BOATING LICENCE COURSE

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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 in the compulsory questions section of the test. Our key messages: Boat Responsibly, and Wear Your Lifejacket

Before you attend the course:

1. Memorize the compulsory questions and answers from the homework website before arriving.
2. Do this completed homework document and get the code phrases from the study videos on website
3. Identification: a current NSW drivers' licence is fine (the original, hard copy). All ID presented must show applicant's **signature and current Australian residential address**. Digital copies are not acceptable. If you don't have a car licence, visit www.boatinglicence.com.au/poi.
4. Young adults (under 16) must bring their birth certificate and will also require their biological parent (also with ID) to sign them in.
5. After passing, complete your logbook, then take your qualification into ServiceNSW to obtain your licence.

From website

Do homework, recording the 10 codes.
Memorize the questions, watch the videos.

1	2	3	4	5
6	7	8	9	10

RECORD HOMEWORK RESULTS BEFORE YOU ATTEND

Upgrade to PWC – just pay your trainer

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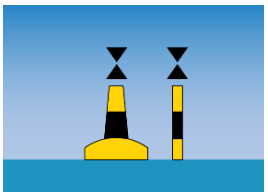
Homework Task - answer sheet

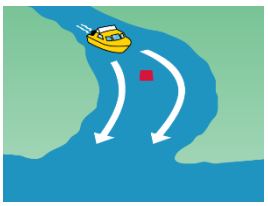
IMPORTANT: the test has 20 compulsory questions. Memorize these at home - see the 'Skippers Quiz' on the website.

1. Looking at the cardinal mark pictured, what would be the safest side to drive your vessel? *The top shapes tell us to keep...*



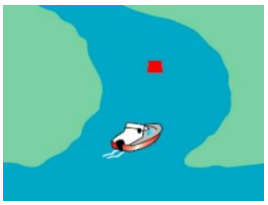
A) East
B) West
C) North

2. When travelling DOWNSTREAM (toward the sea) on which side should you keep this type of red navigation mark to stay in the channel?



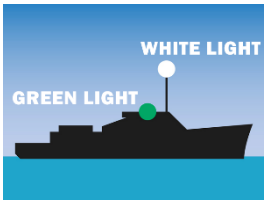
A) On the port (left-hand) side
B) On the starboard (right-hand) side
C) On either side - it doesn't matter

3. When travelling UPSTREAM (away from the sea) on which side should you keep this type of red navigation mark to stay in the channel?



A) On the port (left-hand) side
B) On the starboard (right-hand) side
C) On either side - it doesn't matter

4. You are driving a power boat at night, and you see a vessel off your port bow (in front of you, to your left). Who should give way?

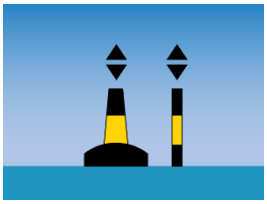


A) The other vessel
B) The vessel that you are driving
C) The driver of the slowest vessel

5. A vessel at anchor between sunset and sunrise must display:

A) No lights are required
B) A masthead light
C) An all round white light

6. Looking at the cardinal mark pictured, what would be the safest side to drive your vessel? *The top shapes tell us to keep...*



A) East
B) West
C) North

7. Do sailing vessels have right of way over powered vessels at all times?

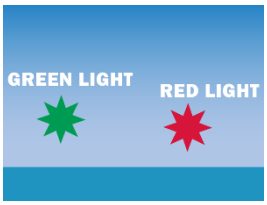
A) Yes, if the sailing vessel is in a race.
B) Yes, always.
C) No, not when the sailing vessel is overtaking, or the powered vessel is large and restricted in its manoeuvrability.

Answers 1. B 2. B 3. A 4. A 5. C 6. A 7. C

8. You hear a 'mayday' call on the marine radio. Your first response should be to:

A) Render assistance immediately.
B) Activate your EPIRB (Emergency Position Indicating Radio Beacon).
C) Monitor the radio. If a shore station fails to respond, attempt to relay the message.

9. A vessel showing these lights is seen ahead. It is a:



A) Powered vessel underway.
B) Powered vessel at anchor.
C) Sailing vessel underway.

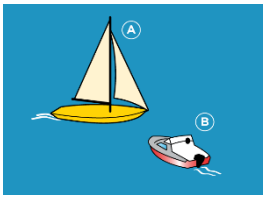
10. 'Bow riding' is illegal and dangerous. If one of your passengers does this while you are driving your vessel, who can be fined?

A) Both you and your passenger
B) Only you
C) Only your passenger

11. When driving in a channel, you should:

A) Stay in the middle
B) Stay on the starboard (right-hand) side
C) Stay on the port (left-hand) side

12. Vessel A is using its sails and vessel B is using its engine. Who must give way?



A) Whichever vessel is travelling the slowest
B) Vessel B – the powered vessel
C) Vessel A – the sailing vessel

13. To safely travel upstream (away from the sea), you should keep a flashing green light:

A) Either side (it does not matter)
B) On your port (left) side
C) On your starboard (right) side

14. You are preparing to cross a coastal bar in a powered vessel (not a personal watercraft). What type of lifejacket must you wear?

A) Level 100 or above
B) Level 50
C) Level 50S

Answers 8. C 9. C 10. A 11. B 12. B 13. C 14. A

The rest of this document is done at the course

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Course Task 1 – Boating Terminology

At the course, fill in the blanks:

Aft – Towards the 'stern', or rear of the vessel
All round white light – Your boat's white light. Turn on from s_____.
Bar – Dangerous, shallow area near the mouth of a river. Wear a _____ ____ lifejacket.
Bow – The _____ of the vessel.
Cardinal marker (east) – Keep boat _____. 2 Cones pointing away from each other.
Cardinal marker (west) – Keep boat _____. 2 Cones pointing toward each other.
Channel – Drive on the _____ (right-hand) side to avoid a head-on.
Chart datum – Datum is the level above which tidal levels are given in Tide Tables.
Conditions of heightened risk – Increased risk (i.e., adverse weather).
Downstream – _____
Draft – The minimum depth of water a vessel needs to float in.
Drifting – _____
Ebb tide – The run-out tide. The most dangerous time to cross a coastal bar. The _____ _____.
Enclosed waters – Inland navigable waters. _____ _____ lifejacket required.
Flood tide – The rising or run-in tide.
Give way – Stop, go astern, or alter course to _____ _____ _____.
Go astern – Reverse engines or travel backwards.
Isolated danger marker – A _____ and _____ marker with 2 _____ _____ on top. Identifies a submerged danger.
Knots (speed) – Unit to measure speed of vessel. 1 knot = 1.852 km/h
Lateral marker (port) – _____ channel marker. Keep on _____ when going upstream
Lateral marker (starboard) – _____ channel mark. Keep on right going upstream
Leads (transits) – Marks at bar entrances which when in line indicate the centre of the navigable channel.
Level 50 lifejacket – _____
Level 100 lifejacket – _____
Making Way – When a vessel is underway and propelled by the vessel's engine
Nautical Miles (nm) – Unit used to measure distances at sea.
Open Waters – _____
Operator – The person driving a vessel. Often, but not always, the vessel's master.
Port – The vessels left hand side
Sidelights – Lights to be shown at night when underway, showing an unbroken light over an arc of 112.5 degrees from right ahead to 22.5 degrees abaft the beam.
Spring Tide – A tide of relatively large range occurring near the time of a full moon.
Starboard – The vessels right hand side
Stern – The back or rear of the vessel
Top shape – _____
Towing – Pulling a group of people or boating apparatus (such as a tube) behind your vessel. When towing, a maximum of _____ people can be towed at any one time.
Underway – Not at anchor. If you are drifting you are underway.
Upstream – _____
Vessel – Any craft capable of being used to undertake a voyage on the water. It does not include surfboards, towed flotation devices or swimming accessories.

Course Task 2 – Safety Equipment

This task will supplement our learning of safety equipment

1. >2nm Safety Equipment. Tip: use a checklist to ensure your safety equipment is maintained and onboard before you set out. Also know how to use ALL of your safety equipment prior to your boating trip.

Carry a _____ and _____ when more than 2nm from the shore

2. Sound signalling device.

_____

3. Flares: Flares are used to attract the attention of overhead aircraft or other vessels in your vicinity. They produce a very bright light through the combustion of a pyrotechnic composition of strontium nitrate or potassium nitrate, among other ingredients. For red flares especially, don't look directly at the flare when it's ignited as it can cause serious eye damage.

Flares come in 2 different colours, red and orange, and are used for different purposes. Orange smoke flares are designed for day use being seen up to 4km away on a clear day. Red flares are for night use, and visible from 10km away. You'll get a roughly 60 second burn on both flares. In open waters, you must carry 2 orange and 2 red flares. You are not required to carry flares in enclosed waters.

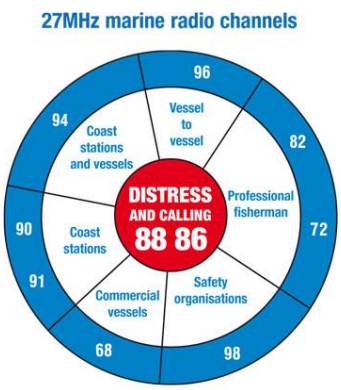
If you're in distress, use flares when there's a _____

4. Marine radio (*Pan Pan*): A marine radio is required when more than 2nm from shore. These radios are used to communicate your passage, receive weather updates & assist communication in the event of an emergency.

_____

5. Marine radio (*Mayday*): Use the key words like "Mayday", "Pan Pan" and "Sécurité" to get the attention of other boaters and emergency responders. There are specific channels (see right) for distress calls, weather updates and more.

_____



6. Lifejacket: Lifejackets could be sorted into 3 groups, level 50, 50s and level 100+. Each offer varying levels of protection and visibility. It's important you select a lifejacket that your boating location/activity.

Level 50 – mainly used in enclosed waters and intended for people who can swim. They do not automatically turn you in a face-up position, but still support you in the water. They are made in high-visibility colours.

Level 50s – Essentially the same as level 50 but come in a wider range of colours and styles.

Level 100+ – Provide higher levels of buoyancy and help turn you to a face-up position. You must wear a level 100+ lifejacket when boating in open waters. They will have reflective parts to assist being seen at night.

_____

7. Lifejackets: In _____ waters, wear a level _____ or above lifejacket. In _____ waters, wear a level ____ or above lifejacket.

8. Coastal bar: An _____ tide is the most dangerous time to cross a coastal bar.

9. Buoyant waterproof torch: A torch can be used in many ways. Shining your torch on your sails or deck can help other vessels see you. It can be used to displaying your position and signal for assistance in the event of an emergency. You must carry a buoyant waterproof torch _____

Course Task 3 – Collision Avoidance

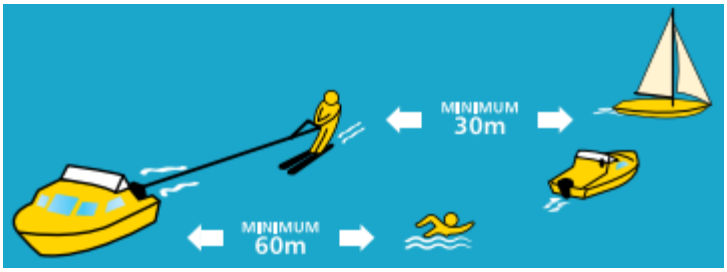
This task will supplement our learning of collision avoidance

1. Distance Off

Powered vessels (including PWC) travelling at a speed of 6 knots or more must keep at least 30m from other vessels (that are either underway or moored/anchored) and structures (such as jetties, markers, bridges etc).

Power vessels (including PWC & sailing boats over 5.5m long) travelling at any speed must keep at least 60m from people in the water, dive flags and the boundaries of swimming and surfing zones.

At 6 knots or more, you need to stay _____ metres from any other vessel, land, structures, or anchored vessels, or if that it is not possible, a safe distance and safe speed.



At any speed, you need to stay _____ metres from people in the water or if that is not possible, a safe distance and speed

As the skipper, you're responsible. If the minimum distances cannot be adhered to (i.e., in a channel), reduce your speed and keep a good safe distance.

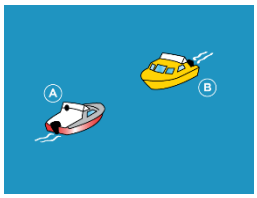
2. Sailing vessels. Small recreational powerboats give way to sail. However, sailing vessels don't always have the right of way. Such an example is when a sailing vessel is attempting to overtake.

_____

3. Driving in a channel to avoid shallow shorelines. Channels are natural bottlenecks so expect some vessel congestion. To avoid a collision with another vessel in these channels:

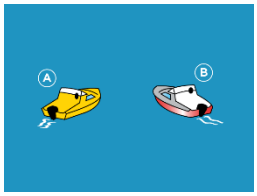
_____

4. Head-on. Vessels approaching head on must both turn to starboard, keeping well clear.



_____

5. Vessel crossing. Give way to the vessel on your right when crossing.



_____

6. Safe speed. You should travel at a speed at which you can stop to avoid a sudden danger

_____

7. Giving way. On most occasions, powered vessels must give way to sailing vessels under sail as they are not using an instant means of propulsion (i.e., an engine).

Sailing vessels that are using an engine as their means of propulsion must follow the same rules as powered vessels. All powered and sailing vessels need to keep a good, safe distance and give way to paddle craft and rowing vessels

_____

_____

Course Task 4 – Vessel Lights

This task will supplement our learning of vessel lights

1. Navigation lights

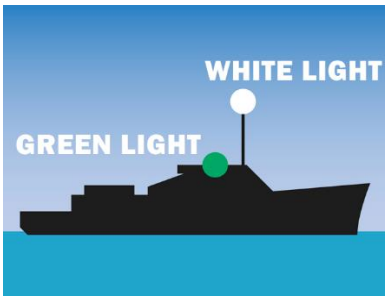
Navigation lights need to be switched on from _____ to _____ and in _____ visibility. The lights must be positioned so they are not obscured by the vessels superstructure or interfered with by deck lights. The masthead and/or all-round white light must be fitted on the centre line of the vessel (bow to stern). Generally, navigation lights are visible up to about 2nm.

2. Nav lights

A. The other vessel

B. The vessel that you are driving

C. The driver of the slower vessel



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

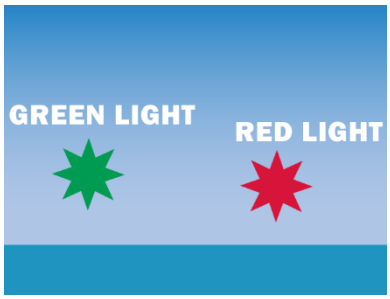
They do not display an all-round white light unless they are at anchor.

3. Nav lights

A. Power-driven vessel

B. Sailing vessel under sail

C. Trawler



Small sailing vessels (under 7m long) 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.

4. 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. As with all of our coursework, utilise the Transport for NSW's (NSW Maritime) boating Handbook.

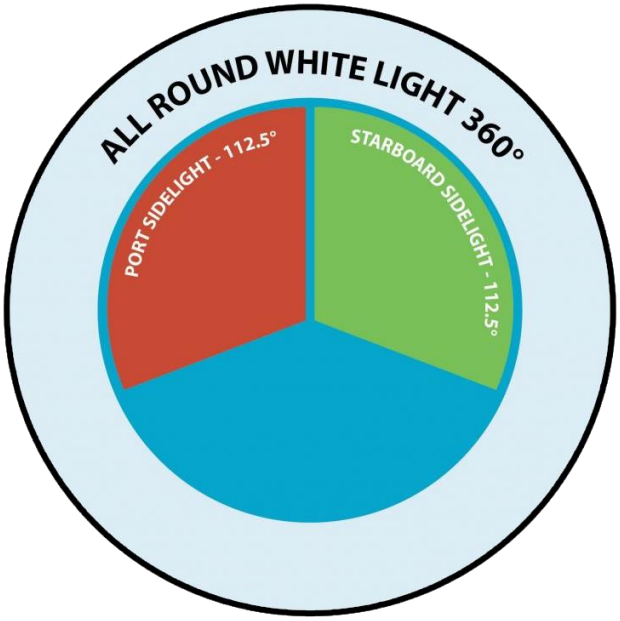
5. Navigation Lights

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 _____

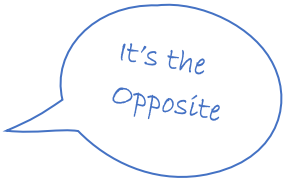
Course Task 5 – Navigation Aids

This task will supplement our learning of navigation aids

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.

2. Channel markers

Port	Starboard

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.

a. Upstream, port

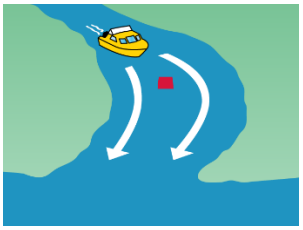
When travelling upstream (away the sea), on which side of your vessel should you keep a flashing red light (channel mark)?

A. On the starboard (right-hand) side
B. On either side (it doesn't matter)
C. On the port (left-hand) side

b. Downstream, port

When travelling downstream (toward the sea), on which side of your vessel should you keep the red channel mark?

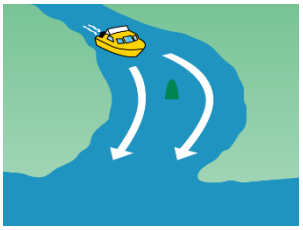
A. On the _____ side because the red port marker goes on the _____ side when travelling _____.



c. Downstream, starboard

When travelling downstream (toward the sea), on which side of your vessel should you keep the green channel mark?

A. _____
_____



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

3. 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

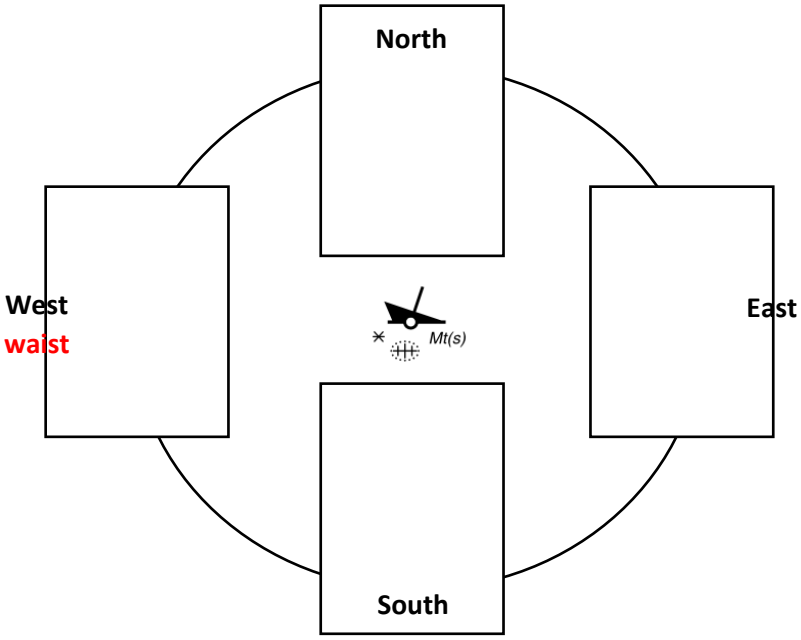
Purpose: A danger exists beneath the area with safe navigable water all around it. Top mark is 2 black spheres aligned vertically with the buoy or beacon having red and black horizontal stripes. If lit, it displays a white light flashing in a pattern of 2 flashes.

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 Maker

4. Cardinal markers top shapes



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 NSW 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.

5. West cardinal marker

_____

Water skiing & towing

6. 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 setting a maximum number of people being towed at any one time. This number is _____.

7. In the course, we detailed towing circles. The person/object being towed will have a larger turning radius, often referred to as 'whipping'. This means that it will not follow the same route as your boat. As such, you will need to keep an _____ distance off when towing.

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

Course Task 6 – Emergencies & Marine Environment

This task will supplement our learning of boating emergencies and marine environment

1. What are 3 ways you can alert search and rescue services?

_____

_____

_____

You can alert emergency services in a number of different ways

- Use a marine radio to make distress calls
- Set off distress flares and display a V sheet
- Activate EPIRB
- Use a mobile phone to call 000
- Waving your arms or using a sound signalling device

2. Marine Radio

a) VHF 16
b) 27 Mhz 88
c) HF 4125, 6215 and 8291 kHz
d) All of the above

In many cases, a marine radio is the only method of life saving by communicating with other vessels and marine rescue groups, and to receive navigational warning and weather updates.

The four main types of marine radio equipment are

- VHF – short range communication. Areas with large boating populations have marine rescue services monitoring channels 16 and 67 on a 24/7 basis. Use Ch.16 for emergency calls
- HF – long range communication. All states monitor frequencies 4125, 6215 and 8291 KHz from coast radio stations in major cities.
- Satellite – longest range coverage that requires training and operator certification before operating.
- 27MHz – limited range and dependant if coast station is nearby. Channel 88 is monitored, but only by marine rescue services

3. Hypothermia

_____

_____

4. Man Overboard

_____

_____

_____

_____

If someone falls overboard, don't jump in after them as it can put both of you at risk.

As the skipper, you need to slow down, keep them in view at all times, throw out a life ring or lifejacket and slowly approach them from downwind or against the current, making sure the engine is turned off or placed in neutral when close. If you don't see the person in the water, mark down your position using shore marks or GPS and immediately contact marine rescue services.

5. Bank Erosion _____

6. Cupreous Oxide & Antifouls

_____

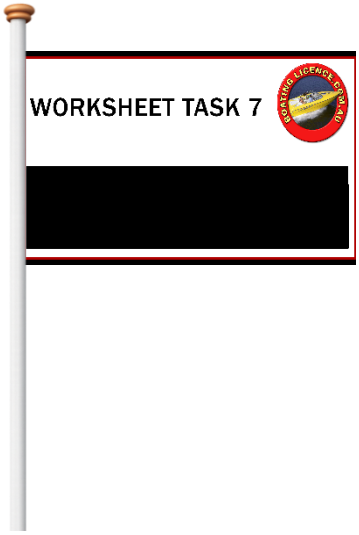
_____

Antifouling paints contain cupreous oxide which is a neurotoxin that seeps into the water around your vessel which then impedes the growth of barnacles, algae, and marine organisms. The copper within antifoul coatings seeps into the water at an estimated rate of 1kg per year

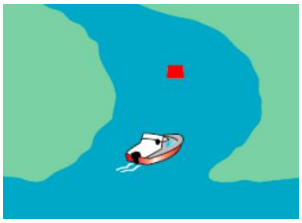
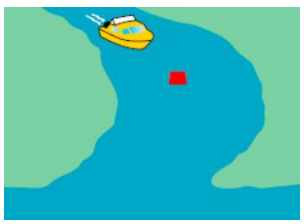
7. When anchoring, we should avoid anchoring over important _____

8. Let's supplement our environmental learning: Detail the distance off for a whale & calf then draw a whale labelling the distance off. Put a comment on the purpose of the distance off rule

Course Worksheet Task 7



Alcohol_____

Upstream, port *(circle answer)*	**Upstream, starboard** *(circle answer)*
When travelling upstream (away from the sea), on which side of your vessel should you keep the red channel mark? **Left** **Right** 	When travelling upstream (away from the sea), on which side of your vessel should you keep the green channel mark? **Left** **Right**
Downstream, port *(circle answer)*	**Downstream, starboard** *(circle answer)*
When travelling downstream (toward the sea), on which side of your vessel should you keep the red channel mark? **Left** **Right** 	When travelling downstream (toward the sea), on which side of your vessel should you keep the green channel mark? **Left** **Right**

Written Task A

A1 - Trip planning - vessel suitability

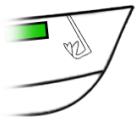
Enclosed Waters Location:
1.
2.
3.

A suitable vessel would have an enclosed deck and higher freeboard to handle the harsher conditions. **Open Waters** Location:
1.
2.
3.

A2 - Trip planning - Boating terminology

Enclosed – finish the diagram then add labels

A smaller open runabout with less freeboard suitable for calm, enclosed waters conditions



Open – finish the diagram then add labels

A boat travelling through to open waters will be exposed to the ocean variables like swell. An open waters boat will require higher freeboard to fend off the waves, an enclosed hull to keep the water out, and it will have the additional safety equipment for open waters.

A3 - Trip planning - 5 weather checks

Before you set out, there are 5 key weather checks you need to do. These are:

1. _____
2. _____
3. _____
4. _____
5. _____

Weather resource: _____

A4 - Trip planning - weather warning

Tide and weather forecast – www.bom.gov.au/marine

Wave height – www.mhlfit.net

Record the 3 main points from the weather warning

1. Swell - _____
2. Wind strength - _____
3. Length - _____

A5 - Trip planning – swell

1 metre - _____

2 metres - _____

3 metres or more - _____

A6 - Trip planning – tides

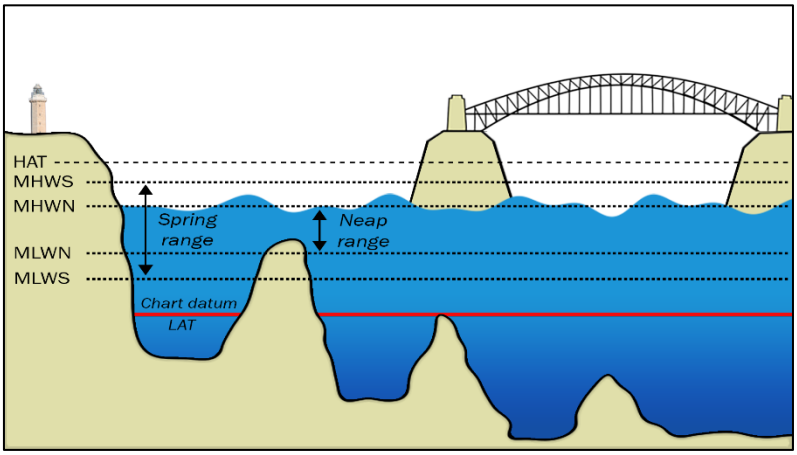
High tide for Tuesday 6th afternoon - _____

Low tide for Saturday 17th morning - _____

The tide is the rise and fall of the sea level which is caused by the combined effects of the gravitational forces exerted by the Moon and the Sun, and the rotation of the Earth.

In Australia, the time difference between high and low tide is roughly 6 hours. This height difference can make previously accessible areas inaccessible.

Researching the tide before your trip will help you avoid running aground.



A7 – Chart datum

The level of water that charted depths displayed on nautical charts are measured from. On most Admiralty charts, this level is that of the predicted lowest astronomical tide (LAT).