

**SYDNEY FLYBOARDERS**

# Projects Proposal and assessment

Prepared for: Penrith City Council NSW.

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June 2014

## ***SYDNEY FLYBOARDERS***



## EXECUTIVE SUMMARY

### **Objective**

In success of this proposal, as a commercial business operator, it is our aspiration to commence "Sydney Flyboarders". Flyboarding is a new adrenalin pursuit commencing worldwide. It is our hope to start this commercial business in the facilities of The Rowers club, Penrith. This is an exciting endeavour that is guaranteed to spark attraction and attention. This creates beneficial motives for both parties as the facilities are a well renowned recreation and leisure destination of western Sydney; in addition to the enthusiastic eagerness of clients already searching for this adrenalin pursuit enables for these clients to easily access and find the location to which we hope to set up.

### Introduction:

The Flyboard became a worldwide sensation after the posting of a Youtube video in December of 2011. In just 15 days there were over 2.5 million views globally. Zapata Racing's experience in the engineering and manufacturing of racing Jet Skis allowed for the quick production from design to prototype.

The Flyboard is a water jet powered machine which allows propulsion underwater and in the air. The position of two nozzles under your feet ensures 90% of the propulsion and allow for movement controlled by tilting one's feet. The nozzles on the hands are used to ensure stabilisation, just as ski poles would.

As part of the FlyboardX crew, it is our responsibility to: 'supply the most Xtreme, Xciting and Xclusive products of Xceptional value and quality'.

### Background:

New extreme sport is taking the world by storm. The Flyboard combines the physical attributes of an array of popular sports activities including Jet Skiing, water skiing and wake boarding, skiing and snowboarding and acrobatic diving. Whilst many of these activities can take a substantial amount of time to become skilled at, the Flyboard is very intuitive: it's like learning to walk; it holds no limits to a person's fitness level. It will generally take 20 minutes with an instructor to find your balance and start flying freely. Lying face down in the water all you need to do is bend your knees as the instructor throttles forward allowing propulsion for you to fly straight up. A self-manned flight can take you up to an hour to learn on your own, but allows for a superior flight experience. After a bit of practice you will be able to swim like a dolphin and challenge gravity like Iron Man! The appeal of the Flyboard across a broad demographic of people, and the ability for it to

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be used by a range of age groups with no need for weight or height limits heightens the emphasis of Flyboarding to be both versatile and intuitive.

### Proposed location and area needed

In recognition of the water jet powered machine, it is required that we have a substantial area to cater for both the flyboard, and Jetski. It is our aim to use the Nepean river, within the 8 knot zone opposite 'The Rowers Club'. In particular, we would make a clear penned zone, sectioning a 'secluded' area of the river to where all hazards of other vessels can be minimised, and or eliminated, especially the rowers. It is our objective to create this zone through using floatable buoys. It has occurred to ourselves, after numerous visits to our posed location that the deemed area we see fit for use is an area that has other leisure pursuits being undertaken, such as the rowing club; however after numerous discussions with the captain are more then able to work collaboratively together in making sure it is a safe and manageable operation.

### Hours of operation

Hours of operation would be dependent on number of bookings and availabilities. However, on a basis of regular operation, each individual flight would run for an hour. We hope to fill up as many potential bookings on weekends, and weekdays keeping up to the demands of the clients. We would be available 7 days a week with hoping to be available for all bookings ad walk up enquiries catering for all periods throughout the year.

### Storage

We will be responsible, and have all equipment necessary for our operation each time we operate. The only facilities we will require are the restrooms (toilets and change area), and perhaps a table and chairs which we can organise in advance with our own initiative. it is also our desire to use the wharf and the naturally accessible shade facilities and beautifully landscaped seating facilities that allow for everyone to enjoy!

### Benefits

We believe through our contributions we can offer the following benefits:

- Increased personnel at the venue, and surrounding businesses; including the adjacent restaurant and other pursuits offered at the resort
- Promote events and functions for greater crowds
- Create a wider community for other businesses to gain business repour
- Increase the public flow and location to the wider public
- Embrace and contribute to the community relations occurring within the grounds
- The clubs facilities will be used in regards to creating a joint venture using their bistro, bar facilities (drinks), and the overall leisure calendar the resorts offers will be promoted

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- The Flyboard will provide entertainment for patrons of the club and primarily, attract a greater audience and generate more business.

### **Environmental impacts**

Flyboarding will not impact the environment or the area at use. Through professional training and certification, it is paramount to ourselves that we do everything in our will to not destroy or create potential damage to the land, water or surroundings. We understand the level of high maintenance that is paramount to obtaining such natural surroundings and infrastructures, thus we will do everything in our power to not go against this and jeopardise anything, if anything we will help contribute to the maintenance and well-being of the facility. We understand the potential hazard through our operation amongst other vessels, however we aim to work within strict safety control and proactive assessments at all times.

### **Potential impacts on other venue users**

We would promise to negotiate a suitable timetable where by the available area in which we are granted to use would be made beneficial to ourselves and other deemed users. Working in association with one another can help us enhance community efforts, in addition to helping create repour with other businesses and their cliental. Where by discretion or negotiation is required, it will be ideal to work in collaboration with one another and negotiate to a reasonable and sensible agreement. We do not pose any impacts upon other venue users, as we aim to work collaboratively with other users in hope of working together and create positive attributes out of all situations.

### **Conclusion.**

In conclusion, as owners of "Sydney Flyboarders" we hope you find this proposal and assessment to be both informative and exciting for what can be expected if you choose our extreme leisure pursuit to be apart of the Western Sydney, Penrith community using our commercial activity. We hope this proposal offers you an in depth explanation of the water jet powered machine, and its enthusiastic capabilities! We hope by accepting this proposal you can see the numerous advantages that would consolidate your facilities at our presence.

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Again, we thank you for your time and opportunity to be a part of the Penrith community. We hope for success, and hope to be a part of your facilities to fulfil our offered contributions and work as a collaborative team.

For any additional enquiries, or consultation we are available to provide sufficient information and, if granted have a meeting in respects to formerly acknowledge this contribution.

Kindest regards, and sincerity,

Tyce Winkler and Shaye Felsch

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0410475137

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# **Sydney Flyboarders**

**Hire and Drive Flyboard with attached PWC**

**Model Safety Management Plan**

**PENRITH FLYBOARD HIRE**

**August 2014**

Sydney Flyboarders

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- A. Flyboard hire and drive form
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## **1.Purpose of this safety management plan**

- Identify risks in the hire and drive of personal watercraft and implement ways to minimise them.
- Identify the responsibilities of the hire and drive personal watercraft provider, driver and riders, and what they should do to reduce risk of damage or injury.
- Advise staff and customers what to do in an emergency.

The personal watercraft driver manages the risk of injury or damage if they operate the craft in a way that is outside this safety management plan.

The provider manages the risks associated with developing this safety management plan.

The provider may add further emergencies to the list within after undertaking a risk assessment.

The provider will develop emergency response procedures.

## **2.Flyboard provider**

**Company and trading name:** Sydney Flyboarders

**Head office:** Lot 1, Burns Close, Rooty Hill, NSW, 2766

**Managing directors:** Tyce Winkler

**Phone:** 0410146146

### **Qualifications of operator:**

- First aid
- Coxswains NC 2
- Jetski license

### **Nearest advanced life support facility**

**Name:** Nepean Hospital

**Address:** Derby Street Kingswood NSW 2747

**Phone:** (02) 4734 2000

Staff meetings to raise new issues and review effectiveness of the safety management plan held at least every three months.

See Annex B for a list of staff induction and ongoing training requirements.

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### **3. Personal watercraft for hire**

Model: Yamaha GP1300R

Max power output: 1300CC

Registration: IBM917N

Expiry: Jan 2015

Recreational vessel: Flyboard

Model: Type 1      Serial number: 130343AP

Registration conditions (if any) applicable to each vessel:

**Rescue ship(s): Runabout Vessel**

**Model: Air Nautique Team SV-211**

**Registration: AFS490N**

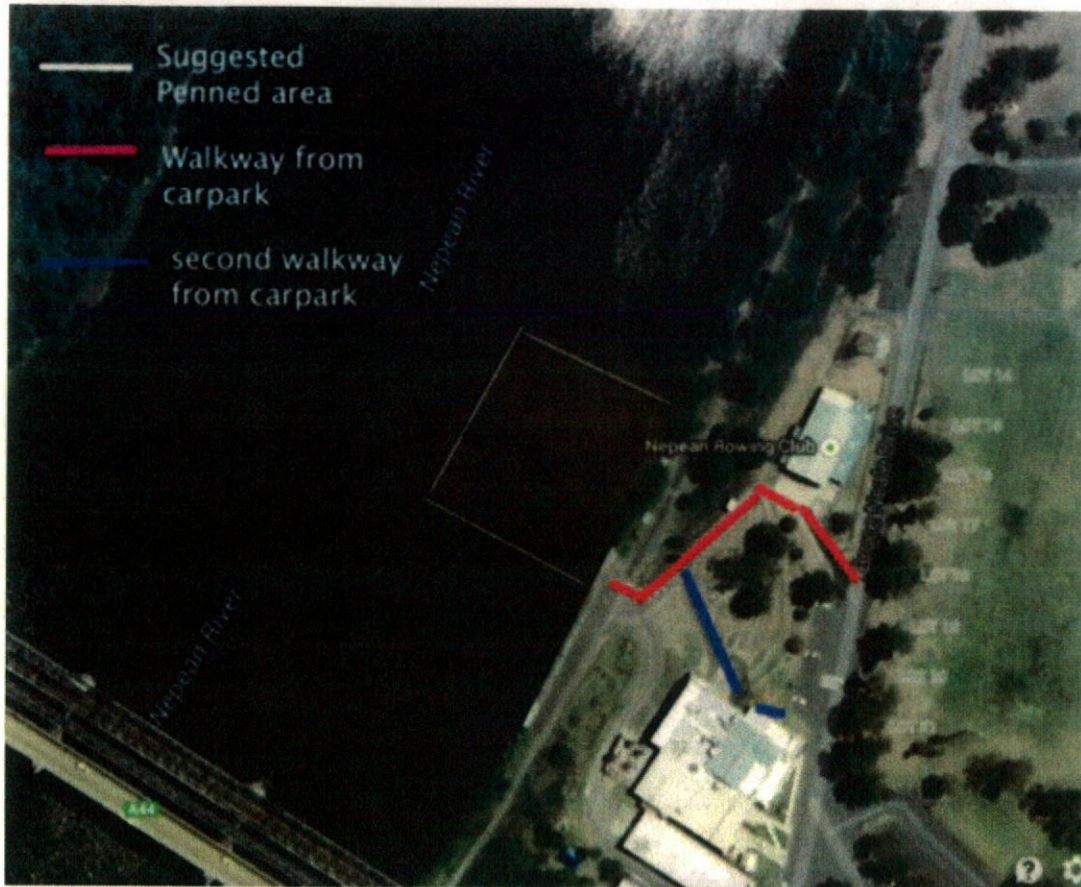
**Expiry: July 2014**

Driver must have a personal watercraft licence if they operate the craft:

- At a different place from hire
- Between sunset and sunrise
- Beyond smooth waters (outside a designated pen or tour plan area)
- At a speed exceeding 10 knots outside the direct line-of-sight supervision of the provider.

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## 4.Hired area



### *Neapean River; adjacent to the rowers club.*

Sydney flyboarders has selected this particular spot within the Nepean river as a first preference due to numerous reasons, these being the following:

- Easy access into the carpark and club accessing our area of operation
- We have had several conversations with Daniel, the captain of the rowing club who says once their kayaks have entered the water they only go left down the river, not to the right where we would like to use a penned area and operate

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- Very minimal boats use this particular end of the river due to it being an 8 knot zone. In addition, this end of the river leads to the weir, which no one can access across, let alone give anyone a reason to go down that far in a boat for leisure
- The Nepean belle turns around at/ before the bridge 300-350 meters away from where we will operate so we will not be in each others operating routes, thus minimising additional burdens/ obstacles on each others course.

This operation will require a penned area within the river as marked in the above photo with the yellow markings. The penned area will be made using floatation devices; floating buoys. The area we would like to request is 50m by 50m in dimension. This space will be sufficient to operate the jetski and flyboard allowing additional room for new flyers who will need a larger available space to move in a greater radius around the ski.

As a commercial operation we can only estimate how many clients we will cater for per day/ weekend as we have not done this particular set up before and do not know exactly what we will cater to. However, as an estimation, we are hoping to cater for a minimum of 7 people per day. We plan to offer the following flight times; 15 minutes, 30 minutes , 45 minutes and one hour. These flight times would be obviously dependant on the individual and if it were a group booking (corporate, bucks, hens, work, social) requiring us to look at the amount of people versus our operation times and what we could allocate during that time slot.

Our trading days would be Saturday and Sundays. We hope to also operate during the weekdays in school holidays, state and national hol-

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idays such as public holidays, annual holidays such as christmas, new year, easter. Our focus is on operating saturday and sunday every week during the summer months of the year. During these two days we hope to operate from 9am until 6:30pm. These operating times are in negotiation with those involved; such as the Council and The Rowers from the Rowing Club. It has been discussed with the rowers that our schedule will be negotiated and planned around they're schedules so we don't have any clashes with their important events or larger scheduled training sessions.

The jetski and flyboard do not expel high levels of noise. There is noise projected from the jets as the water is expelled out as it hits the water, however it is not a noise that would echo beyond a large radius to cause a disturbance. It is suggested that the noise projected would not be able to be heard by patrons on the balcony outside The Rowers Club, therefore would not disturb the clients enjoying the facilities at the club.

In discussion with The Rowers Club, we have been successful in being able to use the facilities of the club amenities such as toilets and clean water. In keeping with the clubs rules, our clients will be asked to be signed into the club and then be able to use the facilities of the bathrooms, and clean water. This process will be simple as we have also been able to gain the access of a conference room enabling us to conduct our theory component of the flight inside allowing for clients to do the following:

- sign into the club
- Use club facilities; bathroom and clean water

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- escort the clients to the pontoon area ready for flight and practical training making sure their entry and access is safe and free from hazards or obstructions

Clients will have access to the river pontoon from the car park entrance of The Rowers Club. It is understood that the carpark is council property so it is with this application that we also ask to use the facilities of the carpark. It is estimated that there will only be 3-4 spaces taken up via Sydney Flyboarders at any given time. This is guessed by the amount of bookings we could cater for within each hour time slot.

Due to being local to the Penrith region, storage and or permanent fixtures for the operation are not necessary or required. We will be transporting all equipment necessary for our day to and from the venue when needed. We will set up and set down everything everyday and will not leave anything behind or set up. This includes the buoys (used for the penned area) and the tent we would like to set up. The tent is a 3m by 3m tent that would be used as a multi purpose space. This tent would be used as the following:

- additional shade
- neat and organised space for paperwork and client information sheets
- keep the esky with water bottles inside
- change room for quick changes of clients
- area for clients to keep their belongings
- Make sure all belongings, equipment and additional items are in one neat, contained space so its not spread everywhere- its one designated spot.

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Please note, this tent is only a negotiation, if there are issues having the tent on the locations as specified by the attached images, we can operate without it. *The tent is an option, not a necessity.*

We believe this operation will be both rewarding and beneficial to all personnel involved. In relation to the positives, we have also formulated a table demonstrating the negative and positive aspects of the commercial operation on the Nepean river; please see below.

ADVANTAGES/ POSITIVE ATTRIBUTES	DISADVANTAGES/ NEGATIVE ATTRIBUTES
Be an attraction in Penrith	The area has a chance of flooding; 1 in a 100 years are large odds, but still existent. - if floods were to occur, we would not be affected because all of our equipment is taken home at the end of each trade. We will not be operating if the weather was dangerous or gave chance of a natural disaster. We would only like to operate during the summer months, therefore highly reducing the risk of this occurrence.
The operation is not yet set up in NSW, so it would be a major asset to have the only one operating in Penrith; attracting greater attention	Due to the family friendly environment, kids may want to participate, and unfortunately you must be over 16 to fly so we would have to sincerely decline their desire to fly
Promote The Rowers Club, helping gain them additional clientele	
Family, friendly environment	
Great location, easy access	
Facilities are accessible; bathroom, changerooms, parking, clean water, restaurant in the club if clients want to take advantage of it.	
Beautiful part of the river; environment is stable and safe, free from hazards	
The section we are hoping to occupy, has very minimal boats using it and as it is near the weir it is barely used by any public patrons and or for activities.	

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Entry and exit from the water is safe, already set up and free from hazards for the equipment and persons	
Location is distant from residents housing and occupant resides; thus noise that may be emitted will not affect them.	
Location is far enough away from the club and rowers shed for it to not be heard, therefore it wont disrupt them, in addition will create bare to minimal noise pollution.	
The river is so wide it allows for a 50m x 50mpenned area plus enough room for all other public persons that wish to do individual activities to their leisure.	
In negotiation with the Rowers, we are successful in being able to liaise with the members and their calendar to work effectively with one another to not operate on scheduled events or important training sessions if they require more space and learning diameter within the river,	

Due to the Rowers club allowing us to use their bathrooms and clean water it will only require additional expenditure for general up-keep of the bathroom which they already have in place. However, due to the flights only being a maximum hour, we don't foresee these amenities being overly used a great deal by many clients. Due to this, the council and public bathrooms will not need to be used thus not require additional up keeping or money required for such maintenance.

Due to the location being of a natural existence, there will be no money needed from the council to help pursue or exercise this operation. We see it as cost friendly to the council as we do not see what funding or costs we require you to contribute in order for the operation.

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The costs of operation are minimal. The initial set up is an obvious large expense, but the upkeep and general house keeping is minimal. On a personal note, the costs are consistent, however from the perspective of council and other parties involved, there are no costs involved for them. The costs are simply business upkeep. Being the operators and owners of Sydney Flyboarders, the costs are orientated for us only. Our costs will include:

- promotions
- fuel (car, jetski, extra jerry can)
- staff
- water bottles
- Jetski servicing/maintenance
- flyboard service/ maintenance
- insurance
- public liability
- website up keeping
- phone bills
- life jackets
- helmets
- wet suits

In the perspective of costs and money involved we are quoting the following prices per flight time.

15 minutes: \$69

30 minutes: \$99

45 minutes: \$129

one hour: \$159

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These prices are a basis for our starting point. As previously noted, because we have not done this commercial pursuit before, we are unaware of the demand and popularity of such pursuit. In this however, we are attaining for a HIGH response rate, therefore reinstating the fact these prices are a basis and can/will be assessed after a trial period.

These prices are not designed just for sole profit, yet to cover costs and allow for all stakes to receive their share and also be able to receive some personal benefits for setting up the commercial operation.

## 5. Provider to check before hire

<b>Hazard</b>	<b>Risk</b>	<b>Action</b>	<b>Instruction to driver</b>
<b>Unseaworthy PWC</b>	Failure of PWC or Flyboard	Check seaworthiness before each hire. Do not hire if unseaworthy.	Do not operate without certified seaworthy vessel
<b>Missing safety equipment</b>	Operation without safety equipment	Check safety equipment before each hire. Do not hire without all safety equipment.	Do not operate without all proper safety equipment
<b>Weather conditions</b>	Rider impact and injury	Assess weather conditions. End hire if unsafe.	Relevant weather forecast and impact in the area of hire.
<b>Strong tide</b>	Difficulty controlling the Flyboard in relation to the PWC.	Assess tidal currents. End hire if unsafe of inexperienced.	Keep within the limits of pen operations.

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<b>Strong winds</b>	Reduced or severe loss of control of the Flyboard	Assess wind and forecasts, wind strength should not be more than 60km/hr. end hire if unsafe.	Keep within the limits of pen operations, follow all instructions if unsafe situation develops.
<b>Heavy surf or crossing bar</b>	Loss of control	Flyboard is not designed to be used in such conditions. End hire immediately.	Keep within the limits of pen operations, follow all instructions if unsafe situation develops.
<b>Reef and navigational hazards</b>	Driver collides with reef	Record locations of sand bars, reefs and navigational hazards.	Location of sandbars, reefs, anchorages and navigation hazards in area, including coral visibility. Keep within the limit of pen operations.
<b>Congestion</b>	Driver strays into traffic	<ol style="list-style-type: none"> <li>1. Assess congestion conditions.</li> <li>2. Alter tour route or area.</li> <li>3. Reduce speed of tour</li> </ol>	Limits and markings of the planned navigation area. Keep within the limits of pen operations.

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<b>Large group</b>	Poor communication	Assess leader to rider ratio. Check tour leader has appropriate radio, phone or communications device.	Keep in close and regular contact with the PWC on the tour
<b>Briefer lacks experience or training</b>	Inadequate briefing	If briefer has given less than 100 briefings, overseer holding a restricted coxswain license or higher and a personal watercraft license must be on call.	Do not operate/ hire until certified briefing attained and acknowledged.
<b>Tour leader lacks experience or training</b>	Tour leader fails to maintain safety	Check the tour leader holds: <ul style="list-style-type: none"> <li>1. Restricted coxswains license of higher</li> <li>2. Recreational PWC license</li> <li>3. Current first aid certificate</li> </ul>	Do not operate/hire without appropriate training and course management

## 6.Driver to tell provider before hire

<b>Hazard</b>	<b>Risk</b>	<b>Action</b>	<b>Briefing instructions</b>
<b>Overloaded PWC or Flyboard</b>	Difficult to control safely	Obtain drivers details and number of riders. PWC has a maximum of two riders at any given time; Flyboard is restricted to strictly one person.	Provide full name and address of all riders.
<b>Driver with medical condition</b>	Medical episode at speed.	Provide medical declaration form.	Sign a declaration that no medical condition affects ability to operate personal watercraft safely.

<b>Driver is under 16 years old</b>	Driver lacks maturity to drive safely	Do not hire unless the driver provides evidence they are over 16.	Provide proof of age.
<b>PWC too powerful</b>	Driver loses control	Check that personal watercraft suits the needs of the driver. Adjust throttle control to suit the rider	Tell provider if uncomfortable driving due to craft size or power.
<b>Inattention to instructions</b>	Unsafe use of PWC or Flyboard	Do not hire unless all riders understand safety briefing in English ( or other language agreed)	Tell provider if briefing not understood.

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## 7. Briefer to tell driver before hire

<b>Hazard</b>	<b>Risk</b>	<b>Action</b>	<b>Briefing instructions</b>
<b>Driver knowledge</b>	Driver misuses equipment or systems	Do not operate. Cease Hire	All safety briefing checklist items (Annex A) must be checked and attained

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<b>Lack of driving skills</b>	Driver loses control of PWC or Flyboard	Refuse hire unless driver demonstrates competency	All basic competencies for pen operations and advanced competencies for tours (See Annex A) must be completed.
<b>Overloaded PWC or Flyboard</b>	PWC of Flyboard difficult to control safely	Obtain drivers details and number of riders. PWC has a maximum of two riders at any given time; Flyboard is restricted to one person	Maximum number of people on board while underway.
<b>Driver unsure to return</b>	Driver does not return	Reassure driver and occupant of departure and estimated arrival time.	Expected time and date of departure and return to be duly noted to other patrons and trainers.

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## 8. Provider to demonstrate and assess

<b>Hazard</b>	<b>Risk</b>	<b>Action</b>	<b>Briefing instructions</b>
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<b>Inexperienced driver</b>	Unsafe operation of PWC or Flyboard	Safety briefing demonstration. Assess competencies (Annex A)	Full safety briefing checklist (Annex A)
<b>Riders do not use safety equipment properly</b>	Driver fails to wear personal flotation device properly	Demonstrate how to use all safety equipment	Correctly use and store personal flotation devices.
<b>Emergency situation</b>	Riders unsure what to do in an emergency situation.	Demonstrate emergency procedures (see section 11).	Full safety briefing and demonstration and perform competencies as instructed.

## 9. Provider to supervise during hire

Hazard	Risk	Action	Briefing instructions
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<b>Over confident driver</b>	Unsafe operation of Flyboard	Keep in line of sight to monitor safety and ensure rescue ship available.	Keep within direct line of sight with tour leader.
<b>Congestion</b>	Collision	<ul style="list-style-type: none"> <li>• Riders to wear high visibility clothing</li> <li>• Keep direct line of sight with all riders</li> <li>• Ensure maximum leader to rider ration 1:5</li> </ul>	10 knots maximum when within 30 metres of another moving ship/ vessel.
<b>Wash from other vessels</b>	Danger to driver	Monitor safe wake-crossing techniques	Safe wake-crossing procedure
<b>Wave jumping</b>	Impact of back injury	Monitor safe-wave jumping techniques	Safe size of wave to jump.
<b>Swimmers</b>	Collision with person in the water	Monitor distance-off requirements	Reduce speed to under 6 knots when within 60 metres of person in the water.
<b>Collision regulations offences</b>	Collision	Monitor relevant collision regulation requirements.	Keep lookout at all times to access collision risk- alter course to starboard to avoid collision.
<b>Uncooperative group</b>	Formation breaks	Stop the tour and regroup into a safe formation.	Wait nearby until tour regroups into a safe formation.

## 10. When provider must end hire

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<b>Hazard</b>	<b>Risk</b>	<b>Action</b>	<b>Instructions to driver</b>
<b>Inexperienced driver</b>	Assistance required from PWC/ Flyboard operator	End Hire	Stop PWC/ Flyboard and raise hand.
<b>Irresponsible driver</b>	Driver exits the designated operating pen	End Hire	Return to pen area immediately
<b>Inattention to instructions</b>	Unsafe use of Flyboard	End Hire	No further operation allowed
<b>Sharp turn or free-styling</b>	Passenger falls of PWC, Falls onto PWC whilst on Flyboard	End Hire	Drivers obligation not to operate unsafely for safety of riders
<b>Intoxicated driver</b>	Collision and or drowning	End Hire	Do not operate the personal watercraft under the influence of alcohol or drugs.

## **11. What to do in an emergency**

Emergency	Action	Instruction to driver
<b>Collision</b>	1. Tour leader renders assistance as required.	1. Stop vessel and turn engine off. 2. Check for injuries or damage to vessel. 3. Alert tour leader. 4. Complete marine incident report form.
<b>Loss of engine power on PWC</b>	1. During briefing, physically demonstrate what to do if motor does not start. 2. Assess problem and provide assistance.	1. Alert tour leader immediately by waving arm in the air. 2. Check fuel, engine water temperature and oil pressure lights on instrument panel and that lanyard is attached. 3. If engine temperature red warning light is on, switch engine off. 4. Advise tour leader and follow their instructions.
<b>Grounding or stranding</b>	1. Assess situation. 2. Arrange rescue or tow vessel, if required. 3. Instruct driver to get off the personal watercraft, if necessary. 4. Do safety check on vessel for hull, motor or steering damage and pollutants? 5. If no damage, push personal watercraft to deeper water. 6. Ask driver if they want to reboard	1. Turn engine off. 2. Signal for assistance. 3. Do not restart engine unless personal watercraft is in water at least knee-deep. 4. If grounding is on a coral reef or rocks, stay onboard personal watercraft to prevent injuries. 5. Follow tour leader's instruction to restart personal watercraft and continue tour. 6. In rough conditions, tour leader will report incident and request assistance to remove riders from personal watercraft safely.
<b>Severe weather</b>	1. In severe weather, cancel tour. 2. If tour has already commenced and it is unsafe to continue, end tour and head back to office. 3. If it is not safe to continue, take refuge close to shore where it is calmer. 4. If necessary, contact rescue vessel to take drivers back.	1. Reduce speed for safe speed rules based on visibility and conditions. 2. Follow tour leader's instructions and where necessary take refuge until conditions improve.

<b>Medical emergency evacuation</b>	<ol style="list-style-type: none"> <li>1. All staff has training to take appropriate first aid action.</li> <li>2. Contact emergency services on 000.</li> <li>3. Give first aid to stabilise patient.</li> </ol>	<ol style="list-style-type: none"> <li>1. Stay calm, assess situation and eliminate danger</li> <li>2. Contact emergency services as required (phone 000).</li> <li>3. Take appropriate first aid action.</li> <li>4. Assemble group and turn off personal watercraft.</li> <li>5. Wave down passing vessels for assistance, if required.</li> <li>6. Return to shore.</li> <li>7. Look for landmarks/ buildings to identify position.</li> </ol>
<b>Fire</b>	<ol style="list-style-type: none"> <li>1. Staff to commence training procedures and First aid.</li> <li>2. Ensure trainer and all personal safety is paramount</li> <li>3. call 000</li> </ol>	<ol style="list-style-type: none"> <li>1. Immediately stop personal watercraft</li> <li>2. Switch engine off.</li> <li>3. Do not open engine compartment or try to fix the problem.</li> <li>4. Safely enter water feet first – do not dive.</li> <li>5. Swim away from vessel keeping lookout for other vessels.</li> <li>6. Signal to tour leader or passing vessels for assistance by waving arms in the air.</li> </ol>
<b>Rider falls off PWC</b>	<ol style="list-style-type: none"> <li>1. Collect rescue vessel</li> <li>2. Turn own personal watercraft off</li> <li>3. Collect driver from water</li> <li>4. Take driver to their personal watercraft</li> <li>1</li> </ol>	<ol style="list-style-type: none"> <li>1. Safety lanyard will stop personal watercraft if driver falls.</li> <li>2. Any person in the water should keep one hand raised so they can be seen by other vessels.</li> <li>3. Keep person in water in sight at all times.</li> <li>4. Signal to tour leader by waving arms.</li> <li>5. Do not jump into water after another person.</li> <li>6. If person in water is close enough to personal watercraft they can swim to it.</li> <li>7. Keep personal watercraft as stable as possible to prevent capsizing.</li> <li>8. Reboard by the reboarding step.</li> </ol>

<p><b>Missing driver or passenger</b></p>	<p>1. Initiate search and rescue for people onboard personal watercraft.  2. Tell radio base servicing operating area the time personal watercrafts returned from tour if operating in surf conditions or crossing a bar.</p>	<p>1. Do not operate personal watercraft against express direction of provider or tour leader, or outside operating area.  2. Remain in line of sight of supervisor or leader at all times.</p>
<p><b>Other emergency</b></p>		

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## **Annexes A.**

Personal watercraft hire and drive form

Location: \_\_\_\_\_ Hire date/time: \_\_\_\_\_ Expected re-  
turn: \_\_\_\_\_ Actual return: \_\_\_\_\_

Driver's name: \_\_\_\_\_ Age: \_\_\_\_ Emergency contact:

\_\_\_\_\_  
Address:

\_\_\_\_\_ Phone:

\_\_\_\_\_  
Licence(s): RMDL / PWC / Coxswain / Road vehicle (circle) Number(s):

\_\_\_\_\_ Expiry: \_\_\_\_\_

Hired personal watercraft registration: \_\_\_\_\_ Max riders:  
\_\_\_\_\_ (including driver)

Sydney Flyboarders

Passenger name: \_\_\_\_\_ Age: \_\_\_\_\_ Passenger name: \_\_\_\_\_  
 \_\_\_\_\_ Age: \_\_\_\_\_  
 Passenger name: \_\_\_\_\_ Age: \_\_\_\_\_ Passenger name: \_\_\_\_\_  
 \_\_\_\_\_ Age: \_\_\_\_\_  
 Briefer name: \_\_\_\_\_ Briefing date: \_\_\_\_\_  
 \_\_\_\_\_ Briefing time: \_\_\_\_\_

Safety Briefing Checklist (Checks as complete)		
Instruction to rider	Instruction to rider- restrictions	
Provided in English	Do not operate PWC in unsafe manner	
Hire will end unless rider understands briefing	Do not operate unless safety equipment fitted	
Advise if any part of briefing not understood	Do not operate if under the influence of alcohol or drugs	
Health and safety risks in unsafe use of PWC	Do not operate at speeds causing damage to shoreline	
Location of sandbars, corals, reefs, anchorages, and navigational hazards	Do not wave jump, surf, free-style or tow any craft (except rescue vessel)	
Markings and boundaries of pen or tour area	Explanation to rider	
Weather forecast; tides and currents, wind and their effect	Use and storage of personal floatation devices	
Wear personal floatation device type 2 or 3	Use of equipment and systems (anchor radio if available)	
Maximum number of riders while underway	Navigation within pen or tour area	
Operate under 6 knots within 60m off shore, anchored ship, structure or person in water	Signal for help	
Operate under 10 knots within 30m of moving vessel	Start, stop turn and steer to avoid collision	
Follow collision regulations- lookout at all times	Physical demonstration	

Sydney Flyboarders

Emergency procedures	Use of safety equipment (including kill switch)	
Follow instructions, stop if situation is unsafe	Response if motor does not start	
Alter course to avoid collision (starboard side)	Start, stop, handle underway, steer to avoid collision	
Obey speed zones and limit speed to avoid incident	Speed techniques in this safety plan (all riders)	

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Driver competency checklist (check as complete)	
Pen operation (basic)	Tour operation (advanced)

Sydney Flyboarders

Identify main parts of craft and equipment	Aware of reefs, anchorages and other hazards
Wear and use lifesaving devices correctly	Maintain required distance in tour
Attach safety lanyard	Aware of relevant collision regulations
Understand person in water signal	Minimum depth to prevent engine sand damage
Start, stop, use kill switch and throttle	Identify potential hazards
Smooth and controlled departure	Corrective procedures for hazards
Steer at slow speed and in reverse (if fitted)	Righting a capsized PWC
Operate craft at 6 knots	Fire emergency procedure
Operate craft at speed	Fall emergency procedure
Stop alongside a floating object	Collision emergency procedure
Determine a distance of 60m	Power loss emergency procedure
Cross wakes/ wash at safe speed	Grounding or stranding emergency procedure
Aware of situation, safe speed and lookout	Severe weather emergency procedure
Steer in off-throttle situation	Medical emergency procedure
Make allowance for traffic conditions	Initiate rescue by tour operator
Perform signal to gain assistance	
Provides to retain this form for 12 months from date of hire agreement	

Briefer - I delivered a safety briefing as required, gave a demonstration and observed the driver perform the checked competencies above.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_ Briefer's licence: \_\_\_\_\_

Driver - I have no medical condition that is likely to affect my ability to operate a personal watercraft. I received and understood the safety briefing, personal watercraft demonstration and performed the required competencies.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Provider - I provided this personal watercraft to this driver in accordance with the safety management plan.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Sydney Flyboarders

## B. Staff training register

Induction training for all staff (including onshore staff training) must be completed as soon as possible. It should cover the location and use of safety equipment, administrative procedures, legal obligations and the seven emergency responses below. Both induction and ongoing training must include the emergency response procedures as well as any other training identified in the risk register.

<b>Employee</b>	Tyce Winkler		
<b>Date started</b>			
<b>Qualifications and expiry</b>			
<b>Training completed</b>	Date/ Sign	Date/ Sign	Date/ Sign
<b>Rider fall from PWC (every three months)</b>			
<b>Fire (every six months)</b>			
<b>Collision (every three months)</b>			
<b>Loss of engine power (every six months)</b>			
<b>Breaching or grounding (every six months)</b>			

Sydney Flyboarders

<b>Bad weather (every six months)</b>			
<b>Medical emergency evacuation (every six months)</b>			
<b>Other</b>			
<b>Other</b>			

Sydney Flyboarders

29 July, 2014

LETTER OF SUPPORT

TO WHOM IT MAY CONCERN

Nepean Rowing Club Ltd. advises that the Manager and Board of Directors are in support of the business proposal by Shaye Felsch and Tyce Winkler, trading as "Sydney Flyboarders", to conduct their business on Nepean River at the weir end of the river and adjacent to Nepean Rowing Club.

We feel the business could provide a mutual benefit to the club and as such we are happy to support Shaye and Tyce in any way we can.

Yours sincerely,



Greg Hinvest  
Secretary Manager



**Tyce Frederick Winkler**  
 Lot 1 Burns Cl  
 ROOTY HILL  
 NSW, 2766

Certificate Number: AHW988C10/07/2014  
 Registration Number: AHW988C  
 Valid until: 03/01/2019

## CERTIFICATE OF OPERATION

(Vessels not in Survey and not Hire and Drive vessel)

*Marine Safety (Domestic Commercial Vessel) National Law Act 2012, Schedule 1  
 Marine Order 504 (Certificates of Operation – National Law) 2013*

A 'Certificate of survey' is not required for any of the vessels mentioned below.

**IMPORTANT:**

- This certificate is subject to the conditions prescribed by Marine Order 504 (Certificate of Operations– national law) 2013 and the conditions imposed by the National Regulator in the attached appendices.
- If any details on this certificate change you must advise Roads and Maritime Services or another delegate of the National Regulator immediately.
- Operation for recreational purposes (i.e. private use) is prohibited unless such operation is approved in writing by the National Regulator.


<b>Certificate Holder:</b>	Tyce Frederick Winkler	
<b>Area of Operation:</b>	Designated Smooth & Partially Smooth Waters	
<b>Vessel Use:</b>	PWCC	
<b>Vessel Name</b>	<b>Identifier</b> AHW988C	<b>Class/s</b> PWCC
<b>Hull Material</b> FIBREGLASS	<b>Length</b> 2.93 m	<b>Engine/s- YAMAHA</b> <b>Number:</b> <b>Power (KW): 123.04</b>

This certificate is valid from **10/07/2014** to **03/01/2019**

Next Audit/s Due: To be advised.

**APPENDIX:** Local Waterway Conditions

NB: This certificate is valid unless revoked or suspended by the National Regulator.

Signature  Delegate of the National Regulator Roads and Maritime Services, NSW	Printed Name <b>Simon Robards</b>	Date <b>10/07/2014</b>
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## Appendix: Local Waterway Conditions

THE CARRIAGE OF PASSENGERS IS NOT PERMITTED.  
THE LICENSEE MUST DEVELOP, IMPLEMENT AND MONITOR A SAFETY MANAGEMENT SYSTEM  
ADHERENCE TO THE REQUIREMENTS IN THE NSW PROTECTION OF THE ENVIRONMENT OPERATIONS ACT – 1997, THE NSW MARINE POLLUTION ACT – 1987 AND REGULATIONS THERE UNDER NOT TO POLLUTE, CAUSE OR PERMIT THE POLLUTION OF WATERS. THIS INCLUDES ENSURING THAT SEWAGE, GALLEY WASTE AND ANY OTHER SUBSTANCE IS NOT DISCHARGED FROM THE VESSEL INTO ANY NAVIGABLE WATERS.  
THE VESSEL MUST CARRY THE SAFETY EQUIPMENT REQUIRED BY THE *NATIONAL STANDARD FOR GENERAL SAFETY FOR VESSELS*.  
A VESSEL TO WHICH THIS CERTIFICATE APPLIES THAT HAS AN INBOARD PETROL ENGINE SHALL HAVE A PURPOSE DESIGNED VENTILATION AND ENGINE STARTING SYSTEM TO PREVENT IGNITION OF SURROUNDING FLAMMABLE GASES.  
THE OPERATOR OF THE PWC MUST HOLD A COXSWAIN 2 NC CERTIFICATE OF COMPETENCY.  
THE OPERATOR OF THE PWC MUST HAVE UNDERTAKEN THE TRAINING COURSE PROVIDED BY THE 'FLY BOARD' MANUFACTURER AND MUST HAVE GAINED THEIR ACCREDITATION AS AN INSTRUCTOR.  
FLY BOARD OPERATION IS RESTRICTED TO DAYLIGHT HOURS ONLY.  
WHERE THE WATER DEPTH IS LESS THAN 4 METRES THE FLY BOARD IS NOT TO BE OPERATED ABOVE 2 METRES FROM THE WATER SURFACE.  
FLY BOARD OPERATIONS TO BE CONDUCTED SUBJECT TO LOCAL WATERWAY EXCLUSIVE USE PROVISIONS.

ROADS AND MARITIME SERVICES  
DATE: 10/07/2014



# PSC COAST WIDE INSURANCE BROKERS

ACN 010 342 980

AFSL 247 417

ABN 82 010 342 980

Suite 2 / 47 Ashmore Road, Bundall, QLD 4217

PO Box 5025, Gold Coast Mail Centre, QLD 9726

Telephone (07) 5539 0088 Fax (07) 5539 0188

## Schedule of Insurances

SHAYE FELSCH & TYCE WINKLER  
STRAIGHT UP FLYBOARDING PTY LTD  
LOT 1 BURNS CLOSE  
ROOTY HILL NSW 2766

Date: 21 /07/ 2014

Our Reference: FELS S

New business

<b>Class of Policy:</b> PUBLIC LIABILITY	<b>Policy No:</b> PROP REQUIRED
<b>Insurer:</b> MECON WINSURE INSURANCE GROUP SYDNEY NSW 2000 ABN: 29 059 310 904	<b>Period of Cover:</b> From 17/07/2014 to 17/07/2015 at 4:00 pm
<b>The Insured:</b> SHAYE FELSCH & TYCE WINKLER, STRAIGHT UP FLYBOARDING PTY LTD	

### Details:

Please see following pages for a description of the risk(s) insured

**Schedule of Insurance**

Page 2 of 3

<b>Class of Policy:</b>	PUBLIC LIABILITY	<b>Policy No:</b>	PROP REQUIRED
<b>The Insured:</b>	SHAYE FELSCH & TYCE WINKLER, STRAIGHT UP FLYBOARDING PTY LTD	<b>Invoice No:</b>	82290
		<b>Our Ref:</b>	FELS S

**INSURED** : SHAYE FELSCH & TYCE WINKLER, STRAIGHT UP FLYBOARDING PTY LTD

**OCCUPATION** : FULLY SUPERVISED AND GUIDED FLYBOARDING ACTIVITIES, INCLUDING PROMOTIONAL SHOWS, EVENTS AND DEMONSTRATIONS, USING OWN JET SKI'S (INCLUDING CLIENT'S PRIVATE USE OF JET SKI'S).

**OPERATION BASE** : NEPEAN RIVER, PENRITH NSW 2751

**TURNOVER** : \$50,000

**EMPLOYEES** : 2 WORKING PRINCIPALS/DIRECTORS/EMPLOYEES  
(NO SUB-CONTRACTORS, CONTRACTORS, LABOUR HIRE OR VOLUNTEERS)

**SCOPE OF COVER** : PUBLIC & PRODUCTS LIABILITY

**LIMIT OF LIABILITY:** \$10,000,000 PUBLIC, ANY ONE OCCURRENCE  
\$10,000,000 PRODUCTS, IN THE AGGREGATE DURING THE PERIOD OF INSURANCE

**EXCESS** : \$2,500 EACH AND EVERY LOSS, COSTS INCLUSIVE

**INSURER** : CERTAIN UNDERWRITERS AT LLOYD'S OF LONDON

**POLICY WORDING** : MECON WINSURE COMBINED LIABILITY GL0413 OCCURRENCE WORDING  
PREMIUM IS MINIMUM & DEPOSIT.

**ENDORSEMENTS:****CONTRACTORS/SUBCONTRACTORS EXCLUSION NS:**

THIS CERTIFICATE DOES NOT COVER LIABILITY ARISING OUT OF THE ACTIONS OR INACTION OF ANY CONTRACTOR OR SUB-CONTRACTOR PERFORMING OPERATIONS FOR OR ON BEHALF OF THE INSURED.

**ALCOHOL & DRUGS EXCLUSION NS:**

THIS CERTIFICATE DOES NOT COVER LIABILITY FOR CLAIMS ARISING DIRECTLY OR INDIRECTLY OUT OF PERSONAL INJURY OR PROPERTY DAMAGE CAUSED BY OR AS A RESULT OF THE CONSUMPTION OF ALCOHOL OR THE CONSUMPTION OR INJECTION OF DRUGS OR NARCOTICS BY ANY PERSON.

**MOLESTATION EXCLUSION:**

THIS CERTIFICATE DOES NOT COVER ANY PERSONAL INJURY SUSTAINED BY ANY PERSON ARISING OUT OF OR RESULTING FROM MOLESTATION BY; A) ANY INSURED; B) ANY EMPLOYEE OF ANY INSURED, OR C) ANY VOLUNTEER. THE UNDERWRITERS SHALL HAVE NO OBLIGATION TO DEFEND ANY ACTION, SUIT OR PROCEEDING AGAINST THE INSURED EITHER DIRECTLY OR VICARIOUSLY, SEEKING DAMAGES ON ACCOUNT OF SUCH INJURY.

**WATER ACTIVITIES ENDORSEMENT NS:**

IT IS A REQUIREMENT OF THIS INSURANCE THAT

1. A LOG OF ALL MAINTENANCE BE MAINTAINED ON A MONTHLY BASIS
2. INSURED IS TO MAINTAIN COMPLIANCE WITH ALL STATUTORY AND SAFETY LEGISLATION.
3. ASA APPROVED BUOYANCY VESTS BE WORN DURING THE ACTIVITY.
4. DISCLAIMER TO BE DISPLAYED AND SIGNED BY PATRON PRIOR TO ACTIVITY.
5. CHILDREN UNDER 18 YRS OF AGE MUST HAVE A DISCLAIMER SIGNED BY PARENT OR GUARDIAN.
6. VESSELS MUST BE OPERATED WITHIN LICENSED ZONES UNDER VISUAL CONTROL OF THE INSURED'S BASE.
7. ALL INSTRUCTORS TO BE QUALIFIED BY RELEVANT AUTHORITIES TO AUSTRALIAN STANDARDS.
8. ALL ACTIVITIES ARE TO BE FULLY SUPERVISED / GUIDED BY THE INSURED

**PARTICIPANT TO PARTICIPANT EXCLUSION NS:**

THIS INSURANCE DOES NOT COVER LIABILITY IN RESPECT OF PROPERTY DAMAGE OR PERSONAL INJURY ARISING OUT OF PARTICIPANTS CAUSING INJURY OR DAMAGE TO OTHER PARTICIPANTS OR THEIR PROPERTY. THIS EXCLUSION DOES NOT APPLY TO PROPERTY DAMAGE OR PERSONAL INJURY TO OTHERS WHEN THE INSURED IS ACTING AS A PARTICIPANT FOR THE PURPOSES OF DEMONSTRATING, TRAINING AND INSTRUCTING.

**Schedule of Insurance**

<b>Class of Policy:</b> PUBLIC LIABILITY	<b>Policy No:</b> PROP REQUIRED
<b>The Insured:</b> SHAYE FELSCH & TYCE WINKLER, STRAIGHT UP FLYBOARDING PTY LTD	<b>Invoice No:</b> 82290
	<b>Our Ref:</b> FELS S

EXTENSIONS & VARIATIONS:

- \* SUBJECT TO THE STANDARD TERMS, CONDITIONS AND EXCLUSIONS AS SET OUT IN THE INSURANCE COMPANY'S CONTRACT WORDING/PRODUCT DISCLOSURE STATEMENT.
- \* TERRORISM EXCLUSION APPLIES.
- \* YEAR 2000 EXCLUSION APPLIES.
- \* ASBESTOS ENDORSEMENT APPLIES.
- \* PLEASE NOTE: FLOOD COVER IS NOT INCLUDED IN THIS POLICY UNLESS SPECIFICALLY STATED.
- \* CANCELLATION: SHOULD THIS POLICY BE CANCELLED BEFORE EXPIRY A REFUND MAY BE PAID BY THE INSURER. IF SO, IT WILL BE PAID NET TO YOU AFTER DEDUCTION OF OUR COMMISSION AND/OR CHARGES.

Q034349

Conditions  
(For use by Issuing Authority only)

**Certificate of Competency**  
**Coxswain Grade 2 Near Coastal (NC)**

This is to certify that

**Tyce Frederik Bruno WINKLER**

has satisfied the requirements for the issue of this qualification in accordance with the requirements of the Maritime Safety (Domestic Commercial Vessel) National Law Act 2012.

Unless otherwise cancelled, suspended or revalidated, this qualification remains valid until

**26 May 2019**

*PSA*

**27 May 2014**

Qld Dept of Transport and Main Roads  
**Delegate of the National Regulator**

**Date**  
AMSA 761 (05/13)





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