

Response to the Office of the State
Coroner of New South Wales

**Report into Boating Incident
Jervis Bay
30 November 1998**

Coroner	Information not provided (report provided by the Clerk of the Local Court, Nowra)
Date of findings	5 May 2000
Inquest location	Nowra
Recommendation(s)	The incident was examined and reported on by the Office of the Coroner. The two recommendations were made to the Waterways Authority ¹ .
Status of recommendations	Completed.

Background On 30 November 1998 two men set out from Huskisson to go fishing off-shore. During the day, the vessel was struck by a large wave and capsized, eventually sinking some hours later. One man was rescued 25 hours later approximately 3 kilometres off-shore, his companion was later found deceased.

¹ The Waterways Authority was renamed as NSW Maritime on 1 September 2004

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No.	Coroner's recommendation	NSW Maritime's response ²
1.	(A)ll vessels which enter waters east of the New South Wales coastline, that being waters that are not designated as inland waters, with the exception of Sydney Harbour, Port Jackson, Port Kembla and Jervis Bay must carry thereon an EPIRB capable of transmitting to satellites in the case of an emergency.	Consistent with the National Standards for Recreational Boat Safety Equipment, was endorsed by the Australian Transport Council in May 2004 a 406MHz EPIRB is compulsory for most vessels operating more than two nautical miles from the shore. This recommendation is closed.
2.	(U)nder the Uniform Shipping Code that consideration be given to making it compulsory for all recreational vessels, as well as commercial vessels, whether they apply sea or inland waters, to carry flotation which is impervious to petroleum products.	The National Standard for Commercial Vessels (NSCV) and the National Standard for Australian Builders Plate for Recreational Vessels establish flotation standards that reflect international best practice. However, there are no products available which effectively remove all risk from the impact or effect of petrol. This recommendation is closed.

² The response should be considered in conjunction with the published regulations, policies and safety initiatives outlined on the NSW Maritime website and in published materials.