

# Recreational Marine Driver Licence



## Practical Assessment Statement

The Department of Transport and Main Roads wants to ensure that our waterways are made as safe as possible. To assist this, can the candidate please carefully read the below before signing. If you don't feel comfortable that each of the criteria has been provided; please provide your feedback by emailing [boatsafe@tmr.qld.gov.au](mailto:boatsafe@tmr.qld.gov.au)

I certify that during my BoatSafe RMDL course, I had the following items demonstrated to me. I was then given sufficient opportunity to practice these tasks and to demonstrate basic proficiency.

<p><b>Stability and trim (demonstration and explanation)</b></p> <ul style="list-style-type: none"> <li>a. Passenger brief. Stress importance of safety and where safety equipment is and what equipment is present.</li> <li>b. Movement of passengers to demonstrate list and positive and negative trim.</li> <li>c. Effect on performance with different states of passenger loading.</li> </ul>	<p><b>Anchoring (demonstration with explanation)</b></p> <ul style="list-style-type: none"> <li>a. Anchor with adequate scope for correct fixing.</li> <li>b. Retrieve anchor by slowly moving boat up under direction of anchor person.</li> <li>c. Anchor with inadequate scope so anchor drags and boat continues to move.</li> </ul>
<p><b>Slow manoeuvres (demonstration and individual practice)</b></p> <ul style="list-style-type: none"> <li>a. In and out of gear both forward and backward, avoiding gearbox trauma.</li> <li>b. Turns to port and starboard at low speed, observing steering characteristics.</li> <li>c. Approach buoy to the bow, and let go of buoy for accuracy of boat placement with respect to wind, tides and steering accuracy.</li> <li>d. Approach buoy to the side as in person overboard drill. This is another slow and accurate approach, with motor off when buoy is level with the bow.</li> </ul>	<p><b>Manoeuvres at speed (demonstration and individual practice)</b></p> <ul style="list-style-type: none"> <li>a. Engine and boat performance between displacement and planning modes.</li> <li>b. Getting on to the plane smoothly.</li> <li>c. Accuracy of engine control and its importance.</li> <li>d. Effect of motor trim on planning angle.</li> <li>e. Maintaining speed and course on the plane.</li> <li>f. Turns at speed: figure 8.</li> <li>g. Stopping from speed.</li> <li>h. Person Overboard drill.</li> <li>i. Course and speed corrections for crossing vessels situations.</li> </ul>
<p><b>Berthing and unberthing (demonstration and individual practice)</b></p> <ul style="list-style-type: none"> <li>a. Taking the boat into a berth. Use of steering and power.</li> <li>b. Leaving a berth. Use of steering and power.</li> <li>c. Tying to boat up: use of bowline.</li> </ul>	<p><b>Launching and retrieving (demonstration with explanation if and where possible)</b></p> <ul style="list-style-type: none"> <li>a. Highlight problems and best way of launching and retrieving to avoid damage and person injury.</li> </ul>

Date of Assessment: \_\_\_\_\_

### Candidate Details

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

### BTP Details

Name: \_\_\_\_\_

BTP Number: \_\_\_\_\_

BTP Signature: \_\_\_\_\_

By signing this document, the BTP verifies that the candidate has undertaken all the tasks as described above and has demonstrated basic proficiency in them.