

# VENUES & FACILITIES

## SUITABILITY OF WATERWAYS

- Depth – The Access 2.3 requires 1.2M of water depth and the Access 303 requires 1.5M. Where possible, dinghies should be able to come alongside the jetty, dock, pontoon or other accessible structure with the keels fully lowered. If this is not feasible, volunteers will need to work in the water to raise and lower keels.
- Base for Sailing Operations – factors such as water depth, existing infrastructure, prevailing wind direction and location of shore facilities all have an influence on the preferred site for sailing operations. Where possible, it is an advantage for novice sailors to leave and return to shore at 90 degrees to the wind direction (ie reach away and reach back). It is also preferable for the sailing area to be close to the prevailing weather shore (upwind side) of the waterway.
- Water Quality – the waterway must not pose any danger to the health or well-being of the participants or volunteers involved in a Sailability program. The water should not be contaminated by industrial pollutants or harbour high levels of dangerous bacteria or organisms such as blue-green algae.
- Other Users – the nature and number of other users of the waterway must also be considered. Novice sailors and participants with intellectual or perceptual disabilities may constitute a hazard to other users if they are unaware or unable to comply with the basic right-of-way rules. Sailing programs can be scheduled to take advantage of periods of low usage and regular communication with other boating and recreation groups using the waterway can avoid incompatible activities being conducted at the same time.
- Waterway Authority – it is important to establish and maintain a good relationship with the organisation that manages the waterway used for Sailability activities. Regular communication about the schedule and nature of the Branch's program will generally be appreciated by statutory authorities and any new infrastructure or modifications will require their approval. These organisations may also be able to assist with funding for infrastructure, particularly when it provides a benefit to more than one user group.
- Launching Facilities – the following characteristics are preferred:
  - Close to onshore facilities and storage area
  - Shade available nearby
  - Safely and easily accessible for people in wheelchairs and those with limited mobility
  - Ramp for launching dinghies and rescue boats
  - Deep water beneath pontoon or jetty where sailors transfer to and from boats
  - Davit crane for transferring people to/from wheelchairs mounted on jetty, dock or pontoon
  - Jetty, dock or pontoon deck 15-20cm above water level
  - Cleats to secure bow and stern lines
  - Minimum of obstacles between sailing off point and main sailing area
- Onshore Facilities – a range of facilities are preferred for both sailing and social aspects:

- Covered equipment storage area (for dinghies, rescue boats, life jackets and associated equipment)
  - Power and water for cleaning and maintenance of boats
  - An outdoor shaded area with a view of the sailing area enables people to congregate before and after sailing and is a good location for briefings, the fitting of life jackets and for the booking officer to coordinate boats and keep a record of participants
  - Wheelchair friendly paths should link the launching area, outdoor shaded area, toilets and social facilities
  - Social facilities should be wheelchair accessible
  - Male and female toilets should be accessible for people in wheelchairs and be situated as close as practicable to the launching area and social facilities
  - Showers, if available, should also be wheelchair accessible
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- Vehicle Parking – adequate parking within close proximity to the launching and social areas should be provided for participants and volunteers using wheelchairs and also for buses which may transport larger groups of participants, some of whom may also require wheelchair access