

PORT LINCOLN YACHT CLUB

Club Racing & Events

EMERGENCY PLAN

OBJECTIVE:

TO PROVIDE A SAFE ON-WATER ENVIRONMENT FOR COMPETITORS HAVING REGARD FOR BOTH EXPECTED AND UNFORSEEN CONDITIONS

This document provides the following:

- **Minimum safety requirements for the conduct of races.**
- **A coordinated emergency plan for club events**
- **Recommended responses by rescue boats and emergency services under control of the rescue coordinator**

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1: RESPONSIBILITIES

SAFETY

COMPETITORS:

Competitor's attention is drawn to fundamental RRS 1.2 and 3.

Competitors shall make their own decision to start or proceed in a race, taking into consideration the prevailing conditions at the time.

Intention to Race

For each race or race day each competitor intending to race shall personally "sign on". This requirement should be included in the Sailing Instructions, to provide Race Management with a list of all boats on the water.

Declaration

All boats must sign the race declaration sheet upon returning to shore in accordance with the Sailing Instructions. This requirement is to ensure all boats have safely returned to shore.

Personal Flotation

All competitors shall wear personal flotation devices which are in good condition and are in accordance with the specifications issued or approved by a national authority affiliated to World Sailing, or a standards organisation, or certification authority, recognised for the purpose by its respective government.

RACE MANAGEMENT:

All Race Management personnel will abide by the Sports Officials "Code Of Ethics" and place the safety and welfare of the participants above all else and accept responsibility for their actions.

All race management boats are to be driven by licensed powerboat drivers in such a manner that will not cause any disturbance to competing boats or injury to crews. All motor craft are to keep clear of competing yachts unless providing assistance.

It is important to assess if a boat requires help or not. Remember that capsizing is a normal part of sailing. The races may comprise people with little experience.

Monitoring the fleet and observing the weather conditions are important tasks during the race. Patrol teams must be strategically placed to respond to emergencies.

In an emergency the priority is to save lives, not the boats. Drifting or anchored boats can be picked up later. Safety of competitors will always override the preservation of boats.

2: MINIMUM SAFETY REQUIREMENTS FOR CONDUCT OF RACING:

Briefing: (Principal Race Officer / Race Officer – PRO / RO)

- Assisting staff members and volunteers should always be briefed on the rescue coordination plan before racing commences. Information on Notice Board on the day.

Race Management Personnel: (PRO / RO)

- Sufficient personnel to resource Race Management boats.
- Race Officer to have attended a race management course, which included the “Risk Management” module.
- Race Officer to be accredited to minimum of “Club Race Officer”.

Rescue Boats: (PRO / RO)

- Sufficient personnel to resource all rescue and course boats.
- Rescue boats to be suitable for conditions expected.
- Rescue boats to be fully provided with all safety equipment as required by state law and recommended in the Australian Sailing Safety Boat Operators Course.

Weather Information: (PRO / RO)

- Local weather forecast to be obtained from the Bureau of Meteorology and placed on Notice Board prior to commencement of racing.
- All ‘in charge’ personnel to be briefed on the days expected weather.

Wind Speed Limits: (PRO / RO)

- Race Officers to be aware of “wind speed limits” as produced by Australian Sailing and to use these as a guide when considering the safety of competitors (see Appendix 2)

First Aid Provision

One person at all times at the Host Club with a current Provide First Aid Certificate. The Host Club shall maintain an adequate first aid kit stored in an accessible location.

3: RESCUE CO-ORDINATION

This document is prepared to provide a rescue plan and emergency response during the regatta, for expected prevailing conditions involving normal regatta rescue procedures and for emergency situations in extreme conditions where outside help is required. Refer to “Emergency Procedures Operations Sheet” (section 6).

The Principal Race Officer (PRO) (or Race Officer RO if only 1 course) is responsible for the on-water event management.

The Race Officer (or Captain-at-Sea for Keelboats) is the person responsible for declaration of an emergency situation on the water on each course. Once the Race Officer (Captain at Sea) abandons races, they will co-ordinate the rescue from on the water and will request the assistance of the On Land Rescue Coordinator (PRO) as applicable.

Local search and rescue activity will generally be planned and implemented by the On Land Rescue Co-ordinator and located in the Race Control Tower.

In the case of a missing person/boat, co-ordination will transfer to Water Police.

Water Police are the State Search and Rescue Authority for each state under the National Search and Rescue Agreement between the Federal Government and the various State Governments. The Rescue Co-ordination Centre (RCC) is located at Water Police Headquarters and co-ordination of Marine SAR operations is conducted by qualified staff at the RRC.

Injuries to persons involved in any event should be responded to by the closest available rescue boat. If it appears that ambulance attendance will be required, in order to expediate its arrival, the 000 call should be made directly from the rescue boat with the injured person on board.

4: PATROL PLAN

4.1 Approach;

- Each rescue vessel will have a designated area to patrol during the race and during transit of boats to and from the race area. This will be detailed in a "Patrol Zone Allocation" plan for the event.
- ***The plan must ensure that all areas are covered by at least one rescue boat at any time.***
- During scheduled races, rescue craft and rostered crews are to be on station or as directed.

4.2 Heading to the start:

- When the boats commence heading to the start, the rescue coordinator will monitor the progress of the boats to the course area.

4.3 During the races:

- Depending on the type of course used, the course will be divided into a number of areas. Each rescue patrol boat assumes responsibility for one area.
 - Once the course is set, rescue boats will move to a pre-allotted patrol zone.
 - Generally, 1 or 2 boats would cover each leg of the course with overlapping areas around the marks.
 - Boats should also be stationed at gybe marks (always a problem area).
 - In the event of bad visibility, heavy sea, strong wind, etc, station some boats to leeward of the course. Any boats drifting down the course will be able to be seen / picked up (important especially if wind is offshore).
 - If more rescue boats are available some can have a roving role.

All boats shall remain in allocated patrol areas until directed by the Race Officer / Rescue Co-ordinator to change area or come ashore when all boats are accounted for.

Fast powerboats should be used for main coverage of the course as they can cover more area. Small rescue boats such as RIB's would be stationed either close to the shore or in support of other boats (eg. gybe marks) depending on weather and course distance from club.

5: RESCUE TEAM

5.1 PERSONNEL

- Functional control for rescue will be performed by members / volunteers.
- *Rescue Boat Crews should always be fully briefed on the Rescue Co-ordination Plan before going afloat.*
- Each rescue boat should have a skipper and a minimum of one crew (depending on size and type of boat) capable of picking up people from the water and managing damaged boats, etc, and be able to swim. Each crew should bring own personal wet weather gear and warm clothing. People prone to seasickness should not go out. Rescue boat crews should wear a personal floatation device at all times.
- *Only authorised personnel are allowed to drive rescue boats.*
- In a worst-case scenario, the following onshore personnel are required in addition to the rescue boat crews,
 - Rescue Co-ordinator
 - Assistant Rescue Co-ordinator
 - Radio Operator
 - Telephone Operator
 - Recovery Co-ordinator
 - Beach party
 - Lookout
 - Relief crews as needed
- *Rescue Boat Crews should be alert for the signs of hypothermia and know the treatment for the recovery for persons suffering from the effects*
- *Important note:*

Your safety and that of the skippers and crews is the most important factor in your rendering assistance. In any situation where you have to make a decision between boats and human life, **Human life must come first.** Do not however put your own life at risk to render assistance. Call for help.

5.2 DUTIES

5.2.1 RESCUE CO-ORDINATOR

Purpose:

Overall command and supervision of rescue operations, until Water Police assume control (if required).

Nominated Persons:

Location: On water

Course

Keelboat Course

RO Listed on Notice Board on the day

Captain at Sea listed on Notice Board on the Day

Location: On shore

Principal Race Officer-Listed on Notice Board on the day where applicable

5.2.2 ASSISTANT RESCUE CO-ORDINATOR

Purpose:

To quickly increase the rescue team size and resources according to the changing needs, free Rescue Co-ordinator of handling operational detail, and provide the means to get a quick second opinion.

Safety Boat Operator - listed on the Notice Board on the day

5.2.3 RADIO OPERATORS

Purpose:

To log tower radio traffic and free up the Co-ordinators from having to operate the clubs radio system.

Nominated Persons: **Listed on Notice Board on the day or RO where applicable**

5.2.4 TELEPHONE OPERATOR

Purpose:

To answer, log and make phone calls related to rescue operations.

Nominated Persons: **Listed on Notice Board on the day or RO where applicable**

5.2.5 BEACH MARSHALL / RECOVERY CO-ORDINATOR

Purpose:

To manage and co-ordinate, report and record the recovery of persons and boats.

To assist in the recovery of persons (and boats and equipment where practicable).

Nominated Persons: **Listed on Notice Board on the day or RO where applicable**

6: EMERGENCY PROCEDURE OPERATIONS SHEET

LEVEL 1

Control

Race Officer

GENERAL PATROL / RESCUE

Rescue craft to patrol designated areas
Towed dinghies rescued to start-finish
vessels or spectator craft.

Rescue craft not to leave course without
clearance from race officer.

0 – 15 knots

Monitor Ch. 72

LEVEL 2

Control

Race Officer

**All boats may enter course
and assist when requested by
Race Officer**

15 – 25 knots

Monitor Ch. 72

LEVEL 3

ABANDON RACES

Control

Race Officer

Tower assist

Assistant Rescue

Co-ordinator

Rescue craft as directed
by RO and other available
boats to assist where practical

25 – 35 knots

Monitor Ch. 72

Liaise with beach
Marshall/RO for
Boats ashore

Rescue craft to either tow boats
to available craft or abandon boats
after tagging with yellow tape

LEVEL 4

OUTSIDE ASSISTANCE REQUIRED

30 – 35 knots +

Decision to call

Water Police

RO & Coordinator

Continue as above

Safety Boat/RO

head count

7: GUIDELINES FOR TOWING AND/OR ANCHORING BOATS

If the situation permits, use a slow boat or small boat to tow yachts back to shore, for the following reasons:

1. A fast boat in most situations can still only tow at a slow speed.
2. Towing yachts can take up a lot of time especially if you have a long way to shore
3. A fast boat can cover more area in less time than a slow boat
4. In some areas it may be better to have small or slow boats used to take over a tow. This would apply where you may have sandbars, speed restriction, swimming, yachts moored etc, and a slower speed may be necessary.

It is important to leave notification on drifting yachts that the crew have been recovered.

For the duration of 2023/2024 season at Port Lincoln Yacht Club, the following system will be in place.

All boats where the crew has been removed must have a length of yellow tape (minimum 1 metre in length) securely attached to the forestay.

The purpose of the system is to identify yachts where the crew has been removed. Any other rescue vessel that may find the yacht can see coloured tape and know that the crew has been recovered and they do not have to start a search for missing crew.

8: PHONE NUMBERS

Commodore –	Hayden McFarlane	0428825663
Vice Commodore -	Brad Dennis	0418848060
Sailing Officer –	Sam Stevens	0437797494
Race Officers:	Nikki Dyer	0438324193
	Dave Godden	0418999122

Host Yacht Club:	Port Lincoln Yacht Club
Street Address:	King Street Port Lincoln SA 5606

RCC, Search & Rescue	
Water Police	Maritime SAR +61 262306811

Bureau of Meteorology	www.bom.gov.au
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Australian Maritime	
Safety Authority	1800 627 484

Ambulance	000
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Police: Port Lincoln	8688 3020
Police:	131 444

Emergency	000
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Local Hospital	86832200
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Port Lincoln SES	13 25 00
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9: **MAP OF AREA**

Appendix 1: COMMUNICATIONS PLAN

COURSE A

Location	Type Radio	Call Sign	Channel
Tower	VHF		72
Committee Boat	VHF	Start Boat	72
Mark / Finish Boat	VHF	Finish Boat	72
Course Boat 1	VHF	Course 1	72
Course Boat 2	VHF	Course 2	72
Rescue	VHF	Rescue 1	72
Rescue	VHF	Rescue 2	72
Rescue	VHF	Rescue 3	72
Others as required	VHF		72

Appendix 2: Recommended Class Wind Speed Limits

	ONSHORE			OFFSHORE			INLAND		
	E								
	KN	MPH	KPH	KN	MPH	KPH	KN	MPH	KPH
A Class	22	25	40	22	25	40	22	25	40
Arafura Cadet	18	20	32	18	20	32	18	20	32
Arrow	26	30	48	26	30	48	26	30	48
Bonito	*	*	*	*	*	*	*	*	*
Boomerang	*	*	*	*	*	*	*	*	*
20-Day									
Boomerang - Night	30	35	56	30	35	56	30	35	56
Cadet (Int)	*	*	*	*	*	*	*	*	*
Castle 550/650	*	*	*	*	*	*	*	*	*
Cherub	22	25	40	26	30	48	26	30	48
Clifton	30	35	56	30	35	56	35	40	64
Cobra	22	25	40	22	25	40	26	30	48
Contender	22	25	40	22	25	40	26	30	48
Corsair	26	30	48	26	30	48	26	30	48
Diamond	25	29	46	30	35	56			
Dragon	26	30	48	26	30	48	26	30	48
Dolphin	26	30	48	26	30	48	26	30	48
National E	22	25	40	22	25	40	26	30	48
Elwood Junior	18	20	32	18	20	32	26	20	32
Etchell	22	25	40	22	25	40	22	25	40
Explorer 16	22	25	40	22	25	40	22	25	40
Fairy Penguin	22	25	40	22	25	40	26	30	48
Farr (All)	*	*	*	*	*	*	*	*	*
Int. Finn	26	30	48	26	30	48	26	30	48
Fireball	26	30	48	26	30	48	26	30	48
FJ	22	25	40	22	25	40	22	25	40
Flying Ant	22	25	40	26	30	48	26	30	48
Flying Dutchman	26	30	48	26	30	48	26	30	48
Flying Fifteen	22	25	40	26	30	48	26	30	48
Gwen 12	26	30	48	26	30	48	26	30	48
Hartley TS 16	22	25	40	22	25	40	22	25	40
Hartley TS 18/21	22	25	40	22	25	40	22	25	40
Heron	22	25	40	22	25	40	26	30	48
Hobie 14/16/21	26	30	48	26	30	48	26	30	48
Hydra	26	30	48	26	30	48	26	30	48
Impulse	22	25	40	22	25	40	22	25	40
Javelin	26	30	48	22	25	40	26	30	48
Laser II	22	25	40	22	25	40	26	30	48
Maricat	26	30	48	26	30	48	26	30	48

Matilda	*	*	*	*	*	*	*	*	*
Mini Quest	22	25	40	22	25	40	22	25	40
Minnow	22	25	40	18	20	32	22	25	40
Miracle	22	25	40	22	25	40	22	25	40
Mirror	22	25	40	18	20	32	22	25	40
Mosquito Mk I & II	26	30	48	22	25	40	26	30	48
Moth	22	25	40	22	25	40	22	25	40
Nacra	26	30	48	26	30	48	30	35	56
5.0/5.2/5.8									
Nacra 162m, 182m	22	25	40	22	25	40	26	30	48
Northbridge Junior	18	20	32	18	20	32	18	20	32
NS 14	22	25	40	22	25	40	26	30	48
O.K	22	25	40	22	25	40	26	30	48
Pacer	22	25	40	22	25	40	26	30	48
Paper Tiger	22	25	40	22	25	40	22	25	40
Prindle 15	22	25	40	22	25	40	22	25	40
Prindle 16	22	25	40	26	30	48	26	30	48
Prindle 18	22	25	40	26	30	48	26	30	48
Q.B.2	22	25	40	26	30	48	26	30	48
Quickcat	22	25	40	13	15	24	26	30	48
Rainbow	22	25	40	26	30	48	26	30	48
R.L 24	22	30	40	13	15	24	26	30	48
Sabot(Senior)	22	25	40	22	25	40	22	256	40
Sabot(Junior)	18	20	32	18	20	32	18	20	32
Saber	22	25	40	22	25	40	26	30	48
Sailfish	18	20	32	18	20	32	22	25	40
Seabita	30	35	56	30	35	56	35	40	64
Sharpie	26	30	48	26	30	48	26	30	48
Solo (Mono)	22	25	40	22	25	40	22	25	40
Solo 16	22	25	40	22	25	40	22	25	40
Sonato (All)	30	35	56	30	25	56	30	25	56
Spacesailer 24	*	*	*	*	*	*	26	30	48
Sparrow	22	25	40	22	25	40	22	25	40
Status 580	22	25	40	26	30	48	26	30	48
Sunmaid 20	*	*	*	*	*	*	*	*	*
Sunbird 25	*	*	*	*	*	*	*	*	*
Tasar	22	25	40	22	25	40	26	30	48
Timpenney 670	26	30	48	26	30	48	26	30	48
Tornado	22	25	40	*	*		22	25	40
TS-500	22	25	40	22	25	40	26	30	48
Tumlaren	26	30	48	26	30	48	*		
Ultimate 16/18/23	*	*	*	*	*	*	*	*	*
Windrush 14	26	30	48	26	30	48	26	30	48
Windsurfer	22	25	40	22	25	40	26	30	48

14'Dinghy	22	25	40	26	30	48	26	30	48
125	22	25	40	22	25	40	26	30	48
145	22	25	40	22	25	40	22	25	40
420	22	25	40	22	25	40	26	30	48
470	22	25	40	22	25	40	22	25	40
505	22	25	40	22	25	40	26	30	48