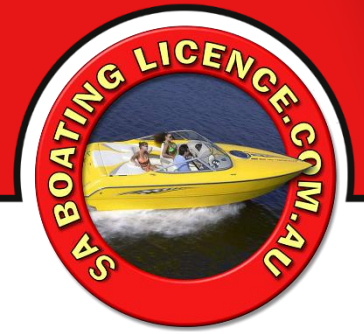


# BOATING LICENCE COURSE

saboatinglicence.com.au | 0449 211 989 | ACN # 092 478 718 | RTO # 91229



## Booklet B - Coursework

### Welcome to SA's leading boat & PWC licence course!

You're about to join over 100,000 safe Boating Licence Course students. We appreciate your dedication to preparing at home and then engaging at the face-to-face training. This dual approach produces better outcomes.

Do page 2 at home, save the rest for the course

#### What you'll need to bring -

1. This document
2. A pen/pencil
3. Three forms of acceptable, hard-copy ID.

#### Deal - Mates Rates

Organise a few mates and talk to us to get a free ticket!

#### How you get the licence -

1. Pass the licence test
2. Take our qualification to Service SA
3. Purchase licence, go boating!

#### Deal - We Travel To You

We'll send a trainer out to your suburb - save travel time!

Watch the study videos prior to the course and also attempt the 'gangway quiz'. You will receive a code phrase after each video. Record the codes in the boxes below.

Study video 1 code phrase	Study video 2 code phrase	Study video 3 code phrase	Study video 4 code phrase	Gangway Quiz code phrase
Study video 5 code phrase	Study video 6 code phrase	Study video 7 code phrase	Study video 8 code phrase	

General notes:

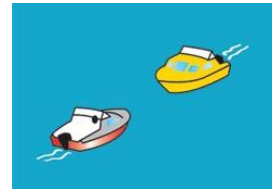
These notes cannot be used during the exam

-----	-----
-----	-----
-----	-----
-----	-----
-----	-----
-----	-----

These are the questions that students have recently gotten wrong. Learn these answers!

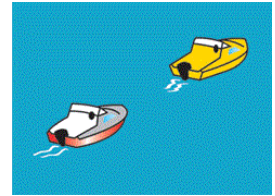
**1. In a head on situation both vessels must...**

- A) Speed up.
- B) Turn to the starboard (right).
- C) Turn to the port (left).
- D) Ignite a flare.



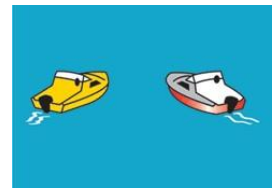
**2. When overtaking you must?**

- A) Overtake on the left side.
- B) Overtake on any safe side and keep well clear of the vessel you are overtaking.
- C) Speed up to your maximum speed.
- D) Vessels cannot overtake other vessels.



**3. When two power driven vessels are in a crossing situation, you must give way...**

- A) To your port (left).
- B) To your starboard (right).
- C) By speeding up.
- D) Never give way.



**4. A vessel is showing this flag. What does it mean?**

- A) A vessel engaged in commercial fishing.
- B) An organised race control vessel.
- C) Divers operating underwater. Slow down to 4 knots within 50 metres & keep an adequate lookout.
- D) Vessel is in distress. Please assist.



**5. When you have right of way in a crossing situation you must?**

- A) Maintain your course and your speed
- B) Continue to maintain a proper lookout
- C) Be prepared if necessary, to take proper action to avoid a collision
- D) All of the above

**6. To avoid a collision with another vessel, on what side should you keep your vessel when in a channel?**

- A) On the port (left hand) side
- B) In the middle of the channel
- C) On the Starboard (right hand) side
- D) On any side - it does not matter

**7. When travelling upstream and you see a red port navigational marker you should?**

- A) Keep it on your right.
- B) Keep it on your left.
- C) Pass it on any side.
- D) Slow down and look for a wharf.

**8. What is the permissible blood alcohol for a person aged over 18 years when driving a recreational vessel?**

- A) Under 0.08.
- B) Under 0.05.
- C) Under 0.02.
- D) Nil.

Answers 1. B 2. B 3. B 4. C 5. D 6. C 7. B 8. B

**The rest of this document is done at the course**

## Course Task 1 – Safety Equipment

A marine radio is a crucial tool for communicating weather updates, emergency situations (such as distress calls, mayday signals, and requests for assistance) and more. There are specific channels (below) for distress calls, weather updates and more which are monitored by shore stations and other vessels in your vicinity. The 3 main calls you'll need to know are 'Sécurité, Pan Pan, and Mayday. Each will be repeated three times before the contents of the message.

**1. Marine radio (Sécurité):** This call is used to provide an update on weather updates, navigation changes and so on.

Sécurité is a \_\_\_\_\_ message such as \_\_\_\_\_ update.

**2. Marine radio (Pan Pan):** Pan Pan is an urgency call that indicates a situation concerning the safety of a person on board, such as a broken leg. It is not an immediately life-threatening situation

A PAN PAN call is used when you cannot justify the use of a \_\_\_\_\_ call.

**3. Marine radio (Mayday):** This call is used to alert other boaters and shore stations that you are in a grave and immediate danger. It is a life-threatening situation, such as a capsizing.

Hear a Mayday call? It's best to initially \_\_\_\_\_ the message and try not to \_\_\_\_\_ the transmission.

**4. Flares:** These bright signals, ignited by a pyrotechnic composition, serve as distress signals to nearby vessels or aircraft. They come in two types: orange smoke flares for daytime use (visible up to 4km away), and red light flares for nighttime use (visible up to 10km away). Both types burn for approximately 60 seconds. In semi-protected and unprotected waters, carrying both types of flares is mandatory. Always store flares in a waterproof container and replace them before the expiry date.

Flares are compulsory onboard all vessels when entering \_\_\_\_\_ waters.

**5. Lifejackets:** In South Australia, lifejackets are classified into four levels: Level 50, Level 50S (Special Purpose), Level 100, Level 150 and above. Each level offers different degrees of protection and visibility. Level 50 and Level 50S are similar, providing support in the water but not automatically turning the wearer face-up. Level 100 and above offer higher buoyancy and help turn the wearer to a face-up position. The type of lifejacket you need depends on your vessel, age, location, and conditions. Always ensure your lifejacket fits well and is looked after.

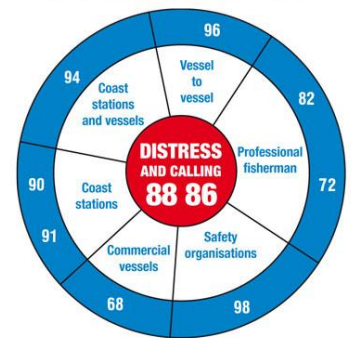
A level 100 lifejacket is It is designed with a \_\_\_\_\_ collar to keep you floating safely in a \_\_\_\_\_ position.

**6. Lifejackets:** In P \_\_\_\_\_ waters, wear a level \_\_\_\_\_ or above lifejacket. In U \_\_\_\_\_ waters, wear a level \_\_\_\_\_ or above lifejacket.

**7. Drinking water:** Drinking water in the South Australian conditions could become critical, thus 4 litres minimum is compulsory when in unprotected waters.

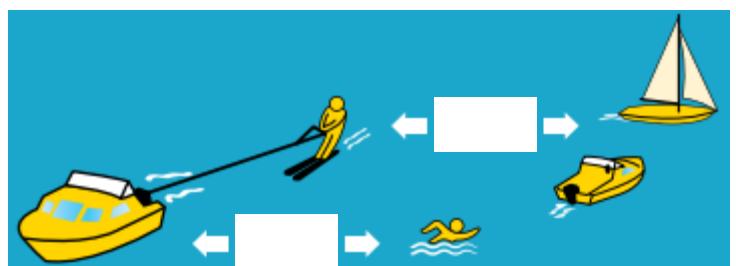
\_\_\_\_\_ litres of drinking water is required when operating in \_\_\_\_\_ waters.

27MHz marine radio channels



## Course Task 2 – Collision Avoidance

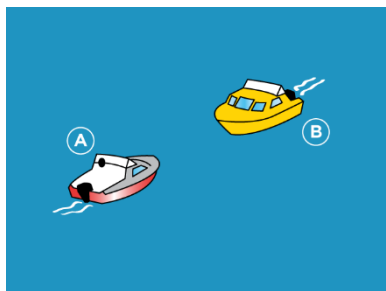
**1. Distance Off:** In South Australia, powered vessels, including PWCs, travelling at 4 knots or more must maintain a minimum distance of 30m from other vessels and structures. Vessels of all types, including PWCs and sailing boats, must keep at least 50m from people in the water, dive flags, and the boundaries of swimming and surfing zones at any speed. If these distances cannot be maintained (i.e., in a channel) skippers are responsible for reducing speed and maintaining a safe distance and speed.



**2. Drive on the right.** Channels are places where a head-on collision may happen. To avoid a head-on collision, you should drive your vessel on the S\_\_\_\_\_ (right-hand) side.

**3. Safe speed.** You should travel at a speed at which you can \_\_\_\_\_

**4. Head-on**

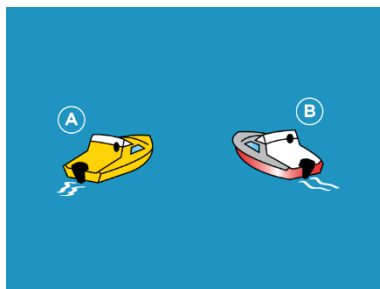


Action:

\_\_\_\_\_

\_\_\_\_\_

**5. Vessel crossing**

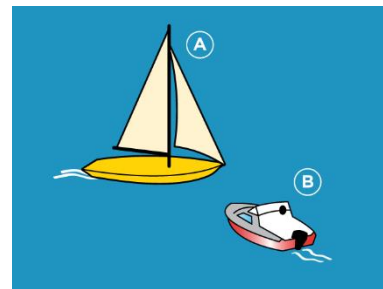


Who gives way:

\_\_\_\_\_

\_\_\_\_\_

**6. Giving way**



Who gives way:

\_\_\_\_\_

\_\_\_\_\_

**7. Ferry crossing.** When approaching a ferry, such as on the Murray River, you need to reduce your speed to \_\_\_\_\_ knots when within \_\_\_\_\_ metres because of the dangerous underwater cables.

**8. River locks.** When traversing a lock on the Murray River, signal the lock master your intention to proceed by using:

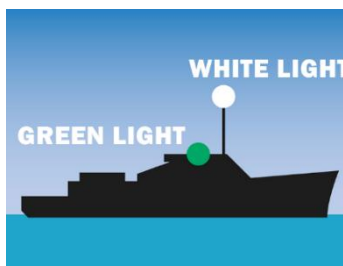
\_\_\_\_\_ Prolonged blasts      Waving a \_\_\_\_\_      Flashing a \_\_\_\_\_

**Course Task 3 – Vessel Lights**

**1. Nav lights for COLREG**

The green navigation light is displayed on the \_\_\_\_\_ side of the vessel.

You are on this vessels \_\_\_\_\_ side and as such \_\_\_\_\_ will need to give way.



Sailing vessels are also required to display nav lights. When underway, these vessels will display red and green sidelights and a stern light.

They do not display an all-round white light unless they are at anchor.

**2.** A sailing boat will display the following lights at night:

R\_\_\_\_\_ P\_\_\_\_\_ sidelight

G\_\_\_\_\_ S\_\_\_\_\_ sidelight

W\_\_\_\_\_ S\_\_\_\_\_ light



Small sailing vessels may not be able to display these lights, so they may be using a torch to illuminate the sail and vessel.

If you're unsure of what the vessel is and how it's operating, reduce speed until you're well clear.

**3. Navigation lights**

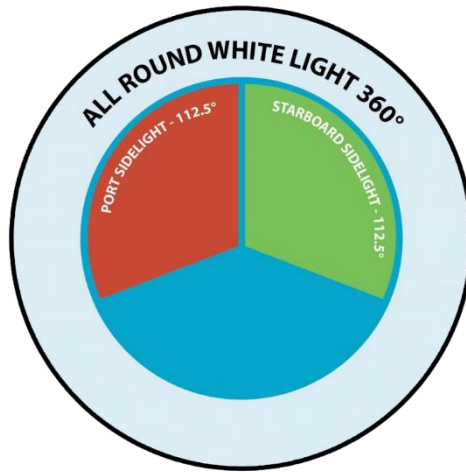
Vessels will display different lights depending on their operation (underway/drifting or anchored). Powered vessels that are underway or drifting will display \_\_\_\_\_ and \_\_\_\_\_ and an \_\_\_\_\_ light. If the vessel is between 12m and 50m long, it must display a masthead light 2.5m above the gunwale, along with sidelights and a white stern light. Combined sidelights must be a minimum of 1m below the masthead light. Vessels that are up to 50m long will only display an all-round white light when at anchor.

#### 4. Navigation lights

This side displays a

\_\_\_\_\_ light

The arc of visibility is \_\_\_\_\_



This side displays a

\_\_\_\_\_ light

The arc of visibility is \_\_\_\_\_

The outer circle represents an \_\_\_\_\_ light.

The arc of visibility is \_\_\_\_\_

### Course Task 4 – Navigation Markers

#### 1. Upstream and downstream

Travelling \_\_\_\_\_ is travelling away from the sea.

When travelling upstream, keep \_\_\_\_\_ marker on the \_\_\_\_\_ side of your boat.

#### **Travelling in the opposite direction:**

Travelling \_\_\_\_\_ is travelling toward the sea.

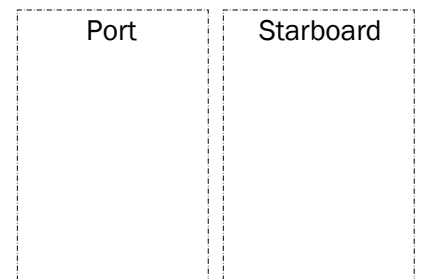
Travelling downstream, keep the red port marker on the \_\_\_\_\_ side of your boat.

It's the Opposite

#### 2. Channel markers

The port marker is red in colour and has a can for a top shape. When lit, it will display a red flashing light. Its light sequence may be something like:

- Q.R (continuous quick flashing red light)
- FL.R 2+1 (2 red flashes, short darkness, then a single red flash)
- L.FL.R (long red flash)
- FL.(2).R (red flash in groups of 2)



The starboard marker is green in colour and has a cone for a top shape. When lit, it generally displays the same light sequences as the port marker. For starboard sequences, simply change 'red' to 'green' and 'R' to 'G' above.



On a chart, port and starboard lateral marks are often denoted by abbreviations (as seen above). Make sure you learn these, especially if you go boating at night as you probably won't be able to see the colour of the mark itself.

#### 3. Upstream, port

When travelling upstream and you see a red port navigational marker you should?

- Keep it on your right.
- Keep it on your left.
- Pass it on any side.
- Slow down and look for a wharf.



Navigational markers used throughout SA are compliant with the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Buoyage System 'A'.

**4. Isolated Danger Mark:** An isolated danger mark highlights a specific danger – such as a wreck – surrounded by generally safe water.

Purpose: there is navigable water all around the mark. Top mark is a red sphere with the buoy or beacon having red and white vertical stripes. The light sequence is similar, 1 sphere therefore 1 flash (white).

Safe Water

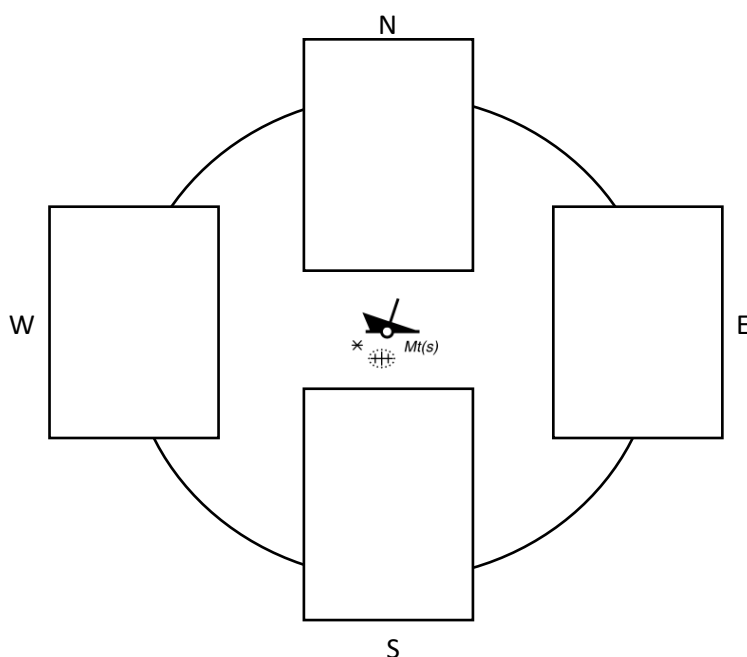
Purpose: A danger exists beneath the area with safe navigable water all around it. Top mark is 2 black spheres aligned vertically with the buoy or beacon having red and black horizontal stripes. If lit, it displays a white light flashing in a pattern of 2 flashes.

Isolated Danger

Purpose: To highlight special features or areas such as underwater pipes, hidden dangers or dredged material. They are coloured yellow, have a yellow 'X' top mark and may be used as a lateral marker if the body shape is a can (port) or cone (starboard).

Special Marker

### 5. Cardinal markers



The purpose of the cardinal markers is to indicate safe water in a compass direction away from a danger.

We need to learn all the cardinal markers, i.e., the north cardinal marker requires us to keep our vessel further north.

The north cardinal marker is painted black above yellow. The top shapes are cones pointing up and is lit with a white flashing light that flashes in a sequence which is a continuous flash.

Example: You have studied your chart, and you realise there is a west cardinal marker ahead. The map has indicated there is an extensive sandbar here. As this is a west cardinal marker, you will need to keep your vessel to the western side of the marker to avoid running aground.

- The top shapes of the markers are different for each version of a cardinal marker.
- Utilise the SA boating handbook and the Trainer today; detail every version of the cardinal markers, including the colour scheme.
- Each marker has a different white light sequence when lit. Label them.

### Water skiing & towing

Towing can only be done between sunrise and sunset. This is to ensure maximum visibility of the skier(s) and any potential objects/vessels/dangers around your area of activity. Another way to limiting the possibility of an accident is by complying with the maximum number of people being towed at any one time.

This number is three.

An observer is required when towing. Typically, the observer must be older than 16 years old. However, someone aged 12 to up to 16 can be an observer if they hold a special permit boat licence.

On all SA waters, the blood alcohol level of the skipper must not exceed 0.05. Additionally, the observer and all skiers must also not exceed the blood alcohol limit.

end of document