



FRASER ISLAND

BOAT CHARTERS



Technical Manual
Attitude

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SHIP SAFETY MANAGEMENT PLAN

STOWAGE OF SAFETY EQUIPMENT

All Safety Equipment stowage areas are identified by a stowage sign.

Life Jackets- These are located under the port aft bunk, marked 'Life Jackets', check the life jacket donning instruction sheet and try one on, ensure a whistle is attached.

Emergency Equipment- is stowed in the emergency grab bag under the saloon lounge. This equipment is for emergency use only and consists of: - a waterproof torch, spare cells & lamp, 'V' sheet, Mirror, 2 red hand-held flares (for use at night), 2 orange smoke flares (for use by day only).

Note: the grab bag is sealed to ensure this equipment is available when needed in an emergency.

Fire Extinguishers- There are five dry powder extinguishers provided, one in the saloon under the chart table on the Port side and one in each cabin closet. The 'Fire blanket' this is stowed in the galley. The EPIRB is mounted on the starboard side of the main doorway.

Fire bucket- is stowed under the rear port cabin bunk and is marked FIRE BUCKET. It should not be used for any other purpose.

Life Buoys one with a self lighting light and one with lifeline attached are stowed on the aft railing , the light must only be used in an emergency.

First aid kit- is located under the saloon cushion adjacent to the galley and is for emergency use only; you should use your own basic kit to treat small injuries.

IMPORTANT

It is vital that you ensure that any person that has a medical condition and will accompany you on this cruise; has with them a good supply of 'in date' medication and knows how to administer it to themselves, should the need arise.

SAFETY MESSAGE

To ensure safety of the crew at sea, be proactive, safety is always paramount, it is advisable for children and non-swimmers to wear a suitable personal flotation device at all times when the child, or person is moving around the ships deck or dinghy. This ship has been made as safe as possible, however it is up to you to ensure that dangerous situations do not develop.

It is recommended that all persons wear suitable footwear whilst on-board the ship; soft, white sole deck shoes or similar are ideal. Be aware wet fiberglass can be slippery, so whenever possible hold on whilst moving around the vessel. Safety Equipment is provided and stowed on board to help you in an emergency and must only be used in an emergency situation.

WEARING INSTRUCTIONS

MKIII INTERNATIONAL 'SOLAS' LIFE JACKET

A147 (With retro-reflective tape)

Approval No. 1981

Approved by the Commonwealth of Australia Department of Transport and Communications
in accordance with Marine Order Part 29 and Regulations 18/50 and 18/52 of Table 74



Place jacket over head



Pull arms between tapes and jacket.



Pull front tapes tight.



Pass tapes around body.



Tie tapes lightly at head in groove between middle & bottom sections.



When jumping grasp neck opening. Pull down firmly with both hands as you enter the water.

IMPORTANT

It is essential that life preserving jackets **MUST** be firmly, securely and correctly fastened according to instructions shown.

ORIGLAD - APPROVED MODEL

To clean: wash with soap and water, dry and store in a good dry place. Rinseable liner will ensure a long life.



ORIGLAD SERVICE, LINDRUM, NEW AUSTRALIA 4852

SAFETY EMERGENCY PLANS

EMERGENCY RESUE

Fraser Island Boat Charters and/or the Police or a Rescue organisation, must be notified of an on board emergency as soon as possible, to allow for rescue agencies to arrange rescue crews etc.

THE PROCEDURES THAT MAY BE ADOPTED ARE:

1. Raise the alarm by using the ship's radio and making contact with base, or any rescue services on channel 16 (emergencies only channel), give a good description of the emergency and your position/location.
2. In the case of a medical emergency, request the contact or the rescue agency arrange for the ambulance or a doctor to attend the emergency, giving a good description of the nature of the medical emergency and any known existing medical condition the person may have.
3. Keep in contact with your rescuers, informing them of any changes in the person's condition.
4. Make yourself visible to your rescuers when they are in range, by displaying lights or, if requested, by using a red hand flare at night; or an orange smoke flare by day.
5. Prepare the boarding area to allow direct access by the medics to the person, ensure the area is safe to enter, give the rescuers every assistance with the injured person, as soon as possible make a detailed entry in the ship's log.
6. On your return, ensure that you complete a 'Marine Incident' Form and leave it with your cruise director to be sent on to 'Maritime Safety Queensland'.

If you fail to make contact with Fraser Island Boat Charters, at either the morning or the afternoon scheduled contact times, a search and rescue plan will be put into place after three failed attempts to contact you.

In the event that a search is commenced, the cost of the search will be charged to the charterer.

Note: Using the ship's VHF radio in an emergency:

The procedures for using the ship's radio in an emergency are displayed on the information sheet located beside the radio. However, in a genuine life threatening emergency, select channel 16 and broadcast Mayday mayday mayday, this is sailing vessel Cattitude Cattitude Cattitude. State the nature of the emergency and your location, then say Over. If no answer, repeat again.

PERSON OVERBOARD

In the event of a crew member or passenger falling overboard the following procedure shall be adopted, the procedure shall be used as a guide and circumstances at the time must dictate the reactions initiated.

If a person is seen falling overboard, the witness shall give the alarm by shouting as loud as possible, "Man Overboard, Man Overboard". The witness shall continue shouting the alarm until a response is received.

The witness while making the alarm shall not move from the point of observation and shall maintain visual contact with the person overboard. It is strongly recommended that the witness physically point at the person in the water while giving the alarm to maintain the position of the person in the water.

The first person on the scene should throw a lifebuoy with a rope and light attached, to the person in the water. Then check that the skipper is aware there is a person in the water and is taking the necessary action to stop the ship, or turn the ship around to retrieve the person.

In the event that there is only two persons crewing the ship it would be up to the person onboard to take immediate steps to rescue the person in the water.

The procedure may be to throw a life buoy with a rope and light to the person in the water, and commence rescue operations by either anchoring and retrieving the person overboard with the dingy, or, coming about and making way to the person in the water.

Sometimes it may be quicker to drop the anchor and rescue the person with the dinghy, rather than try to manoeuvre the ship close to the person in the water, especially on a windy day.

PRIORITY OF ACTIONS:

1. Keep the person in the water under constant observation.
2. Provide a flotation device to the person in the water.
3. Provide a positioning aid (light float, life buoy, life jacket, easy to see floating object)
4. Note the ship's heading and speed so that a planned recovery operation can be set in place if the person in the water escapes from view.
5. Wait for orders from the master who will initiate recovery actions.

It is advisable for children and non-swimmers to wear a suitable personal flotation device at all times the child, or person is moving around the ship's deck or dinghy. Always keep a good lookout for possible dangers, especially in windy and rough conditions and organise crew shifts for an anchor watch at night if necessary.

CONTROL OF FIRE ON BOARD

The person in charge or the appointed skipper shall ensure that all persons on board are familiar with the emergency procedures to control a fire, should an on board fire situation develop.

The skipper shall ensure they and other adult persons onboard the ship, are familiar with the operation of all the fire fighting equipment supplied onboard the ship

If a fire is discovered, the following actions and sequence of events should be initiated:

1. Sound the alarm by shouting "FIRE FIRE FIRE", FIRE in the galley (or where ever it is)", until a response is received.
2. At the same time the alarm is given, an assessment of the situation must be made, as a portable fire extinguisher can be used to control a fire for about one minute. One minute should be enough time for someone else to come to your aid, every effort must be made to control the fire at the time of discovery. Do not wait for assistance to arrive before dealing with the fire as every second counts.
3. On hearing a fire alarm, each adult person should move to carry out their allotted tasks as set out in the emergency plan, for the control of fire on board the ship and as explained by the cruise director in the initial briefing.

One should remember that dry powder extinguishant is affected by wind and may not be effective on a BBQ or other fire on the open deck.

Water is a great extinguishing agent for controlling fire caused by burning materials such as timber, bedding, carpet, clothing and the like and there is a large cheap supply of it, so keep the fire buckets empty and ready for use.

Some suggested tasks that may be allocated to responsible persons on board may include:

1. In the galley, the cook should know where the fire blanket and pan lids are stowed, and how to use them. Where the gas shutoff valve is and how to operate it.
2. The skipper should know where the nearest extinguisher is to the control station and how to use it, how to raise the alarm by a radio distress call and how and when to use the distress flares.
3. A crew person or member of the party should know where the nearest extinguisher is to the engines, fuel tanks and main electrical distribution board and how to use it. Where the fuel shutoff valves are and how to operate them
4. All adults on board should know where the fire buckets are stowed and in which fire situation water can be used to extinguish a fire.
5. A responsible person should be in charge of any children or disabled persons, to ensure that they are safe, either by evacuating them from the ship in the dinghy, or fitting them with life jackets to go overboard.

EXAMPLES

If a fire should start in the galley or on the BBQ, it would most likely be some thing burning in a pan or on the hot plate.

Should the fire be in a pan of cooking oil one way to extinguish it, would be to put a lid on the pan and turn the gas off, or use a fire blanket to smother the fire and turn the gas off.

To use a dry powder extinguisher to extinguish a pan of oil on fire or an open BBQ, it is best to aim the powder above the pan or hot plate and let the powder settle onto the burning material and smother the fire.



P Pull the pin



A Aim the extinguisher or nozzle at the base of the fire



S Squeeze the handle and release the extinguishing agent



S Sweep the extinguisher from side to side across the base of the fire until it appears to be out

Do not aim the extinguisher at the pan as this will spray the burning oil out of the pan and may create a worse situation, one that you may not be able to control.

FIRE EXTINGUISHERS

Your ship is equipped with Dry Chemical or Powder Extinguishers that comply with the Australian Standards 1850 and have a minimum rating of 2A30B(E); these extinguishers are identified by these colours and are suitable for all Class A, B, C, & E fires.

Class A = Wood, paper & plastics.

Class B = Flammable & Combustible Liquids.

Class C = Flammable Gasses.

Class E = Electrically Energised Equipment.

To be safe, use all the extinguishant to ensure the fire is completely extinguished.

ABANDON SHIP

The Skipper shall have the responsibility of making any decision to abandon ship, if in their opinion it is the only course of action remaining to ensure the safety of each person onboard.

The Skipper must ensure that the appropriate distress messages have been sent by radio or mobile phone and the necessary preparations have been made to ensure the safe evacuation of all persons on board.

A responsible person should be nominated to ensure that children or disabled persons are ready to be evacuated by fitting them with life jackets, telling them what they will have to do and what to expect.

A responsible person will need to know how to prepare the escape route, get the emergency equipment and the dinghy ready for the evacuation. Do not leave everything until the last minute.

THESE PREPARATIONS MAY INCLUDE

1. Instructing a responsible person to make the dinghy ready for an evacuation by ensuring that the following is on board, sufficient outboard fuel, the emergency distress pack, drinking water and food for all persons, warm clothing or blankets, a bucket, the first aid kit and mobile phone if available.
2. Alerting rescue organisations, giving them accurate position information also alert nearby ships of your situation and request assistance, ensuring that all persons not actively involved in controlling the situation are in the dinghy and in the event of fire, clear of the ship and out of harms way.
3. The dinghy or rescue boat should be ready to pick up or support persons in the water and then make your way to land and stay in a group with the dinghy until help arrives

It is very important for adults on board to know where the emergency equipment is and to ensure it is available for immediate use;. Remember you may have to abandon the ship at night.

GROUNDING

DO NOT PANIC

DO NOT OPERATE ENGINES. Severe damage can be caused by mud and sand being sucked through or blocking the cooling system.

It is important to **check your location and state of tide**.

It may be sensible to drop the anchor immediately to control the ship's movements, if the wind and/or tide could force the ship further aground. This would be the best option if the tide is rising.

If the tide is rising you may have to wait only a short time before the ship floats free.

Once the ship is afloat move slowly off into deeper water and again check your bearings to ensure that you are where you should be. If in doubt call charter operations for advice.

In the event that the tide is dropping and you are not exactly sure of your situation, call the base and give them your estimated position, they will advise you of what action to take. Usually the best thing is to wait for the tide to refloat the ship.

If you have grounded on a sandy bank and it's getting late in the day, set the anchor then call base and advise them of your position. Cattitude has mini keels under each hull fitted with stainless steel shoe plates to minimise damage in such situations.

To set the anchor correctly if aground on outgoing tide. It is best to run out the anchor chain at low tide if possible as the positioning of the anchor is more obvious and it is easier to walk the anchor and chain away from the ship than in the dingy. Deploy the anchor in the direction of deeper water. Keep in mind the direction of the rising tide flow and position the anchor toward the flow and deeper water. When the ship refloats it should swing onto the anchor.

Do not forget to put the anchor light on. If dark stay at anchor until the morning.

A grounding can be embarrassing, so ensure you or your navigator keep a close eye on the depth sounder while cruising. Some of the sand banks in the Great Sandy Strait can appear very quickly.

If deploying the anchor away from the ship with the tender take extra caution not to damage the dingy in any way. If possible wait for low tide and walk the anchor out.

The ship can list or lean over if completely aground. It is best the ship leans onto the high side of the bank rather than the low side because the angle of slope will be less dramatic and more comfortable. Position heavy items such as eskies, bags, and persons to influence the appropriate side to list on. Secure galley draws and other items that may dislodge if the ship lists. **Don't allow any person under the ship when aground**, especially if the side of list is not yet evident.

COLLISION

In the event of a collision with another ship, a navigation aid, beacon or structure, you must report the incident immediately to charter base, the Police or a Rescue agency.

You will be required to give a full account of the incident and complete a Marine Incident Form, for lodgement with 'Maritime Safety Queensland'.

It is good practice to keep a log entry or other notes, regarding the sequence of events that took place during the incident; in particular a detailed record must be kept of:

1. The names and contact numbers of the persons involved
2. The name and registration of the ships involved
3. A good description of the ships or structures involved
4. A good description of the damage to ships
5. A good description of any injuries to persons and their ID.
6. The time and date the incident occurred
7. The Place the incident occurred.
8. The weather conditions at the time of the incident.
9. The state of the tide or strong current at the time of the incident.
10. A record of who you reported the incident to.
11. A record of the time and date you reported the incident.
12. Any other relevant details you may think necessary to record

Do not admit liability for an accident; Advise Fraser Island Boat Charters base immediately.

In the event of a collision between two ships, it is mandatory for each master to complete a Marine Incident Form and deliver it to the Regional Harbour Master or his representative, a Police Officer, a QB&FP Officer, a Shipping Inspector, or the local Maritime Safety Queensland Office.

It is the responsibility of the master of the ship to take action to ensure the safety of all persons onboard and prevent any further damage to a ship or structure, following an incident, if being able bodied to do so.

EMERGENCY CONTACT NUMBERS

Fraser Island Boat Charters	0429 701 635		
VMR Hervey Bay Coast Guard	4128 9666	VMR 466	VHF 22
Tin Can Bay Coast Guard	5486 4290	VMR 417	VHF 82
Sandy Straits	4189 8141	VMR 421	VHF 82

SEVERE WEATHER

Daily Procedure: Listen to weather forecast **daily at 9.00am, Noon & 4.00pm.** Always be moored by 4.00pm. Contact Fraser Island Boat Charters at least once a day. Base will suggest anchorages to suit weather conditions.

In the event of severe weather: Ahead of any severe weather event contact Fraser Escape and discuss weather, appropriate anchorages and procedures to follow.

The operations base monitors weather on a daily basis, including extended weather forecasts and allows time to direct vessel to a safe anchorage and ensure all safety procedures are put in place ahead of an event. Operations are contactable 24/7.

SEVERE WEATHER CHECKLIST (SKIPPER):

- Meet with the crew to explain the situation and reassure them. Make sure that they know what to do, and what not to do, when the extreme weather arrives. Explain such things as 'keeping low in the boat, not moving around excessively and not going out on deck unless necessary. Give them all an assignment to keep them occupied and keep their minds off the situation.
- Determine the position of the storm, wind direction, wind speed and estimated time to your location.
- Secure all hatches and close all windows.
- Pump bilges dry and repeat as required. This helps eliminate the "free water effect" - sloshing of water in the bilge as the boat rolls, which can affect stability.
- Secure all loose gear above decks and below. Put away small items and lash down larger ones. Anything you want to 'have when the storm passes must be secured.
- Bring out foul weather gear and exercise your authority as skipper by requiring them to be worn by everyone on board. Do this before the weather gets bad, don't wait too long.
- Ready emergency equipment that you may need such as hand pumps, boilers, first aid kit, sound signaling device, safety grab bag, etc.
- Get a good fix of your position and plot it on your chart. Make note of the time, your heading and speed (if travelling).
- Make plans to alter course to sheltered waters if possible.
- Continue to monitor channel 466 on your VHF radio for updates to severe forecasts.
- For extremely severe weather, break out your abandon ship procedures and review them.
- Make sure the life raft/tender is ready to be deployed.

- Make sure emergency food and water are in the life raft/tender.
- Rig jack lines and/or life lines and require anyone who must go on deck to wear a lifejacket.
- Make ready your sea anchor or drogue if needed. .
- Turn on navigation lights.
- Keep away from metal objects.
- Change to a full fuel tank if possible.
- Keep a sharp lookout for floating debris and other boats.
- If you have a choice, do not operate the boat from the flybridge.
- Prevent getting caught in heavy weather by developing a 'weather eye," listening to your radio, and heading for shore before it becomes an emergency.

OPERATING THE VHF RADIO

This radio is fitted with an automatic distress frequency, which is channel 16, anytime the radio is turned on, it will automatically select channel 16, and you are no permitted to transmit on channel 16 unless you have an emergency.

The frequency (channel) for communications between your ship and charter Operations. will depend on your location within the charter area. Instructions on channel settings are discussed during your briefing.

Channel 82 if you are located south of Moon Point and Hervey Bay.

Channel 22 or 73 if you are located north of Moon Point in Platypus Bay.

Monitor the radio whenever possible especially at weather forecast times. The radio 1 traffic' is local to you and cold be of interest.

Charter Operations may need to contact you at anytime so [leave the radio ON.](#)

The VHF radio is mounted on the instrument panel at the main helm control station.

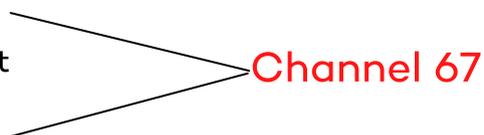
To operate the radio, simply turn it on and switch to channel 82 (or 22 if in northern charter area), set the squelch control to 10 o'clock, if the squelch setting is too high your hear\ng and receiving range may be reduced and while your message may be received by others, you may not be able the receive messages. To make voice contact holds the microphone close to the side of your mouth, depress the talk button and give your message calmly and clearly, Example; See 1 Radio Procedure" below:

STANDARD RADIO PROCEDURE

This procedure is used to log on with Volunteer Marine Rescue Hervey Bay (VMR 466)

FREQUENCIES USED DEPENDING ON LOCATION:

- Channel 73 for Ungowa north to Arch Cliffs
- Channel 22 for Arch Cliffs north to Rooney Point
- Channel 82 for Ungowa south to Tin Can Bay



CALL-IN PROCEDURE:

Charterer: "VMR 466, VMR 466, VMR 466 this is Cottitude, Cattitude, Cattitude, over."

-VMR replies -

Charterer: "VMR 466, this is Cattitude. We will be in your area for the next(...) days and would appreciate being put on your extended log please.

We are a 42" sailing catamaran with(...) P.O.B, our registration number is 862 566. We have departed Urangan Harbour and intend to overnight at (.....). We will update you daily on our location.

-VMR replies-

Thank you for your coverage, this is Cattitude standing by.

NOTES:

- The area close inshore between Wathumba creek and Arch Cliffs is potentially a deadspot for radio communication and mobile phone coverage.
- VMR only monitors channel 73 from 06:00 hours to 18:00 hours. If absolutely necessary, transmit on distress frequency channel 16 outside of these hours.
Emergencies only!
- Ensure that you monitor the radio channel before use, so as to not interrupt current traffic.

Set the volume control so that you can understand any message that may be sent to you; be careful not to disturb the squelch setting.

Ensure that children do not interfere with the radio or aerial; these are very delicate and are very important to the operation of your ship.

DAILY CONTACT

To comply with Maritime Safety Queensland (Marine Safety-Bare Boat Ships) Standard 2000, Section 13, Two separate voice contacts must be made by the ship hirer (you), to the ship's provider (Fraser Island Boat Charters), on each day of the hire.

These contacts are to be made by, 0830 hours {8.30 am} to report your intentions and movements for the day and the other by 1630 hours {4.30 pm} each day, to report your position or anchorage for the night. To avoid any inconvenience and undue concern please adhere strictly to this schedule.

The purpose of the first contact is for you to advise your position and your planned activities for the day. If intending to move check the latest weather forecast, tide times, and any other information you may require and plan your voyage.

The purpose of the second contact is for you to advise that you are safely anchored for the night and confirm the suitability of your anchorage for the expected overnight weather conditions.

Water reports are broadcast on channel 82 at 0735 hours, 1235 hours and 1735 hours (5.35 pm). It is important for you to monitor these forecasts to assist you in choosing a sheltered anchorage.

OPERATIONS ENGINE

OPERATION

'Cattitude' is powered by twin Yamaha 37.5 KW Diesel engines which are regularly serviced and maintained at the manufacturers recommended intervals. These operating procedures must be followed;

PRESTART CHECKLIST

1. Check that the battery isolators are positioned to engage the Port and Starboard engine battery banks. Usual position is ON.
2. Check the engine and gear oil levels if necessary or as advised by briefing personal. On short term hire with low engine hours it is not always necessary at every START. (see 'low engine oil alarm section')
3. Check the engine control units are operating smoothly.
4. Check the steering controls are operating smoothly.
5. Check that there are no fishing lines, crab pots, bait buckets or ropes over the side and the dinghy is secure.
6. Check the main power switchboard to ensure the required circuits are open.

ENGINE START UP

1. To start the engines, ensure engine controls are in neutral, turn the key to ON, an alarm will sound indicating low oil pressure. This is normal. Release the key when the engine starts. All audible alarms should cease. Repeat action for the other engine.
2. Check that the engine cooling water is being discharge overboard from the engine exhaust and the instrument gauges are registering.
3. To warm the engines run them at low revs for about five minutes; do not exceed 1500rpm until the engine temperature reaches 150 degrees .
4. If the cooling water is not being discharged from the engine exhaust it could be that the seawater filter is blocked and requires cleaning or the raw water pump belt needs adjusting. Call Base for assistance.
5. Ensure that the engine temperature gauges level out at the normal temperature position, (150°. Maximum is 180°), monitor these gauges and alarms while the engine is running to ensure smooth operation.
6. Normal engine oil pressure should not be more than 50 kpa, if they are in the red zone stop the engines immediately and call Base for assistance.

RUNNING THE ENGINES

Do not allow the engine to idle for more than five minutes, if it necessary to run the engine while at anchor, (to heat water for showers), disengage the gear control by depressing the button on the side of the engine throttle control and run the engine at around 1500 to 1800 RPM.

The 80 Litre heat exchanger hot water system is heated from the Starboard engine, if the engines have not been run for the day it is wise to run the engines for about one hour to top up the ship's batteries and to heat the water before evening.

When cruising, the engine performs best when running between **2400 & 2800RPM**

NOTE:

To prevent damage to the gear boxes, a delay between gear shifting must be allowed for when operating the engines from ahead to astern or astern to ahead propulsion.

When changing from forward propulsion to astern propulsion, always pause at the neutral position before increasing the throttle, to allow the gearbox and propeller to stop before engaging astern propulsion.

STOPPING THE ENGINES

When you have finished with the engine, select the neutral position with the gear/throttle selector lever and allow the engine to idle for about two minutes, this allows the engine heat to dissipate and cool down evenly.

To stop the engines, pull the 'STOP' levers until the engines have completely stopped, then turn the key to the off position, this shuts off the alarms.

LOW ENGINE OIL ALARM

This alarm will activate if the engine oil pressure level gets too low. The alarm will also activate when the start key is ON and the engines are not running because there is no oil pressure. This function confirms the alarm operation at start up.

If the alarm should be activated while the engine is running, immediately shut down the engine, check the engine oil level and report to the Charter Operation base for assistance.

DIESEL FUEL

Monitor the engine's use of fuel via the engine hour meter. The fuel tank holds approximately 50 hours and under normal operating conditions will give you ample engine running time to allow you to explore the natural waterways of the Great Sandy Strait, Hervey Bay including Platypus Bay.

Do not allow the engines to run out of fuel.

If the engine should stop, Check the fuel level in the fuel tank, Check the engine temperature gauge, Check that the propeller has not been fouled by the dinghy rope, then call base and advise them of the problem.

SHIP OPERATIONS

ANCHORING

Before manoeuvring make sure the dingy and towing line are attended to. Fouling the towing line in the propellers and rudders could cause serious damage and affect the manoeuvrability of the ship. Any fouling of propellers or rudders must be reported to Operations Base

Your ship is equipped with an easy to operate electric anchor winch which can be operated from the foredeck.

Always test the anchor by going astern at 1200rpm for a minute to confirm holding and bed the anchor. Allow extra chain for high water if anchoring at low tide.

It is important to remember that when approaching an anchorage check that it is protected from the wind and the area where you intend to anchor will have sufficient water at the lowest tide.

On approaching the anchorage scan the seabed to establish that it will allow your anchor to get a good hold, check for steep banks or gutters that may allow your anchor to lose its grip and drag into deep water and drift off into the night. Set the depth sounder alarm for minimum and maximum depth, (allow for tide height), as a precaution if concerned. You can also use the chart plotter anchor drift alarm.

Approach your anchorage into the wind or tide whichever is the stronger. Take note of other anchored vessels as a guide to which way the ship will ride at anchor. Slow the ship until you reach the place you have chosen to anchor, check the surrounding area to ensure you will have room to swing on your anchor.

Prepare the anchor for lowering by unlocking the chain from the fairlead and lower a little to confirm operation of the winch and freedom of chain. The skipper can check the water depth on the depth sounder and operate the anchor winch from the control station. Allow the tide to stop the ship then drop the anchor. As the ship moves slowly backwards lay out the chain.

Let the anchor go to the bottom and allow the chain to run out slowly as the ship moves astern, if the chain runs out too quickly it could pile up on the anchor and possibly foul it and it may not get a good hold.

It is good practice when anchoring to allow the anchor chain to run out to at least five times the depth of water you will be anchored in at high tide, this can be calculated by reading the depth of water on the depth sounder and if it is low tide, add the depth of water to allow for high tide (usually no more than 3 metres), then multiply by five.

Allow the anchor and ship to settle then check that you are not drifting by looking at the shoreline and lining up an object or trees. To confirm a good hold go astern at idle to take up the slack and then briefly at about 1000rpm with the engines and confirm the anchor is set and not dragging.

Watch out for the dingy and towing line!

You must be anchored up in a safe anchorage before 4.30pm and stay until sun up the next morning.

RETRIEVING THE ANCHOR

To retrieve the anchor, start the ship's motors and by operating the electric anchor winch take up the slack in the anchor chain, while moving slowly ahead with the motors and using the electric winch, retrieve the anchor, being careful not to over run the anchor with the ship or allowing the anchor winch to take the full load of the ship on the anchor chain.

While winching in the anchor, clean any mud or sand off the chain by dowsing it with buckets of seawater, and [STACK THE CHAIN](#) in the chain locker. If anchored in deep water it may be necessary to stack the first amount of chain to the side of the anchor locker

If the chain jams up in gypsy, reverse the winch for a second and then relocate the pile of chain at the drop point to the back of the locker before resuming the retrieval operation. You may have difficulty in running out the chain the next time you wish to anchor if the chain is jammed in the hawser.

When the anchor is snug, secure it by locking the anchor chain to the fairlead and move out of the anchorage keeping well clear of obstacles and other ships.

SHIPS TENDER

The 3.4 metre tender is powered by a 6HP outboard motor which runs on unleaded petrol mixed 50: 1 with outboard oil, to start the outboard the red safety clip must be clipped into the 'stop button' or the outboard will not start.

To comply with marine safety standards; while the tender is being used it must be equipped with a life jacket for each person on board, oars or paddles, an anchor with a suitable rope & chain, a bailing bucket and a [safety pack](#) containing, a 'V' sheet, 2 red hand and 2 orange smoke flares and water.

The tender must be operated only in daylight hours and no more than 1 nautical mile from the mother ship. ; The tender is registered to carry eight persons.

Ensure the tender is secured to the ship correctly and raised on the targa when not in use. Waking up and your tender has wandered off during the night, could be very inconvenient and expensive.

STEERING SYSTEM

The steering system is regularly maintained and tested prior to your departure on this cruise. The steering reacts similar to the steering on a motor vehicle in that, the ship turns in the direction the wheel is turned, only the ship is not as responsive to wheel movements as a motor vehicle.

To steer the ship smoothly, try gentle movements of the wheel and watch the ship's heading, as the ship starts to turn or swing, as the ship's head nears the course you wish to take, ease the wheel (to prevent over steer) and settle the ship on her new course.

The 'feel of the wheel' is usually acquired quickly if you concentrate for a time. Should you experience steering failure, the ship is equipped with an emergency steering rudder located in the rear cockpit locker. The rudder can be fitted into the top of the rudder shaft in the engine room to provide manual steering. Steering can also be assisted by the engines. More port engine power turns to starboard and visa versa. Your cruise director will have briefed you on the location and use of this safety equipment.

Note: Notify Charter Operation base in the event that you experience any steering problems or steering failure.

SHIPS STEERING COMPASS

This ship is equipped with a magnetic steering compass, therefore you should avoid putting any steel, portable radios, torches or magnetic objects near the compass, as these objects will affect the accuracy of the compass.

Try to master the art of using the compass to steer by; this may come in very handy should you encounter heavy rain or fog that may reduce your visibility.

To steer a course by compass, firstly, with the ship heading in the direction you wish to travel, take a compass bearing by looking at the forward side of the compass card and noting the degrees that line up with the lubbers line (the vertical black line) just in front of the compass card. Choose a distant object to focus on and steer towards.

This reading is called the compass bearing, (say it is 12°) the trick is to keep the 12° mark on the lubbers line, if the heading (12°) appears to move to the right or the left of the lubbers line, move the wheel gently in the same direction the card moves, until the correct bearing is maintained and the ship is on course.

BATTERY BANKS

The battery banks on your ship have been regularly serviced and maintained to ensure it is fully charged and serviceable prior to your departure.

Power to operate the electrical equipment on your ship is provided by a bank of batteries, these batteries have a limited storage and it is advisable to conserve power wherever possible.

A 12volt DC-240volt AC power inverter is connected to 240 volt outlets, the use of this power will drain the house batteries so use it very sparingly, say for recharging a mobile phone or limited use of a laptop, the maximum continuous output is 1500W.

Switch off any electrical appliances that are not being used; such as lights, radio, TV restrict your showers to two minutes per person this also conserves water.

Ensure the battery isolator switch is in the correct position, before the engine is started and again when the engine is stopped.

It is recommended that the engines are run for at least two hours per day to keep the hot water hot and the batteries topped up.

At your anchorage check that the house-batteries are selected in the Voltmeter gauge. If the volts drop into the red the house batteries need charging, run the engines at 1200 rpm for at least one hour to temporarily alleviate power needs.

Any battery problems should be reported to ensure a continued power supply, please note that service calls to the ship due to the misuse or over use of the batteries is a chargeable service.

The main switchboard is located just inside the doorway from the aft deck.

BILGE PUMP AND ALARM

The ship is equipped with automatic electric bilge pumps that are located in each engine room and will pump out the bilges as necessary; however if you hear a pump operating continuously and a bilge alarm is sounding and a light is lit on the bilge alarm board, you may have to operate the manual bilge pump.

Notify Operations Base of the problem, they will advise the course of action.

The Bilge alarm Board is located on the main switch panel and will indicate which compartment has set off the alarm.

Should it be necessary to manually pump the bilges, the manual , bilge pumps are located in each lazette above the engines and a roving hose in the cockpit locker. The pump handles are stowed alongside each pump.

To manually pump out a hull compartment it is necessary to open individual valves of the bilge suction manifold. These valves are located adjacent the pumps.

The manifold and valves are identified and correspond! with the hull compartment alarm lights on the alarm board. Locate the required valve and open it, then operate the manual pump until .the alarm stops and the light is off .

A float switch is located in each hull compartment bilge and operates the bilge alarm lights and electric pumps if water accumulates in the bilge. After pumping, the bilge area should be monitored to ensure that the hull or a hull fitting is not leaking.

If water is entering the bilge and you are unable to stop it or locate the source, report it to operations be e immediately.

NAVIGATION LIGHTS

If for any reason you find it necessary to move at night, you must advise operations base and get permission before moving, you will be advised of the course of action to take and which navigation lights are to be used during the move. When safely anchored again Please remember to report back in. Switch the navigation lights off and switch the anchor light on.

DEPTH SOUNDER

The sounder and other electronic navigational aid equipment is .powered from the main battery bank and should be turned off when not in use.

This unit is preset and should not require any adjustment; the sounder records the depth of the water in metres below the keel to the seabed. A minimum depth of water of one metre at low tide is recommended for safety.

A grounding is usually very embarrassing, so ensure you or your navigator keep a close eye on the depth sounder while cruising, as some of the sand banks in the Great Sandy Straits can appear very quickly.

You may have to bear the cost of refloating or retrieving the ship, should it be found to have been operating in an area with insufficient water depth and at an inappropriate time of the tide.

HEAD/ TOILET

The head or toilet fitted to this ship is a 'Johnson' marine type macerating /flush system which uses salt water to flush and all waste is stored on board before being discharged overboard Or disposed of at the sewage waste disposal at the fuel wharf.

Do not put any foreign objects through the toilet. A \$250 service call to clear a blocked toilet is chargeable.

WATER SUPPLY

The ship carries 800 litres of fresh water. To ensure that you do not run out please conserve water use. **The water pump is deliberately audible when pumping water.** If the pump is operating for no reason switch off the circuit and report to base.

Hot water is supplied through a heat exchange tank. This tank is heated by the Starboard engine.

The pressure pump is controlled by a circuit breaker positioned at the switchboard.

EFFLUENT DISPOSAL FROM TOILETS

Cattitude is fitted with 2 X 180 litre holding tanks and in-line macerator pumps under each of the rear cabin bunks. Valves controlling effluent storage and disposal are only to be operated by the owner and manager and not to be opened or closed by charter personnel.

Inappropriate and unauthorized use of these valves and switches could cause equipment damage and/or waste pollution. The operations manager or owner are to be contacted in the event of any issues in relation to these systems.

Any disposal of effluent from the holding tanks is to be undertaken by authorized personnel only and be carried out in open waters beyond the Fairway Beacon or at the effluent pump-out facility adjacent the fuel wharf at Urangan.

GAS COOKER

The cooking range has three gas burners, a gas griller and an oven, This gas range is fitted with burner failsafe sensors on each gas burner the grill and the oven.

The failsafe sensors will shut off the gas flow to a burner should the flame go out. Sometimes a gust of wind can blow the flame out.

To light the burners, push the burner control knob in and turn, while at the same time pressing the ignition button, keep pressing the burner control knob in for a few seconds until the sensor heats and then release it and set the flame as required.

A spare gas bottle is stowed in the gas locker, turn the gas valve to select the full gas bottle and turn on the valve at the bottle, and remember to close the valve on the empty bottle.

A gas shut off valve is fitted in the gas delivery line; this valve will isolate the gas stove from the gas delivery source and should be in the off position when gas appliances are not in use.

The gas shut off valve is located under the sink in the galley, and is clearly marked, on-off.

GAS BBQ

To operate the gas BBQ, turn on the isolating valve, depress the gas control knob and turn to light with piezo ignition. Or light the gas with the gas flame wand or long match. Hold the control knob in for a time to allow the failsafe sensor to heat. Be aware that wind gusts can affect the operation of the bbq and it can get very hot. Do not leave the BBQ unattended when in operation.

Gas is supplied from the main gas cylinder via a separate shut off valve located on the gas line to the BBQ. Please keep the BBQ clean.

Note: Do not use or clean BBQ whilst tender is on davits.

REFRIGERATION/FREEZER

There is one large refrigerator located in the galley.

Operated by a 12-volt compressor, which is supplied by power from the main battery bank, the fridge is separately switched at the circuit breaker/on/off switch at the main switchboard.

The fridge thermostat can be adjusted, but it is recommended you leave on the setting that is marked on the dial, as it works best at this temperature.

Turn off refrigeration when not required. This will save considerable battery power especially towards the end of your voyage.

TV, RADIO AND CD PLAYER

The TV, radio & CD player are located in the saloon and are operated from the main battery bank via a circuit breaker on the main switch board, ensure the TV, radio & CD player are switched off when not in use, as they will drain battery bank.

To operate the TV/DVD use the remote control unit, you should get reasonable reception at most anchorages in the area.

If you are unsure of the safe operation of any equipment or have any concerns regarding the safe operation of the ship contact charter operations base for assistance.

TRIP TIPS

It is good practice to give yourself time and plan your trip, you may wish to do this the evening before, that way you can have everything ready for an early start, to ensure that you have a good day on the water.

Use the Tide Table Book to check the tides before you start your day cruising, when the tide is running against the wind the water will get choppy, so try and travel when the wind and tide are running together, it saves time and fuel too.

Weather and sea conditions are usually calmer in the early mornings and it is a great time to view the feathered variety of local bird life while cruising or sailing; some sea creatures are also out and about at this time of the day, like dolphins and turtles, keep an eye out and have a great cruise.