



WOOLLAHRA SAILING CLUB 2024-2025 Club Racing & Events Emergency Plan

Objective

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

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Responsibilities

Safety

Competitors

Competitor's attention is drawn to fundamental RRS 1.2 and 4.

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 session each competitor intending to race shall personally "sign on". This requirement is to be included in the Sailing Instructions. This provides Race Management with a list of all boats on the water.

Declaration

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

Personal Buoyancy

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 will additionally 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 who hold as a minimum an Australian Sailing Powerboat Handling certificate in such a manner that will not cause any disturbance to competing dinghies or injury to crews. All powerboats are to keep clear of competing dinghies 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 vessels.***

Minimum safety requirements for conduct of racing

Briefing: (Principle Race Officer / Race Officer – PRO / RO) • Assisting staff members and volunteers should always be briefed on the rescue coordination plan before racing commences.



Race Management Personnel: (Vice Commodore / Office Staff)

- Sufficient personal 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 Course.

Weather Information: (Office Staff / RO)

- Local weather forecast to be obtained from the Bureau of Meteorology and placed on Notice Board no later than 9am on race days.
- All in charge personal to be briefed on expected weather.

Wind Speed Limits: (PRO / RO)

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

First Aid Provision

One qualified person must be present at all times at the Club capable of providing first aid. A current Government-approved first aid certificate is the minimum required qualification. The Club shall maintain an adequate first aid kit stored in a location accessible at all times.

Rescue co-ordination

This document is prepared to provide a rescue plan and emergency response during racing or a 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”

The Race Officer (RO/PRO) is responsible for the on-water event management.

The Race Officer is the person responsible for declaration of an emergency situation on the water on each course. Once the Race Officer abandons races, he will coordinate the Rescue from on the water and will request the assistance of the On-Land Rescue Coordinator.

Local search and rescue activity will generally be planned and implemented by the On-Land Rescue Coordinator and located in the Woollahra Sailing Club office.

In the case of a missing person/vessel, coordination will transfer to NSW Police / Water Police.

The Water Police Squad is the State Search and Rescue Authority for NSW under the National Search and Rescue Agreement between the Federal Government and



the various State Governments. The Rescue Coordination Centre (RCC) is located at the Water Police Squad Headquarters and coordination of Marine Search and Rescue operations is conducted by qualified staff at the RCC.

Injuries to persons involved in any event should be responded to by the closest available safety boat. If it appears that ambulance attendance will be required, dial 000 and request an ambulance to meet at a harbour wharf.

Patrol plan approach

Each safety vessel will have a designated area to patrol during races and during transit of dinghies to and from the race area. This will be detailed in the pre-racing briefing for volunteers.

The plan must ensure that all areas are covered by at least one rescue boat at any time.

- During scheduled races, safety craft and rostered crews are to be on station or as directed. In the situation where the RO/PRO calls for "all boats" to be used, coach boats, Jury boats, etc., will be classed as "safety boats".

Heading to the start

- When the dinghies commence heading to the start, the On-Land Rescue Coordinator will monitor the progress of the dinghies launching and proceeding to the race area.

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 boat 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 Coordinator to change area or come ashore when all vessels 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 RIBs would be stationed either close to the shore or in support of other boats (e.g. gybe marks) depending on weather and course distance from club.



Rescue team

- Functional control for rescue will be performed by members / volunteers.
- ***Safety Boat Crews should always be fully briefed on the Rescue Coordination Plan before going afloat.***
- Each safety 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. Safety boat crews should be encouraged to wear PFDs at all times.
- ***Only authorised personnel are allowed to drive safety boats.***
- When conducting a major event, the following onshore personnel are required in addition to the rescue boat crews (A single individual can fill more than one of these role),
 - Duty Officer
 - On Shore Rescue Coordinator
 - Radio Operator
 - Beach Master
 - Relief crews as needed (the crew from boats returning to shore may be used for this)
- ***Safety 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.

Duties

Duty officer

Purpose:

- Encouraging people to keep the footpath clear.
- Encouraging people not to leave dollies on the ramp.
- Knowing how to use the radio and PA.
- Carrying a radio at all times.
- Know where the defibrillator and first aid kits are located.
- If there is a major medical incident, call the ambulance.

Full details of this role are outlined in the Duty Officer Role document contained in the WSC Operations Manual folder in Sharepoint.



Rescue co-ordinator

Purpose:

Coordination of rescue operations and communication under direction of the Race Officer, until NSW Water Police assume control (if required).

Nominated Persons: Duty Office Staff member

Radio/telephone operator

Purpose:

To log incident radio traffic and phone calls and free up the Coordinators from having to operate the clubs radio system. *Nominated Persons: Duty Office Staff member*

Location: Club Office

Beach marshal / recovery co-ordinator

Purpose:

To manage and coordinate, report and record the recovery of persons and boats.

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

Nominated Persons: Duty Class Officer

Location: Launching area

Emergency procedure operations sheet

LEVEL 1	GENERAL PATROL / RESCUE	0 – 15 knots
	Safety craft to patrol designated areas.	Monitor VHF
<u>Control</u>	Towed dinghies rescued to start-finish	Radio
Race Officer	vessels or spectator craft. Safety craft not to leave course without clearance from race officer.	
LEVEL 2	Coach boats may enter course	15 – 25 knots
<u>Control</u>	and assist when requested by	Monitor VHF
Race Officer	Race Officer.	
LEVEL 3	ABANDON RACES	25 – 35 knots
<u>Control</u>	Safety craft as directed by RO and	Monitor VHF
Race Officer	other available boats to assist where practical.	
Assistant Rescue	Liaise with beach Marshall for:	



Coordinator Boats ashore.
Safety craft to either tow boats to available
craft or abandon boats after tagging with (crew
safe) tape.
Head count.

LEVEL 4 **OUTSIDE ASSISTANCE REQUIRED** **30 – 35 knots +**
Control

RO & Office Continue as above.

Coordinator Decision to call
 • Water Police
 • Marine Rescue NSW

Rescue Coordination Plan Committee Boat

The RO is to direct operations until the crisis has passed.

Advise the Club office and other Club boats by Vhf Ch 77 that the Rescue Plan is in operation. Call for extra boats to assist if required.

Start engine and weigh anchor. Motor around in the same position, ready to assist rescue boats if needed.

Keep radio communications to a minimum as radio traffic is heavy at these times.

Prepare boat (eg. Remove all race flags) for rescued crew when they come aboard.

Rescue Boats

Make sure that Vhf on ch 77 for messages.

Drop off excess passengers at Committee Boat (a driver and one crew is sufficient)

Attend boats being carried towards shipping lanes, rocks, or other dangerous areas first.

Approach capsized boats from windward side. Disengage engine, and throw a line to crew and get them on board.

Mark upturned hull with marking pen or tape to indicate that crew has been rescued.

Inform Committee boat that crew from boat "x" has been picked up and what your next movements will be.

Once all the fleet has been accounted for proceed to retrieve the capsized boats. These should be dragged to a sheltered place or to the Committee boat for mooring until the weather abates.

Do not attempt to get a boat upright in extreme conditions. It will only get knocked over and valuable time will be lost.



Save lives, not boats.

Racing is conducted using procedures or standards published by Australian Sailing containing the World Sailing Racing Rules of Sailing (RRS) and observing the International Regulations for Preventing Collisions at Sea.

Guidelines for towing boats

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

1. A fast boat in most situations can still only tow at a slow speed.
2. Towing dinghies 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 takeover 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 dinghies that the crew have been recovered.

All dinghies where the crew has been removed must be capsized and marked as described above.

The purpose of the system is to identify boats where the crew has been removed.

Any other safety vessel that may find the dinghy can see "x" on the hull and know that the crew has been recovered and they do not have to start a search for missing crew.



Phone Numbers

Updated to Current and laminated and posted on Committee Boat

WSC Office	(02) 9371 9805
Race Officer	Office to advise on-duty RO mobile details
Water Police	4 Jubilee Pl, Balmain 2041 000 93207499 (Water Police HO)
Bureau of Meteorology	Forecasts General (24hrs) & Weather warnings 1300 659 210 or 9296 155 www.bom.gov.au
Australian Maritime Safety Authority	Including search and rescue 1800 627 484 – 6230 6811
Marine Rescue NSW	9450 2468 / Channel 16 on VHF (distress and calling channel)
Port Authority NSW	L4, 20 Windmill st, Millers Point 2000 9296 4999
Ambulance	000
Police	000
Emergency	000
Local Hospital St Vincent's Hospital Sydney 390 Victoria Street Darlinghurst	8382 1111
Darlinghurst Medical Centre	213-219 Darlinghurst rd, Darlinghurst 8302 1111
Local Council Emergency Coordinator	9391 7000
Roads and Maritime Services	13 12 36
Nearby Yacht Clubs	
Vaucluse	9337 5775
Double Bay	9363 5577
Prince Edwards	9363 5809
Royal Sydney	9955 7171
18ft League	9363 2995



Appendix 1: Communications plan

Location/designation	Radio	Vessel	Call Sign	Channel
WSC Office	VHF	Woollahra Base	Woollahra Base	77
Committee Boat	VHF	Bill Solomons	Bill Solomons	77
Committee Boat 2	VHF	Rescue A	Rescue A	77
Committee Boat 3	VHF	TBA	TBA	77
Mark Boat	VHF	Pannerong	Pannerong	77
Rescue Boat	VHF	Boamillie	Boamillie	77
Course Boat	VHF	Blue 1	Rescue A	77
Safety Boat	VHF	Blue 2	Rescue B	77
Safety Boat	VHF	Blue 3	Rescue C	77
Safety Boat	VHF	Nuwi	Rescue D	77
Safety Boat	VHF	Marring	Rescue E	77
Jury Boat	VHF	Badu	Jury 1	77
Jury Boat	VHF	Yuluwigang	Jury 2	77



Appendix 2: Recommended Class Wind Speed Limits

Each sailing class has a limit at which they can start to or continue racing. The Race Committee will discuss wind limits with class reps. The Race Committee has authority to determine the appropriate wind limit.

Class Associations may recommend maximum average wind speed as a guide to Race Committees. However, the Race Committee should also consider sea state, tide, the number of patrol boats available and experience before making the decision whether to start or continue a race. The view of the Race Committee is final and supersedes any limits listed below.

Generally racing will not proceed if the wind is less than four knots or exceeds:

- 22 knots for club racing
- 25 knots for regattas.