

Background

Commenting from a recreational sailing qualification training organisations perspective (yes we are small fry in the big scheme of AMSA).

The Problem

This sail training industry here in Australia is being stifled by the requirement to take students involved in training no further than 30 nautical miles from the coastline.

We have students who are going to purchase vessels and sail them internationally. They deserve to have training that sets them up for success, and reduces the likelihood of running in to trouble.

To provide this type of training, we need to have a provision for commercial sail vessels involved in sail training to go to offshore waters, and ideally internationally. The ability to show new recreational sailors how to cross an ocean to New Caledonia and the Pacific is crucial to the future safety of these Australian citizens as they go and explore the world.

The Risk

At any given time, there are thousands of recreational sail vessels crossing oceans around the world. There is a very low risk of something going wrong on these vessels even when there are unqualified personnel in charge.

Recreational Sail Vessels built to the ISO standards contained in the recreational craft directive (RCD), should be accepted for Australian domestic commercial vessels that are involved in sail training with students onboard. For example, an RCD category 'A' vessel should be allowed to train students as a 'RAV' across oceans to say New Caledonia or New Zealand. The vessel is already built and confirmed to comply with standards using the RCD for this type of vessel.

Desired Outcome

To encourage safe water usage and the safe transit of Australian's purchasing sail vessels and travelling overseas, I would like to see a provision made for sail training organisations to be able to acquire vessels that meet the RCD, and use them in waters that the RCD stipulates they have been accredited to operate in.