

TAMAR YACHT CLUB

Race & Incident Management Plan

OBJECTIVE:

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

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1. INTRODUCTION

1.1 Preamble

This document provides:

- A coordinated race management plan (RMP) for participants in races conducted by the Tamar Yacht Club, and
- A coordinated incident management plan (IMP) for races conducted by the Tamar Yacht Club.

The primary objective of the race management plan is to attempt to ensure optimum deployment and utilization of race management boats and personnel. The purpose of the incident management plan is to ensure that the appropriate response is taken to any incident that does occur.

1.2 Safety Environment

The record of inshore sailing in Port Dalrymple, while sometimes challenging, has always been carefully monitored by the club and kept free of serious incidents. PRO's are chosen for their local knowledge of weather and sea conditions. Like any yachting venue the weather can be fantastic and friendly to tough and challenging. The club adjusts its sailing program in accordance with weather and tide and covers all events with on water support boats.

Port Dalrymple is a commercial shipping port and all courses are set to keep clear of the main shipping lanes.

Crowded waterways are not a problem at Port Dalrymple with a lot of cooperation and goodwill amongst the boating fraternity.

Capsizing is a normal part of sailing and even the youngest sailors are taught how to recover from a capsize.

1.3 Race Management Boats

There are three types of Race Management Boats, all of which will be at the direction of the officer in charge of the race, referred to as the Principal Race Officer or PRO.

Committee Boats, being those engaged in or positioned for the starting and finishing of races. The PRO will generally be located on a Committee Boat.

Rescue Boats, being those whose primary duty, during the race, is the safety of the fleet. Rescue Boats may also be used to lay or pick up marks.

Coach Boats, being those whose initial duties might be the coaching of yacht crews but, may be called to monitor safety and respond if necessary.

Spectator Boats, being those boats arranged by the Event Committee to take spectators to the course area. However if an emergency arises they could be called on to assist.

The Event Committee will ensure that the various boats are appropriately skippered and crewed in accordance with the duties they are to carry out.

Volunteers with the Tamar Yacht Club will complete Volunteer Registration Forms. The club will not be liable nor take responsibility for loss or damage of any personal items.

1.4 Basic Principles

(a) In an emergency the priority is to ensure the safety of COMPETITORS OVER BOATS. Drifting or anchored boats can be picked up later. If Rescue Boat crews believe that sailors are at risk they may override the sailing instructions and issue a directive that the sailors in question be rescued.

If a sailor is taken on board a rescue boat, and their yacht is left at anchor or left to drift until picked up later, a fluorescent green marker buoy will be attached to the yacht.

(b) When responding to situations, the provision of assistance by Rescue Boats or Coach Boats must not be influenced by the club to which the sailing boat or responding boat belongs. All boats requiring assistance must be treated equally on the basis of need.

(c) Rescue Boats should be positioned appropriately around the course perimeter to provide maximum coverage of the sailing area. However, as much as possible, they should stay outside the course area, so as not to be a hazard to racing craft.

(d) Only Coach Boats should normally be within the course area. However they must remain at least 100 meters from competitors from the Warning Signal until competitors finish or retire from the race. Green fleet Coach Boats are exempt from this 100m rule and may coach during racing from an appropriate distance, ensuring they do not interrupt Open Fleet boats that are racing.

(e) Coach Boats must respond to reasonable requests by Rescue Boats to provide an initial safety check on any capsized or distressed sailing craft in their vicinity, and should, in any case, do so as a matter of course.

(f) Private boats, not being designated Coach Boats, must not enter the course area to coach a racing boat. The PRO may allow an exception to this rule for young novice sailors requiring the comfort of a dedicated support boat on their initial attempts at racing.

(g) Any situations concerning Rescue Boat Crews, which they believe, warrant attention should be reported to the PRO immediately unless safety requirements dictate that action must be taken immediately.

(h) All race management boats are to be driven in such a manner that they will not cause any disturbance to competing yachts. All motor craft are to keep clear of competing yachts unless providing assistance.

2. RESPONSE PLAN

2.1 Resources

The race management boats, contact call signs and crew details will be made known on the sailing day.

2.2 General Approach

Each Rescue Boat will have a designated area to patrol during the race. During the race the Rescue Boats are to be on station or located as directed by the PRO. The PRO should position Rescue Boats around the course by allocating each boat a mark (as in windward, leeward or gibe mark) as that boats patrol zone. Rescue Boats should only move away from their allotted zone with the approval of the PRO.

Boats designated as Roving Rescue Boats will monitor the fleet, Coach Boats, spectator craft and other external influences on the fleet and provide advice to the PRO on risks and incidents and respond to the directions of the PRO.

2.3 Retiring Boats

If Rescue Boat resources are available, the PRO may allocate one Rescue Boat to cover a position where it can take the sail numbers of sailing boats retiring from the race and returning to the club/beach while still being of assistance in generally monitoring the race area.

A boat so positioned should report any boat retiring to the PRO (not just those from their own club). Retiring boats should be encouraged to sail past this boat and report their intentions.

2.4 Position on Station

All boats should remain in their allocated patrol areas until directed by the PRO or Incident Manager to move or come ashore when all boats are accounted for.

To avoid becoming a hazard to racing craft, Rescue Boats should maintain a position that is outside the normal stream of racing craft. This generally means staying outside the lay lines.

If a Rescue Boat observes a capsize or indications of unusual behavior or distress it should visually check on the safety of the crew. If this requires the Rescue Boat to move into the stream of racing craft, they should remain alert and keep clear of the racing

craft. Monitor and report the condition of boat to the PRO. Only intervene with the approval of the PRO.

2.5 Heading to and from the Start

Racing yachts should make their way to the start without the assistance of Rescue/ coach boats, if the wind strength permits.

Yachts may be assisted to return to shore between races and at the completion of the days racing.

2.6 Coach Boats

Coach Boats must respond to reasonable requests by the PRO, Rescue Boats or Committee Boat to check on the safety of a nearby yacht which has capsized or is showing signs of distress, or may do this on their own initiative

3. GUIDELINES FOR RESPONDING TO CAPSIZES

3.1 Risk Analysis

Responding appropriately to mishaps is, first of all, dependent on understanding the areas of greatest risk. The order of risk severity and required responses are as follows:

3.2 Crew becoming trapped under a boat in a capsize

This (fortunately) is an extremely rare occurrence. Common sense suggests the more rapid or unexpected the capsize; the greater the risk. The risk should never be underestimated for boats where children are aboard.

3.3 Crew member suffering sudden onset of severe illness

This is probably more likely for adult crews, although allergic reactions or poisoning could cause similar problems for younger sailors.

The onset of the problem could bring about a capsize.

3.4 Injury through a collision or on board incident

Once again, this may sometimes manifest itself in a capsize.

3.5 Hypothermia

Sailors may find themselves with inadequate protection from the cold. The risk is greater if there has been an unexpected change in weather and if younger sailors are involved. The first sign is likely to be strong shivering. More advanced hypothermia causes lethargy, drowsiness, confusion, slurred speech and eventually loss of consciousness and requires urgent attention.

3.6 Man overboard or separated from capsized boat

This may manifest itself in a boat sailing in an unusual manner or drifting rapidly downwind in a capsized state.

3.7 Panic reaction by younger sailor

This can be a reaction by inexperienced sailors to a capsize, especially if they are having difficulty in recovering the boat or climbing aboard afterwards. The most important duty of Rescue Boat is to observe. Count heads after a capsize and look for signs of distress and move in to assist only when necessary. Do not be too distracted by boats that are obviously merely righting themselves without difficulty. At all times there must be sufficient Rescue Boats available for observation. Tying too many Rescue Boats up with towing duties may be protecting boats at the expense of observing people.

3.8 Benign or moderate weather conditions

Where a single or limited number of boats are in difficulty in benign circumstances a Rescue Boat may seek permission from the PRO to take them to shore. Whether they are delivered back to their club or to a nearby beach will depend on the circumstances; and especially whether there are excess Rescue Boats that remain to cover the position of the missing boat.

If possible use a slow boat or small boat to tow craft back to shore leaving the faster craft at the course.

3.9 Strong Winds

When the wind regularly exceeds 15 knots the possibility exists of large numbers of boats requiring monitoring or assistance at the same time.

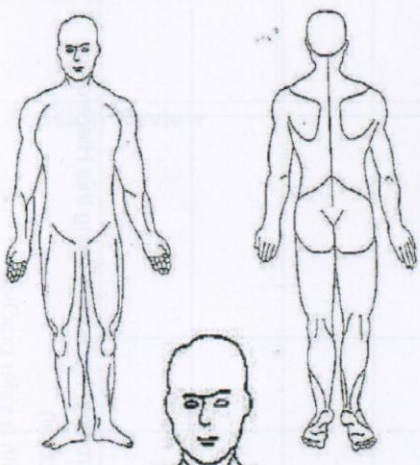
If the wind speed increases beyond this special arrangements will be needed to ensure that boats in need of help are attended to in order of priority. A race will not be started or continued if the conditions are considered too extreme by the PRO.

4. PREPARATION FOR STATE AND NATIONAL CHAMPIONSHIPS

Daily team manager briefings on:

1. Environmental issues
2. Weather.
3. Tides.
4. River hazards.
5. Water temperature.
6. Safety issues.
7. Incident reaction plans.

Appendix 4: Sample Injury Report Form

Injury Report Form: This report reflects an accurate record of the injured person's reported symptoms of injury		
Name of person injured: _____		Date of Birth: _____
Date when injury occurred: _____		Date when injury is evident: _____
Person injured: <input type="checkbox"/> Participant/Sailor <input type="checkbox"/> Instructor <input type="checkbox"/> Other: _____		Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Supervising Instructor: _____ (Signature)		Witness: _____ (Signature)
First aid provided by: _____ (Signature)	Time of first aid: _____	Initial treatment required: <input type="checkbox"/> No treatment required <input type="checkbox"/> CPR <input type="checkbox"/> RICER <input type="checkbox"/> Crutches <input type="checkbox"/> Sling / splint <input type="checkbox"/> Dressing <input type="checkbox"/> Strapping <input type="checkbox"/> Massage <input type="checkbox"/> Stretching
Nature of injury: <input type="checkbox"/> New injury <input type="checkbox"/> Aggravated injury <input type="checkbox"/> Recurrent injury <input type="checkbox"/> Other: _____		
Did the injury occur during: <input type="checkbox"/> Training <input type="checkbox"/> Event <input type="checkbox"/> Other: _____		
Symptoms of injury: <input type="checkbox"/> Blisters <input type="checkbox"/> Inflammation/swelling <input type="checkbox"/> Spinal injury <input type="checkbox"/> Bleeding nose <input type="checkbox"/> Cramp <input type="checkbox"/> Cardiac problem <input type="checkbox"/> Bruising/contusion <input type="checkbox"/> Suspected bone fracture/break <input type="checkbox"/> Electrical shock		
Body part injured: 		How did the injury occur? <input type="checkbox"/> Collision with a fixed object? <input type="checkbox"/> Overbalance <input type="checkbox"/> Collision/contact with another person <input type="checkbox"/> Overstretch <input type="checkbox"/> Fall from height/awkward landing <input type="checkbox"/> Slip/trip <input type="checkbox"/> Fall/stumble on same level <input type="checkbox"/> Other: _____
Extra detail regarding how the injury occurred: 		
Was protective equipment worn on the injured body part? <input type="checkbox"/> Y <input type="checkbox"/> N		
Follow up action: <input type="checkbox"/> None <input type="checkbox"/> Medical practitioner/physiotherapist <input type="checkbox"/> Hospital <input type="checkbox"/> Ambulance <input type="checkbox"/> Other: _____		
Signature of person completing form: _____		Date: _____

Note: Instructors without medical training should refer all medical decisions to appropriately qualified persons. Do not attempt to 'diagnose' an injury. Users of this form are advised that medical information should be treated confidentially. In some states, additional legislation affects the management of health records. See the Australian Legal Information Institute website (www.austlii.edu.au) for further information.

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