommend that you also tc. Tweezers and vinegar for jellyfish and wasp bites are also useful.

Horn

While Horns are compulsory on launches, *all* boats should carry a horn that will enable proper fog signals to be sounded as well as sound signals described in the collisions regulations. Electric, aerosol or mouth horns are recommended. Whistles are also useful for attracting attention.

OBC stickers

At the completion of processing your application for OBC membership and following your boat Safety Check you will be provided with three OBC membership stickers. One goes on the left hand side of windscreen of your car, another is attached to the left hand side of the trailer draw bar or winch stanchion, and the other is attached to the port (left hand) side of the boat's windscreen.

Launching and Retrieving Boats

Ensure you prepare your boat for launching well clear of the ramps so as to avoid traffic congestion.

At no time are you allowed to launch or retrieve your boat with the aid of the motor.

All boats must be reversed away from the launching ramp. **DO NOT** turn boats around at the ramps. When retrieving your boat ensure all mooring lines are inside your boat before towing your boat and trailer out of the water, also ensure that mooring lines are inside the boat before leaving the jetty and heading out to sea.

No persons are permitted to be on board the vessel while the boat is on a trailer and the trailer is moving.

Refuelling

Club By Laws and Resource Consent **prohibit refuelling** within the club boundaries apart from at the designated fuel jetty which is only accessible by water from the end of "B" pier.

Secure Boat Batteries

Ensure your boat batteries are secured to the boat hull with straps or brackets to prevent them from breaking free under rough road or sea conditions.

Club House

The clubhouse and facilities are for all members. Please leave the clubhouse clean and tidy for others.

For safety reasons it is absolutely essential that you carry out regular maintenance on your boat and all its equipment. **Do not take any unnecessary risks with your boat, the weather or sea. By following** these simple rules you will enjoy your boating. Don't be tempted to skimp on safety equipment. **Random inspections may be carried out.** All members are encouraged to become fully familiar with the Club By-laws.