

QUEENSLAND YACHT CHARTERS

member of



DREAM YACHT WORLDWIDE

WHITSUNDAY BOATING HOLIDAYS

EMERGENCY, SAFETY, OPERATION & PROCEDURE MANUAL

Plus other useful information concerning your visit to the Whitsundays

PLEASE BRING THIS MANUAL WITH YOU TO USE DURING YOUR BRIEFING

www.yachtcharters.com.au

11th Edition

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INTRODUCTION

Welcome to Queensland Yacht Charters in the Whitsundays. From this moment onwards we will do everything possible to ensure your holiday with us is the best you'll ever have. The following pages, if read carefully before leaving home, will prepare you for what to expect when sailing in the Whitsundays and will help you to familiarise yourself with your boat, its equipment and our service.

Since inception in 1979, Queensland Yacht Charters (QYC) has grown steadily and is today regarded internationally as one of Australia's leading charter companies.

When you arrive in the Whitsundays, you'll find our charter base at Coral Sea Marina in Airlie Beach and we look forward to meeting you here. If you are driving, you will see us on your left as you arrive in Airlie Beach. If you are flying, make sure you tell the airport coach/taxi driver that your destination is QYC, at Coral Sea Marina (North). Please contact our reservations prior to your departure with your arrival details. We can also pre-book your transfers.

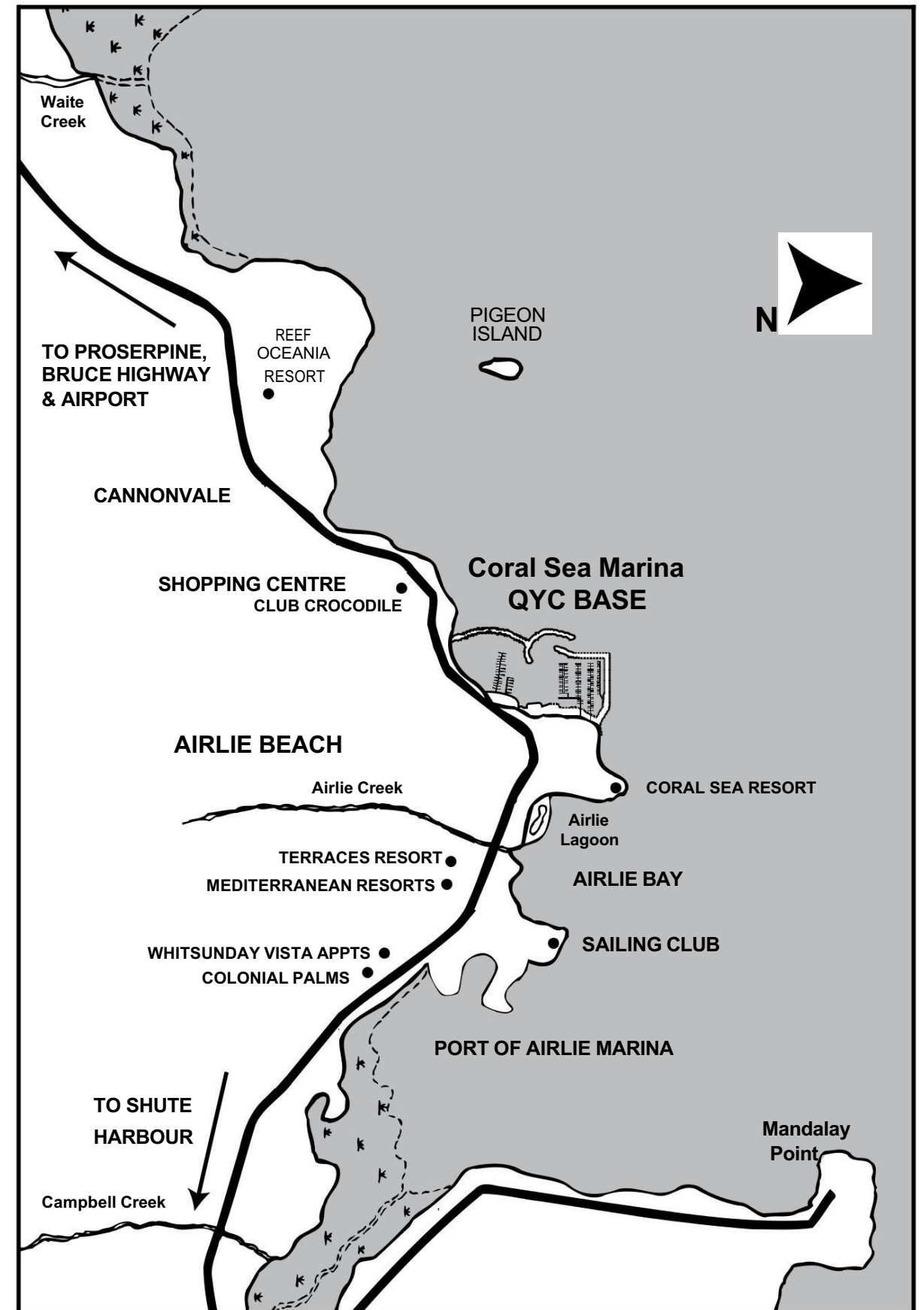
On arrival at our charter base you will be given comprehensive area and boat briefings (lasting around 4 hours) as part of our due diligence covering details of local conditions, anchorages and the World Heritage Great Barrier Reef Marine Park etc. There is a great deal to know and far too little time to tell you all that is required. This manual covers this information and you are expected to read it! Depending on your arrival time and how experienced and organised you are, we will generally have you off and sailing by lunch time and happily secured in your first night's anchorage by 4.00pm.

BRIEFINGS ARE HELD AT 08:30 DAILY. WE WILL REQUIRE 2 MEMBERS FROM YOUR CHARTER PARTY FOR THE ENTIRE BRIEFING.

OFTEN SEVERAL BOATS ARE BRIEFED TOGETHER, SO IN CONSIDERATION OF YOUR FELLOW CHARTERERS AND OUR STAFF'S OTHER DUTIES WE CANNOT WAIT FOR LATECOMERS. ALSO, AFTERNOON ARRIVALS WILL NOT BE ABLE TO LEAVE THE MARINA THE SAME DAY.

If you wish to pre-plan your voyage, we recommend you purchase a copy of "100 Magic Miles of the Great Barrier Reef", a 250 page full colour book containing charts, maps and anchorage directions.

AIRLIE BEACH MAP - LOCATION AREA



GENERAL INFORMATION

VESSEL DELIVERY

The standard charter starts at Coral Sea Marina with your boarding of the vessel at 8:00am and the boat / chart briefing at 8:30am. The time stated on your contract of 2pm allows us the extra hours if needed to prepare the vessel if something unforeseen occurs. The finish time of your charter is at 10.00am on the dates stated on your contract. Your prompt departure off the boat is appreciated at this time so that we can prepare for the next charter.

For Hamilton Island pick up: The charter starts when the vessel arrives to the Island (usually around midday). The finish time of your charter at Hamilton Island is 10am on the dates stated on your contract.

QYC can be contacted in advance and if scheduling allows, we will be happy to negotiate later departures. It is your responsibility to allow sufficient time for the boats return. If for any reason this cannot be accomplished, the charterer must pay demurrage pro-rata for each hour of overtime plus any losses that QYC might sustain in not being able to meet our next charter commitment.

WHAT TO BRING

All our charter vessels are equipped with basic items. You will just have to bring personal belongings and food and drinks if they have not been ordered through the provisioning service. The best clothing is summer casual with protection from the sun in mind. Most resorts request smart/casual dress. During the winter months, a tracksuit and light windcheater is recommended. Pack everything in soft bags. There is no storage on board for rigid suitcases. We suggest you bring some extra beach towels and your own binoculars if you have space in your luggage. A comprehensive list maybe found in the QYC Charter Information booklet that we send you.

DECKS

We request either no shoes onboard or soft white soled boat shoes only. Also, no metal esky's and you are requested to take extra care with scuba equipment to protect the decks and floor coverings from unnecessary marks, chips, and scratches.

FIRST AID KIT

Your vessel is equipped with a comprehensive first aid kit. However, please be aware that it does not contain the following items: Pain relief or anti-inflammatory medications, Seasickness or diarrhoea medication, anti-histamines or antacid tablets.

BASIC DOMESTIC STAPLES INCLUDED ON BOARD

Garbage Bags, Dishwashing liquid, bathroom soaps (small hotel style), toilet paper, sponge & scourer, matches, pegs, vinegar, salt & pepper.

ACCESSORIES

You will find the following on board:

- Some vessels have CD/DVD players and TV to view DVD'S. There is no reliable TV reception in the islands. If you need to watch that all important game, please ensure you book a berth in Hamilton or Airlie Beach. Most people now have iPads with pre-downloaded movies or games etc.
- Plotter
- Charts & basic navigation equipment
- Tide Tables
- "100 Magic Miles of the Great Barrier Reef" Cruising Guide
- Small Ships Manual
- First Aid Afloat
- Guide To Fishes
- Resort file with up-to-date information on resorts you may want to visit
- Deck of Cards

Please supply your own binoculars, hand bearing compass and children's life jackets. You may also like to bring along some extra beach towels.

ELECTRICITY ON BOARD

12 volts only on most boats and a number of larger vessels have generators for 240 volt. Domestic hairdryers etc will not work. Most boats are fitted with car type cigarette lighter plugs which can be used with the correct adaptors for video camera battery chargers, mobile phone chargers etc. There is no reliable television in the islands. Mobile phones do work in some areas of the islands.

Some boats have built-in inverters.

SMOKING

Smoking below decks is a hazard and leaves an unpleasant smell in a confined space like a boat. Please be considerate to all and charterers coming after you and smoke above decks only. Be careful not to melt the vinyl cockpit cushions by being careless, as the wind easily blows the tip off the cigarette. We prefer that you refrain from smoking on board during your Charter.

MID-CHARTER TURNAROUNDS

If you are chartering for more than 7 days, we recommend you return to base mid-way to re-stock with water, food and fresh linen. If you have ordered your food through us, we can have your re- provisioning ready for you. We can also arrange for your mid-charter turnaround at Hamilton Island. There will be a charge per carton for delivery on the water-taxi/ferry. Basic fresh supplies and water are generally available at Hamilton Island.

THE AREA

CRUISING AREA

Your cruising area is defined by Marine Safety Queensland and is dependent on the length of your boat. Generally, boats over 10 metres are allowed further range than those under 10 metres. The actual limits will be explained at your briefing. However, for your own and the vessels safety we require all boats to stay west of the islands and north of Hamilton Island when the wind strength is over 25 knots.

WEATHER FORECASTS

At 09.00 and 15.45 on QYCVHF radio schedules. The forecast of interest is for the area:

Bowen to St Lawrence. (http://www.bom.gov.au/qld/forecasts/northern_qld_coastal_waters.shtml)

Local Radio station and other charter companies will also broadcast weather information and updates during the day.

Radio or call the office should you have missed the weather forecast so that you may plan your day with the latest information at hand.

Remember: forecasters do try, but do not always get it right! If you are caught out, a comfortable anchorage is never far. Always plan alternatives and be flexible.

RADIO SCHEDS

QYC operates 2 fixed radio “scheds” each day: 09.00 and 15.45. Please stand-by for QYC to call your vessel. Please identify the channel you are calling on. Either 81, 82 or 74.

On the morning sched we will ask you for your plans for the day and in the afternoon, check that you’ve reached your destination and are safely anchored for the night. If you don’t move that day, or anchor earlier than 15.45, just give us a call and we’ll mark you off the afternoon scheds, so there is no need to check in again that day.

Please note that all vessels must be at anchor or on a mooring before 4pm. Vessels must not be Sailing after 4pm.

Please ensure that you have planned your overnight destination with plenty of time to be safely moored or anchored each day by 4pm. Mobile phones generally only work on the Western side of the islands and the southern end of Whitehaven beach.

Please read the RADIO PROCEDURES, SCHEDS AND EMERGENGIES in the VESSEL SAFETY MANAGEMENT PLAN.

SEASONAL WEATHER CONDITIONS SUMMARY

Winter Season (May - September)

Seas are generally slight to moderate, with trade winds E/SE to S at 15 - 20 knots. Winds generally continue throughout the night. 20 knots in the morning, through afternoon, dropping slightly later afternoon.

Strong wind warnings are issued at 25 - 33 knots, seas rough. In strong winds close to shore and near anchorages, the winds tend to come around hills and through gullies in strong gusts or “bullets”. In these conditions, sailing yachts should furl the headsail, reef the main and motor into calm water. When sailing between anchorages during strong winds, as well as reefing sails right down, plan your day to keep winds abeam or aft of the beam for the easiest, most comfortable run. If strong wind warnings are current, move with the wind and tide in the same directions and only if necessary.

Summer Season (October - April)

Seas mostly smooth to light. Winds NW to NE at 10 - 15 knots. Winds are more fluky and can come from several different directions during the day. Often drops off at night. Rain squalls are more frequent with reduced visibility and gusts.

Wind and Tide

With moderate to strong breezes, choppy short seas will prevail while wind and tide are in opposite directions. This is particularly so during spring tides. The sea calms when the wind and tide directions are the same and it is worth waiting for these conditions if practical.

Tides

Tidal information is based on Shute Harbour and tides in this region are greater than in most parts of Australia. You will find a current tide table on board your boat.

Remember:

FLOOD tides rise and flow SOUTH towards Mackay

EBB tides fall and flow NORTH towards Bowen

Note: At Unsafe Passage, tides flood from South Molle Island towards Daydream Island and ebb from Daydream Island to South Molle Island. At Fitzalan Island, tides flood from Henning Island to Perseverance Island and ebb Perseverance Island to Henning Island.

MARINA BERTHS & MOORINGS

Berths and resort moorings need to be booked 24hrs in advance. During your charter, all these costs are at your own expense, including Coral Sea Marina berths. Therefore, if you return to Coral Sea Marina before the end of your charter, you will be required to pay berthing for the night that you are there. Queensland Yacht Charters does not own any berths. We'll be happy to arrange any moorings for you - just let us know via the radio scheds the day before.

If you intend to visit Hamilton Island during the school holidays or Christmas/New Year's, then early bookings are strongly recommended. During Hamilton Island Race Week (late August) no overnight berths are available but day berths are fine subject to availability.

Do not rely on resorts for supplies, fuel, water, or ice. Most have some supplies and are glad to assist but in times of water shortages, delays in barges with supplies, etc, nothing will be available to bare boaters.

RUBBISH DISPOSAL

Never dispose of rubbish overboard! This includes food scraps. Please store in strong garbage bags and take ashore at Hamilton Island or Coral Sea Marina. Fish scraps should not be left on beaches or at the water's edge but can be thrown overboard at least 500m offshore. Other resorts do not have garbage disposal facilities for yachts. Ensure all Rubbish is removed from your vessel on departure, and vessel is left tidy.

If upon completion of the charter the Charterer has not left the Boat in clean and tidy condition then the Charterer will pay for the costs of cleaning the Boat, which the Charterer authorises to be deducted from the Security Bond or otherwise be owing by the Charterer.

RECYCLING

Please separate your recyclables such as glass, aluminium cans, plastic and cardboard for appropriate disposal on return to Coral Sea Marina.

FIRES

No fires anywhere in the islands at any time. Total fire ban all year round.

SNORKELLING, SCUBA AND SWIMMING

Each boat has a range of snorkelling gear and fins to suit most sizes. Very small and very large sizes are not catered for, so please remember to bring your own or they can be hired! Scuba equipment can be hired from the Marina Dive Shop to certified divers - you will be required to produce a current qualification.

Snorkelling and Scuba diving are extremely popular past times in the Whitsundays but have been the cause of quite a number of accidents. There are some basic suggestions, which if adhered to, should minimise the chance of something going wrong. If only one couple is on board, then extra precautions should be taken in notifying the base of your snorkelling or diving activities. For those of you that are normally less active, be aware that it can be quite stressful and tiring and that the consumption of alcohol prior to snorkelling can make matters worse.

Below are some examples of high-risk people this list is by no means limited to just these examples.

HIGH RISK PEOPLE

- People with heart problems
- People with asthma
- People with high blood pressure
- People who are poor swimmers
- People who suffer from claustrophobia
- People who are on strong medication

SUGGESTIONS AND POINTS TO CONSIDER

- Always have a look out.
- Make sure the lookout knows how to use the radio, or at least to raise the alarm.
- Never all go snorkelling at the same time.
- Couples on boats (that is two people) should notify QYC base when they go snorkelling or scuba diving and when they return.
- Be aware of currents around headlands, for scuba divers, be aware that currents can move in different directions when you descend.
- Do not drink alcohol before snorkelling, however, do drink plenty of water as you can become dehydrated.
- Be aware of the hand signals for distress.
- Cover your back when snorkelling to avoid sunburn as it does not take long to severely burn yourself.
- QYC suggests that you always wear a stinger suit; some will also protect you from sunburn.
- Be familiar with the various jellyfish at certain times of the year.
- If you cut yourself on coral or oyster shells keep the cut clean and if an infection occurs, then return to base to seek medical help. Do not delay!!!
- Snorkel in pairs and be aware of where your partner is at all times.

FISHING IN THE WHITSUNDAYS

If you plan on fishing in the Whitsundays than refer to the Zoning map or 100 Magic Miles onboard or visit www.gbrmpa.gov.au/visit-the-reef for detailed information.

As well as observing fishing regulations, it is important that those who fish adopt responsible fishing practices while out on the water. These practices help protect the natural environment, maintain the ecological balance of the Reef, and contribute to improving its general health.

FISHING

Refer to the Zoning map and 100 Magic miles to familiarise yourself with the various fishing regulations (i.e., bag limit and species restrictions).

Each person may line fish using one handheld rod or hand line with one hook only in most areas of the Whitsundays. Please take only mature fish and throw smaller ones back. No fishing is permitted in Marine Park B (green) zones and around Hook Island observatory. In the Preservation (pink) zones all access is denied.

CLOSED SEASON

Closed seasons exist for several species – please check the QLD Department of Agriculture, Fisheries and Forestry for latest information: <http://www.dpi.qld.gov.au/fishweb/>

FISHING LINE

Retrieve any fishing line when trolling. Do this at the same time when you pull the dinghy in. On some vessels the fishing line can damage the oil seal and cause damage to the sail drive leg. We remove any fishing line found around the propeller shaft; this can result in the propeller needing to be removed at your expense. Refer to your Charter Agreement for Charges for Prop wraps or call-outs for vessels etc.

SPEAR FISHING

QYC discourages spearfishing. Limited spearfishing is allowed in General Use (Light Blue), Habitat Protection (Dark Blue) and Conservation Park (Yellow) Zones, except for those Yellow Zones that are within the Whitsunday Public Appreciation Special Management Area.

Refer to the Zoning map or 100 Magic miles onboard or visit www.gbrmpa.gov.au/visit-the-reef for further information.

Limited spearfishing means fishing with a spear or speargun not using a powerhead, firearm, light or underwater breathing apparatus other than a snorkel. You must not use a light when spearfishing in the Great Barrier Reef Marine Park. Please note that heavy fines apply for offenders.

OYSTERS

The Whitsundays are home to the most delicious oysters. You may only eat them on the rocks and not collect them for taking back to the boat. Look for mature oysters on a falling tide and taking a short dinghy trip away from the most popular areas will result in better success. Be careful not to slip on rocks - oyster shell and coral cuts can easily become infected. You may not collect oysters in any Marine Park B (green) zone.

SHELLS AND CORAL COLLECTING

You may want to keep a memento of your visit to the Whitsundays, but you may be inadvertently taking a creature's home or, in worst cases, taking a living animal from its habitat. However, limited collecting is allowed in General Use (Light Blue), Habitat Protection (Dark Blue) and Conservation Park (Yellow) Zones. Generally, not more than five of any one species can be taken at a time and no coral (alive or dead) can be taken without a permit. Protected species may not be taken - these include seahorses, pipefish, giant clams, helmet shells and giant triton shells.

POLLUTION

Most people come to the Whitsundays to escape people, noise, and pollution. Please be thoughtful of others and especially in busy anchorages, do not offend with loud music, outboards, or parties really late into the night! The Whitsundays cover a big area and affords plenty of scope and privacy for all. If you do come across garbage on the beach or in the water, please pick it up and dispose of later. Do the right thing.

RANDOM HINTS AND DO'S & DON'TS

- Ensure you listen to Radio Schedules and check-in with QYC to notify of your position twice daily.
- In the event that the Charterer fails to so notify or contact the Operator's base on any two consecutive schedule periods, then that Charterer shall be responsible for all costs or expenses incurred by the Operator in searching for the Charterer including but not limited to, the hire of aircraft or other means of transport.
- This entire area is a Marine Park, and a World Heritage Listed Area and regulations apply.
- Please familiarise yourself with these. They are listed in the 100 Magic Miles.
- Couples should call QYC before snorkelling or diving and report back on their return.
- During whale season stay at least 300m from the whales.
- When planning your vacation bear in mind that there is limited space for your luggage and provisions.
- QYC base is open from 8am - 5pm Monday to Friday, during the weekend it closes at 4pm. Please make all contact before this time.

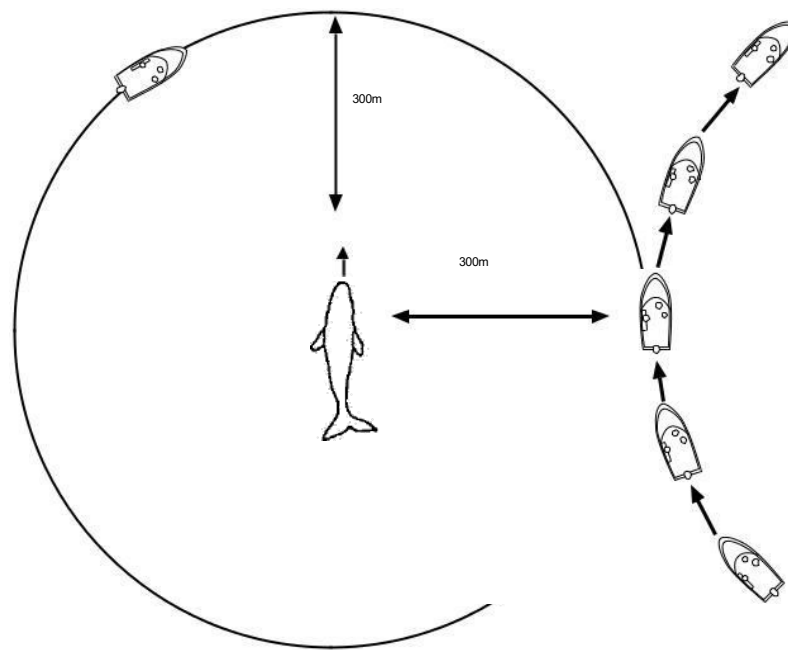
WHALE WATCHING

Humpback whales migrate to the Great Barrier Reef to breed from May to October and you can enjoy a unique experience should you find yourself in the vicinity of some whales.

Please don't disturb the whales and follow these guidelines:

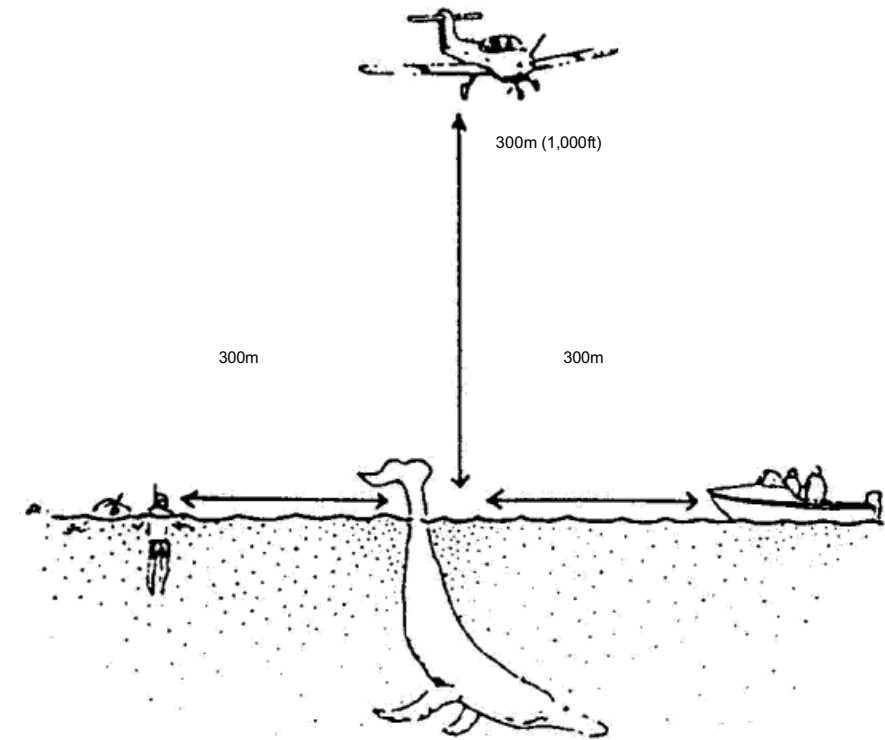
- Keep a distance of at least 300m.
- Observe a maximum of 4 knots or no faster than the whale being approached.
- Leave at any sign of the whale becoming distressed (eg mother & calf).
- Avoid sudden changes in direction and loud noises.
- Approach from the side, never from behind or head on.
- Always ensure the free movement of the whale or pod.
- When stopping to watch, place engines in neutral or turn off.
- Be alert and watch for whales at all times.
- Do not get in the water.
- If you are in the water do not disturb, chase, or block the path of a whale. If possible, return to your vessel.
- If there is a sudden change in whale behaviour, move away immediately at a slow steady rate

How to approach a whale



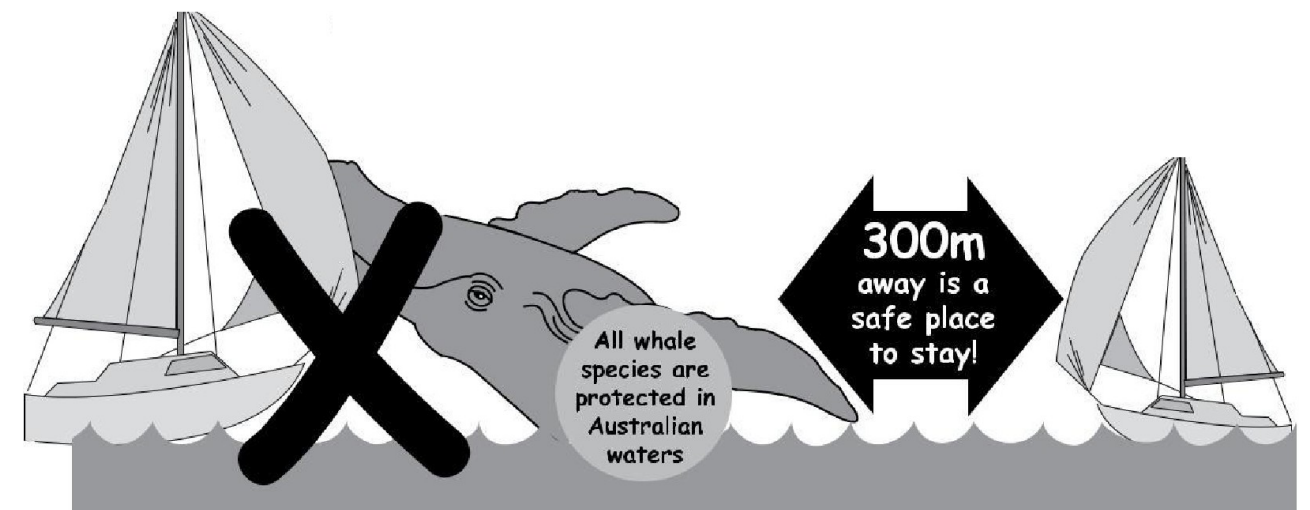
How to approach a whale inside the Whale Protection Area

Limits of approach

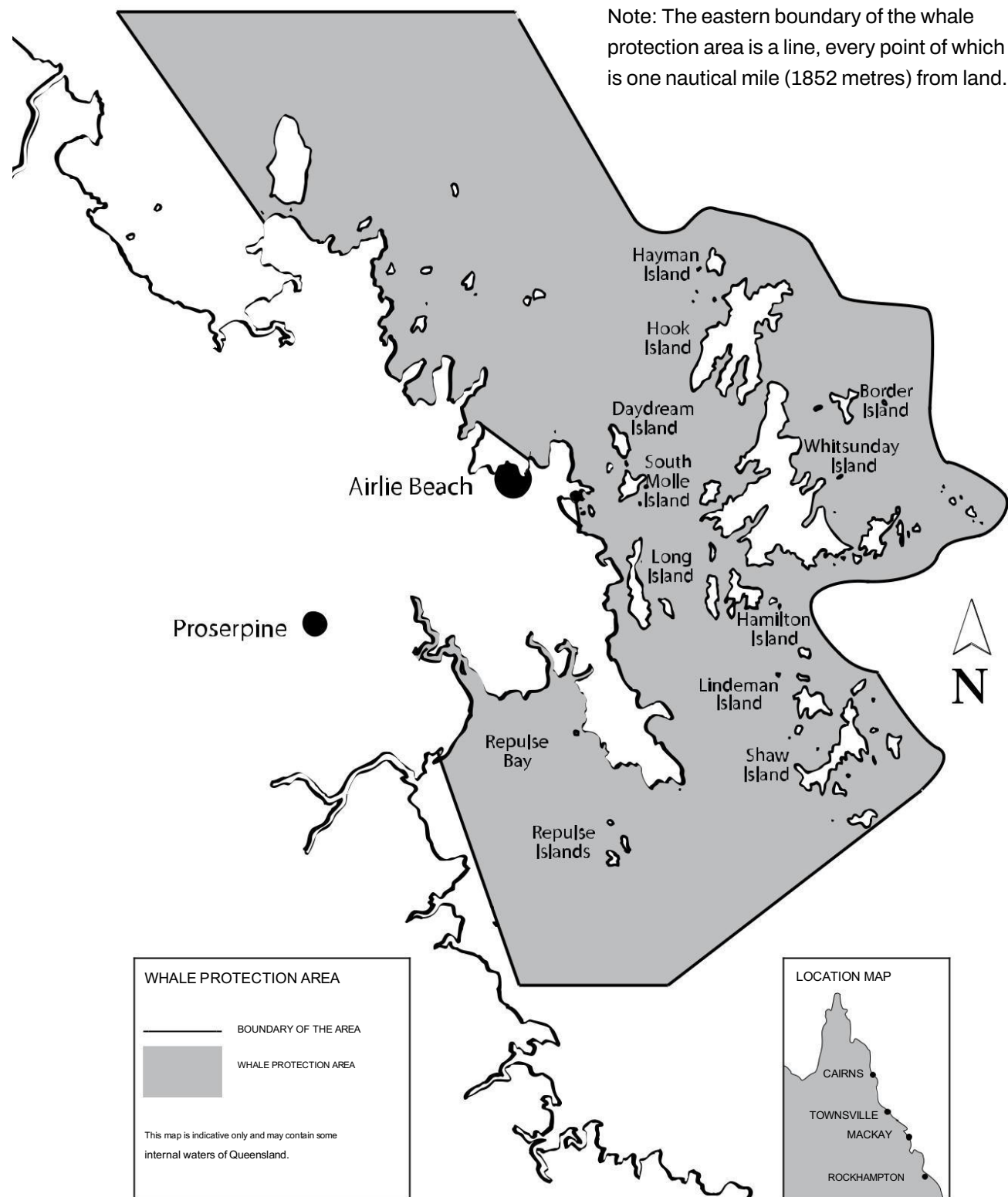


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Watch Out for Whales ... when on the water today!



WHALE PROTECTION AREA



ECO TOURISM

What is Ecotourism? "Ecotourism is ecologically sustainable tourism with a primary focus on experiencing natural area that fosters environmental and cultural understanding, appreciation and conservation".

Queensland Yacht Charters offer tourism in a natural area, which offers interesting ways for our clients to learn about the environment.

OUR WORLD HERITAGE AREA

The Great Barrier Reef is the world's largest World Heritage Area. Because of its outstanding appeal it became a World Heritage area in 1981. The Great Barrier Reef Marine Park stretches more than 2300km along the north east coast of Australia and is about 12,000 years old. Home to an enormous amount of fish species, corals, molluscs and protected species such as Dugongs, Turtles, Seabirds, Whales, dolphins etc.

The Great Barrier Reef ecosystem is not one long continuous reef but a complex system of various marine habitats that include over 3000 reefs, 600 continental islands and 300 coral cays. The Great Barrier Reef Marine Park is a multiple use area with zoned areas that will help you identify what activities can occur in each area. There are 8 types of zones from General use

through to Preservation. Visit www.gbrmpa.gov.au for a zoning map on the Whitsunday area.

What you can do to help

During your boat and area briefing, you will be given information on the do's and don'ts of the Marine Park Area. Please abide by the rules and regulations, respect other people using the area, reduce noise and aim to leave no trace of your visit.

We have onboard all of our vessels the following guides and information:

- 100 Magic Miles of the Great Barrier Reef Cruising Guide
- Information on visiting the reef
- Public moorings and anchoring
- Zoning Map
- Introduction to using the Marine Park - booklet
- Information on protecting Whales, Dolphins, Dugongs, Turtles & Seabirds
- A visitor's guide to the National Park Islands and Ngaro Sea Trail.

The Great Barrier Reef attracts millions of visitors every year. To ensure your visit does not impact the marine environment and to keep it pristine for other generations to enjoy it is recommended that you learn more about the reef prior to your visit. You can visit the following websites to access this information and find out more. There is some great information for kids to learn about and take back to school with them to share with others.

www.reefed.edu.au www.reefhq.com.au www.gbrmpa.gov.au

INCIDENT REPORTING

You can help protect our Marine Park by reporting incidents to the Queensland Yacht Charters Base or to the relevant authority. Incidents such as:

Oil/diesel/sewage spills, marine animal stranding's/deaths/fish kills, tagged fish, unusual marine life sightings, crown of thorns starfish outbreaks/coral bleaching, tagged turtles, illegal fishing, marine incidents/accidents, zoning infringements, vessel collisions/groundings.

NGARO PEOPLE

There are currently more than 70 traditional owner groups of Aboriginal & Torres Strait Islander people that have connections with the Great Barrier Reef. In The Whitsundays, it is the Ngaro people who had the rights and interests to this area for the last 9000 years. It is thought that the Ngaro people were one of the first to have contact with Europeans in Australia and they hunted large marine animals from their canoes and sometimes from outrigger canoes. They were certainly a sea going people and amazingly, one of the oldest "rock shelter" sites discovered on the East coast of Australia is at Nara Inlet on Hook Island.

At QYC we would encourage everyone to learn more about the tradition, culture and heritage of our indigenous people and respect the values, cultural and heritage sites of the traditional owners throughout this area.

ECO-ACCREDITATION

QYC has gained eco-accreditation, which recognises that we have achieved best practice in ecologically sustainable tourism with a primary focus on experiencing natural areas and fostering environmental and cultural understanding, appreciation and conservation. It also recognises our contribution to local environmental groups. Please help us to keep the Whitsundays beautiful.

IMPORTANT CHARTER INFORMATION

OUR RESPONSIBILITY AND YOUR RESPONSIBILITY

Our responsibility is to supply a boat as complete and in as good a working order as possible and to see that everything is ready for your comfort and safety at the time of your charter. Before you arrive your boat will have been carefully checked out with the aid of a lengthy checklist. We have made every effort to provide everything that you will need except your own personal effects. Any unrepaired damage, however slight, is noted. All working equipment will have been checked. Refer to your Charter Agreement for further details.

DELIVERY

A full set of linen is supplied with each boat: sheets, pillowcases, 2 towels each and dishtowels. Your boat also has basic domestic supplies on board includes staples (as listed under general information) as well as what we don't supply. Full domestic supplies are included with all provisioning packages or if doing your own shopping, please remember to purchase these items.

Regarding any delays to your boarding: our responsibility is to deliver your boat to you at the scheduled time as in our contract. However, unforeseen delays can occur. If such a delay should exceed 24 hours, demurrage will be credited pro-rata to your account. We cannot be responsible for delays owing to airline scheduling or bad weather or other reasons beyond our control. For these, we strongly recommend travel insurance that will cover you. Our reservations office can advise.

Afternoon arrivals generally mean that you will have to spend the night in the Marina.

BRIEFINGS

All our staff will be doing their best to make sure that your holiday is a happy one.

You can do your part by absorbing as much information as possible from your AREA BRIEFING, conducted by our qualified staff in our Charterers Briefing Room. This is followed by your BOAT BRIEFING, conducted on board your vessel.

We realise you cannot possibly be expected to remember all the information we give you during the briefing. So to help make things easier, we have prepared this manual for you that you will also find on-board your vessel. Use in conjunction with DVD provided.

Please familiarise yourself with these as soon as possible and return DVD.

DRUGS AND ALCOHOL

Illegal drugs on board are not acceptable. A blood alcohol level of .05% and less is acceptable for a person in charge even at anchor and the legal acceptable level for alcohol is under .05%. Contravention could cause the charter to be cancelled.

EXCEEDING PASSENGER NUMBERS

It is a serious offence to exceed the surveyed number of passengers on the vessel as it has severe implications for the safety of the vessel and the passengers as well as the insurance. This could result in the charter being cancelled.

RETURNING THE BOAT

We do expect the boat to be returned reasonably clean and tidy. Yachtsmen take great pride in keeping a clean ship: it is the hallmark of a good seaman. However, we realise that a vacation is a vacation and there are those who would rather leave the boat looking like the morning-after-the-night- before! Therefore, we do charge for having to clean an excessively dirty boat and/or dinghy.

COMPLETION OF CHARTER

If you refer to your contract, you will find the time by which your boat must be returned on the last day. This is normally at 10.00am. If you are departing by air the same day, you may need to return earlier.

QYC staff will be glad to make any coach or taxi transfer bookings to the airport. If your car has been stored in the Security Car Park, we will request it be delivered to Coral Sea Marina on the morning of your return.

YOU ARE RESPONSIBLE FOR RETURNING YOUR YACHT IN GOOD ORDER AND CONDITION. THIS COVERS BOTH CLEANLINESS AND PHYSICAL CONDITION.

When you return, a QYC staff member will run through a short checklist with you. Please let them know if you have lost or broken anything and any suggestions you may have. A debrief can take up to half an hour so allow enough time.

DAMAGE WAIVERS & SECURITY BOND

DAMAGE WAIVER

The Damage Waiver is a compulsory, non-refundable payment which will cover against any minor accidental loss or damage to/on the vessel. Payment of the Damage Waiver reduces the excess payable (by way of security bond) on arrival.

SECURITY BOND ON ARRIVAL

We require a security bond on your arrival depending on the vessel type. (This amount must be available on your credit card, as we obtain preauthorization on this).

The security bond will cover against any loss or damage to the vessel including groundings, rigging, loss of dinghy or outboard, stuck anchors, blocked heads, prop wraps caused by sheets, moorings, anchor ropes, dock lines, dinghy painters, halyards, floating rope and the removal thereof, chase calls due to charterer (i.e. blocked heads). Loss of exterior cushions and sunbed mattresses etc will also be chargeable and deducted from the Security Bond.

The bond will be released after completion of your charter if there is no damage to the vessel after the Dive inspection. If there are no deductions from the Security Bond, it will be refunded to the Charterer within 14 days of Redelivery Date.

In the event of any deductions from the Security Bond for insurance excess or consequential credit card or banking charges, demurrage, repair of any damage or loss of equipment, or any accident, breakdown, recall or repossession of the Boat, the balance will be refunded to the Charterer as soon as is reasonably practicable once the repairs are completed or the deduction is calculated, whichever is the latter.

Regardless of clause 13.3, even if the fault is caused or contributed through no fault of the Operator or Charterer (for example, such as striking a marine animal or submerged object) the risk is that of the Charterer's and the Charterer is not entitled to any refund of Charter Fees and is liable for all damage assessed against the Boat. It is recommended the Charterer takes out appropriate insurance cover for such events.

Please refer to clauses 3.1, 3.6, and 13.5 to 14.4 of the Charter Agreement for further information.

SAILING

THE ESSENTIALS

Can you confidently do the following?

1. Tie a “figure of eight”, a bowline, half hitches, reef knot, clove hitch
2. Cleat and coil ropes, halyards and sheets correctly and neatly *
3. Select correct halyards for hoisting sails; tension halyards *
4. Reef the mainsail *
5. Adjust topping lift *
6. Set mainsail and use mainsheet traveller *
7. Tack and gybe the yacht *
8. Handle a roller furling genoa (do not use the winch to furl the headsail!)*
9. Set a genoa and use the genoa sheet traveller *
10. Set a correct compass course
11. Take a compass reading and a compass bearing
12. Steer a steady course
13. Berth a boat in a marina or pick up a mooring
14. Drop, set and retrieve the anchor
15. Fold sails neatly *
16. Right of way: “rules of the road” (*Items applicable to sailing vessels only)

These are all the very basics of sailing and are things you should know how to do. Sometimes all you may need is a quick refresher course to brush up on the basics. Otherwise QYC can recommend sailing schools in all capital cities where you can take a “Competent Crew” or “Bareboat” course. Sail Guides are also available.

You are expected to know enough in advance to skipper your own QYC boat in the Whitsundays; yourself and your crew’s enjoyment and safety depends on it. You cannot be taught how to

sail in a day any more than you can be taught how to drive in a day and then be sent off in the traffic! Our briefings are to familiarise you with the operation of your boat and boating in the Whitsundays - they are not sailing courses or lessons! A competent sail guide is available at your expense to help you become familiar and comfortable over several days with your vessel.

SAILS

All yachts are supplied with 2 sails: a mainsail and a furling headsail.

The responsibility for repairs to damaged sails lies with the charterer, so we suggest careful use of the sails and early reefing to reduce the chance of damage.

Excessive flogging does more to reduce the life of the sail than anything else.

Please hoist your sails with your briefer and check you are satisfied with the overall condition and that there are no tears or holes.

MAINSAIL

This is a conventional, heavy-duty mainsail, controlled by the halyard, mainsheet, topping lift, boomvang and outhaul. Damage is generally caused by charterers using the reefing system incorrectly. Have your briefer explain and demonstrate reefing if you wish.

REEFING THE MAINSAIL

Systems do vary from boat to boat so basically follow these instructions:

1. Bring the boat into the wind so there is no wind in the sail.
2. Lower the main halyard to a position where the required luff cringle (eye) can be placed over the hook at the boom gooseneck or the single line reefing, pull the sail down to the required level; pull up the halyard and secure.
3. Pull in the reefing line on the side of the boom as tight as possible. Use the winch if necessary to bring down the leech cringle to the boom and secure the reefing line.
4. Slack off the topping lift.
5. The slack sail is supported by the boom bag.

ROLLER FURLING HEADSAIL

This sail is cut for all purpose work and Head Sail is a general purpose sail. The roller furling permits easy handling from the cockpit.

To unfurl the sail, head to windward keeping a little pressure on the sail and slowly pay out the furling line while hauling on the genoa sheet. Make sure you have complete control over this line as you pay out, especially in any fresh wind. Failure to do so may produce a jam or a riding turn around the drum at the base of the furler. Try not to flog the sails unnecessarily. Cleat off the furling line when underway.

To furl the sail, ease the sheets to keep flogging to a minimum and pull in on the furling line by hand. To ensure a reasonably neat furl you should keep a little tension on the sheet. The sail will not furl if there is too much pressure on the sheet. Never use the winch to furl the sail. Excessive force will damage the forestay.

This system allows you to reef the sail to any size. If the wind is strong, just let out as much sail as you need. Cleat the furling line at this point. However, you must naturally ensure that the genoa blocks (on the genoa tracks) are moved forward at the same time, so that the leech and foot tension are roughly equal. Do not adjust the halyard tension while you are out there, this could result in the halyard wrapping itself around the forestay and causing extensive damage.

REEFING

As the wind increases, so it becomes necessary to reduce the sail area of the yacht. Always reef early rather than late. If the thought crosses your mind that you might need to reef, then do it. You will be far more comfortable. The longer you leave it, the stronger the wind and the harder it will be.

AS A GENERAL RULE OF THUMB SET THE FIRST REEF AT 15 KNOTS OF WIND, THE SECOND AT 20 KNOTS. FURL THE HEADSAIL PROPORTIONALLY TO BALANCE THE SAILS AND THE VESSELS STEERING.

WINCHES

All yachts are supplied with 2 winch handles and all have self tailing winches.

SAIL COVERS

The boom bag will cover the sail when not in use and protect the sail from the sun.

SUN AWNINGS

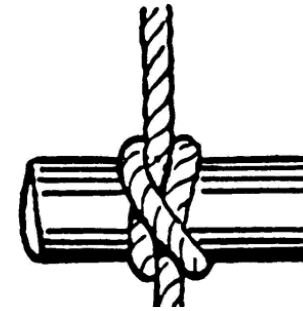
All of our boats are fitted with a permanent cockpit bimini top, providing some shade in the cockpit. Some are also equipped with a boom tent, which can be used for sun and wet weather protection. Before fitting the boom tent, close the sail cover to prevent chafing the mainsail and adjust the boom so that it is horizontal and on the centreline.

DO NOT USE THE AWNING IN STRONG WINDS AND TAKE IT DOWN BEFORE GETTING UNDER WAY.

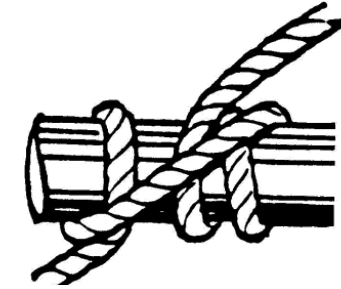
CUSHIONS

Stow exterior cushions and sunbed mattresses during high winds and bad weather, and make sure cushions are all firmly secured or stowed away when underway. As the loss of cushions and sunbed Mattresses etc is chargeable and will be deducted from the Security Bond.

COMMON KNOTS



Clove Hitch



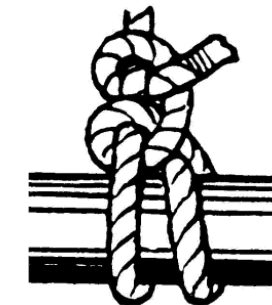
Rolling Hitch



Two Half Hitches



Figure of Eight



Round Turn & Two Half Hitches



Bowline



Sailors Square or Reef Knot

RANDOM HINTS AND DO'S & DON'TS

- Lifelines are to save lives, not to sit on.
- Do not change rigging tension.
- Place a "figure of 8" knot in the ends of your main and jib sheets and halyards so they can't run away from you and disappear up the mast or through blocks and over the side.
- Never leave a winch handle in a winch unless your hand is on it. This can cause serious bodily injury. Winch handle holders are provided.
- Cleat main halyard and coil so that it will run freely when you drop the sail.
- At night, tie halyards to the shrouds away from the mast if you find them slapping the mast and keeping everyone awake.
- Under no circumstances is the cockpit winch to be used to furl the headsail. If it is difficult to pull it in, check that the halyard is not wrapped around the forestay. The sail might need to be dropped to avoid further damage. Always call QYC base.

NAVIGATION, TIDES & ANCHORING/ MARINAS

The Whitsunday Islands are all very close together. At no time should you find yourself more than (5) miles from the closest land.

Most boats have plotters, however in the event of a failure you must be able to navigate successfully, with “eyeball” navigation, you must be able to identify all the land around you. Remember plotters are only an aid to navigation.

PREPARE VESSEL EACH DAY

- Close all hatches and Hull ports.
- Stowe all loose items.
- Do you have sufficient water and fuel for the planned trip?
- Check that all safety equipment and dinghy are in a satisfactory condition.
- Check VHF Radio and obtain a current Weather forecast.
- Before raising anchor ensure that there are no (fishing) lines in the water, and pull in dinghy.
- Stow all exterior cushions if necessary and ensure all cushions safely attached so they are not lost.

EACH DAY HAVE A SIMPLE NAVIGATION PLAN

Before deciding your plans for the day, consider:

Tides

When does the tide start to ebb or flood? What is the day’s range?

Winds

What is the forecast strength? When will the wind and tide coincide? What night anchorage will be best for the conditions?

Distance

How long will the voyage take? When must I depart to be anchored by 4.00pm? (Plan to anchor by 3.00pm).

Charts

Study the chart and “100 Magic Miles” to consider location and effects of currents, reefs, disturbed water and calm water. Familiarise yourself with approaches to your anchorages, location of coral and depth of water.

Before leaving anchorage, work out where you are going and how you are going to get there:

- Note your course on the chart.
- Identify on the chart any danger spots you are likely to encounter on the way.
- Identify headlands and islands as you are going along.

If you ever get to the stage where you are unsure of your location or what lies ahead, stop and do not proceed until you have orientated yourself. Don’t hesitate to contact QYC on the radio if necessary. (Take bearings during hazy or rainy weather to help assess your position).

USE YOUR CHARTS FOR GENERAL NAVIGATION

Use the maps and aerial photos in the book “100 Magic Miles of the Great Barrier Reef” for entering bays and anchorages and for help in negotiating danger spots.

TIDES & CURRENTS

Refer to **SHUTE HARBOUR** in the current **Tide Book on board**.

The major difference between sailing in the Whitsundays and many other areas is the existence of a large tidal range, especially during spring tides and consequently strong currents. Maximum range from low tide to high tide is approx. 4 metres. Average range is approx. 2.5 metres.

Always allow for leeway which the currents will cause by aiming well above (or “up-tide”) of your destination. Waiting for periods at the end of the tide when the currents will have least effect will be to your advantage.

**REMEMBER:
FLOOD TIDES RISE AND FLOW SOUTH TOWARDS MACKAY;
EBB TIDES FALL AND FLOW NORTH TOWARDS BOWEN**

Currents run up to 1 knot in open water and up to 5 knots through narrow channels.

AVOID SOLWAY PASS when tides flood and SE winds in excess of 18-20 knots prevail. Your motor has the power to overcome any current. However it is worth remembering that you will escape the strongest currents in mid-channel and open water. If you stand on a high hill you will

clearly see how currents run fastest close to the islands, where you will also expect to find fringing coral. The current/tides also flow fastest in mid-flow (see section on tides in Anchoring).

**ALWAYS MOTOR OR MOTOR SAIL THROUGH PASSAGES AND
WATCH OUT FOR WINDSHADOWING AND BACK WINDING.**

Try and anchor in water between 6 and 10 metres deep. This will prevent the boat from hitting the bottom at low tide. Or alternatively, using the depths in the “100 Magic Miles”, do not anchor in depths of less than 3 metres as recorded in the 100 Magic Miles.

If leaving your dinghy ashore always drop the dinghy anchor on the beach so it is still there when you return. If you don’t it may not be there when you return (flood tide) or it may be 100 metres from the water (ebb tide). Dinghies are heavy!

DISTURBED WATER

Disturbances occur mostly near islands or headlands where the current changes direction; at points where depths change rapidly; or where opposing currents meet at the ends of inlets (eg Nara Inlet on an ebbing tide). Disturbances seldom cover large areas and it is always best to motor sail through them. They are often confused for shallow reefs.

THE GENERAL ADVICE IS TO TAKE A WIDE BERTH AROUND HEADLANDS TO AVOID DISTURBED WATER AND THE CHANCE OF RUNNING INTO A REEF EXTENSION.

CORAL REEFS

The Whitsundays have a very special and unique fringing coral reef system.

PLEASE TAKE CARE NEVER TO DAMAGE THESE REEFS WHICH ARE PART OF OUR NATIONAL HERITAGE.

Your charts and Handbook mark areas with coral - treat these as a guide only. Do not attempt to sail or cruise in an area with coral unless you can see the coral clearly. Coral can be seen best when the sun is directly overhead and it is a clear calm day. Polaroid sunglasses help considerably. If the chart shows you are approaching an area of coral, but visibility is poor, avoid the area and skirt wide around the coral. Shallow coral reef can be seen easily at low tide.

Almost every anchorage and most land has a fringing coral reef extending anything from 5 - 500 metres from shore. It is too shallow to take the boat over the reef.

You must always anchor far enough away from the edge of the reef so that the boat cannot possibly swing in any direction and hit the reef.

“BOMMIES” or coral heads often grow off the edges of the reef and separate from the reef. They are like stalagmites of coral supporting an interesting amount of sea life. Please take care not to damage the

“bommies”.

Carefully proceed into all anchorages, locate reefs and bommies, and anchor away from them. Look for changes in the colour of water to indicate depth.

- Blueish deep
- Brown/green shallow
- Yellow/green very shallow go slowly and have a look out.

SAFE WATER Blueish	BOMMIE ZONE Brown/Green	REEF ZONE Yellow/Brown	LAND
Anchor well away from Bommie and Reef zones	Good fishing and snorkelling	Unsafe for anchoring	

DEPTH SOUNDERS

All boats are fitted with a simple, depth sounder and a hand held “lead-line”. The sounder usually registers depth in metres and has an alarm which can be pre-set at a determined depth. The sounder measures depth below the transducer - not the depth ahead. In areas of coral, it is quite possible for the depth sounder to read 10 metres and the boat’s bow to be hard aground!

Depth sounders are only an aid to navigating.

There is no substitute for careful navigation and a PROPER LOOKOUT in shallow water.

HAZARDS TO AVOID

ALL THE REEFS AROUND HAYMAN ISLAND

Although well marked they cause the most damage to boats. The reef off BLACK ISLAND is the most notorious. Be especially aware if you are experiencing a strong SE on an ebbing tide. When crossing Stonehaven Bay the set to the north occurs at an alarming rate. Remember that the channel markers only mark the channel and not the edge of the coral. Proceed carefully and be on the lookout for coral. There are two public moorings in the southern end of Stonehaven which need to be approached with caution, as they are located behind a reef.

DOUBLE ROCKS

Situated south east of Pinnacle Point these are difficult to see if it is rough. If you have difficulty in seeing Double Rocks then you should not be there in the first place.

LAGOON ROCK - WHITEHAVEN

This now has a West Cardinal Mark and is visible at all stages of the tide. The SW point of the reef is the real problem so take great care if the weather is overcast.

WHITEHAVEN BEACH

There is a small reef off the southern end of the beach. Anchor to the west of the one and only palm tree. This reef now has a North Cardinal Mark. Do not anchor between the beach and the reef even though other boats might be there.

MACONA INLET

When approaching anchorage #1 charterers tend to cut the corner and run into the reef at the entrance to this anchorage. Stay on the Western side of Macona before heading East in anchorage #1. Follow advice in the 100 Magic Miles.

DUGONG INLET

To the east of Dugong Inlet the mud flat is full of bommies. Do not cross this at any stage of the tide.

ANCHORING

Your holiday will be even better if you master the elements of anchoring! There is nothing worse than a rolly anchorage and a sleepless night! Choose your anchorage well - there are always quiet spots. Anchor securely and sleep well!

The main anchor fitted to all our yachts is a substantial CQR type anchor with a minimum of 55-70 metres of the appropriate size chain attached. The bitter end of the chain is attached to the hull via a fitting in the chain locker (with a short length of rope so it can be cut in an emergency). You should not keep the yacht lying with its weight on this rope; all strain should be taken up by the snubber.

Always have enough chain still on board to go around a cleat or the anchor winch gypsy. You will also find a second emergency anchor on board, usually a Danforth type with a short length of chain and at least 50 metres of rope. It is unlikely that you will need to use this anchor.

Plan your day to be anchored for the night by 4.00pm so that:

- You have time to move to another anchorage if we consider your position, as reported on the 15.45 sched, is not a suitable overnight anchorage.
- You have the best chance of seeing the reefs while anchoring.

- We can get to you in daylight should you need help.

To simplify the whole anchoring procedure listed below, simply let out 45 metres of chain allowing a small amount to remain in the anchor locker in case you have to let out some more. This length of chain will allow you to anchor in + or - 10 metres of water at high tide. This depth is the average depth of most anchorages in the Whitsundays.

Always double check your position, depth of water and length of chain with the Radio Operator during the Scheds as in some weather conditions more chain may be required.

IMPORTANT: LET OUT MORE CHAIN WHEN ANCHORING IN WINDY CONDITIONS OR IF THEY ARE FORECASTED. ENSURE YOU HAVE ENOUGH ROOM TO SWING 360 AROUND YOUR ANCHOR.

WHEN ANCHORING, KEEP THE DINGHY ON A SHORT PAINTER (TOW ROPE) SO ITS TOWING ROPE CANNOT FOUL THE PROPELLER AND PROCEED SLOWLY WITH CARE.

PROCEDURE – TIDES

When anchoring your most important consideration should be the tidal height variations. (There can be as much as 4.5 metres between high and low water at spring tides). It is most important that you allow for the state of the tide, when deciding how much scope (length of chain) to use. For example, if you anchor at low tide and use minimum scope, your scope will decrease to a dangerous level as the tide rises. It is not uncommon for a yacht to break loose and go adrift or run aground in such circumstances.

In this example, assume you anchor at low tide:

- Low water Height (from tide tables) 0.2m
- High water Height (from tide tables) 4.2m
- Range 4.0m
- Depth at time of anchoring (from sounder) 6.0m
- Predicted depth at high water (depth now + range) 10m
- **CHAIN REQUIRED 10 x 4 40m**

However, you may not be anchoring at low water so you will need to calculate the amount of tide left to rise or fall by the “twelfths rule”:

RULE OF TWELFTHS

Divide the range (difference between low and high water) by twelve, and then add the twelfths to the hours of the tide as follows:

1st hour 1/12 rise

2nd hour 2/12 rise

3rd hour 3/12 rise

4th hour 3/12 rise

5th hour 2/12 rise

6th hour 1/12 rise

So your calculations in another example should be as follows:

Time and height of low water 10.00am 1.0m

Time and height of high water 4.00pm 5.0m

Therefore range is: 4.0m

You are anchoring at 1200 (noon) in 6 metres of water...

By the “twelfths rule” you have 4 hours of rising tide left which will be 9/12 of the rise i.e.

4 metres x 9 = 3 metres of rise remaining

12

You will need to add your depth at anchoring (6 metres) to your predicted amount of rise still to come (3 metres) to calculate your depth at High Water (9 metres). Multiply this depth x 4, which in this example is 36 metres, to get the minimum amount of chain to let out. You should make similar calculations using the “twelfths rule” to ensure you will have sufficient depth below the keel at Low Water. Also check the overnight tide range to ensure you have enough chain out and enough water under your keel. If you don’t want to do the calculation then let out at least 45m if the space allows.

You should be familiar with these calculations before approaching your first anchorage.

ENTERING ANCHORAGES

The reef appears suddenly from deep water and may have isolated coral heads (bommies) away from the main reef line. The usual colour from above the water is yellow/brown. Reefs are best seen with Polaroid sunglasses, with the sun high and behind you, and at low tide.

- Always approach the anchorage so that you are not looking into the sun, as the reef may be hard to see owing to the sun’s reflection. If you are looking into the sun, go out again and approach from a different direction. After 3.30pm the reef areas are difficult to see as the sun becomes too low to reflect the difference in colours between shallow and deep water.
- Use your “100 Magic Miles of the Great Barrier Reef” cruising guide carefully to decide exactly where to anchor, and **check that it is an approved QYC overnight anchorage**. A full list is provided in this chapter.
- Approach the anchorage slowly with sails furled, dinghy painter pulled in and the anchor prepared for dropping. (Beware of the anchor hanging over the bow and swinging into the boat).
- Have a crew member on the bow looking for coral and motor slowly into the prevailing wind or current to drop the anchor - this is generally the same direction as other yachts at anchor can be seen heading. We suggest appointing one crew member for this job and another to handle bringing the dinghy in.

DROPPING THE ANCHOR

- Your chosen position should allow you to swing a full 360 degrees without hitting coral or other boats. Once in position to drop the anchor, your boat should be at a standstill, pointed into the wind and the anchor should be lowered. Let the chain run out while the vessel is moving slowly astern (so you do not have a pile of chain on the bottom on top of the anchor!)
- **Make sure the dinghy is pulled in, to avoid the dinghy towline becoming wrapped around the propeller!**
- Engage reverse and move back slowly, no faster than walking pace. Any faster and the anchor may bounce along the seabed. Use reverse gear slowly to assist with this. The wind may blow the boat off centre. If this happens, once the anchor takes hold the boat should pull itself into the wind. If it does not right itself, your anchor may not be in. If you have enough room, let out some more chain. This may result in success and if not, up anchor and re-try.
- When the required amount of chain is out, the chain should be locked on the winch and the vessel driven gently astern to dig in the anchor. Be certain in this last operation that the anchor is not dragging.
- **If the anchor is set, the wind will cause the boat to round up, bow to the wind.**

IF THE BOAT DOES NOT ROUND UP INTO THE WIND, OR LIES SIDEWAYS OR YOU CAN FEEL THE CHAIN “JUMPING OR JERKING” THE ANCHOR IS NOT HOLDING. IF YOU HAVE PLENTY OF ROOM AROUND YOU, TAKE A BEARING, LINE-UP TWO EASY MARKERS (IE TREES, HILLTOP, ROCK ETC) AND WAIT A SHORT TIME. THEN REVERSE AGAIN. HAS THE LINE-UP CHANGED?

IF THE LINE-UPS HAVE MOVED, YOU ARE DRAGGING ANCHOR. WINCH UP THE CHAIN, SELECT ANOTHER SPOT AND PROCEED AS BEFORE.

- Line up 2 fixed points on the land (eg a tree and a headland) and if they change perspective, you are dragging the anchor and will need to up-anchor and re-try. If the line ups remain the same then you are securely anchored. Now attach the rope snubber.

REMEMBER

- Always anchor by bringing the boat bow into the wind, and pulling in the dinghy.
- Anchor in water (6) - (10) metres deep if possible. You do not have enough chain to anchor in water deeper than 14 metres at high tide in reasonable weather.
- Allow for 360 degrees swinging room.
- Be safely anchored each day by 1600.
- Some chains are not marked. As the average anchoring depth is 10-12 metres use most of the 55m of chain when anchoring.
- Remember, take your time and don't skimp on the chain, it is not a race. Anchor securely and sleep well. If there is any doubt you will be up all night checking the anchor.
- Do not raft up to other vessels, at any time.

DEPARTING ANCHORAGES

You may leave the anchorage any time after you are confident you can see any reefs. This will not normally be before 7.00am.

LIFTING THE ANCHOR & STUCK ANCHOR

KEEP THE DINGHY UP ALONGSIDE THE BOAT AGAIN, SO THAT ITS TOWING ROPE DOES NOT FOUL THE PROPELLER.

All QYC vessels are fitted with electric anchor winches. These winches use a great deal of power. Start your engine(s) 10-15 minutes early to charge your batteries. If your battery voltage is low in the morning, run them a longer. Batteries become permanently damaged when they are heavily loaded in a discharged state.

Haul in on the anchor chain until the boat lies in line with the chain. Using hand signals between the foredeck and the helmsperson to indicate the lie of the chain, motor forward in short bursts while simultaneously pulling in the chain. You may need a third person below decks “flaking” the chain in the anchor locker to prevent it piling up high and jamming the chain coming into the anchor locker.

Keep going slowly until directly over the anchor which should now pull out easily. If it does not, you may have snagged on some coral. **Please don't use brute force to try and release it, as this will damage the anchor winch.** In this case, tie off the chain on the winch or cleat (do not put any strain on the drum) and motor gently forward or away in short bursts. This should break it out. Be patient and do not force anything - you may damage both the equipment and coral reef. If after some effort this does not succeed, depending on the depth of the anchor get someone to dive down and inspect. If it can be pulled out manually do so. If not, call QYC. A diver may have to be located. Dive boats are often in the vicinity and can be called on to assist. This is at your expense and is cheaper than damaging the anchor winch or boat through force. This might occur 4 or 5 times a year.

If the anchor and chain are muddy, wash with buckets of water or deck wash as it comes up. Slippery chain is difficult to handle and is easy to lose control of completely.

ABANDONING THE ANCHOR

Contact QYC first. This is only to be considered as a last resort. If you have to ditch the anchor and chain, tie a long length of rope (mooring line) and a fender as a marker. Notify QYC of the exact position for easier recovery.

ELECTRIC ANCHOR WINCHES

Operation of this winch varies between vessels. However, in all cases they are controlled by a switch adjacent to the winch. They should not be overloaded under any circumstances - this type of winch is designed simply to recover the anchor and chain from the bottom. Any attempt to pull the boat bodily up to its anchor can result in damage to the electric motor or a breakage in the winch gearbox. Both are expensive to repair and will detract from the enjoyment of your charter! Treat the winch carefully. If the circuit breaker trips this is a warning that you have put too much force on it.

You will be shown this operation and the location of the circuit breaker during your briefing.

DAMAGE TO THE BOW

Anchor damage to the bow is often done without the knowledge of the charterer. As you can't hear or see the damage being done you are unaware of it being done. Never pick up the anchor while still going forward.

LOST TOWELS & CLOTHING

Towels and clothing can easily be lost, especially in windy conditions, as they blow off the lifelines. Each year a large number of items are collected of the bottom of our lovely bays, and endanger marine life. In windy conditions please dry clothing and towels where they cannot end up in the water.

DIFFICULTIES AT NIGHT

Wind and weather changes of such a serious nature that your overnight anchorage is rendered unsafe are not common in the Whitsundays, provided of course that the day ends with your yacht correctly anchored in an approved position for the prevailing and forecast conditions. In the unlikely event of a weather change it is advisable to remain in your anchorage and have an uncomfortable night rather than try and change anchorages in the dark. Letting out more chain will help your anchor hold in these conditions.

In an emergency please refer to the Radio Procedures, Schedules & Emergencies for calling help.

ANCHORAGES

SHORT LIST OF RECOMMENDED ANCHORAGES

All weather, protected anchorages	Good coral anchorages	Anchorages for first & last nights
Nara Inlet (Hook Island)	Catara Bay (Border Island)	Happy Bay (Long Island)
Hamilton Island Marina	Butterfly Bay (Hook Island)	Cid Harbour
	Blue Pearl Bay (Hayman Island)	Funnel Bay
	Maureen's Cove (Hook Island)	Nara Inlet
		Bauer Bay, South Molle
		Woodwark Bay

PERMITTED OVERNIGHT ANCHORAGES

Note: the anchorages listed below are the only permitted overnight anchorage, please refer to your “100 Magic Miles” and read up about the anchorage and check the wind direction is suitable for that particular anchorage.

These anchorages are only suitable for over nighting in the weather conditions stated for each anchorage as indicated in the 100 Magic Miles.

PERMITTED OVERNIGHT ANCHORAGES

PAGE	MAP REF	ANCHORAGE	NAME	WIND
132	N3	1	Squally Bay	NE-E-SE
134	N4	1, 2, 3 and 4	Gloucester Passage	NW-N-NE-E-SE-S-SW
137	N7	2 and 5	George Point	NE-E-SE-S
139	N9	1	Olden Island	NE-E-SE
140	N10b	1	Armit Island	NE-E-SE
142	N11	3	Earlando	SE-S-SW-W-NW
145	N12	1, 2 and 3	Double Bay West	E-SE-S-SW-W-NW
146	N13	2 and 3	Double Bay East	NW and S-SE-E
148	N14	1,2 and 3	Woodwark Bay	E-SE-S-SW-W
149	N15	1	Bluff Point	E-SE-S
156	C1	1	Airlie Beach	E-SE-S-SW
159	C2	1 and 2	Funnel Bay	NE-E-SE-S-SW
161	C3	Moorings only	Shute Harbour	All directions
163	C4	Moorings only	Happy Bay	NE-E-SE-S
163	C4	Moorings only	Palm Bay	NE-E-SE-S-SW
168	C8	Marina/Moorings	Daydream	Light conditions only.
169	C9a	1	Bauer Bay	E-SE-S-SW
173	C10a	1 and 2	Macona Inlet	All directions
172	C10b	1 and 2	Nara Inlet, excluding Refuge Bay	All directions
177	C12	1, 2 and 3	Stonehaven Anchorage	NE-E-SE-S
180	C13b	1	Blue Pearl Bay	NE-E-SE
182	C14/15	1 Moorings only	Butterfly Bay West	NE-E-SE-S-SW-W-NW
182	C14/15	2 Some moorings	Butterfly Bay East	NE-E-SE-S-SW-W-NW
182	C14/15	3 Some moorings	Maureen's Cove	E-SE-S-SW
186	C17	Moorings only	Hook Observatory	E-SE-S-SW-W-NW-N
187	C18	1	Mays Bay	E-SE-S
189	C19	1 and 2	Sawmill Beach	NE-E-SE-S-SW
189	C19	3	Dugong Inlet	NW-N-NE-E-SE
195	C22	Marina	Hamilton Island	All directions
197	C24	1 and 2	Turtle Bay	NW-N-NE
198	C25	1 and 2	Chance Bay	NW-N-NE
200	C26	1	Whitehaven	NW-W-SW-S-SE-E
200	C26	2	Chalkies Beach	E-SE
202	C27	1	Tongue Bay	NW-W-SW-S-SE
204	C282	1	Apostle bay	W-SW-S-SE
206	C29	1	Catara Bay	SW-S-SE-E
209	C31	3	Windy Bay	SW-S-SE-E
217	S1	1	Club Med resort	N-NE-E-SE-S
217	S1	3	Boat Port	NE-E-SE
217	S1	5	Gap Beach	W-SW-S-SE
219	S2	1	Neck Bay	NE-E-SE-S
219	S2	3	Plantation Bay	NW-N-NE-E-SE-S
220	S3	2	Burning Point	SW-S-SE-E
220	S3	3	Bilbob Bay	NW-N-NE-E
223	S5	1	Roberta Bay	NW-N-NE
224	S6	1	Thomas Island	SW-S-SE-E
224	S6	2	Thomas Island	NW-N-NE-E
228	S9	1 and 2	Goldsmith Island	S-SE-E
228	S9	3	Goldsmith Island	NW-N-NE-E

NOT ACCEPTABLE ANCHORAGES AT ANY TIME

PAGE	MAP REF	ANCHORAGE	NAME	WIND
172	C10b		Refuge Bay, Nara Inlet	Not acceptable any time
169	C9a		Sandy Bay	Not acceptable any time
202	C27		Hill Inlet	Not acceptable any time
208	C30		Deloraine	Not acceptable any time
209	C31		White Bay	Not acceptable any time
			Gulnare	Not acceptable any time

SUGGESTED DAYTIME ANCHORAGES

The following anchorages are good daytime anchorages in the right weather conditions. From time to time the manager will allow vessels to spend the night there, however this will have to be approved. These anchorages are exposed to sudden weather changes so conditions have to be stable in order to stay there.

PAGE	MAP REF	ANCHORAGE	NAME	WIND
173	C10b	6	Ravens Cove	NW-NE
182	C14/15	4 and 5	Mackerel Bay	NW-W-SW
182	C14/15	6	Saba Bay	N-NW-W-SW
189	C19	4	Homestead Bay	NE-E-SE
204	C28	3	Peter Bay	W-SW

PROTECTING CORAL IN THE WHITSUNDAYS

Magnificent corals are among the most popular attractions in the Whitsundays, yet they are the most vulnerable. Coral can be damaged by:

- A vessel’s anchor or chain dropping on it
- A vessel grounding when the wind changes or the tide ebbs
- Chain or rope wrapping around it and breaking off bits
- Anchors and chains dragging

The aim is to avoid damage to the structure of the reef and kill coral. Years can pass before coral growth recovers, sometimes it never returns to its original condition. Some Whitsunday fringing reefs now have extra protection from damage. Markers and public moorings have been placed in popular bays where anchoring has damaged coral in the past. Also Manta Ray Bay and Butterfly Bay West are closed to anchoring.

MARKERS

Some fragile reef areas have been marked by a line of white, pyramid shaped buoys with the blue Marine Parks symbol. Anchoring is not allowed inshore of the line. Entry into the non-anchoring area is permitted when approaching or leaving a mooring or a beach. Markers must not be used to moor vessels but may be used as diver descent lines.

MARKERS ARE IN PLACE AT THE FOLLOWING SENSITIVE SITES:

Sunlovers Beach (Daydream Is), Langford Island Reef; Blue Pearl bay (Hayman Island); Cataran Bay (Border Is); Pinnacle Bay, Luncheon Bay, Maureen’s Cove, East Butterfly Bay, West Butterfly Bay, North Stonehaven Bay, False Nara Inlet (Hook Island).

PUBLIC MOORINGS

To further reduce coral damage, and to maintain continued access for reef appreciation activities, public moorings have been installed at 15 sites around the Whitsundays. Public Moorings are blue, beehive shaped buoys with a colour code band.

There are four classes of moorings and the specifications are displayed on the colour coded band and on the engraved tag attached to the pick up line. The tag indicates that vessel masters are responsible for the safety of their vessel while using the mooring. The vessel is not to be left unattended and shortening of the rope is not permitted. Vessels should not be manoeuvred under power while attached to mooring.

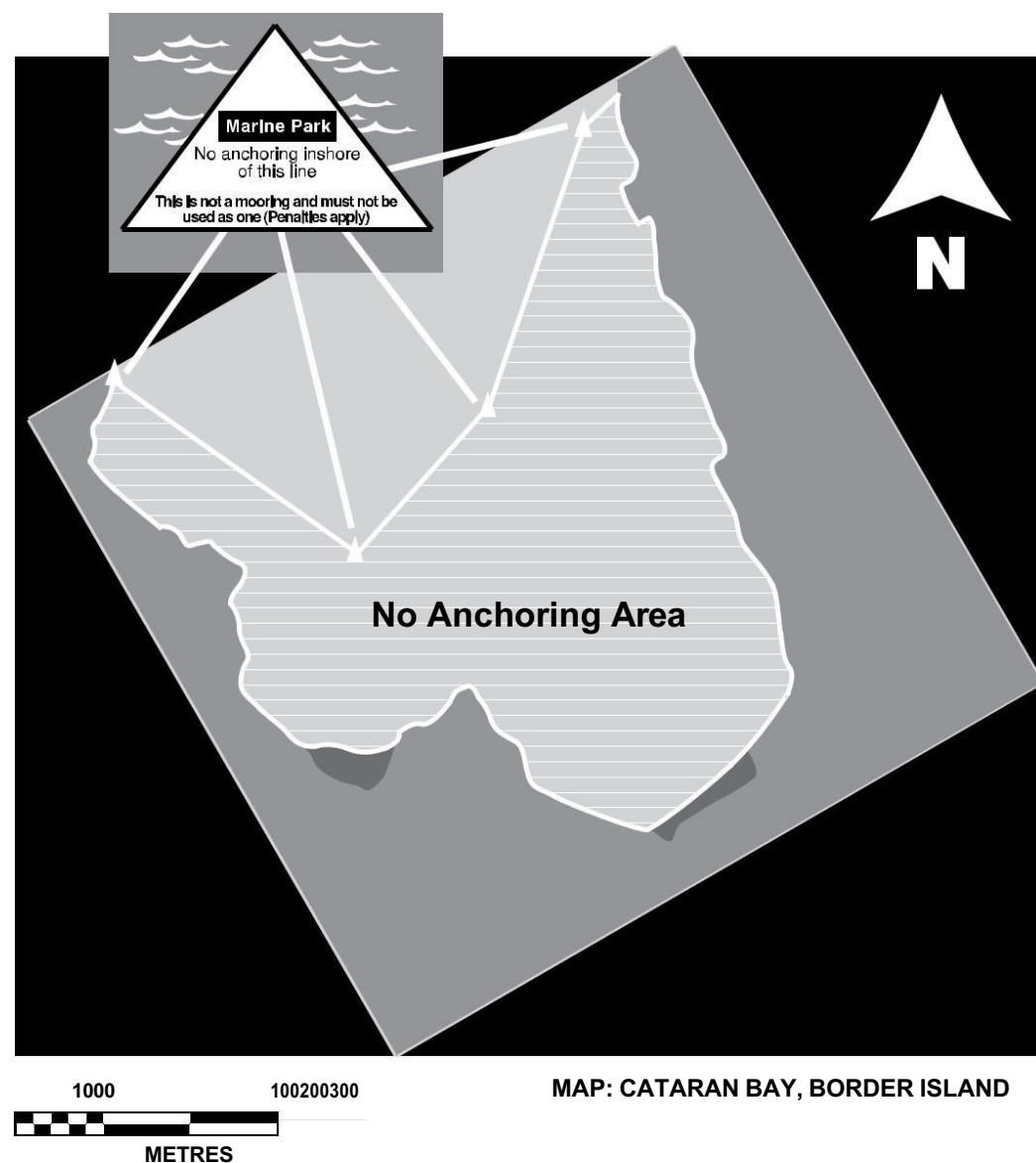
THE FIVE CLASSES OF PUBLIC MOORINGS:

BROWN	6m tender mooring only	Maximum wind speed 24 knots
YELLOW	9m catamaran or 10m monohull	Maximum wind speed 24 knots
GREEN	18m catamaran or 20m monohull	Maximum wind speed 34 knots
BLUE	22m catamaran or 25m monohull	Maximum wind speed 34 knots
RED	30m catamaran or 35m monohull	Maximum wind speed 34 knots

TIME LIMITS

All public moorings have a 2 hour limit on day use between 0700-1700. After 1500 hours you may remain on the mooring overnight. This has been introduced to ensure fair and equitable use.

REEF PROTECTION MARKERS



RESORT MOORINGS

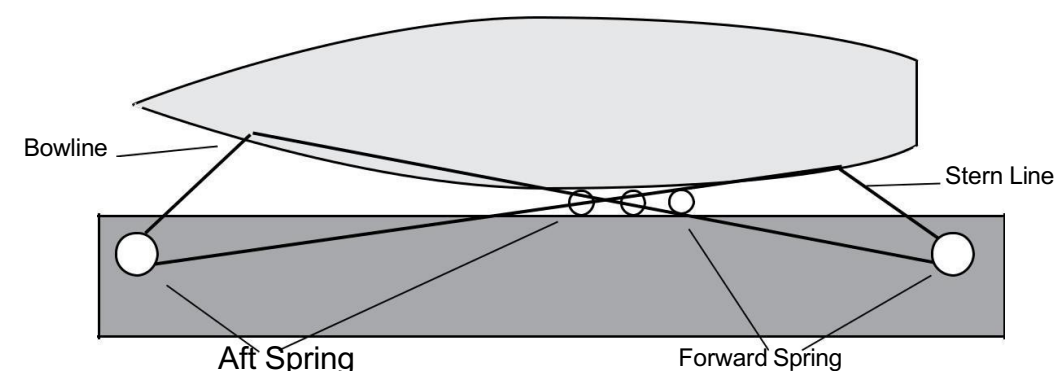
Although there are many secluded anchorages in the islands, there will probably be some days when you wish to visit one of the island resorts. Most offer moorings and Hayman and Hamilton have marina berths available. Details of these are on board your boat. Remember to request a mooring 24 hours in advance especially during peak season.

Always radio ahead on the prescribed frequency. You will find a resort overview in the rear of this manual and a separate resort on board your vessel. Ask directions for moorings or anchoring as required. If you are unable to raise the Resort call QYC and they will contact them for you, moor or anchor and report in to reception. In all cases you are required to register at Reception and pay the appropriate fee. Generally, you are welcome to use all the same facilities as full paying guests in the resorts.

BERTHING IN THE MARINAS

All boats are supplied with at least 2 fenders and 2 mooring lines. Correct mooring is essential so as not to cause damage to your vessel or others.

- Contact destination marina by radio and advise of your approach.
- Approach the marina pen at a very slow speed. You can always put power on, but it is more difficult to stop a fast moving vessel.
- Place fenders close together at the widest beam of vessel and hanging down below the Gunwale, just touching the water. You can adjust later if required.
- Have a mooring rope ready on the bow with eye splice over mooring cleat and lead UNDER the bow rail or through the fairlead.
- Second mooring rope ready on stern quarter cleat UNDER stern rail or through the fairlead.
- Come alongside and secure bow and stern ropes to cleats on dock. Adjust tension so vessel rests evenly on fenders.
- If possible, lead end of forward mooring line aft and back to stern cleat UNDER lines and tension. Similar with aft mooring line. These are called "SPRINGS" and prevent fore and aft movement.
- Coil loose ends of ropes neatly.



When leaving the dock, observe wind and tide aspects. Remove springs first, then fore or aft lines. Always move the vessel slowly. Have enough hands on deck to fend off poles or other boats. Don't risk injury by placing hands or feet between boats or the boat and dock.

VESSEL OPERATION

DIESEL ENGINE/BATTERIES

GENERAL

Your boat is fitted with a reliable marine diesel engine*. It is important that you read and understand this section before operating the engine. Whilst the equipment is fitted with the usual safeguards, it will still require your care and attention to ensure its reliable performance and to ensure its continued functioning through yours and future charters.

Your particular attention is drawn to the procedures to be followed in the event of the Engine Overheating, described here after.

(* Seawind 1000 catamarans are fitted with Outboard engines)

All battery charging is from the engine mounted alternator, and in some cases the solar panels. You will be shown the location of the batteries and the battery selector switch if the vessel is fitted with them. Most vessels these days have only got battery isolation switches and bridging switches and the system is generally a set and forget system.

Fuel: Your boat will be filled with diesel before your departure. All vessels will be taken to the fuel dock (if available) on return and topped up immediately. You may pay for the fuel at the Marina office.

You will have enough fuel to typically last 7 days. Longer charters (and smaller sailing catamarans with outboard motors) may require refuelling at Hamilton or Coral Sea Marina. Excessive revs will not increase the boats speed by much but it will drastically increase the use of fuel.

BACKUP SERVICE

QYC has an efficient back-up service with a fast chase boat and mechanic. If you do experience a serious problem, we will endeavour to get to you as soon as possible. Please understand that sometimes this cannot be immediate - but it will generally be within a few hours.

Before sending a mechanic or electrician to your assistance, we will first of all run through all the usual remedies with you via the radio. None of this should be beyond your abilities as most sailors have a reasonable understanding of basic mechanics or electrics.

Often the solution is as simple as a tripped circuit breaker or an airlock in the system. If none of these are successful we will gladly come out to assist you or alternatively, will ask you to make your way to a marina if we feel that the problem might be of a more serious nature.

PLEASE NOTE:

If we do come out to assist you only to find you are not operating the boat as you were shown in the briefing or you have not done what we asked you over the radio, you will be charged for the chase call. This is understandable from the point of view of wasted time and money for all parties concerned and can be quite expensive.

ENGINE OPERATION

During your boat brief you will be shown how to check engine water and engine oil. Every day check engine bilge for signs of oil and water spillage, and contact QYC before topping these up. Make sure that caps and dipsticks are secured properly afterwards.

TO START THE ENGINE

1. Make sure the battery switch is on.
2. Check position of dinghy & towline.
3. No one is in the water.
4. Move throttle/gear lever to “NEUTRAL” and using disengagement button, move throttle slightly forward to ensure adequate revs when starting.

DO NOT ATTEMPT TO START UNLESS THE ENGINE IS OUT OF GEAR.

5. Turn key on. An alarm (low oil pressure) will sound. To start the engine, depress and turn key clockwise until engine is running. (Some engines have a push button starter instead of a key). This will all be demonstrated to you.
6. Leave key in the on position.
7. Check that the engine cooling water is flowing from the exhaust of the boat. The flow must increase with an increase in engine revs.
8. Alarm should stop within 10 seconds of starting the motor.

FUEL CONSUMPTION - IMPORTANT:

You can minimise your fuel consumption (especially on power boats) by running your engines at lower revs. Increasing speed to get an extra half a knot or knot of speed can dramatically increase fuel consumption. Ask your briefer for information on optimum cruising speed for efficient fuel consumption because every boat is different.

GEARS

To operate the combined throttle/gear lever, push forward to engage forward gear and continue pushing forward to increase engine speed. To engage reverse gear, the reverse applies. The neutral position will be discernible by the “Clicks” in the lever movement; this can be felt rather than heard. The gear can be completely disengaged by moving the lever to the neutral position and using the button. This button should be used if you wish to increase revs to charge the batteries.

NEVER GO FROM “FORWARD” TO “REVERSE” AT HIGH REVS ALWAYS PAUSE FOR SEVERAL SECONDS BEFORE ENGAGING THE OPPOSITE GEAR.

TO STOP THE ENGINE:

1. Slowly reduce the revs and move the lever to the neutral position.
2. Let the engine idle for approximately 5 minutes.
3. Stop the engine with the stop button or pull-out stop control.
4. When the engine alarm sounds, turn the key back anti-clockwise to the “off” position.

ENGINE OVERHEATING: PLEASE NOTE CAREFULLY

The engine is cooled by seawater. A pump mounted on the engine pumps seawater through the cooling manifold. The engine cannot run for long if this process is interrupted in any way. The most common problem is failure of the engine cooling pump impeller. This is easy to replace and spare impellers are kept in the boat's toolbox. THE FIRST SIGN OF OVERHEATING will be the engine alarm sounding or the needle on the temperature gauge rising. You will have already heard this alarm when stopping/starting the engine.

DURING YOUR BRIEFING YOU WILL BE SHOWN THAT THIS ALARM IS IN SATISFACTORY WORKING ORDER.

If you hear the alarm, immediately switch off the engine and investigate.

The consequences of a badly overheated engine are at best a blown gasket and more commonly a cracked head. Technical opinion (from the manufacturers) is such that a cracked head is only able to be temporarily repaired and will last only a few hours. In 99% of such cases one can only deduce that such engine damage through overheating is a result of operating negligence.

Therefore we respectfully draw your attention to your contractual obligation in this regard.

VHF RADIO OPERATION

To use the radio, first check that the power supply is "on". Usually this is wired via a switch or circuit breaker on the main panel marked "Radio". The radio procedure will be demonstrated on board. Once the radio is on the desired VHF Channel, turn the volume to a reasonable level, adjust the squelch to just cut out static, and wait for a clear period before transmitting.

Keep all conversations brief; speak clearly and not too fast.

Channel 82 and 86 are repeater stations. You have around 20 seconds before the repeater cuts out. If your message is a long one, release the button every 10 or 15 seconds, depress again and continue your message. We advise that every time you stop to take a breath release the button and press again. If you are part of a group charter, use one of the SHIP - SHIP channels: Channels 08, 72, 77 to talk to each other.

QYC'S radio call sign is Queensland Yacht Charters. Mostly you will call us simply as "QYC" and that is how we will identify ourselves when answering. Please identify the channel number you are calling on.

- State the called station two or three times before your boat's name i.e.: "QYC QYC QYC, This is Neko, Neko, Neko on Channel ".
- Or "Hamilton Island, Hamilton Island Hamilton Island, this is "Neko Neko, Neko on Channel ".
- Be sure to name the channel.
- If you do not receive an immediate reply, repeat your call once or twice more only, and then wait 10 - 15 minutes before calling again. Check that you are calling on the best suited channel for your location. QYC base scans several frequencies and in time of heavy traffic, we may be on another channel.
- Use the word "over" at the end of the message to indicate to the other party you have finished your transmission.
- Do not say "Over and Out" at the end but simply say "Over" or "Standing By". The reason for this is that you should never turn your radio off immediately after use in case any other station is trying to contact you.
- We recommend leaving it on Channel 82 or 86 whichever best suits your location or scan.

Please read the **RADIO PROCEDURES, SCHEDS AND EMERGENGIES** in the **VESSEL SAFETY MANAGEMENT PLAN**.

REFRIGERATOR

Your vessel is fitted with one or two electric fridges. These are run continuously. It is important to keep the batteries well charged to ensure that they run properly. When charging the batteries at anchor always have the engines revving at 1200 to 1500 revs.

The system in your yacht has been installed to marine specifications and is the best we can produce. A boat fridge is not a domestic fridge and must be treated differently. If you are providing your own food we recommend all meat and some of your milk/bread is hard frozen. Always eat your most perishable food first. Never overload the fridge with unchilled produce or beverages. Most vessels have been supplied with a very good esky that will hold ice for several days. It is best to chill your beverages in the esky rather than the fridge.

OPERATION

For optimum performance we strongly recommend you adopt the following procedure:

- Keep the lids off for the shortest time possible.
- Turn off electrical fridges when empty and no longer needed.
- Do not put anything hot or warm into the compartment.
- Pack sensibly with items most often used at the top and allow air to circulate.
- Plan to eat the most perishable foods first, especially seafood.
- Keep the lid on as tightly as possible.

BATTERY CHARGING/REFRIGERATION

To keep an optimum level of electrical power storage in the battery bank and to maintain the refrigerator at an acceptably cold temperature, it will be necessary to run the engine for at least 2 - 3 hours daily. You will be the best judge of when to do this. 1500 RPM is the optimum engine speed for this operation.

FRESH WATER SYSTEM

GENERAL

All QYC boats have fully pressurised hot & cold water. Some also have a hand pump in the Galley. It is important to remember that with a pressure system, any tap left on or dripping will empty your precious supply of fresh water.

TURN OFF AT THE SWITCH UNLESS ACTUALLY IN USE.

All our boats have at least 2 water tanks, some with separate fillers. Fresh water is always available at Coral SeaMarina and Hamilton Island. (Hayman by arrangement.) Each boat carries approximately 20 litres of emergency spare water in jerry cans.

OPERATION

The main battery switch must be “ON” as well as the switch on the control panel. Once turned on, it may be necessary to open all taps at once for a few moments to bleed out any trapped air. From then on, operate as a normal domestic system.

BE CAREFUL WITH YOUR FRESH WATER

Quite often we will get a radio call 3 days out saying, “we’re out of water

- you didn’t fill the tanks!” Considering the average person can use several hundred litres per day, it is not unusual to go through your water unbelievably quickly! Each boat leaves the marina with FULL WATER TANKS. The briefer will fill the tanks with you before departing the Marina. All we can recommend is be extra careful, wash in seawater and a quick rinse with fresh water and don’t leave the tap running while you brush your teeth or wash your hands!

For your peace of mind ask the briefer to fill the tanks before you depart.

It generally takes an hour to fill the tanks and it will take an hour to empty it.

TROUBLE SHOOTING

The pump will run continuously if:

- You are out of fresh water in whichever tank the pump is drawing from
- You have a leak in the supply line.
- The pressure switch is faulty.

If this occurs with all the taps turned off, switch off the pump at the electrical panel and diagnose the problem.

WATER - THE PUMP DOES NOT RUN:

- Check it is switched on and that there is battery power.
- The fuse may have blown or the circuit breaker tripped.
- It ran for a few minutes on an empty tank and burned out – you need to return to base for a new pump.
- Some pumps are fitted with an emergency cut-out. If so, check and re-set.
- Contact base for queries on any of these.

HOT WATER SYSTEM

Your boat’s hot water system is worked by a heat exchanger connected to the main engine. The water will automatically heat up when the engine has been run for about 30 minutes and will stay hot for a reasonably long time. Tank capacity varies, so again short showers are recommended.

Some vessels have gas hot water heaters.

MARINE HEAD (TOILET)

THE GOLDEN RULE IS, UNLESS YOU’VE EATEN IT DON’T FLUSH IT DOWN THE TOILET

Your boat is fitted with electric marine toilet/s. Waste is pumped from the toilet, through a macerator and held in a “holding” tank until you are in a position to empty the holding tank. Please refer to the directions on board for how to use the system. Holding sewage on board in the holding tanks unfortunately does come with what should only be an occasional “whiff” so emptying them at sea whenever possible is important and rinsing the tank during pump out will minimize the odour. If you experience any problems please call base immediately so we can assist. Please refer to the important “Sewage Management “ chapter for discharge restrictions.

BLOCKAGES

While electric toilets are a big improvement over the old hand pumped ones, they are also more sensitive to blockages. You can reduce any chance of blockages by using as little toilet paper as possible. Never place anything in the toilet other than toilet paper (i.e. no sanitary goods). And if supplying your own toilet paper, please use inexpensive single ply paper* that is easy to break down. The more luxurious the toilet paper, the more chance of it blocking! For Health and Safety reasons, if a toilet does block, you will have to return to base to have it unblocked. We also supply toilet paper that dissolves more easily in water, and **recommend a flush time of 15 -20 seconds per flush.**

NEVER PUT ANY BLEACH, JIF OR ABRASIVE CLEANER INTO THE MARINE TOILET. THESE WILL DAMAGE THE FRAGILE RUBBER PARTS IN THE PUMP SYSTEM.



BBQ

Your gas BBQ is attached to the pushpit of your boat and its operation will be explained at your briefing. The BBQ can be used for much of your cooking and is especially enjoyable on those warm tropical nights. On rare occasions, when at anchor, the yacht may lie astern to the wind (caused by strong tidal flows). In such cases it will probably be too dangerous to safely use. Ensure that the dinghy is tied up forward and that you are a safe distance from other vessels before lighting the BBQ.

- Catamarans - Dinghy's on davits should be lowered and tied to the vessels sides. Do not use any inflammable liquids.
- Empty grease trap before cooking.
- Heat BBQ on low setting for about 5 minutes.

GALLEY STOVE

All yachts are fitted with a gas stove. Its operation is pretty much the same as a domestic gas stove. Safety features are built in and gas bottles are stowed in special compartments. Most boats have 2 shut-off cocks: one close to the stove, the other one near the BBQ. Do not to use the stove when underway. This can be dangerous.

ALWAYS TURN GAS OFF AT THE BOTTLE WHEN NOT IN USE.

RANDOM HINTS AND DO'S & DON'TS

- To keep the head sweet smelling & clean, always pump the heads thoroughly (min 15- 20 sec)
- Blocked toilets/head will be unblocked in the marina. The vessel will have to return to Coral Sea for us to thoroughly clean the toilet before we do any work on it. The golden rule is that "You don't put anything down the head that you have not eaten". Look at the signs in the toilet.
- Be aware of no-discharge zones. Only discharge 1 nautical mile from shore or reef and outside a green Marine Park zone.
- Always empty your holding tank before entering your anchorage for the night. Empty your holding tank before entering Pioneer Bay upon your return to Coral Sea Marina.
- Fridge: if not self draining, sponge out water that collects at the bottom every few days. Boat fridges are not home fridges and temperatures change depending on how many times it is opened and what is inside. Open as little as possible and never place hot items inside.
- Eat fragile foods (fish, chicken) first, red meats last. Keep drinks on ice in eskies on deck.
- Do not use kitchen equipment as bailers or knives to cut coconuts.
- Never sit on interior furniture in wet clothing or use interior cushions on deck.
- Be sure engine ignition key is off at all times when the engine is not running.
- Check for cooling water coming out of the exhaust when starting engine.
- Ropes around props are the most serious, constantly occurring problem. It will not only affect your holiday, but possibly the holiday of the charterers coming after you. Always place ropes in lockers, coil halyards, and shorten the dinghy painter when anchoring.
- Be sure propane gas is turned off at the bottle when stove is not in use.
- Charge your fridge system and batteries on a regular schedule.
- Run the engine longer for heavy electricity usage, if you're opening/closing fridge often, or if weather is very hot. Minimum 3 hours per day.

USE OF EQUIPMENT

For your own safety only use the equipment for its intended use, in its intended way.

DINGHY AND OUTBOARD MOTOR

Your boat is supplied with a semi rigid dinghy and outboard motor (usually 6h.p). In the dinghy you will find paddles, dinghy anchor and emergency flares. These dinghies double as the liferaft.

Please note:

- Dinghy's are to be operated by adults only.
- Always wear the kill switch.
- Children under 12yrs are required by law to wear a lifejacket at all times in the dinghy.
- Ensure that the emergency flares are in the dinghy when you need to abandon the vessel.
- All passengers are to be seated and no bowriding at any time.
- **The same alcohol limits apply to operating the dinghy (blood alcohol level of less then 0.05%)**
- Do not operate near people in the water. Cuts from propeller can be extremely serious.

OUTBOARD RUNNING AND TROUBLE SHOOTING

To start the outboard, adopt the following procedure:

- Ensure the breather valve on the top of the fuel tank is open, and that the kill switch is fitted.
- Prime the fuel line by squeezing the rubber bulb until firm.
- Turn throttle to “start” position ensuring the gear lever is in “Neutral”.
- Pull the starting cord firmly until the engine starts. Repeat up to three times before trying again with the choke pulled out. Release starting cord gently, allowing it to coil up evenly.
- Once the outboard starts make sure to turn off the choke to prevent it from flooding with fuel.
- To stop the motor, push the STOP button.

This will be demonstrated to you in the marina. Be sure you understand these procedures and try starting yourself before leaving the Marina.

These outboards are regularly serviced and in many cases quite new and should not give any problems. Our experience is that usually problems are “user related”. Treated correctly your outboard should not give trouble.

The outboard is locked onto the transom. If accidentally immersed in salt water it is extremely important we are notified IMMEDIATELY so that the motor can be professionally stripped and cleaned.

If the outboard does not start, first check the fuel supply, perhaps the fuel line has come off. Check next that the kill switch hasn't come off and if there is any possibility of water contamination (eg condensation, heavy rain) this will prevent the motor from running. If the fuel supply seems ok, check that there is a healthy spark at the spark plug. Spare plugs will be found in the boat's tool kit.

ALWAYS LIFT THE OUTBOARD MOTOR WHEN YOU ARE NEARING THE SHORE OR WHERE IT IS OBVIOUS THAT YOU ARE IN A SHALLOW AREA OF CORAL OR ROCKS. PADDLE ASHORE WITH OARS. ALWAYS BE CAREFUL OF SWIMMERS AND CORAL!

All QYC outboards are fitted with prop guards that protect you, the prop and it's bush from damage. However if struck hard the guard will deform and obstruct the propeller and possibly damaging the prop bush. There is no need for this to happen except in cases of careless or negligence.

Call QYC for assistance.

ALWAYS LIFT THE OUTBOARD MOTOR WHEN YOU ARE NEARING THE SHORE OR WHERE IT IS OBVIOUS THAT YOU ARE IN A SHALLOW AREA OF CORAL OR ROCKS. PADDLE ASHORE WITH OARS. ALWAYS BE CAREFUL OF SWIMMERS AND CORAL!

TOWING AND USING THE DINGHY

When manoeuvring, remember that the dinghy is still attached to the yacht! Going astern you will probably come into contact with the dinghy and there is a high risk of the dinghy tow rope (painter) fouling the boats propeller shaft. Take the following action to avoid this:

- Bring the dinghy up alongside and cleat near the middle of the boat or pull up on a short painter at the stern.
- Appoint one person to be responsible for the dinghy during manoeuvres, that is when entering or leaving any bay or marina.

Your Bond Waiver does not cover damage to the dinghy painter, and the likely further damage it can cause, e.g propellers, shafts and seals.

When attaching the dinghy painter to the stern of the yacht, make sure it is properly secured. As an additional precaution take the free end of the line and secure it to the pushpit (stern rail) in addition to the cleat. Lost dinghies due to bad knots are not covered by the damage waiver and are very expensive.

All Catamarans have davits (dinghy struts) to lift the dinghy out of the water. They should be used whilst you are underway and at night at moorings. Remember to remove the drain plug when the dinghy is on davits and tilt it for drainage. One tropical squall can fill the dinghy and break the davits (at your expense...).

At all times remember the tidal range in the Whitsundays. If you anchor the dinghy, it would be prudent to rely on the reef pick when over sandy or muddy bottoms. Do not leave unattended unless you are sure the anchor is secure.

When beaching the dinghy, take care you are not caught out by an ebb tide and always tilt the outboard.

Never ever tie the vessel or the dinghy to a jetty. The tidal difference can easily cause damage! When towing the dinghy, lock the outboard into the tilt position to reduce drag.

IMPORTANT

Your dinghy has a long towing rope called a painter. When cruising, the dinghy should be at its full length, adjusted so as to be riding on the back of a wave in the bow-up position. This is particularly important when towing behind a motor cruiser, too short a painter can cause it to flip.

OUTBOARD FUEL

Your outboard fuel tank is full for the start of your charter and will be topped up, along with diesel on return. Depending on usage a tank lasts the average charter. You can get re- fills at Hamilton Island and Coral SeaMarina.

Do not fill the tank more than 75% to allow for expansion of the fuel in hot weather. Please note: It is not allowed to store flammable liquids, i.e. petrol, on the main vessel.

VESSEL SAFETY MANAGEMENT PLAN

Please read this important information before your charter:

- Radio Procedures and Schedules –with Emergency Contact Procedures
- General On-board Safety (Marine Occupational Health and Safety)
- Emergency Procedures
 - ~~Fire On-board
 - ~~Person Overboard
 - ~~Cyclone and Severe Weather
 - ~~Personal Injury and Medical Emergency
 - ~~Collision / Grounding/ Flooding
 - ~~Abandon Ship
 - ~~Steering Failure
 - ~~Gas Leak
 - ~~Dismasting or Rigging Failure
 - ~~Loss of Propulsion

Other Procedures

- ~~Pollution
- ~~Sewage Management

RADIO OPERATION PROCEDURES, SCHEDS & EMERGENCIES

Your vessel is equipped with a VHF marine Radio to communicate to QYC base as well as other vessels and Rescue services.

Operation:

- Turn volume up to a reasonable level
- Adjust squelch to just silence static
- Set transmitting power to high - 25 watt
- VHF must be on "I" for International Channels, not on "U" for USA

QYC base will communicate with you on VHF channels:

- # 82 in Northern Area, i.e. Hayman and Northern Hook Island
- # 81 Most of the Whitsundays, except Hayman & Northern Hook
- # 74 for returning vessels to Coral SeaMarina – in sight of Airlie Beach.

Use # 72 or #74 for vessel-to-vessel communications when vessels are in line of sight of each other. You can call Hamilton Island Marina on #68.

QYC base is manned from from 8.00am to 5.00pm during the week, and 8.00am until 4.00pm on the weekend.

The details of the Radio Procedures, Skeds and Emergencies are correct at time of print, but are subject to occasional updates. Always refer to the onboard copy of the Radio Procedures, Skeds and Emergencies.

QYC RADIO SCHEDS ARE HELD AT 09:00 AND 15:45 ON CHANNELS 81 AND 82.

Please stand by on the appropriate channel, write down the weather update and await your vessels call.

If you experience difficulties in getting through to us, try both channels or use mobile phone when in range. Alternatively ask a neighbouring vessel for the use of their VHF radio.

If you miss more than two consecutive radio scheds we may have to conduct an aerial search to locate you at your expense, however this is very rare and usually you will have made contact via another boat's radio. People are always happy to help another sailor so don't hesitate to do this.

General radio protocol:

Please use the radio sparingly **and as much as possible stay to scheduled radio times.**

If making the call to base, also identify the channel you are calling on which makes it easier to know which channel to respond on, as we scan several simultaneously.

If we don't answer immediately it may be because we are on another call or channel. If you are in Mobile Phone range you can also call the office on 07 49 467 400.

Report any incidents or accidents as they happen by VHF or Mobile Phone.

EMERGENCY RADIO PROCEDURES

FOR LIFE THREATENING EMERGENCIES:

Phone When in phone range – 24 hrs day – call 000 or 112 on mobile phone

Radio Place a Mayday call on channel 16 or 67, or if no reply try channels 81 & 82.

The Mayday call takes priority over all other transmissions and indicates that the vessel or person is in grave and imminent danger and that you require immediate assistance.

Explain the nature of your Emergency as calmly and precisely as possible and have someone standby the radio. Turn volume up. **Ensure you contact QYC base when possible.**

THE PROCEDURE FOR THE MAYDAY CALL IS:

- **Mayday Mayday Mayday**
- **This is (name of your vessel spoken 3x)**
- **Mayday**
- **Name of your vessel**
- **Position (latitude and longitude or approx. position)**
- **Nature of Distress**
- **Assistance Desired**
- **Other Information – i.e. number of person on board - to aid rescuers**

NON-LIFE THREATENING EMERGENCIES:

8:00 am – 5:00 pm Weekdays and 8:00 am – 4:00 pm Weekends

Radio: Call “Queensland Yacht Charters” on VHF channels, 81 or 82

Phone: If in mobile range call Queensland Yacht Charters office at 07 4946 7400. If you cannot get a response from QYC then proceed with the After Hours Procedure.

AFTER HOURS

Phone:

If in mobile range call QYC Managers Robert Vrind on 0413 417 249, Christophe Vanek on 0457 036 756 or VMR (Volunteer Marine Rescue) directly on telephone: 07 4946 7207.

Radio:

Place a “Pan Pan” call on channels 16 or 67 to raise VMR (Volunteer Marine Rescue). If no reply place a Pan Pan on channels 81 and 82.

The “Urgency” signal “Pan Pan” indicates that the station calling has a very urgent message to transmit concerning the vessel or person.

The “Pan Pan” procedure is the same as for the MAYDAY, listed above.

Do not be afraid to solicit help from nearby vessels in emergencies.

Emergencies include issues such as groundings, fire, gas leak, medical emergencies or sinking.

Remember: If you experience problems with your radio you might consider calling QYC base from another boat in the anchorage.

GENERAL ONBOARD SAFETY (MARINE OCCUPATIONAL HEALTH AND SAFETY)

GENERAL SAFETY OBLIGATION

- There is a general safety obligation on all persons involved with the vessel’s operation. The Skipper or Master is in overall control of all safety matters; i.e. you are responsible for the safety of the members of your crew as well as your boat. QYC expects that at all times you will act as if the vessel is your own property and treat it with care and respect.
- It is your duty to be conversant with the International Regulations for the Prevention of Collisions at Sea and Local Port Rules. Likewise, it is your duty to act always in a seaman-like manner. If you have any doubts or need any assistance, QYC will always be available for help or information.

GENERAL ON-BOARD SAFETY & PROCEDURES

- **Briefing:** A Qualified Briefer will conduct the briefing, and will cover all items on the briefing checklist. A responsible member of the charter must sign prior to departure that he has been fully briefed and understood all aspects.
- **Children:** should wear lifejackets and be under supervision at all times.
- **First Aid, Safety Gear, Fire Fighting Equipment:** This gear is kept in good condition by the QYC, and should only be used as the emergency dictates. It must not be relocated or tampered with unless an emergency exists. Know the location of this equipment.
- **General Hygiene:** Stow rubbish such that it does not cause grief. Keep the galley and utensils clean.
- **Smoking:** Smoking is prohibited in confined spaces and below decks. If smoking on deck, avoid affecting others in your party.
- **Radio Schedules:** These must be maintained as listed in the Radio Procedures, i.e. 9:00 and 15:45 on Channels 81 & 82. Know the emergency “May Day” call, and the lesser calls “Pan, Pan” for assistance– DO NOT ABUSE.
- Report any incidents or accidents as they happen by VHF or Mobile Phone. Do not be afraid to solicit help from nearby vessels in emergencies.
- **Emergency Power:** Know where to engage back up power for engine starts and radio use.
- **Bilge Pumping:** Know all bilge pump systems in use – including the use of buckets! Remember you are in a Marine Park – pollution risk,
- **Auto Bilge Pump:** CAUTION – you are in a Marine Park (Switch Automatic bilge pumps off when the vessel is manned in a Green Zone).
- **Emergency Steering:** Know the location and how to install the emergency tiller (monohulls) and lock off rudders if appropriate (catamarans) to steer with engines.

- **Emergency Lighting:** Cyalume sticks are provided in your flare kit. They have a limited life, so use them only in an emergency, and wisely. Keep the two dolphin torches on the vessel, when the vessel is manned.
- **Vessel Access:** Use the proper means of access to the vessel, keep all vessel accesses clear at all times.
- **Boat Handling:** Approach berths and moorings at a speed that allows for such contingencies as engine failure. Ensure the “mooring personnel” cannot catch fingers, strain muscles, or get crushed between pylons etc.
- **Handling tenders:** Take care when boarding, towing, handling the painter and securing the tender. Fingers are easily jammed. Tenders must not be overloaded and passengers must remain seated. Shorten the tender painter when manoeuvring to avoid propeller wraps. If tender used by one person, always notify crew members of planned destination and return time. Be aware and go slow near people in the water and around beaches and anchorages.
- **Outboard motors:** Caution: Take great care when operating outboard motors. Always wear kill switch and do not operate near people in the water. Cuts from propeller can be extremely serious. Outboards are to be operated only by adults.
- **Tidal effects:** Always be aware of tidal movements and times. Avoid having to drag your dinghy back to the water from the beach. Plan your trip to avoid wind against tide, you will have rough seas.
- **Adverse weather:** Maintain a careful watch on the conditions and follow the directions and advice of your Charter Company. Cyclones and their threat are to be taken very seriously.
- **Weather forecast:** QYC will broadcast the weather twice a day, during the radio scheds. Always plan your trip according to the weather around you, the weather forecast and the advice from QYC base.
- **Fatigue Management:** Ensure whoever is in command of the vessel is capable and rested.
- **Alcohol Policy:** The person in command must be sober within the requirements of the law (under 0.05). Sun and sea conditions magnify the adverse effects of alcohol consumption.
- **Illegal Drugs:** Remain exactly that – Know the consequences.
- **Shore Power: Caution: Care with plugs, keep leads dry.**
- **240 V electrical safety:** Be aware of the dangers of electricity and water. Switch 240V power off when not in use.
- **LPG: Caution: Always turn gas off at bottle when not in use.**
- **Re-Fuelling: Caution: Marine Pollution & Fire Hazards.**
- **Flammable liquids and gas:** Use only as directed. Clean any spills up immediately.
- For your own safety only use the equipment for its intended use, in its intended way.

PERSONAL INJURY RISKS

Listed below are some personal injury risks, which you and your crew need to be aware of whilst on charter:

- **First Aid:** Obtain first aid promptly, as tropical sores may quickly develop. All vessels have a first aid kit and book onboard. Radio or call QYC base if you require assistance.
- **Marine Stings:** Treat with vinegar immediately and radio or call QYC base with urgency. Monitor patient. QYC strongly recommends the use of stinger suits at all times. Read the chapter on “Medical Emergencies”.
- **Coral Cuts:** These items must be immediately attended to, consult your base with urgency and consider coming back to Airlie Beach and seeing a doctor. They can quickly develop into painful sores and infections in the tropics.
- **Seasickness:** Understand the effects and the use of preventatives at the appropriate time.
- **Sunburn:** Be extremely careful, the effects are multiplied by reflections. Use protection constantly – hat, sunglasses, long sleeved clothing and sunscreen of at least Spf 30+. Remember not all clothing offers full protection. Look out for each other. Drink plenty of water so as not to become dehydrated.
- **Slips & Falls:** Take care on wet decks and steps – hold onto something secure when moving about. Before moving around deck check for hazards, e.g. cleats, loose sheets, ropes, etc. The vessel is dynamic and unpredictable.
- **Handling chains, ropes, sheets, halyards, etc:** Use every care and seek assistance rather than struggle. Avoid crushed fingers and muscle strains. Use of sailing gloves or similar for handling of ropes/sheets is recommended. Anchor gloves provided in anchor well should be used while operating the anchor winch.
- **Handlings sailing winches:** Be very aware of fingers, hands and clothing when operating winches. Winch loads can be high and dangerous. Loads can be lessened by reducing the pressure in the sails. Ensure you familiarise yourself with the correct operation during your briefing.
- **Swimming:** Use boarding ladder for safe entry and exit to the vessel. Do not swim near vessels and tenders that are being operated, and be sure to be seen. Ensure fingers don't get crushed between ladder and vessel!
- **Snorkelling:** Use clean well maintained equipment – observe each other keeping careful watch of tides and currents. Use a lookout if diving alone and do not dive at night. See the separate note for SNORKELLING, SCUBA AND SWIMMING in this manual.
- **Jewellery:** remove all jewellery and rings to avoid loss and being caught in handrails, chains, ropes etc.

Reference Documents

- WH&S Act 1995, WH&S Regulations 1997
- Transport Operations (Marine Safety) Regulation 1995
- **Vessel Safety Management Plan:** Refer to this Plan for Emergency Management Instructions i.e. Fire Onboard, Person Overboard, and Personal Injury etc.

EMERGENCIES

If any of the following emergencies occur immediately contact QYC base (or after hour alternatives) as listed in the Radio Procedures, Schedules and Emergencies:

Before you set off on your charter make sure you know where to find the following safety and emergency equipment is located on your vessel before setting off on your charter:

- Fire Extinguishers
- Fire blanket
- Engine Room Airvents (not on all vessels)
- Engine Fuel shut off
- Lifejackets & Liferings
- Flare kits
- Epirb
- First Aid kit and book
- Gas Bottle Shut off
- Bilge pumps (both electric and manuals)
- Dinghy (and how to launch it quickly)
- Lifteraft (if fitted – and how to launch it)
- Emergency tiller (or rudder lock off pins)

FIRE ONBOARD

In the event of a FIRE ONBOARD follow these procedures:

- Immediately call QYC base and inform them of the situation.
- Verify the name and location of your vessel.
- Are all the persons on-board the vessel safe?

IF THE FIRE IS EXTENSIVE AND NOT ABLE TO BE CONTROLLED, YOU WILL NEED TO LEAVE THE VESSEL.

- Inform the base if this is the case.
- Indicate if there are any vessels that can render assistance.
- Follow the procedures listed under **Abandon Ship**.

IF THE FIRE IS NOT TOO EXTENSIVE, CAN BE CONTAINED AND YOU ARE WILLING TO ATTEMPT TO EXTINGUISH IT:

- Don't enter any smoke filled areas.
- Ensure gas bottle is turned off.
- Establish the site and type of fire. (Engine Room/diesel, gas, petrol, cooking oil etc.)
- Use either fireblanket or Fire Extinguisher if required.
- If possible keep base informed.
- If necessary have the passengers stand upwind of the fire.
- QYCwill send assistance as soon as possible.

Engine Room Fire:

- Stop engine immediately.
- Close or plug (with clothing / towel) the clearly marked engine room airvents.
- Close the Emergency Fuel shut off.
- Discharge fire extinguisher into the engine room through access hole (if fitted) and don't be afraid to use the fire extinguishers.
- Do not open engine room access hatch/ door.
- Some vessels have fitted engine room alarms and extinguishers. Know how to set these off.
- Contact QYC base, report the fire and your location.
- Have dinghy ready for evacuation (take Epirb, Flarekit and Lifejackets).
- Stay upwind of the fire.

Gas or Stove Fire:

- Use fire blanket and or fire extinguishers for fires at the Stove or BBQ. Don't use water.
- Close gas bottle and inline valves.
- Contact QYC base, report the fire and your location.
- Have dinghy ready for evacuation (take Epirb, Flarekit and Lifejackets).
- Stay upwind of the fire.

Any fire has to be reported to Maritime Safety Queensland. Upon your return to base you will be asked to complete a Marine Incident Form with the QYC staff.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Schedules & Emergencies for alternative ways of calling help.

PERSON OVERBOARD PROCEDURE

In the event of a PERSON FALLING OVERBOARD the following actions should be taken simultaneously:

- Shout 'Man overboard' and summon other crewmembers for help.
- Throw a lifebuoy of lifejacket close to the person in the water
- Nominate one crewmember to **keep the person in sight at all times** and point to the location of the person in the water. Note what the person in the water is wearing. (In rough sea's sight of a person's location can be quickly lost.)
- When motoring, turn the wheel sharply towards the side that the person has fallen from and stop the boat.
- If sailing, turn the bow of the bow into the wind to stop the boat, furl headsail and lower mainsail. Check for ropes in the water before starting the engine.
- Proceed to the person's location under motor and retrieve using the boarding ladder (or dinghy if towed). Make sure that the engine is in neutral when close to the person and while retrieving. Have a rope ready to throw to the person in the water.

If you are unable to recover the person radio /call QYC base for immediate assistance.

After recovering a person from the water, check their condition and seek medical advice when in doubt. (See Medical Emergency.)

Any Person Overboard Incident has to be reported to Maritime Safety Queensland. Upon your return to base you will be asked to complete a Marine Incident Form with the QYC staff.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Schedules & Emergencies for alternative ways of calling help.

SEVERE WEATHER

GRADINGS FOR WEATHER

- | | |
|------------------------|--|
| 1. Strong wind warning | 25 – 33 knots |
| 2. Gale warning | 33 knots and above |
| 3. Storm warning | 47 knots and above |
| 4. Cyclone watch | Gales or stronger winds in 1 to 2 day's time |
| 5. Cyclone warning | Cyclonic winds within 24 hours |

CYCLONE CATEGORIES

- | | |
|--------------------------------------|-------------------|
| Cat 1: Wind speed less than 125 km/h | (67 knots) |
| Cat 2: Wind speed 125 – 170 km/h | (67– 92 knots) |
| Cat 3: Wind speed 170 – 225 km/h | (92– 120 knots) |
| Cat 4: Wind speed 225 – 280 km/h | (120 – 150 knots) |
| Cat 5: Wind speed 280 km/h and above | (150 knots) |

STRONG WIND WARNING

This forecast is for wind strengths of 25 – 33 knots and seas are generally not to be stated as anything else except rough.

Action to be taken:

1. All vessels to be and remain on the inside of the islands (i.e. west of the Islands).

No vessel on the Western side of Hook or Whitsunday Island is to proceed:

- Past Butterfly Bay Eastern Anchorage
- North of Hook Island
- North through Hook Passage
- No further South than Hamilton Marina
- East through Fitzalan Pass

2. QYC advises that for personal and the vessel safety you should remain in a safe anchorage for the day.
3. QYC will request charterers to move to another anchorage or to reposition inside the islands.
4. QYC advises that if the charterer decides to move:
 - To stay within island protected limits
 - Reduce sail or motor.
 - Keep QYC informed of their movements

GALE WARNING

Wind strengths of 33 – 47 knots

Action to be taken: All vessels are to remain in their current anchorages unless directed to a more suitable anchorage or marina by the QYC Operations Manager, based on weather forecast and possible increase of winds.

Redirections may be to **Hamilton Island Marina, Coral Sea Marina or Shute Harbour.**

Gulnare Inlet, Cid Harbour, Nara Inlet, Macona Inlet may be considered by QYC Management if it is deemed to be too rough to continue to the above Marina's. .

All vessels are to be on the inside of the islands and no vessel on the Western side of Hook or Whitsunday Island is to proceed:

- Past Butterfly Bay Eastern Anchorage
- North of Hook Island
- North through Hook Passage
- No further South than Hamilton Marina
- East through Fitzalan Pass

STORM WARNING

Wind strengths in excess of 47 knots

Action to be taken: Same as Gale Warning

CYCLONE WATCH

This is a warning that cyclonic conditions could impact within 24 - 48 hours

Action to be taken: All vessels shall be directed to a designated safe anchorage and maintain a listening watch for further cyclone updates.

Designated safe anchorages are:

- Coral Sea Marina
- Hamilton Island Marina
- Shute Harbour

NOTE: * If a cyclone watch is issued after 2pm, the charterer is permitted to remain aboard the vessel, but are to stand by and be ready to move the vessel if required at first radio call in the morning.

CYCLONE WARNING

This is a warning that cyclonic conditions may take effect within 24 hours.

At this point all vessels should be in their respected safe harbour or anchorage, and all occupants should be or in the process of being evacuated.

PERSONAL INJURY / MEDICAL EMERGENCY

It must be stressed that it is not the job of the **QYC staff member** to give a diagnosis or advice for treatment of the patient. The primary task is to collect necessary information and seek qualified assistance as soon as possible.

In the event of a Personal Injury / Medical Emergency follow these procedures:

- Radio/Call QYC base with your vessel's name and location.
- Give the nature of the problem and tell what assistance you require.
- Give the age, sex and name of the patient.
- Have someone standing by the radio at all times. Do not change the channel unless absolutely necessary.
- Reassure the patient that you are seeking assistance and ask them to stay calm.

IF THE PROBLEM APPEARS TO BE SERIOUS

- QYC base will call 000 and ask for an ambulance.
- If a medivac by helicopter is required have the following information available:
 - ~~Name, age and sex of the patient.
 - ~~Is the patient conscious?
 - ~~Latitude and longitude of the vessel for sea retrieval.
 - ~~Nearest safe helicopter landing area for land retrieval.

Safe landing areas are Shute Harbour, Coral Sea Marina, South Molle, Hayman, Langford, Hamilton, Lindeman, Sawmill Beach, Whitehaven Beach, Daydream, Club Croc Long Island and Palm Bay.

IF THE PROBLEM DOES NOT APPEAR TO BE SERIOUS

- Look in the first aid book on board.
- Notify base if you need medical attention. Some of the islands have nurses.
- If you want to see a doctor then an appointment can be made for you.
- Keep monitoring the radio.

There is a Nursing Service available at the following resorts:

Daydream Island Weekdays: 8am – 12 noon | 2pm – 5pm 07 4948 8488

Hayman Island 24/7 07 4940 1234

If you are coming back to Coral Sea Marina:

Hamilton Island – 24/7 (Main Switchboard) 07 4946 9999

Whitsunday Doctor's Service – Weekdays (Airlie Beach) 07 4946 6241

121 Surgery – Weekdays: 8am – 6pm (Cannonvale) 07 4946 4622

Proserpine District Hospital 07 4813 9400

Please call QYC if you cannot make contact with any of the above numbers.

Any Personal Injury or Medical Emergency Incident has to be reported to Maritime Safety Queensland. Upon your return to base you will be asked to complete a Marine Incident Form with the QYC staff.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Schedules & Emergencies for alternative ways of calling help.

COLLISION

In the event of a collision with another vessel follow these procedures:

- Radio/Call QYC base immediately.
- Inspect vessel for hull damage and leaks and relay to QYC base.
- Block any (large) holes with pillows or similar items, operate electric and or manual bilge pumps and if required, refer to “Flooding” for further actions.
- Obtain other vessel's name and note down the specifics of the collision and relay these to the QYC base.
- QYC will arrange a full inspection of the damage and, if required will arrange for assistance to move the vessel to a safe anchorage / marina.

Any Collision Incident has to be reported to Maritime Safety Queensland. Upon your return to base you will be asked to complete a Marine Incident Form with the QYC staff.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Schedules & Emergencies for alternative ways of calling help.

GROUNDING

Grounding should not happen, except in case of carelessness or negligence. If you always check your Marine Chart and consult the 100 Magic Miles, you should never need this section. Therefore when travelling through a possible dangerous area, such as around Langford reef, motor slowly and post a look out at the bow.

In the event of a GROUNDING follow these procedures:

- Radio/Call QYC base immediately.
- Give an accurate location of the vessel.
- Give the time when the vessel grounded and the speed the vessel was travelling at.
- If you were sailing drop the mainsail immediately and furl the jib.
- If you were under motor, quickly bring engine to neutral.
- Look in the bilge to see if you are taking any water.
- Inform base if you are on coral, mud or sand.
- Have someone standby on the radio at all times.

IF THE TIDE IS RISING - WINDS LIGHT YACHTS:

- Having reduced sail, lean yacht over by use of crew weight or main halyard attached to dinghy.
- Use engine, to slowly back off the way you went in. Look for obstructions.
- Once off, head to a safe anchorage advised by QYC.
- Get mask and snorkel and check for underwater damage to keel, rudder and propeller.
- Lift floorboards and check for water ingress. Monohulls- check keel bolts for leaks.
- If required refer to **Flooding** in this manual for further instructions.

MOTOR CRUISERS:

- Set anchor in deep water astern of the vessel.
- Look for obstructions and wait for the water to rise and re-float the vessel. Initially attempt to pull the vessel back into deep water.
- Use engines only when vessel is clear of obstructions, i.e. the water has risen enough, ensuring that the anchor line is hauled in and kept clear of props and rudders at all times. Be careful for coral bommies!
- Once off head to a safe anchorage advised by QYC.
- Get mask and snorkel and check for underwater damage to keel, rudder and propeller.
- Lift floorboards and check for water ingress.

If required refer to **Flooding** in this manual for further instructions.

IF THE TIDE IS FALLING - WINDS LIGHT

- If base has been notified immediately proceed as in the the procedures as listed above for yachts - if tide is rising.
- Ask to lean yacht toward the shallow side.
- When running the engine ensure propeller, rudder and cooling water intake are in clear water.
- If this does not work the vessel is well aground and needs to be prepared.
- Have someone snorkel round the vessel and check for anything that might damage the hull once the vessel has settled.
- Ask to close all side ports and turn off all seacocks.
- Prepare all fendering (and maybe saloon cushions) ready to place between the hull and the reef.
- Set spare anchor in deep water astern of vessel.
- Motor vessels should use the spare anchor to try to pull off the reef rather than trying to motor off (to avoid prop / rudder damage)

IF WINDS ARE HEAVY AND BLOWING ON TO A LEE SHORE SPEED OF ACTION IS CRITICAL. ADDITIONAL ACTION REQUIRED IF VESSEL HELD FAST.

- The main anchor may have to be laid out to windward if it is safe to do so. Do not attempt to load a heavy anchor and chain into the dinghy.
- QYC will call Call VMR or Water Police and give them the nature of your grounding. i.e. your vessel name, location and number of crew.
- Make sure you know the **ABANDONING VESSEL** procedure.
- Put on clothing, (including a hat), lifejackets and footwear. Be prepared to leave the vessel if conditions warrant it and have lifejackets, dinghy and or liferaft ready to go (liferaft not inflated yet).
- Take valuables including passports, money etc wrapped if possible in a plastic bag.
- It is normally safer to stay with the vessel and help should be on its way. Try to stay calm. Abandon ship if instructed by QYC base.
- Limit the number of charterers going below (one person on the radio).
- If you have to abandon the vessel and crawl over coral, wear clothes and footwear.

Any Grounding Incident has to be reported to Maritime Safety Queensland. Upon your return to base you will be asked to complete a Marine Incident Form with the QYC staff.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Scheds & Emergencies for alternative ways of calling help.

FLOODING

In the event of FLOODING follow these procedures:

- Radio/Call QYC base immediately.
- Give an accurate location of the vessel.
- Number of persons on board? Are they all accounted for?
- What level of water is in the vessel? How fast is it rising?
- Can the source of the leak be identified?
- If the hull is holed, can the leak be stopped or slowed by packing with cushions, pillows, towels etc?
- In the event of hose or fitting failure, close seacocks as necessary. Stop engine before closing inlet seacock.
- Advise locations of bilge pumps and buckets as necessary. (Refer to Vessel Operations Manual)

IF THE VESSEL IS IN DANGER OF SINKING:

- Make sure that a means of escape is available. (Dinghy, liferaft, etc.)
- Indicate if there are any nearby vessels that can render assistance.
- Follow the procedures listed under Abandon Ship.
- Inform the base if this is the case.

A Flooding/Sinking Incident has to be reported to Maritime Safety Queensland. Upon your return to base you will be asked to complete a Marine Incident Form with the QYC staff.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Schedules & Emergencies for alternative ways of calling help.

ABANDON SHIP

It must be stressed that abandoning the vessel is a last resort. People in a panic situation will sometimes leave the vessel unnecessarily; placing themselves in greater danger than if they had stayed on board.

Examples of situations where it would be necessary to abandon the vessel are:

- Fire on board that is unable to be controlled.
- Suspected gas leak.
- Vessel that is obviously going to sink, (Not just because it has taken a lot of water).
- Disabled vessel that is close to grounding on a lee shore in rough conditions.

If it is necessary to ABANDON SHIP follow these procedures:

- Radio/Call QYC base immediately.
- Give an accurate location of the vessel.
- Number of persons on board? Are they all accounted for?
- Have all persons got life jackets on? (Refer to Vessel Operations Manual for location)
- Are there any nearby vessels that can render assistance?
- Instruct crew to board dinghy or deploy liferaft.
- Instruct crew to take EPIRB and flares with them. (Refer to Vessel Operations Manual for location)
- If time and safety permit, crew should also take water, protective clothing, passports, personal papers, etc
- Radio/Call QYC to advise that you are abandoning ship.
- Remain calm; help is on its way!

Any ABANDON SHIP Incident has to be reported to Maritime Safety Queensland. Upon your return to base you will be asked to complete a Marine Incident Form with the QYC staff.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Schedules & Emergencies for alternative ways of calling help.

STEERING FAILURE

In the event of a **STEERING FAILURE** stay calm and follow these procedures:

- Call QYC base and inform them of the situation.
- Verify the name and location of your vessel.
- Fit emergency steering tiller to yachts, lower sails and steer to the closest safe anchorage.
- Catamarans, lower sails if applicable, and use engines to steer the vessel to the closest safe anchorage.

Monohull yachts are fitted with an emergency tiller. You will be shown where it is stowed during your briefing. If needed, the emergency tiller fits over the rudder post, above the steering quadrant close to where it is stowed.

Before using the emergency tiller on a motor cruiser it may be necessary to remove the pin connecting the hydraulic ram to the rudder arm as the tiller will not be sufficient to move the rudder against any fluid pressure remaining in the hydraulic system.

Catamarans need to use the motors to manoeuvre in the event of a steering failure.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Schedules & Emergencies for alternative ways of calling help

GAS LEAKS

Important:

It is the QYC policy that all gas bottles are turned off after each use.

IF YOU SUSPECT A GAS LEAK, THE FOLLOWING PROCEDURE SHOULD BE OBSERVED:

- Immediately warn all crew that gas may have leaked and move them up wind.
- Warn them that any naked flames represent extreme danger.
- Turn off the gas at the bottle if not already done.
- Switch off all power at the main battery selector switch.
- Switch off the electric bilge pump.
- Open all hatches and ports to ventilate the boat.
- LPG is heavier than air and will therefore settle in the bilge. Remove the bilge hatch and **manually pump the bilge pump** even though there may be no water in it.
- Employ whatever means available to circulate air in the saloon in the vicinity of the open bilge eg towels, charts waved vigorously.
- If the gas smell remains, you may wish to leave the boat at anchor and take the crew ashore.
- **Use a nearby vessel's radio** to call QYC for assistance.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Schedules & Emergencies for alternative ways of calling help

DISMASTING OR RIGGING FAILURE

Important:

Your VHF radio may no longer be working. Use your mobile phone or ask another vessel to relay for you.

In the event of a DISMASTING OR RIGGING FAILURE follow these procedures:

- Immediately call QYC base and inform them of the situation.
- Verify the name and location of your vessel.
- Advise base if all the persons on-board the vessel safe.
- Advise Weather and Sea conditions
- Ascertain the extent of the damage.
- Attempt to secure the mast and sails safely to the hull using mooring lines and fenders for protection.
- Before starting engine please ensure that all ropes and water are clear of propeller and rudder.
- Advice QYC base and make way to a safe anchorage for further assistance.

IF THE RIG CANNOT BE RETRIEVED OR IF THESE IS A DANGER TO YOU OR VESSEL:

- Depending on the circumstances you might have to ditch sails and rigging if there is danger to you of the vessel.
- Fasten a line and marker buoy (anchor buoy or fender) to the mast and rigging before you do so and advice QYC base.
- If you require immediate assistance, a hand held flare may be used to attract attention from a passing vessel to assist with the work and relay messages.

Any Dismasting Incident has to be reported to Maritime Safety Queensland. Upon your return to base you will be asked to complete a Marine Incident Form with the QYC staff.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Schedules & Emergencies for alternative ways of calling help.

LOSS OF PROPULSION

In the event of a LOSS OF PROPULSION follow these procedures:

- Call QYC base and inform them of the situation.
- Verify the name and location of your vessel.

SAILING VESSELS:

In the event of a total engine failure, you may be able to sail to an accessible anchorage, considering tide and wind. If in a tight situation, tie the dinghy alongside - fore and aft. Using the dinghy motor, 2 - 3 knots can be reached in light conditions.

If you require immediate assistance, a hand held flare may be used to attract attention from a passing vessel to assist with the work and relay messages.

POWER VESSEL:

Catamarans have two engines, so unless they have both failed you should be able to continue to an accessible anchorage. Be mindful that steering the vessel at low speeds is difficult. Practice before entering the anchorage and avoid confined areas.

You may want to tie the dinghy alongside – fore and aft – to assist with manoeuvring.

Single engine motor vessel– tie the dinghy along side – fore and aft, and use dinghy motor to steer vessel to deeper water or safe anchorage.

If you require immediate assistance, a hand held flare may be used to attract attention from a passing vessel to assist with the work and relay messages.

Important:

If you cannot get a response from QYC base on either VHF radio/ Mobile refer to the Radio Procedures, Schedules & Emergencies for alternative ways of calling help.

OTHER PROCEDURES

POLLUTION

It is essential to try to prevent any oil pollution reaching the reef and beaches and if a spill is identified call QYC Base who will inform the relevant authorities.

Although the quantity and type of fuels and oils used by bareboats, it is unlikely to present a major problem. Should you discover an oil / fuel leak in your bilges, be careful not to pump overboard anything other than clear bilge water. The residue of oil / fuel can be sponged into a bucket for disposal on your return but if the leak is more serious a call out is obviously required to repair the leak and take away contaminants.

OIL SPILL

An oil spill can be identified in many ways:

- 1a. A silvery sheen or rainbow colours in the water. (Thinner oils, diesel)
- 1b. Grey, black or brown streaks and a sluggish sea. (Thicker fuel oils)
- 1c. The presence of an oily smell.
- 1d. Oil will not wash off the hands in water

Gather as much information as possible.

- 2a Location Date Time of Observation
- 2b Spill Source – Identify any vessels in the area
- 2c Has spill stopped Yes / No
- 2d Type of oil (See 1a & 1b above) Thin / Thick
- 2e Approximate size of spill
- 2f Direction towards which spill is moving
- 2g Weather conditions – Sea conditions
- 2h Tidal direction

If at all possible collect a sample in a clean glass or plastic jar and take photographs to assist the authorities determine the source.

SEWAGE AND HOLDING TANK MANAGEMENT

ONBOARD SEWAGE MANAGEMENT, OPERATING AND MAINTENANCE PRACTICES:

The use and management of the holding tank is an important part of it operating correctly and safely.

The most important point to remember is not to flush anything down the toilet that you have not eaten first.

Failure to do this can result in the vessel being recalled to base to fix any problems. Queensland Workplace Health and Safety legislation forbids any repairs to be performed on holding tank systems that have not been thoroughly cleaned.

WHEN THE VESSEL IS IN A NO DISCHARGE ZONE

- No discharge is allowed if you are moored or travelling:
 - ~~in any Marine Park “Green” area (refer to 100 Magic Miles), or
 - ~~within 1 Nautical Mile (1852 m) from the nearest reef or shore,
 - ~~in Boat harbour or Marina.
- Ensure holding tanks are closed, or in case of electrically discharged holding tanks, ensure that all onboard know that they are not to be activated.
- Toilets that pump straight in the holding tanks may be used as the sewage is contained.
- If the holding tank is full, it can only be discharged more than one nautical mile from the nearest reef or shore and outside any green area. Fines apply for non-compliance.
- **Always enter any bay or Marina with empty holding tanks.**
- There is typically only enough capacity to contain sewage for one day.
- To flush the toilet, hold down the pump button for about 15 seconds.

WHEN THE VESSEL IS IN A DISCHARGE ZONE

- If you are underway outside the above listed “No Discharge Zone” (i.e. not in a green zone, more than 1 nm from nearest reef or shore and not in a Boat Harbour or Marina) you are able to discharge the holding tank.
- To empty the holding tank, open the large holding tank valve or activate the holding tank pump.
- Don’t run the holding tank pump dry. Listen for a change in motor noise or bubbles coming from the underwater outlet.
- Make sure that you empty your holding tanks before you enter any bay of Marina (No Discharge Zone).

Important:

On your return to Coral Sea Marina, always empty your holding tank before entering Pioneer Bay.

MAINTENANCE INSTRUCTIONS

- Holding tanks are to be emptied on a regular basis. It is strongly recommended that whenever you leave an anchorage and move into the discharge zone, you discharge the holding tank.
- It is advisable to empty the tank after one or a fewer flushes, to minimize odours building up.
- Under no circumstances dispose of sanitary items down the toilet. This will result in you having to return to Coral SeaMarina to unblock the holding tank.
- Keep flushing and the use of toilet paper to a minimum.

EQUIPMENT MAINTENANCE

- Do not overfill the tanks.
- Empty the tanks every day.
- Rinse the tank after emptying by flushing the toilet and filling with clean seawater and empty out the tank again to minimize odour.
- Thoroughly flush and empty the holding tank before entering a No Discharge Zone.
- Pump out the holding tank when you return to Coral SeaMarina before you enter Pioneer Bay at the end of your charter.

CHARTER BOAT OWNERSHIP

QYC is now a member of the world's second largest charter group, Dream Yacht Charter with 30 bases worldwide.

All of our boats are privately owned, many by one time charterers!

You receive a percentage of the income and QYC retains a percentage of the income in return for marketing and booking your yacht or power boat.

Contracts run for 5 years with options to renew, during which time the income earned has contributed towards the capital cost and the boat has operated as a bona fide business attracting tax benefits while depreciating at a calculated rate.

**QYC IS ONE OF AUSTRALIA'S LONGEST OPERATING
AND MOST SUCCESSFUL CHARTER COMPANIES.**

Generally owners simply enjoy the flexibility of having their yacht or power boat fully maintained and working in the Whitsundays and using it on request during the year for friends or business. After 5 years they roll over the investment into a new boat, sell the boats, keep it in charter after a re-fit or keep it for private use.

Australian boat owners are able to use similar size yachts 2 weeks/year in DYC bases such as New Caledonia, French Polynesia, Thailand, Malaysia, Seychelles, Caribbean and Mediterranean, on top of the 4 weeks in the Whitsundays.

Should you be interested in finding out more about owning a charter boat we will be glad to supply you with current information and financial projections. Please see us before or after your charter and we will be happy to show you on board different boats in the fleet. Enjoy your charter - we're looking forward to having you on board.

Queensland Yacht Charter/ Dream Yacht Charter, Dream Yacht Australia Pty Ltd.

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