



MORETON BAY BOAT CLUB



# SAILING



Kingfisher Bay Resort Night Race Series

## SAFETY AND EMERGENCY PLAN

Including

## EMERGENCY PROCEDURES



## MBBC SAILING

### EMERGENCY PLAN – Night Race Series version

Kingfisher Bay Resort Night Race Series version



12/10/23

## EMERGENCY CONTACTS

VMR 402 Coastguard Brisbane (Manly) – VHF 16, phone 3396 5911, mobile 0404 466 000

VMR 403 Coastguard Redcliffe – VHF16, 73, repeater ch21 – northern Moreton Bay, ch81 – southern Moreton Bay, ph 07 3203 5522

VMR 445 Bribie Island– VHF 16,21,63,67,73,81, ph 07 3408 7596, afterhours 0407 021 591

Police/Water Police – Emergency 000 (112 alternative)

Brisbane Vessel Traffic Services (VTS Brisbane) VHF12(+16), ph 07 3305 1701

MBBC ph 07 3203 5188

Maritime Safety Queensland ph 07 3623 3900 (after hours)

(07 3632 7500 business hours – Mon-Fri)

Bureau of Meteorology ph 1300 754 389,

<http://www.bom.gov.au/qld/warnings/index.shtml?ref=hdr>

AMSA (in event of accidental EPIRB activation) ph 1800 641 792

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## 1. NOTIFICATION OF EMERGENCIES

### 1.1. Rescue and support organizations

The Kingfisher Bay Resort Night Race Series races are held in Moreton Bay, within the operational areas of the Australian Volunteer Coast Guard flotillas of Manly (CG-B) and Redcliffe (CG-R). CG-B provides emergency radio coverage on VHF16 continuously, while CG-R provides radio coverage during the hours of 4am-6pm on weekends.

Volunteer Marine Rescue Bribie Is. (VMR Bribie) covers the northern extremities of the MBBC Sailing event area. The most common call sign is “*Marine Rescue Bribie*”.

As a CG-R corporate partner, MBBC primarily relies on the assistance and rescue facilities of Coast Guard Redcliffe. For the Kingfisher Bay Resort Night Race Series, the primary rescue facilities will be provided by CG-B. MBBC recommends members join the Australian Volunteer Coast Guard, to aid in boat recognition and consequential timely response.

### 1.2. Primary notification

In the event of an emergency being experienced or witnessed, an immediate evaluation of the severity of the emergency must be made.



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**Life threatening emergencies being experienced** should prompt a “MAYDAY” call on VHF16.

**Other emergencies being experienced** should prompt a “PAN PAN” call on VHF16.

**Emergencies being witnessed**, considered to be potentially serious and believed not yet to have been reported should prompt an immediate “PAN PAN” call on VHF16.

Lesser safety related incidents requiring (or suspected of requiring) external assistance should prompt a radio call to CG-B on VHF67, VHF73, VHF81 or VHF21.

In any case where a radio call is made, information to be given to the responding party includes:-

- Location of the stricken boat.
- Nature of the emergency.
- Number of people on board (adults and children).
- Type of boat and identification information.
- Any local environmental information such as sea state, tidal flow, visibility and obstructions.

The calling party should then act appropriately to any further requests by the respondent. If the calling party is a witness to the incident, they should stay on station and provide information on their own location, type of boat and identification information.

### 1.3. Secondary notification

If a stricken boat is unable to use the radio, appropriate flares should be deployed based on the following MSQ guidelines:-

- In daylight:** If other boats are nearby or the stricken boat is close to land, orange flares should be discharged with appropriate intervals between discharges.
- At night:** If other boats are nearby or the stricken boat is within three nautical miles of land, red hand-held flares should be discharged with appropriate intervals between discharges.
- If completely dark:** Parachute rocket flares should be discharged with a one minute interval between discharges.

The use of flares would normally initiate 3<sup>rd</sup> party notification of the emergency. That may be via VHF radio if from a nearby boat or phone if via a land-based observer.

If there is no response from the discharge of flares, the stricken boat should activate its EPIRB.

The activation of an EPIRB will initiate an AMSA Search and Rescue response. That process is described in simple terms at <http://beacons.amsa.gov.au/about/how-they-work.asp>.

### 1.4. Mobile phone notification “000”

Maritime Safety Queensland currently regards ship to shore emergency calls by mobile phone to be a back up system only. The initial notification of any emergency must be made via VHF radio if possible. That ensures a higher probability that any boat in the vicinity and able to assist is alerted.

**Emergency 112 calls via mobile phone.**



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If notification of an emergency can only be made by mobile phone, the international emergency call number “112” should be used if the “000” number fails to respond.

*[The 112 number will pick up any available mobile network regardless of the subscribed service.]*

#### 1.5. At the emergency area

Any boat in an emergency situation and requiring assistance should display a V sheet or if a V sheet is not available, a portion of the sail with the sail number clearly visible from above. At night a strobe or other such identification should be deployed.

If a boat assisting by staying on station notices the stricken boat has not displayed a V sheet, strobe or other such identification, that assisting boat should display such identification on the stricken boat's behalf.

## 2. EMERGENCY PROCEDURES

### 2.1. Australian Volunteer Coast Guard – Brisbane and Redcliffe (CG-B, CG-R)

CG-R has in place established procedures for response to any emergency. These procedures cover the following actions:-

- Evaluation of the severity of the emergency.
- Notifications to statutory emergency organizations (QPS, QFES and QAS).
- Notifications to the Port of Brisbane VTS and Maritime Safety Queensland.
- Notifications to CG-B crews on standby.
- Deployment of rescue boat(s).
- Continuing information collection and transfer of same to emergency services personnel.
- Retrieval of persons in difficulty and, if practicable, the stricken boat.
- Notification of the stricken boat location and drift rate (if known) to the Port of Brisbane VTS and Maritime Safety Queensland.
- General liaison with responding emergency services personnel.

### 2.2. Moreton Bay Boat Club Sailing (MBBCS)

The MBBCS is the coordinating authority for the 2023-24 Kingfisher Bay Resort Night Race Series. The MBBCS reports to and is accountable to the MBBC Board. The MBBC Race Committee has overall responsibility for the four race series. The Race committee is headed by the Principal Race Officer (PRO). The PRO collaborates with the representatives of the four contributing clubs – Manly Combined Clubs, Moreton Bay Boat Club, Queensland Cruising Yacht Club, Wynnum Manly Yacht Club. Each race has a Race Officer, on a rotating basis around the four contributing clubs to conduct the on-water race management functions.

Both the PRO and the on-water Race Officer must take cognizance of the weather conditions and sea state leading up to and during each race. Strong winds and a boisterous sea state increase risks to crew and guests. Those risks must be assessed well prior to each event. Each assessment must include



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predicted wind speed during the event, the direction of the wind and the duration of the wind prior to the event. Detailed records will also be kept of the predicted winds and observations during the event.

In relation to aquatic events, MSQ advises that “*Event organisers must ensure safety is paramount for these events. If there is a risk of serious injury to participants, the event is to be suspended until it is considered safe to continue*”. The following event management requirements are based on that advice.

### 2.3. GENERAL RECOMMENDATIONS – Policies, Roles and Responsibilities

**Safety Policy.** Safety is paramount for MBBC events. If there is a risk of serious injury to participants, the event is to be suspended until it is considered safe to continue.

**Persons in Charge.** Each skipper is responsible for all actions, activities and responses on their vessels.

They are required to ensure that they, and all crew, are familiar with the requirements of the Notices of Race, Sailing Instructions and Race Briefings. They shall ensure that the Directions of Race Officials are followed.

#### Race Officials – The role of Race Officer (RO)

- The RO controls the race events, monitors radio communications and can initiate rescue procedures if required.
- The RO shall conduct a pre-race briefing before each sanctioned event. The course is determined and the weather and tides for the day will be discussed to give participants an idea of what to expect during the event. The pre-race briefing will be provided by email and posted on the Race Series Facebook Page.
- The RO is responsible for maintaining a register of all entrants. This involves noting each entry's status at the completion of the event: did not start, retired (safe port return confirmed) and finished.
- In the absence of a designated RO, the MBTBC Sailing Group Captain shall assume the responsibilities of the RO and shall delegate tasks as required on the day.
- The race control hierarchy shall be:
  - o RO, then
  - o MBBC Sailing Principal Race Officer, then o Persons in Charge (the Skippers)

#### Aquatic Event Authority

An AEA is obtained from MSQ for the series of four races, because competitors may be close to or in the shipping channels which could potentially affect the normal operation of ships in the area.



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## 2.4. PROCEDURES

### Notice of Race/Sailing Instructions

The combined Notice of Race/Sailing Instructions (NOR/SI) is the principal document that describes the race series. It also defines the requirements of entrants, in order that these be clearly understood before entering an event.

Amongst other things, the NOR/SI specifically addresses a number of important safety and risk management matters, including:

- o Eligibility of Entries o  
Schedule of Races o  
Insurance Requirements
- o The Entry Process o  
Liabilities
- o The Applicable Rules o  
Liabilities
- o Safety and Race  
Procedures o Schedule of  
Races o The Courses o  
The Finish o Time Limits
- o Crew Registration  
Process

### Conduct of a Race

Races will be conducted in accordance with the Sailing Instructions.

#### Race and Safety Briefings

- A briefing for all sailors shall be conducted by the PRO (or delegate) and the Race Officer (for a race) prior to the start of the event. It will be conducted by email and posted on the Race Series Facebook page.
- The pre-event briefing shall include:
  - o Safety Moment and Reminders
  - o Changes to Sailing Instructions
  - o Selected course
  - o Expected tide, wind and weather conditions
  - o Other relevant information known at the time.

### Emergency Response



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- The Night Race Series Emergency Response Plan (ERP) will be followed in the event of an emergency.
- All Persons in Charge are required to be familiar with the ERP and shall have a laminated copy of the ERP flowchart onboard.
- Any Person in Charge that determines that an emergency exists shall initiate emergency procedures according to the ERP.

## 3. EMERGENCY RESPONSE PLAN

### 3.1. PURPOSE

3.1. This Emergency Response Plan (ERP) defines the way in which emergencies are responded to during the Kingfisher Bay Resort Night Race Series.

### 3.2. APPLICATION & LIMITATIONS

3.2.1. The application of this ERP is limited to vessels and crews participating in the Kingfisher Bay Resort Night Race Series.

3.2.2. The area of application of this ERP is limited to the waters within Moreton Bay, QLD and the course areas as indicated in the NOR/SI, within the general area indicated in Appendix A.

3.2.3. This ERP does not apply to events conducted outside the defined area or requiring higher levels of safety than Category 5 (or 5N) Races as defined by Australian Sailing (AS) Special Regulations – Safety.

### 3.3. EMERGENCY TYPES

3.3.1. This plan is intended to address any incident that may occur during Night Race series race.

3.3.2. The level of severity of an emergency will dictate the response required. There are three levels of emergency defined by this ERP as follows:

#### 3.3.2.1. Level 1 – Code Red, which includes:

- Potential or Actual Loss of Life
- MOB more than 5 minutes ● Boat Sinking or Capsize
- Fire or Explosion Onboard

#### 3.3.2.2. Level 2 – Code Orange, which includes:

- Serious Injury
- Person Unconscious
- Person Severely Unwell
- Major Damage to Vessel





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- MOB less than 5 Minutes
- Missing Boat

#### 3.3.2.3. Level 3 – Code Yellow, which includes:

- Minor Injury with First Aid
- Minor Damage to Boat due to Collision or Grounding
- Mechanical Failure



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- Occurrence of Severe Weather
- Need to contact Crew Member

### 3.4. ROLES & RESPONSIBILITIES

3.4.1. In the event of an emergency, responsibilities are generally as follows, with details of responses for each level of emergency defined on the Emergency Response Card, which is included as Appendix B. Each boat shall have a laminated copy of the Emergency Response Card onboard and located close to the primary radio.:

#### 3.4.1.1. Persons in Charge – the Boat Skippers

- Determines the level of severity of an incident.
- Directs crew to respond to the emergency, including in the use of safety and emergency equipment onboard
- Assigns a person to be the dedicated Radio Operator (RO) who will o Communicate with emergency services and Race Control o Record radio communications
  - o Maintain communication with the boat's Skipper
- Note re Post Emergency: All marine incidents must be reported to the Race Officer. It is also a regulatory requirement to report all marine incidents to Maritime Safety Queensland.

#### 3.4.1.2. Race Officer (RO) – typically onboard the Start/Finish Boat

- Becomes the initial leader of the Response Team
- Assigns a person to be the dedicated Radio Operator (RO) who will o Respond to Calls o Liaise with Emergency Services, if required o Record Radio Traffic and timings o Handover to Emergency Services, if required

#### 3.4.1.3. Response Team

- A full Response Team will be formed as soon as is practicable and shall consist of:
  - o MBBCS President (Chair) o MBBCS Vice President o Principal Race Officer o Others, as deemed necessary by the Chair
- Manages the response to the emergency without compromising the actions and communications of the Emergency Response Services.
- Collates records after the event, from the vessels involved in the incident, including the Start/Finish Boat.



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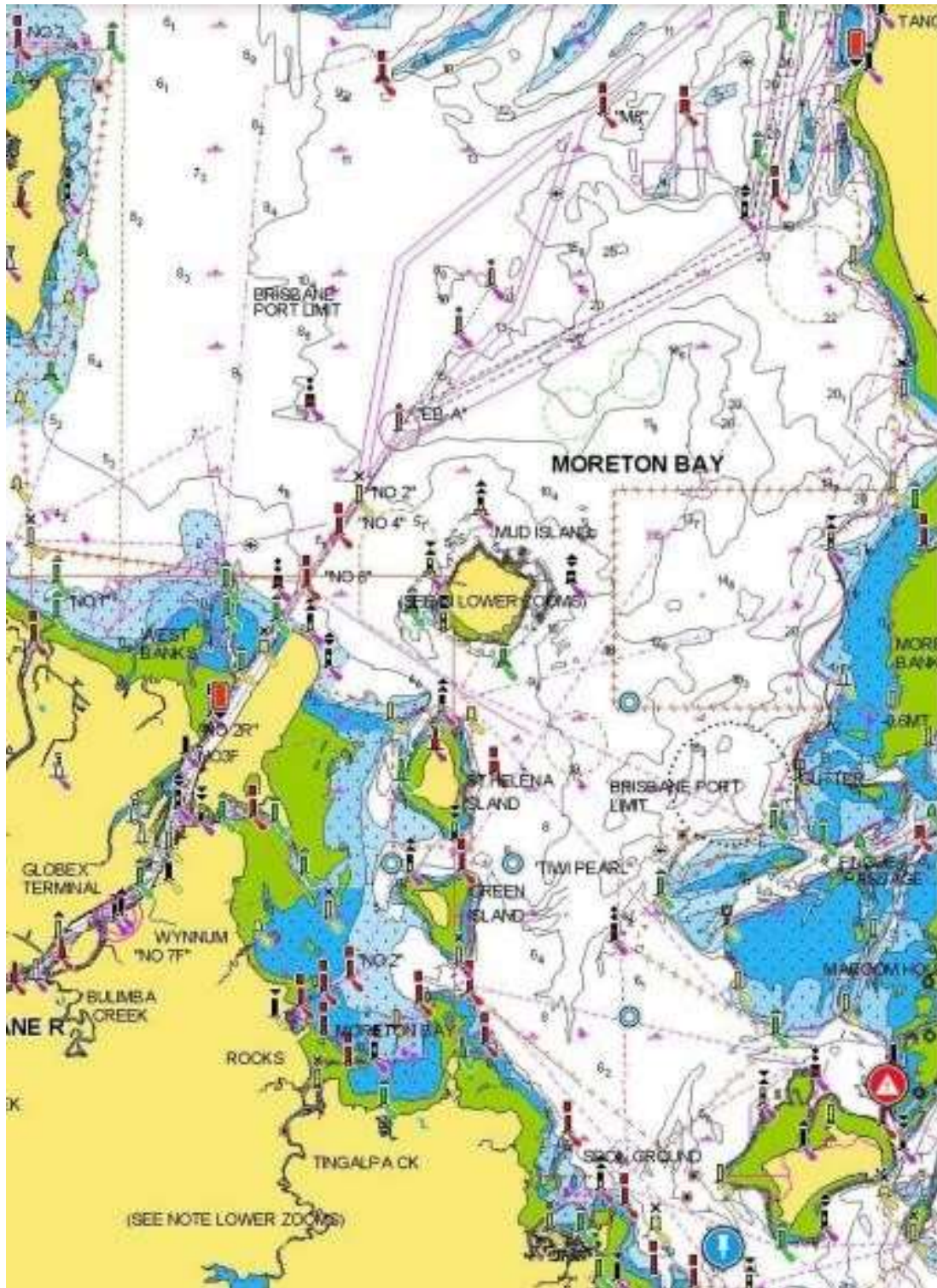


- Informs regulatory authorities of the details of the incident, to the extent required by law.
- Informs and advises the MBBC Board, as required.
- Prepares a report of the incident.
- Identifies any improvements that could be made to the SMP and ERP.

### 3.4.1.4. The Kingfisher Bay Resort Night Race Series club representatives' Committee

- Is responsible for the maintenance, improvement, updating and communication of this plan

### Appendix A – General Race Area







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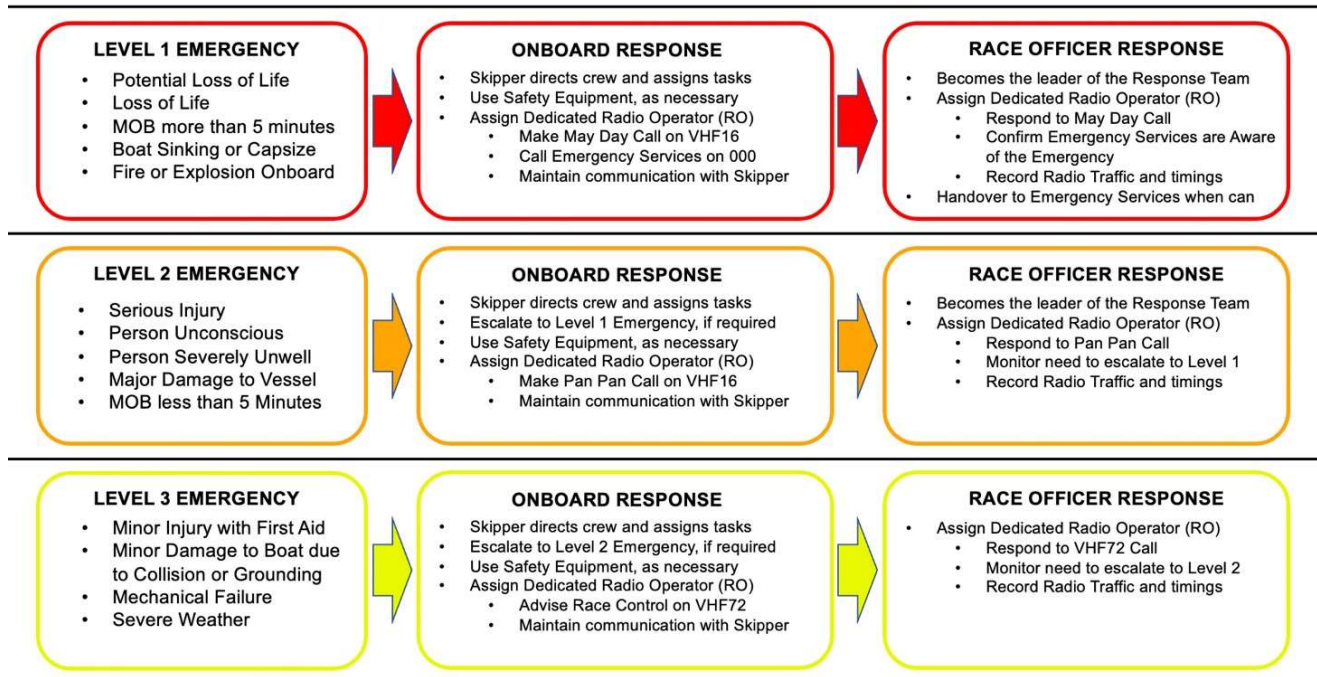
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### APPENDIX B - EMERGENCY RESPONSE CARD

Note: To be printed on A4, two sided, laminated and kept near and on display at the primary VHF Radio of all boats

#### EMERGENCY RESPONSE CARD



#### EMERGENCY CONTACTS

##### Emergency Communication with All Vessels, Stations and Race Control

- Make Radio calls on VHF 16

##### Emergency Communication with Volunteer Coastguard (Rescue)

- Make Radio calls on VHF 16
- Stations are:
  - 'VMR402 Coast Guard Brisbane' (Manly)
    - VHF16 or by phone on 3396 5911 and Mob 0404 466 000
  - 'VMR403 Coast Guard Redcliffe'
    - VHF16 or by phone on 3203 5522

##### Emergency Communication with Emergency Services

- Make mobile phone call on 000

##### Emergency Communication with the Port of Brisbane

- Make Radio Calls on VHF 12 or 16
  - Station is: 'VTS Brisbane' (Vessel Traffic Services)