



# THE DURBAN SKI-BOAT CLUB

## Safety Induction and Launch Protocol

This document specifies certain of the major key points that Skippers are to ensure compliance with but does not detail each and every legal requirement that Skippers are required to comply with. At all times, it remains the responsibility of the Skipper to ensure that all appropriate and relevant legislation is strictly adhered to.

### 1. Primary Launching Rules and Procedure

Skippers shall ensure that:-

- 1.1 All required documentation is on the Boat and is Valid and up to date (Certificate of Competence; Skippers Ticket; Buoyancy Certificate; VHF Radio Operator's Certificate for at least one person on board).
- 1.2 Should the trip be outside of daylight hours both the Skipper and Boat are to have valid certification to operate at night.
- 1.3 All Skippers shall ensure that every person aboard receives essential and appropriate safety information, specifically including but not limited to, the location of the safety appliances and equipment aboard as well as basic instruction in the use of such items.
- 1.4 All Skippers shall ensure that the safety appliances and equipment are inspected, fit and ready for use. This includes the requirement to do a radio check prior to launching. Please note this does not classify as a request to launch but is a requirement to ensure radio equipment is fit and ready for use.
- 1.5 Due to DSBC being classified as a protected launch it is not a requirement for crew to wear life jackets when launching but it is the skippers' responsibility to ensure that any person on the boat who is under the age of 12 years of age wears a life jacket at all times whilst the vessel is underway. Please note that SAMSA advises recreational vessels to consider the wisdom of wearing a comfortable buoyancy aid at all times whilst at sea.
- 1.6 Skippers are required to Sign out in the Launch register that is housed at the security hut. Writing needs to be legible and all portions of the launch register need to be completed. Likewise, on return to the beach the returning entries require to be made in the launch register recording all details required to be filled in thereon upon return to base.
- 1.7 Skippers are required to radio and request permission to launch (VHF Channel 8) once they are on the beach and ready to launch. This is not to be requested from the Car Park and is a requirement once the launch conditions are clearly visible to the Skipper.

- 1.8 In the case where the launch site is not manned Skippers must note that it is still a requirement that they radio out and In, Durban Port Control does monitor channel 8 and even though they will not answer it is still a requirement to Radio in and out and if they need to they have the right to approve or disapprove any launches.
- 1.9 Permission to launch does not indemnify the Skipper of his obligation and responsibility to ensure that it is safe to proceed with the launch, ultimately the Skipper is responsible to ensure he does not proceed unless it is safe to do so.
- 1.10 The Vetches basin is classified as part of the harbour and is a No Wake Zone. Vessels are to wait until they have passed through the vetches reef and Northern breakwater before going up onto the plane. The same applies when returning into the Basin and boats are to comply with the No Wake Zone but can come up onto the plane in order to beach their boats.
- 1.11 Skippers are to radio (VHF Channel 8) and request permission to beach from the Vetches basins prior to beaching their boats.
- 1.12 The DSBC Beach is shared by many different types of sports activities and Skippers are to ensure they operate their boats safely, taking into account there can be Spearmen, divers, Kayakers, yachts, swimmers and other people taking part in other types of activities in the water. As a power driven craft, we are required to give way to most other activities and in the case of an accident it will be the Skippers responsibility to prove they showed due care and attention in this regard.
- 1.13 Skippers are to ensure that fisherman on the boat have valid fishing licenses and that at least one of these licenses; include the necessary license for the boat to operate with fisherman aboard.
- 1.14 Skippers are to ensure all fish caught are within the recreational limit and that all fish are legally allowed to be caught.
- 1.15 Skippers self-launching and or towing their boats on the beach are to do so in a cautious manner and to be aware of children and people on the beach, we do not have Right of Way because we are launching a boat.

## 2. **Additional Launching Rules**

- 2.1 Boats/skippers that launch need to have valid S or DUC boat registration, a list of boats that comply will be kept at the launch site.
- 2.2 Boats that launch with other Numbering will need to comply with our safety rules, induction form must be signed by the skipper and he will be required to pay the relevant launch fees.
- 2.3 Boats with other Numbering but being skippered by a DSBC or DUC skipper who therefore do not pay the launch fee will require the Skipper to be a fully paid up Ordinary member. Simply having a PWC card does not entitle the boat to be launched without payment of launch fees.
- 2.4 Launching is at the Discretion of DSBC, DUC and PWC management and their representatives and their decision is binding and shall be adhered to.

3. **Indemnity**

- 3.1 All Skippers whomsoever, are responsible at all times for the proper, safe and diligent operation of their craft and motor vehicles during the launching and beaching procedures whether or not they are utilising the facilities and equipment of the club including tractors.
- 3.2 Without any limitation of whatsoever nature, Skippers are specifically responsible for and shall have no claim against Durban Ski Boat Club, DUC and/or the PWC in respect of any injury or damages occasioned to any person or property whatsoever during the course of launch procedures whether or not same occurs at the instance of or consequent upon the actions of any DSBC, DUC or PWC staff, specifically including but not limited to the tractor drivers and/or any parties whether employed in or operating in the wash bay areas.
- 3.3 Skippers hereby specifically hold the DSBC, DUC and PWC harmless and further indemnify them against all or any claims of whatsoever nature arising resultant their use of the equipment and facilities or presence at the PWC, and the access and egress to the launch site and the launch site.