Guidelines for your

Safety at Sea

eighth edition

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Guidelines for your Safety at Sea

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Introduction

Those who use the sea know that its very nature creates a dangerous and unpredictable environment which can and does catch many unawares. The secret to staying safe is good preparation and knowing exactly what to do if and when something goes wrong. Therefore, the Gibraltar Port Authority (GPA) together with the Royal Gibraltar Police (RGP) and the Gibraltar Maritime Administration (GMA) have jointly produced this booklet to provide leisure and commercial users with guidance on how to keep themselves as safe as possible.

The purpose of this guide is to provide basic information for boat and beach users. However, nothing can replace experience, professional training and education. Because of this we advise that owners or users of any sea craft attend an RYA-approved professional training programme and/or join a local club where they can gain hands-on practical experience.

We wish all our readers hours of safe and enjoyable experiences afloat or on the shoreline!

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The Gibraltar Port Authority

The government-administered Gibraltar Port Authority was founded in 1806 and its successor, the independent Gibraltar Port Authority (GPA), was established in 2005 by the Gibraltar Port Authority Act.

The principal functions of the Port Authority are to regulate the safe movement of vessels, co-ordinate Search and Rescue (SAR) operations, ensure all agencies are operating in line with Local and International Maritime Law and the security and safety of all vessels in British Gibraltar Territorial Waters (BGTW).

To ensure the safety of navigation at sea in and around BGTW the Gibraltar Port Authority uses a high specification Vessel Traffic Services (VTS) system. Supported by multiple radars and high-powered cameras, positioned in strategic locations around the Rock of Gibraltar, the VTS centre monitors the surrounding waters on a 24/7 basis.

The Royal Gibraltar Police Marine Section

The Royal Gibraltar Police Marine Section was first established in 1944.

At this time rowing boats were deployed to patrol the harbour. The first powered boat was the *Henry Morgan* and was nicknamed, *La cucaracha (The Cockroach).* This *was* because it was very old and primitive.

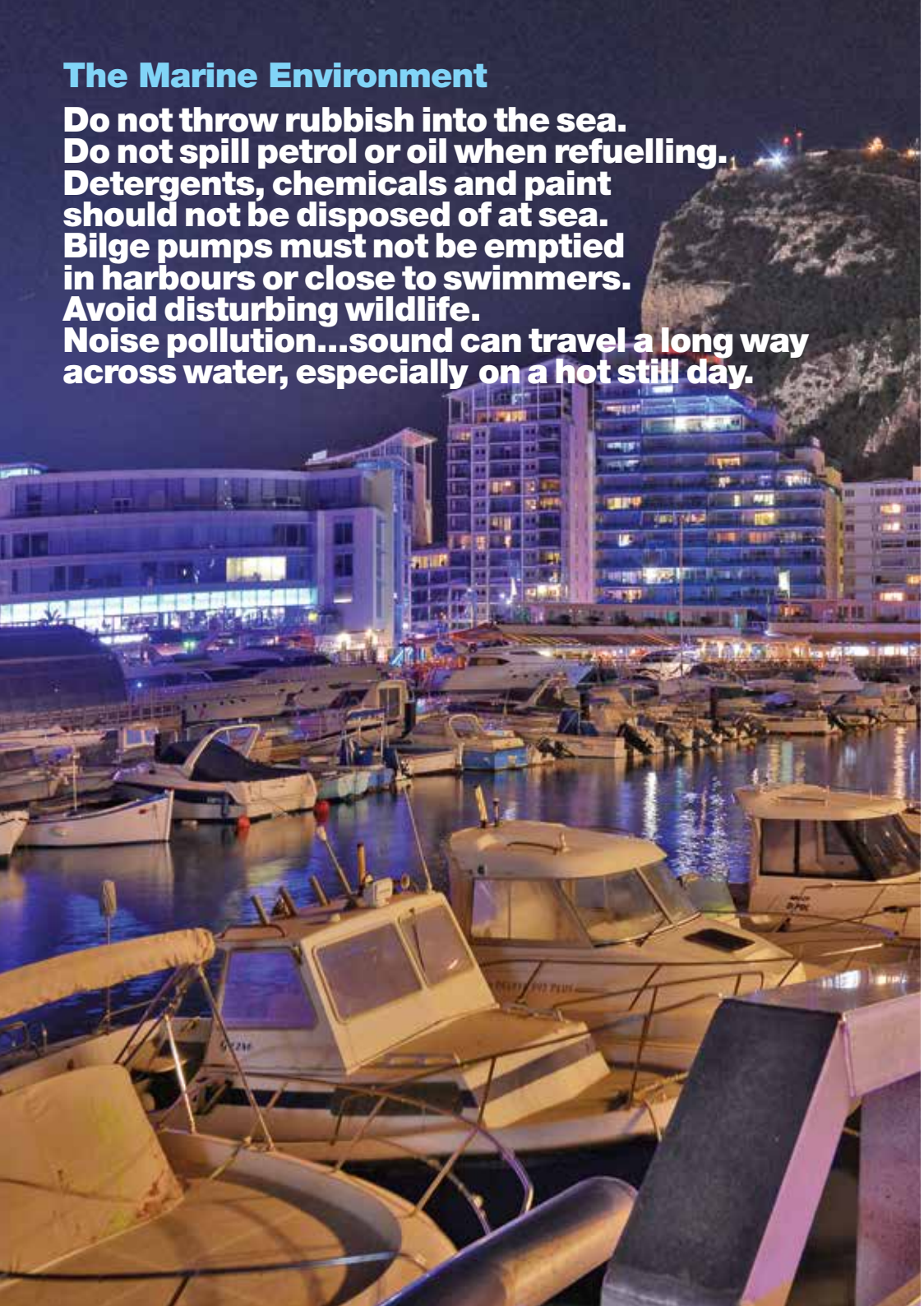
This was replaced by the *Robert Miles*, an ex RAF open boat which had been used to ferry aircrew to and from flying boats moored in the harbour and also a former naval pinnace, the *William Seed*.

Some years later they were replaced by four 30 foot launches, *John Bennet, Sam Blair, Armstrong* and *Cochrane*. None of these vessels had a compass fitted. This meant that the crews had great difficulty in operating in heavy fog outside of the harbour.

The first boat fitted with a compass was the *William Gulloch*; this vessel was acquired in Tangier and collected by Inspector Owen who at that time commanded the Marine Section.

The present day Marine Section provides a 24 hour patrol of the territorial waters of Gibraltar, which is augmented on land by high visibility patrols of the marinas. They are equipped with three launches, the *Sir Joshua Hassan,* the *Sir William Jackson* and the latest addition to the fleet, the *Sir Adrian Johns.* They also have two Interceptor RHIBS, one Madera RHIB, one SCARAB, one jet boat, three jet skis and a dive RHIB.

All members of the section are fully qualified coxswains having attained RYA qualifications.



The Marine Environment

Do not throw rubbish into the sea.
Do not spill petrol or oil when refuelling.
Detergents, chemicals and paint should not be disposed of at sea.
Bilge pumps must not be emptied in harbours or close to swimmers.
Avoid disturbing wildlife.
Noise pollution...sound can travel a long way across water, especially on a hot still day.

What to do before setting off

Preparation is the key to safe boating

- Make sure that your vessel and engine are regularly maintained.
- Be aware of the limitations of your boat and sail within your own ability.
- Periodically check communication and life-saving equipment.

Go through a systematic checklist before putting to sea

- Check the local weather forecast for any adverse weather conditions.
- Ensure that sufficient and appropriate-safety equipment is carried for all on board.
- Tell someone ashore the details of your planned trip. Include departure time, arrival time and also destination, a description of the boat and the names of all persons on board.
- Be careful not to overload the vessel as it will make it unstable.

Safety equipment

- VHF Radio, or at the very least a fully charged mobile phone
- Lifejackets and buoyancy aids
- Flares
- Fire extinguishers
- First Aid kit

Children and non-swimmers should always wear buoyancy aids/life jackets.

Be sure that you know how to operate these aids and equipment and that they are checked for being in date for servicing.

Other equipment

Other equipment that should be carried and checked include;

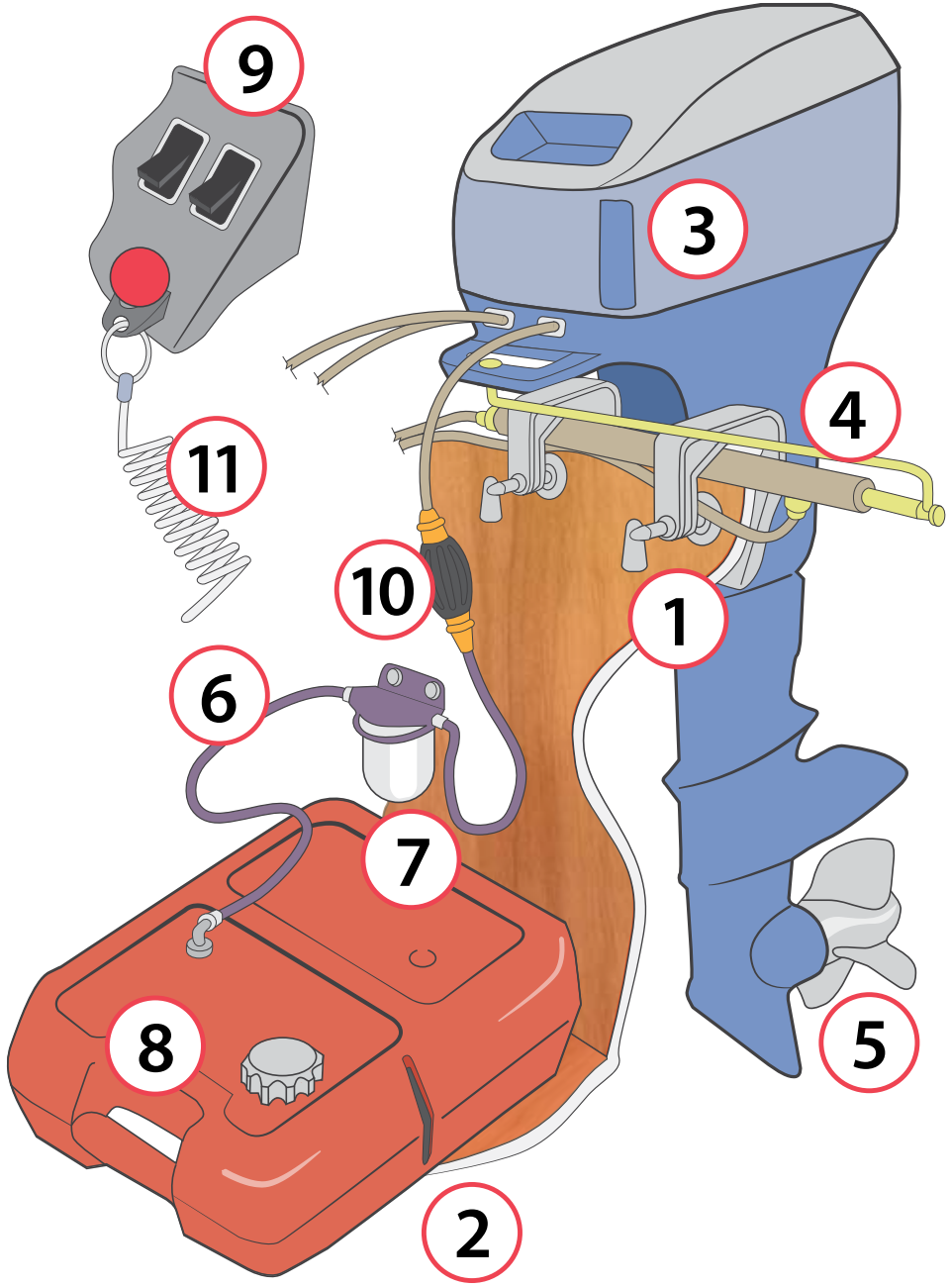
- Anchor and adequate anchor chain/rope
- Batteries
- Fenders
- Bilge pump and/or a hand bailer
- Fog horn
- Navigation lights
- Ropes
- Tool-kit
- Torch
- Knife
- Spare can of fuel: kept separate from the main tank in case of contamination
- Back-up propulsion: a small auxiliary engine (5-10 hp), paddles or oars
- Compass
- Proper operation of the kill-cord (if fitted)
- Clean drinking water

Be aware

- Always keep a proper look-out
- Drinking alcohol impairs your judgement
- Wear hats and sunglasses and use sunblock for protection against the harmful rays of the sun.

Notices to mariners and navigational warnings

The Gibraltar Port Authority issues regular Local Notice to Mariners on their website to warn mariners about special operations that are being conducted or potential navigational hazards e.g. live firing exercises, maritime surveys, etc. It is very important to be aware of such notices before you set out.



A brief guide on general checks for boat engines, both outboard and inboard, which should be carried out before going to sea.

Engine checklist

Outboards
Pre-start checks

1. Clamps or Bolts - Make sure the engine is securely clamped or bolted to the boat.

2. Fuel - Make sure your fuel is fresh and uncontaminated, and that you have enough for your intended trip, plus a generous reserve. Do not overfill.

3. Oil - Some two-stroke outboards need oil mixed with their fuel. Make sure you use a marine two-stroke oil and that you mix it in the right ratio. Other two strokes have a separate oil reservoir. They also require a proper marine two stroke oil. Four-stroke outboards have an internal sump like a car engine.
Check the level with the dip stick, and top up if necessary with engine oil (**not** two-stroke oil).

4. Controls - Turn the steering wheel from lock to lock and the throttle/gear control from ahead to astern to make sure that the controls operate correctly.

5. Propeller - Make sure the propeller and drive leg are free of debris such as rope, weed, fishing line, or plastic bags.

6. Fuel Line - Connect the fuel line to the tank and to the engine. Make sure it is in good condition and free of kinks.

7. Fuel Filter - If it is fitted with a water separator/filter, inspect the filter bowl for dirt or water and drain it off if necessary. Small Engines - On small engines with integral tanks, make sure that the fuel tap is open.

8. Tank Vent - Open the tank vent.

9. Battery Switch - If your engine is connected to the boat's electrical system, make sure all the necessary switches and circuit breakers are switched on.

10. Primer Bulb - If it is fitted with a primer bulb, squeeze the bulb until it is firm.

11. Kill Cord - If your engine has a kill cord, connect it to the kill switch and clip the other end to your leg, wrist, or lifejacket. Test it to see that it works.

After Starting

- **Cooling water** - immediately check that there is a good flow of water from the cooling water tell-tale. (If not, check that the tell-tale hole isn't clogged).
- **Warm up** - Allow the engine to warm up so that it will tick-over smoothly before setting off.

Never run an outboard motor out of the water unless you have arranged some other supply of cooling water.

Inboards and Sterndrives
Pre-start checks

1. Bilge Blower - If you have a bilge blower or engine room extractor fan, run it for a few minutes before starting the engine.

2. Visual Check - Check belts and hoses for cuts, splits or fraying, and look out for oil or coolant leaks.

3. Fuel and Fuel Tap - Make sure you have enough fuel for your intended trip, plus a reserve of about 20% of the tank's capacity, and make sure the fuel tap is open.

4. Fuel Filter - Some boats have a transparent water separator/filter in the fuel line. Inspect the bowl for water or dirt, and drain off any visible contamination.

5. Engine Oil Level - Check the engine oil level with the dipstick and top up if necessary to keep the level between the 'max' and 'min' marks.

6. Gearbox Oil Level - Check the gearbox oil level with the dipstick.

Note: Some gearbox oil levels can only be checked when the engine is running. Many gearboxes need special oil - Engine oil will not do.

7. Raw Water Filter and Sea Cock - Shut the cooling water seacock; remove the filter element and clean it if necessary. Replace the element, screw the lid back onto the filter body, and **open the Sea Cock.**

8. Fresh Water Level - Some engines have fresh water cooling systems as well as raw water. Carefully remove the header tank cap, and top up with water/anti-freeze mixture if necessary to bring the level within about 50mm of the top. Replace the header tank cap.

9. Battery Switch - Turn the battery switch on before starting. Do not switch it off while the engine is running.

10. Stern Gland Greaser - Boats with 'traditional' transmission systems have stern gland greasers. Give the cap or handle one full turn.

11. Hydraulic Fluid - If your boat has an outdrive engine, trim tabs, or power steering, check the level of the hydraulic fluid in the hydraulic reservoirs and top up if necessary.

12. Outdrive Leg - If your boat has an outdrive engine, check that the leg is clear of weed, rope or plastic bags, etc. and is fully down.

13. Instruments Working - Check all instrument are working correctly.

14. Out of Gear - Check the gearbox is in neutral before starting the engine.

After Starting

- **Cooling water** - Immediately check that there is a good flow of water from the exhaust pipe or cooling water tell-tale.
- **Warm up** - Allow the engine to warm up so that it will tick-over smoothly before setting off.

Good seamanship relies on a full understanding of navigational rules and regulations as well as a good measure of common sense and courteous behaviour.

The rules of the road, otherwise known as the International Regulations for Preventing Collisions at Sea, are designed to cover every type of situation between sea-going vessels, regardless of size, speed and purpose. You need to be aware of them, so that you understand your rights and obligations on the water.

Rules of the road

Some of the most important rules are given here. It is in your interest and in the interest of others at sea to go beyond these basic rules by reading available books, which discuss each point in depth.

Look-out

A proper look-out by sight and sound should be kept at all times.

Safe speed

Proceed at a safe speed so that you can take proper and effective action to avoid a collision. Take account of the visibility, sea state, weather, traffic density, depth of water and manoeuvrability of the vessel.

Action to avoid collision

When two vessels are close, it is essential that each vessel understand what the other is doing. In particular small craft must always make their actions clear beyond doubt. So any alteration of course to avoid a collision must be bold, so that it is clear that the vessel has altered course. A series of small alterations should be avoided.

Responsibility between vessels

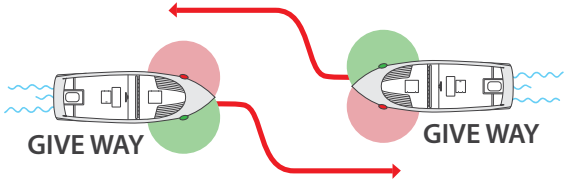
Power-driven vessels underway shall keep out of the way of the following:

- a vessel not under command
- a vessel restricted in its ability to manoeuvre
- a vessel engaged in fishing
- a vessel under sail

Note that a sailing vessel being propelled by its engine is considered a power-driven vessel, and should exhibit a conical shape, apex downwards, somewhere forward in the rigging.

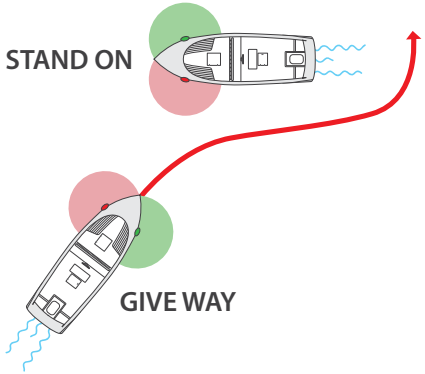
Head-on situation

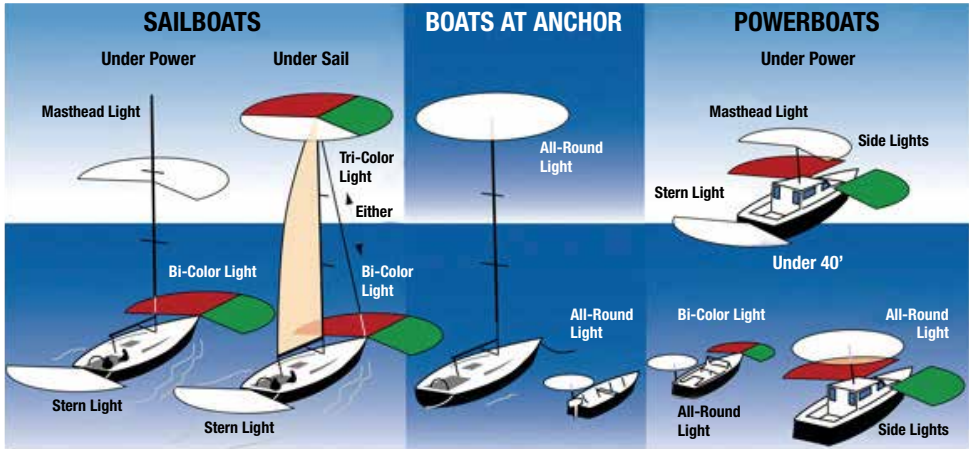
Power-driven vessels approaching head-on shall alter course to starboard so that each shall pass on the port side of the other.



Crossing situation

When two power-boats are crossing, the vessel which has the other on its star-board side shall keep out of its way. Avoid crossing ahead of the vessel that has right of way.





Lights and shapes

Power-driven vessels underway
Power-driven vessels less than twelve (12) metres in length need only display...
1. An all-round white light.
2. Red port and green starboard side-lights.
Power-driven vessels less than seven (7) metres in length, travelling at less than seven (7) knots, need only display...
1. An all-round white light.

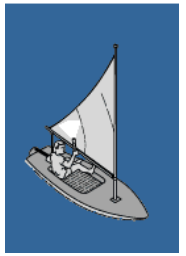
Sailing vessels underway
A sailing vessel underway shows side-lights and a stern light.

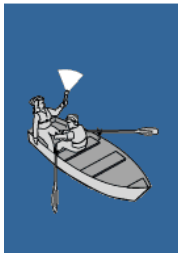
A sailing vessel under twenty (20) metres in length may carry a combined masthead lantern showing side-lights and a stern light.

A sailing vessel under seven (7) metres in length and a vessel under oars must have a white torch or lamp ready to avoid a collision.

Larger vessels, and vessels engaged in special activities, all have prescribed lights to be displayed at night and shapes to be displayed by day. You should become familiar with these, since such vessels may have right of way over you, or may constitute a hazard.

Sound signals in restricted visibility
Whether by day or night, in restricted visibility, for example in fog or heavy rain, a power-driven vessel underway shall make one prolonged blast on the horn at intervals of not more than two minutes.





The official bathing season, is the period declared as such by notice published by the Gibraltar Tourist Board or by notice in the Gibraltar Gazette.

Beaches

Regulated Areas
During this period special "no navigation" zones or regulated areas are created at our beaches.

A single line of buoys approximately 200m from the shoreline of all Gibraltar's eastern and western beaches delineate the areas. Large yellow buoys are located at approximately 100m intervals with a string of smaller yellow buoys between them. Green channel buoys also mark the boat channels.

It is forbidden for any power-driven or sail vessel, including windsurfers and surf boarders to navigate or circulate within these areas which are reserved for swimmers.

On the other hand, pedal boats, canoes and other small craft propelled by oars (and not equipped with motors) may be permitted within the regulated area, provided that they are being used in a safe manner.

Inflatables should only be used close to the beach. A wind blowing off the beach makes the sea look calm, flat and apparently safe, but remember inflatables can very quickly be swept out to sea.

Swimmers
Swimmers should also exercise caution and avoid taking unnecessary risks. For the safety and enjoyment of everyone, always swim within the regulated area.
Do not swim...
- When the red flag is flying.
- Near rocks, breakwaters or piers.
- If you feel unwell or tired.
- If you have been drinking alcohol.
- In areas where power-driven or sail boats are active.

Children should be supervised by an adult at all times.
Always follow the advice of the lifeguard.

The Seashore and Pleasure Boat Rules govern and control the use of vessels within the vicinity of our beaches.

Seashore and pleasure boat rules

Unregulated Channels
The purpose of this channel is to permit vessels to approach the shoreline. There are unregulated channels situated at Western Beach, Sandy Bay and Eastern Beach.

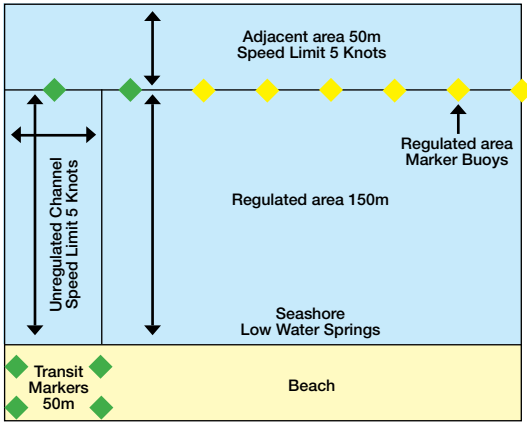
Please note there is no longer an unregulated channel at Camp Bay.

Demarcation of Unregulated Channels
The unregulated channel is demarcated by two pairs of orange, diamond shaped markers on posts, which have been placed on the beach approximately fifty metres apart so as to nearly as possible form a right angle to the shoreline. The area between two imaginary lines drawn seaward from these diamond shaped markers forms what is known as the unregulated channel. The seaward line of this channel is marked, for the convenience of navigators, by a green coloured buoy.

Entry to the Regulated Area
No person, being the navigator of a vessel*, shall cause or suffer the vessel...
a) to enter or to be in any part of the regulated area.
b) to be within thirty (30) metres of any vessel at anchor.
c) to be within thirty (30) metres of any bather.
***Vessel** means anything which is mechanically propelled and is constructed or used to carry, tow or pull persons or goods by on or in water.*

Adjacent Area
The adjacent area means the sea adjacent to the regulated area to a distance of two hundred (200) metres seawards from the shoreline.

Speed limit for vessels
No person, being the navigator of a vessel shall... navigate the vessel at a speed exceeding five knots in an unregulated channel or in the adjacent area.



Age Restriction

A speed boat means any power-driven vessel capable of speeds in excess of fifteen (15) knots.

No person who is under the age of eighteen (18) years shall...navigate a speed boat unless he/she is if for the time being authorised in writing to do so by the Captain of the Port.

Before being given any written authority the Captain of the Port may require the person to pass to the satisfaction of an authorised officer an oral or written examination and/or a practical test in order to ascertain the competence of the person to navigate a speed boat.

The Captain of the Port may at any time for sufficient cause revoke in writing any such authority.

Control of Towing

No person shall...
a) Aquaplane or Water-Ski in any part of the regulated area, or
b) Aquaplane or Water-Ski within thirty (30) metres of any bather, except for the purpose for taking part in any sporting event, which the Captain of the Port has authorised in writing.

No person, being the navigator of a vessel, shall...
a) cause or suffer any person to be towed from the vessel in such a manner that the person being towed contravenes the aforementioned rules.
b) cause or suffer any person to be towed from the vessel unless there is on the vessel a responsible person who is acting as a look-out for the safety of the person being towed and is able to communicate directly with the navigator, or
c) cause or suffer any person to be towed from the vessel in any manner that is unduly dangerous to any person.

Dangerous User

No person, being the navigator of a vessel, shall...cause or suffer the vessel to be navigated or to coast in a dangerous manner or without due care and attention or without reasonable consideration for other persons.

Insurance Requirements

No person shall use, or cause to use or permit any other person to use any vessel without insurance in respect of third party risks, as may be approved by the Captain of the Port, for vessels that are either:
(a) six (6) metres or more in length; or
(b) mechanically propelled irrespective of its size.

Port rules

Speed limit of 5 knots
Every vessel must proceed at a speed not exceeding the limit of five knots within the Inner port area enclosed to landward by...
a) a line drawn from the southern end of the Western Arm to the northern end of the Detached Mole, and;
b) a line drawn from the southern end of the Detached Mole to the northern end of the South Mole.

A person who causes or permits any vessel other than an RGP, Royal Navy Gibraltar Squadron or Gibraltar Defence Police (GDP) launch or a Port Authority launch engaged on urgent duty to proceed at a speed exceeding five knots within the aforementioned area is guilty of an offence (except where the vessel is taking part in an event which has received the prior approval of the Captain of the Port).

Inconsiderate User Rule
A person who within the Port water-skis or navigates a powered vessel without reasonable consideration for other persons or vessels using the Port is guilty of an offence.

Water-skiers Rule
A person who, without the prior approval of the Captain of the Port, water-skis within any of the following areas of the Port shown in Figure 1, is guilty of an offence.
a) inshore of a line drawn 100 yards to seaward of, and parallel to, a straight line connecting the north-west corner of the aircraft runway extension and the north-west corner of the Western Arm of the North Mole.
b) inshore of a line drawn 100 yards to seaward of, and parallel to, the Western Arm of the North Mole for its entire length whether to seaward or landward of the Western Arm.
c) the area eastwards of the break water at the Runway Windsock Island to a distance of 850 feet from the parallel to the Northern edge of the aircraft runway

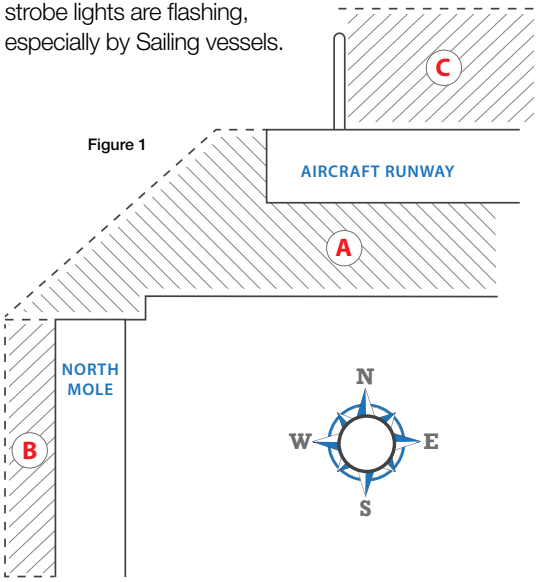
Enforcement
Any person who without reasonable cause contravenes any provision of the aforementioned rules is liable to prosecution.

Lights for small vessels
Small vessels when under way between sunset and sunrise shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent a collision.

Consideration for other boat users
The owners of power driven vessels have to be particularly careful as the noise, speed and wash created by their craft is seldom appreciated by other boat users. Courteous behaviour will make the sea a safer place for all.

East and West of runway –
Transit across the east and west of the runway is not allowed when the white strobe lights are flashing, especially by Sailing vessels.

Figure 1



Canoes, small sailing boats and boardsailing

- It is vital to always wear a lifejacket or buoyancy aid.
- Carry a portable VHF radio/mobile telephone in a waterproof plastic cover.
- It is never advisable to canoe or sail alone.
- Keep as close to shore as is reasonable.
- Never canoe or sail in poor visibility or risk being caught on the water after nightfall.
- Avoid sailing/canoeing when the wind/current is in the opposite direction to the shore.
- Smaller craft are not usually detectable by radar.
- Users of small sailing boats and sailboards should know "The Rules of the Road."

Diving

Diving in Gibraltar is governed by the Department of the Environment's Marine Protection Regulations 2014 and these must be referred to for guidance. Further details of the Regulations and how to obtain Permits can be found on their website at www.gibraltar.gov.gi/new/marine-protection.

It is advisable that you have a medical certificate of fitness and hold a valid diving qualification.

If you are still training, a qualified diving instructor should accompany you.

The area at which you dive must be visibly marked with an orange buoy or International Code Flag A (white/blue).

- There are a number of areas in Gibraltar where diving is not permitted or requires special permission. Diving is not permitted within the Harbour, Anchorage areas, near anchored warships or within 100 metres of any MOD area.
- Prior to any dive it is recommended that details of where you propose to dive, the number of divers, person in charge and a mobile telephone contact number are given to the Port Authority or the RGP Marine Section.
- The removal of artifacts of heritage value from the sea is strictly prohibited and is a criminal offence.
- A number of marine species are legally protected and their removal/collection is also an offence.
- It is prohibited to fish with aqualungs and a spear gun, or any other implement constructed or adapted for the use of underwater fishing.
- Gibraltar does not operate a readily available Recompression Chamber for diving emergencies. In the event of an emergency, call 112 or 199. Give your name, location, nature of emergency and a return contact number.

It is always a good idea to check your watercraft prior to every outing. This will allow you to make sure that your vessel is in top operating condition.

Personal watercraft... Jet Skis

Pre-start checks

Some things to check are...

1. Battery - Make sure that your battery is fully charged, and that all electrical wires are properly connected, tight, and not frayed.

2. Controls - Make sure all operating controls are working properly - steering controls, stop button, kill cord cut-off, and throttle.

3. Drain Plug - drain your bilge - and be sure your plug is properly secured before launching.

4. Engine - Check your engine - fluid levels, hose connections, oil level/leaks, and finally make sure the engine compartment cover is properly secured.

5. Fuel - Make sure that you don't have fuel leaks, and fill the tank. Many personal watercraft are equipped with a reserve switch to help you avoid running out of fuel. If your craft is not equipped with such a switch plan on using 1/3 of your fuel as a reserve.

6. Hull - Check the outside of your craft for hull damage, check the jet pump cover and inlet for damage and secure the seats.

7. Protection - A properly fitting life jacket, gloves, wetsuit, eye, head and foot-gear, will all help protect you from injury.

8. Safety Equipment – Carry a fire extinguisher, signalling device(s) and a portable VHF/mobile phone in a waterproof bag. It's also a good idea to have extra line, drinking water and sunblock.

Although personal watercraft are designed primarily for pleasure, it must be borne in mind that their improper use may constitute a danger to other sea users.

Personal watercraft users should bear in mind the following points...

- Under no circumstances must the water jet expelled by its propulsion system be pointed in anyone's direction.
- Remember to attach the kill cord to your-self. This will cause the engine to cut out instantaneously should you fall off.
- If you are in trouble and have no means to signal, then wave both arms up and down slowly. This is a recognised as a distress signal.
- The same Rules, Regulations and Bye-Laws that apply to other vessels also apply to the users of personal watercraft.
- Personal watercraft that have no running lights should only be used during daylight hours. Between the hours of sunset and sunrise they must exhibit the lights required by the Regulations for Preventing Collisions at Sea.
- A jet ski is considered to be a restricted import under the Imports and Exports Ordinance. Therefore, HM Customs clearance must be sought prior to importing a jet ski into Gibraltar.
- All jet skis must be registered with the Port Authority and clearly display their registration numbers on each side of the vessel.

Those in the maritime community rely on radio communications for their safety. The use of VHF radio equipment is subject to a radio licence and operators should ensure that they know and observe correct procedures.

Marine VHF communications

Routine calls

Normal VHF routine calls to other stations/seacraft can be made using open calling on channel 16.

When calling on channel 16, all other stations/vessels monitoring this channel within a range of 10-15nm will hear your transmission depending on the output power and aerial height above the water. Once contact is established, select and switch to the correct working channel to continue your transmissions. It essential that routine calling communications on channel 16 are kept to a minimum to avoid unnecessary interference.

Local Channels

Certain channels have been set-aside, by international agreement, for use by Port Authorities and Ship Movement Services. In Gibraltar the Port Authority uses channel 12 and channel 20.

Further information on VHF radio licences can be found on the Gibraltar Regulatory Authority website at... www.gra.gi/communications/ship-station

VHF marine distress/urgent calls on channel 16

Unlike the signal from mobile telephone, marine VHF provides longer range coverage and can be tracked by rescue centres and rescue craft.

With a normal VHF radio, emergency calls can be made on channel 16, using either the international radiotelephone distress signal *"Mayday"* or the radiotelephone urgency signal *"Pan Pan"*.

Correct procedure for distress or urgency calls

- *Mayday Mayday Mayday* (distress) or *Pan Pan Pan Pan Pan Pan* (urgency).
- *This is (name of vessel / station)* (spoken 3 times).
- *Mayday* or *Pan Pan*.
- Name of craft and call sign.
- Vessel's position relative to a well known geographical area.
- Nature of distress and kind of assistance required.
- Any other information which may assist rescuers - number of persons on board and a description of craft.

The signal *"Mayday"* indicates that a vessel or person is in grave and imminent danger and requires immediate assistance. All stations hearing this signal must immediately cease transmission and listen for the distress call and message.

The signal *"Pan Pan"* indicates that the station making the call has a very urgent message concerning the safety of a vessel or person but does not necessarily imply the presence of imminent danger or requirement of immediate assistance.

Other safety messages

The signal *"Securite"*, usually made by a coastal station, indicates that an important navigational or meteorological warning is about to follow.

Other distress signals

- Use flares.
- Raise and lower out-stretched arms.

Personal survival at sea

If there is an accident, basic first aid knowledge could help save a life before professional help arrives.

Man Overboard procedure (MOB)

- Immediately throw a lifebuoy and attachments overboard. Even if the casualty in the water cannot reach it, it will help to mark the approximate position.
- Alert other persons who maybe onboard by shouting "Man Overboard!" and state clearly whether the casualty is on the Port or Starboard side.
- Watch the casualty in the water and point continuously.
- Mark your position - most navaids have a MOB function. Remember the MOB function records where the person fell overboard - he/she will drift away with the tide.
- Start your recovery manoeuvre.
- If you cannot see the casualty in the water, or you have any doubt about your ability to recover him/her, you must call for assistance without delay. Call 'Gibraltar VTS' on VHF channel 16 or channel 12, or the Police by mobile phone on 199.
- Only enter the water as a last resort. Do not compromise your own safety and do not leave your own vessel unmanned.

What can the casualty do?

- Try not to panic, think clearly and conserve your energy.
- Look for the lifebuoy which may be close by.
- Attract attention by using the light and whistle on the life jacket.
- Whatever your situation conserve your energy and body heat. The greatest threat to your survival is from exhaustion and the cold. Prevent heat loss by crossing your legs and folding your arms across your chest. If wearing a floatation suit tighten any wrist, ankle and neck fastenings.
- In most cases it is not advisable to swim for the boat as this promotes heat loss and exhaustion.
- In rough conditions, turn your back to the waves to shelter your nose and mouth.

Hypothermia

Falling into cold water can cause dangerous hypothermia. This is when body heat is being lost to the surrounding water more rapidly than it can be generated.

First stages of hypothermia...

Shivering, looking cold, complaining of the cold.

Second stages of hypothermia...

Lethargy, drowsiness or confusion followed by numbness, nausea, slurred speech and loss of consciousness.

If untreated the casualty could die. Be prepared to administer immediate first aid and seek professional medical attention if required.

For further information on first aid training courses contact the St John's Ambulance on 20077390.

First Aid Kits

A First Aid kit should always be kept onboard. Your First Aid kit should contain a comprehensive supply of first aid materials.

All medicines should be in date and the kit should have an up to date first aid book of instruction.

It is advised that at least one person onboard your vessel should be first aid trained.

Remind passengers who suffer from Asthma, Diabetes and other such like illnesses should carry with them any needed medicines in case required.

Registration and identification

Locally based boats and other sea craft must be registered with the Port Authority.

A permit will not be issued unless a suitable berth has already been identified for the vessel. The vessel's official number must be distinctly marked on the bow and the size of each number must be at least four (4) inches in height. It is advisable to carry your vessel's documents, including the licence (commonly called the Red Book) when you set sail in case you are stopped by a maritime authority.

Security and insurance

Rule of thumb... If you can take it with you then do so, before someone does it for you.

Boats, outboard engines and boating equipment are very expensive, sometimes very difficult to replace, and are generally easy targets for thieves. When a loss occurs the ability to positively identify property is crucial to its recovery and the prosecution of offenders.

Be advised and try to do the following...

- Keep an inventory of your vessel and all property kept onboard, the inventory should be systematic and include serial numbers with make and prices of all equipment on board.

Your inventory can be backed up with either photo or video camera images.

Try to mark your belongings with a permanent mark personal to the owner, this makes later identification easier and more reliable.

- When you purchase equipment always retain the receipts.
- More substantial craft should consider an alarm system. Be sure to choose a system specifically designed for boating use as the damp and the constantly moving marine environment may cause conventional systems to malfunction. If you have an enclosed cabin you should include a smoke alarm.
- Lockers should be equipped with non-removable hasps and hinges and secured with padlocks. Consider chaining outboard engines and fuel tanks to the boat and secure your vessel at its berth by means of a padlock and chain.

Useful telephone numbers

Emergency
Police 199/112
Ambulance 190
Fire 190
Port Authority Operations Room
(Search and Rescue)
Duty Port Officer
Mobile +350 57334000
Tel: +350 200 46254
Ext Nos. 2003, 2004, or 2005

For VHF radio users
Marine distress/urgency and calling use channel 16.
The Gibraltar Port Authority also uses channel 12 and channel 20.

Other useful telephone numbers
Royal Gibraltar Police Marine Section
20046743
Royal Gibraltar Police, HQ,
Control room 20072500
Gibraltar Defence Police, HQ,
Control room 20055026
HM Customs Outfield 20046731
Gibraltar Regulatory Authority
(VHF radio licences) 20074636
Gibraltar Yacht Registry 20078343
Queensway Quay Marina 20044700
VHF channel 71
Ocean Village Marina Bay 20073300
VHF channel 71

Local maritime clubs
Calpe Rowing Club 20050590
Cormorant Camber Boat Owners Club
20078326
Gibraltar Canoeing Association 54025033
Gibraltar Sea Scouts 20072871
Mediterranean Rowing Club 20073157
Royal Gibraltar Yacht Club 20078897
Watersports Association 57672000

Related Legislation
- Merchant Shipping Act
- Port Rules
- Port Act
- Nature Protection Act
- Marine Protection Regulations
- International Regulations for Preventing Collisions at Sea
- Fast Launch Control Act
- Seaside Pleasure Boats Rules 1989

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www.oceanvillage.gi **www.marinabay.gi**