

1. OBJECTIVE

To provide a safe on-water environment for competitors having due regard for both expected and unforeseen conditions.

2. OUTLINE

Attention is drawn World Sailing (WS - formerly ISAF) Racing Rules of Sailing Fundamental rule 4, which states *'the responsibility for the decision of a boat to race or continue racing is hers alone.'* It is the responsibility of each boat skipper to ensure all the crew, especially new crew, are informed on the location and use of all safety equipment carried on the vessel. This briefing is to include the location of life jackets, life ring, location of bilge pump(s), dan buoy, torches, radio, flares, first aid kit, and heaving line etc: The crew need to be instructed in correct radio operation procedure, and regularly practice procedures for heavy weather sailing including mainsail reefing, storm main and jib settings and man overboard drill.

It is important to assess if a boat requires help or not.

Monitoring the fleet and observing the weather conditions are major tasks during the race. Where a race requires on water effective rescue capability, safety/rescue teams must be strategically placed to respond to emergencies.

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

This coordinated response plan is designed to outline the sequence of events that will occur leading up to and the declaration of an emergency. This document does not replace, amend, or form part of the Sailing Instructions.

3. RESCUE COORDINATION

This document is prepared to provide a rescue plan and emergency response, for expected prevailing conditions involving normal race rescue procedures and for emergency situations on a course area or extreme conditions where outside help is required.

Local search & rescue activity will generally be planned and implemented by the conducting authority.

In the case of a missing person or yacht; coordination will transfer to South Australian Police & SA Water Police contacted by the Radio Base – Coast Guard Race Control.

4. INFORMATION PRIOR TO RACING

Information needs to be accurate and complete and provided to the conducting authority.

4.1 Inshore races:

The Helmsperson shall sign-on and indicate the number of Persons on Board (POB), or other methods as described in the sailing instructions.

4.2 Offshore Races:

Prior to starting an offshore event, boats shall submit a form detailing names of all crew on board and a next of kin contact; name of the Person-in-Charge; mobile phone number for the boat. Also included:

- Boat name
- Sail number
- Hull registration number
- Boat length
- Boat colour
- Skipper's name
- Radios operational (HF/VHF)
- Satellite phone number (if applicable)

The Radio Base will conduct a radio sign-on between specified times, which will also constitute a radio check to ensure communication is operational at that time. Boats that are unable to satisfactorily complete the radio check shall not start the race.

5. RENDERING ASSISTANCE

In accordance with RRS Fundamental rule 1.1- it is the inescapable responsibility for 'a boat or competitor to give all possible help to any person or vessel in danger'.

If the situation calls for it, consider anchoring yachts with an anchor line buoy clip.

The rescue crew must advise as to which land based point they will be transporting the casualty, as a rendezvous point for the emergency service.

It is wise to leave notification on anchored or drifting yachts that the crew has been recovered.

Your safety and that of the crew of the disabled boat is the most important factor when rendering assistance. Do not put your own life at risk to render assistance.

If it appears that an ambulance attendance will be required, the request for such firstly is to be made via the RSAYS emergency contact list.

6. RESCUE TEAM (yachts & power craft)

It is advisable that someone on each boat has a First Aid Certificate. Firstaiders should be alert for the signs of hypothermia and know the treatment for the recovery for persons suffering from the effects. Similarly persons may suffer from heat stroke in summer from dehydration and extended periods of time unshaded.

Working crew on boats racing may also suffer from hypothermia. It is important that crew are dressed for the conditions to be experienced over the length of the race. Calls to the club via mobile phone or radio for assistance may be made. It is important to communicate position reporting giving precise information of boat description to get assistance as quickly as possible.

7. RADIO SKEDS OFFSHORE RACES

It is the responsibility of a boat racing to provide its position to the Radio Base at the scheduled times set out in the sailing instructions.

The Radio Base for offshore races is not part of the conducting authority or the race committee for the race. The radio schedules for offshore races will be conducted for the safety of boats racing. The organizing authorities will be responsible for determining the action to be taken against a boat for a breach of sailing instructions.

7.1 Vessel position reporting:

All vessels are to report their true position at the scheduled time in latitude and longitude with their next destination at each radio schedule as per the issued supplementary sailing instructions.

7.2 Action plan for vessels failing to report in on radio skeds:

After all boats have been called on a radio sked, boats that have failed to respond will be called again at the end of the list. If, at the conclusion of the radio sked, a boat has failed to report its position to the radio base, the following actions will be taken:

The radio base will ask other competitors if the missing boat(s) has been sighted or whether any competitor was able to hear transmissions from the unrecorded vessel.

The radio base will continue to call the missing vessel on a regular basis and use the nominated mobile phone number for the boat.

7.3 Missed second sked:

Second sked + 1 hour

The radio base will instruct missing boat(s) to ignite an appropriate flare. I.e: orange smoke flare at day/ white flare at night. Red parachute flare only if requiring emergency assistance.

Other boats in the racing fleet should record their positions and the bearing of the flare if sighted. This information should be transmitted to the radio base.

The radio base will contact a responsible person from the club of the missing boat.

Second sked + 2 hours If the boat has still not been located:

The radio operator will contact the Water Police and report the likelihood of a missing vessel.

It is the Police who will declare an emergency and advise that a full search and rescue program should be implemented after gathering information from both the responsible person and the radio base.

The Police will declare an emergency situation and take charge of rescue operations.

Any emergency declared whilst an offshore event is in progress will be managed by the responsible person from the home club until such time as that person is relieved of their responsibilities by the Police Officer in charge of the rescue operation.

Responsible persons include – General Manager, Commodore or Flag Officer, the Chairman of the Racing Committee.

8. RETIRING FROM RACING

For safety reasons, it is important that all boats that do not complete a race and therefore not recorded with a finish time, complete the declaration form so that club representatives are aware the boat is not lost at sea.

8.1 Inshore Races:

All competitors retiring from a race shall notify the conducting authority by radio and complete a declaration form / radio the Racing Office asap on returning to the marina.

Preference is to do a written sign-off as constant radio traffic may interfere with rescue operations. Leave your radio on dual watch to the selected radio channel + Ch 16 to be able to hear any requests for sightings to which you may be able to respond.

8.2 Offshore Races:

All competitors retiring from a race shall notify the radio base and declare why the boat is retiring eg sick or injured crew; other commitments; and the port to which she is heading. The boat shall continue to maintain the required

radio skeds until such time as the vessel has reached a safe port. In addition she shall complete an Offshore Finish Declaration form and deposit in the box outside of the Racing Office within 3 hours after arriving to base. Declaration forms may also be completed online through the RSAYS web site.

8.3 Abandoned races:

Following notification on water from the RO that a race has been abandoned, all boats must sign-off by contacting the Racing Office asap so that any search for missing boats can be coordinated.

The Racing Coordinator will be monitoring the sign-off process to ensure all boats have signed-off. Rescue craft should not leave the racing area until all boats have been accounted for.

9. MEDICAL FACILITIES

All resources of the club will be made available to rescue authorities in an emergency. In particular, the location of:

- Medical/Ambulance Control Point – next to Main Office. First Aid Kits are in Main Office; Gallery; kitchen; and in the Junior Club Rooms; a defibrillator and slide are stored in the Gallery.
- Boat launching – on the Southern side; west of the Squadron fence-line; northern side: adjacent to junior club rooms.
- Helipad – as set out near the boat ramp on northern side of the Squadron basin.

10. INCIDENT DOCUMENTATION

The rescue craft skipper and/or the skipper of the injured persons boat shall complete asap following the event a Vessel Accident Report Form and report to Police in addition a Club Regatta Accident /Incident Form and hand to the Racing Coordinator.

11. MEDIA

A media liaison person will be appointed by the General Manager or Commodore or his representative to manage all matters relating to the emergency. As there is likely to be intense media activity surrounding any emergency, it is important to make plans to accommodate media representatives.

The media liaison person will co-ordinate all press conferences and interviews.

Competitors should refrain from providing information to the media that could exacerbate media frenzy.

12. EMERGENCY NUMBERS

RSAYS	8341 8600
CYCSA	8248 4227
COAST GUARD	8248 4994
WATER POLICE	8242 3466
POLICE	000
AMBULANCE	000
AUSSAR	1800 641 792