



CONTACTS & PROCEDURES SHEET

LOCATION ON COURSE

As per the briefing sessions and direction assigned Safety volunteer

VHF Channels	77	All Vessels
	13	Water Police
	16	Marine Rescue
Start Boat, Rescue Boats, Mark Boats	VHF CH 77	

ON WATER

- Radio Check with course vessels as leaving to race area
- Mark Lay boats, when Start boat is on station approach & await instructions to lay marks

DURING RACING & Session

Rescue Boats

- Shall patrol/observe their allocated area at all times
- Focus on tail-enders unless advised by Safety volunteer
- Are not to leave the course until cleared by Safety volunteer
- Notify Safety volunteer if a competitor leaves the course and/or retires

AT ALL TIMES

- Radio on and Life jackets to be worn
- Be aware of capsizes were possible.
- If medical assistance is required advise the Safety volunteer

Rescue Boat Operator must make the final decision whether or not to assist a boat, thus precluding it from further racing. The major consideration must be the condition of sailors.

EMERGENCY NUMBERS		
Name	Role	Contact
Woollahra Sailing Club	Host Club	9371 9805
Diane Vukelic	WSC General Manager	0447 283 936
Dan Smith	WSC Sailing Manager	0423 395 476
Emily Meyers	WSC Board Member	0413 480 911
Ambulance / Fire / Police		000 or 112
St Vincent Hospital	Ambulance	8382 1111
St Vincent Hospital	Emergency	8382 2520
BOM Sydney		9296 1555
BOM Water Services Sydney		1900 969 955
Water Police – Marine Area Command	Ch 13	9320 7499
Police – Rose Bay		9362 6399
NSW RMS (Maritime)		13 12 36
NSW Marine Rescue – Port Jackson		9337 5033
NSW Marine Rescue – Middle Harbour		9969 3270
NSW Marine Rescue – Terry Hills Radio		9450 2468

As a club member you have responsibilities under the WSC club code of conduct to report any safety breaches to club management. sail@woollahrasailingclub.org.au



Woollahra Sailing Club

ABN: 46 000 344 178

Safety Procedures Operation Sheet

Level	Trigger Conditions	Person in Control	Actions	Communications
LEVEL 1				
GENERAL PATROL RESCUE	Wind speed 0 – 15 knots	Safety Officer / Volunteer - WSC Incident Manager - First Aider	- Rescue craft to patrol designated areas - Towed dinghies rescued to start-finish vessels or shore. - Rescue craft not to leave course without clearance from CRO.	Radio – Monitor as per course and monitor VHF Ch 77
LEVEL 2				
STAND BY	Wind speed 15 – 25 knots Strong Currents	Safety Officer / Volunteer - WSC Incident Manager - First Aider	- As above - Support boats may enter course and assist when requested by Safety Officer / Volunteer	Radio – Monitor as per course and monitor VHF Ch 77
LEVEL 3				
ABANDON RACES	Wind speed >25 knots Wind and sea conditions not safe for ongoing racing. eg electrical storm, thunderstorm, fog/whiteout, wave conditions, strong currents.	Safety Officer / Volunteer - First Aider - Others	- Rescue craft directed by Safety Officer / Volunteer - Rescue craft to either tow boats ashore or abandon boats after tagging with (crew safe) tape - Safety Officer / Volunteer to coordinate other available boats to assist where practical	Radio - Monitor As per course and Monitor VHF Ch 77 Safety Officer / Volunteer VHF Ch 77
LEVEL 4				
OUTSIDE ASSISTANCE REQUIRED	Inability of Rescue Personnel to effectively manage the situation	Safety Officer / Volunteer - First Aider - + Others	- Decision to call external agency (Volunteer Marine Rescue/Coast Guard/Police/SES) - Continue as above	Monitor VHF Ch 77 By Course WSC Sailing Manager 0423395476 VHF Ch 77 Water Police VHF Ch 13

Ambulance Pickup Points

A – Manly Wharf, Manly	F – Man O' War Steps, Opera House
B – Middle Harbour Yacht Club Marina, Mosman	G – Cruising Yacht Club of Australia
C – Taronga Zoo Wharf, Mosman	H – Rose Bay Public Wharf, Rose Bay
D – Cremorne Point Wharf, Cremorne	H – Woollahra Sailing Club
E – Royal Sydney Yacht Squadron, Kirribilli	



Guidelines for Foiling Boats and Boards

- SailFOIL safety: <https://youtu.be/VkU8vafipKw>
- WindFOIL safety: <https://youtu.be/yXhErUAX8tc>
- WingFOIL safety: <https://youtu.be/1F0HBNi4dv0>

Safety vessels must carry suitable first aid which includes broad bandages to stem any bleeding if required. It is also recommended safety boats include gloves to handle foils if required, as well as soft padding or materials to protect foils that may need to be placed in the safety boat.

Please note: The risks in foiling classes are a little more varied than traditional classes. The foils are very sharp with possibility of severe injury, as well as an increased risk from falling or impact with another sailor. As a result, concussion and cut injuries can be sustained and need to be planned for.

Observation of sailors upon launching, racing, and landing/returning to shore is important to ensure all sailors are safe. Sailors should also be encouraged to always look out for each other to also be available to assist. If you see a kite crashed, or a wing fall, keep an eye on the sailor until you see them relaunch or attempt to relaunch, ensuring they are not injured and still able to sail their craft.

If concussion is suspected, the sailor should be assisted back to shore straight away by safety boat or coach boat for the onshore first aid officer/volunteer to assist and make assessment. If the sailor is concussed, they may not be able to make a clear decision.

WindFoil Guidelines

- Approach sailor from to leeward in a head to wind direction and assess the situation.
- If the sailor requires assistance but is unable to help himself, go alongside the sailor, being careful to control the vessel to avoid being on the windward side of the board and rig. You will risk drifting over the top of board and rig if the rescue vessel is placed to windward of the board and rig.
- Recover the sailor before the board and rig. Retrieve the sailor and provide first aid as appropriate.
- Reposition the rescue vessel to a position that will allow unimpeded access to the top of the rig and importantly from the direction of the clew towards the mast.
- Slowly approach the top of the rig, Lean over and hold the top of the rig by the mast and luff pocket. Place the top of the mast on the side of the rescue craft, keeping your hand away from being caught between the rig and the rescue craft.
- If the rig is downwind of the board, drive in a semi-circle to ahead to wind direction whilst rotating the rig. When the mast is at right angles to the rescue vessel, pull the rig over the rescue vessel.

- If the rig is upwind of the board, drive in a circle, firstly heading downwind, whilst rotating the rig as you go. Drive fast enough to ensure the clew of the rig isn't lifted out of the water by the wind. When the rescue vessel is head to wind, and the mast is at right angles to the rescue vessel, pull the rig over the rescue craft.
- Keep the rescue craft moving slowly head to wind. Secure the boom head to a solid fixture on the rescue craft
- Push the battens down so that the camber of the sail is facing the bottom of the rescue craft. This will reduce the lift in the rig.
- Grab the connected board by the back foot strap and place upside down on to the rig.
- Secure the board and rig with a strap or rope over whole unit.
- Drive at a speed that keeps the apparent wind coming from the front of the rescue craft.
- All edges of the hydrofoil (fin) are extremely sharp and strong, and should be regarded with extreme caution (especially for sailor/rescue crew) but also for impact with rescue craft etc if situations get anything above moderate
- The sail and hull material/s are also very fragile with respect to puncture or sharp object impact/tears, and being "dragged" over anything solid (boat gunwales/fittings, deck items etc) can be exceptionally damaging to the sail.
- Of course, in emergency, people are priority above equipment, but we've seen a lot of expensive and preventable damage in low risk recoveries too.
- Protective clothing is a benefit. Full fingered gardening type gloves and a long sleeve garment should be considered for the rescuer.

Cautionary notes

- wear gloves at all times as the kite lines may cause injury if under strain
- at no stage wrap lines around hand or body
- never grab trailing edge of kite as it may launch
- beware of unintentional launching, keep clear of lines at all times
- cutting lines - absolute last resort

N.B. More specific IKA instructions will be made available for Kite Course only

Wing Foil Guidelines

- Approach sailor from windward side and assess the situation
- If the sailor requires assistance but is unable to help himself, go alongside the sailor being mindful of the wing sail. Release the safety tether restraining the wing to the sailor and any additional tether to the foil board if applicable. Retrieve the sailor and provide first aid as appropriate.

- If conscious and unharmed, instruct the sailor to deflate the wing at earliest convenience and untether themselves from equipment. Recover the sailor then in succession the wing and foil board.
- Approach the wing from a 45-degree angle from the downwind side as it will tend to drift downwind. Pick the wing up from the leading edge handle where possible otherwise any tether point.
- Where the wing is not deflated. The dump valve is typically located on the inner side of the leading edge. Deflate wing as required and place in boat.
- Retrieve sailor, then foil board –beware of the foil edges (they are very sharp)

Cautionary notes

- Wear gloves at all times as the foils may cause injury if under handled incorrectly.
- Beware of strong wind creating difficulty with the inflatable wing
- Beware of unrestrained foil boards and rigid inflatable boat (RHIB) tubes.

WASZP Guidelines

With Sail-up

- The safest way to approach the Waszp is from the windward side making sure to keep a visual on the foils which will be extending from the hull.
- The easiest way to support the sailor is to wait for the boat to be righted and for the windward wing to be placed onto the pontoon of the RHIB. This requires a bit of communication between the driver and sailor.
- Once the boat has been placed on the pontoon, the mainsheet should be untied from the rear pulley so the sail can freely swing. It is also important that the ride height adjuster is disconnected so that the boat does not begin to foil as the RHIB begins to move. The sailor will then sit on the wing on the pontoon and steer into the RHIB. It helps if an extra person in the RHIB can hold the front corner of the wing.

De-rigging sail

- The RHIB can assist by carefully approaching from the leeward side and lifting the tip of the mast on to the RHIB
- The sailor will then need to untie the mainsheet, outhaul and cunningham before releasing the sail cams on the mast. The sail can then pulled off the mast and rolled, taking care that it is in 2 pieces and the sections do not come apart. Care should be taken to ensure the Wishbone and top and bottom section are not lost.
- Once the sail has been removed leave at least the bottom section in the boat, unclip the ride height adjuster and place the wing on the side of the pontoon of the RHIB. Again, be careful to ensure the WASZP is relatively level when coming alongside the RHIB as if the wing closest to the RHIB is too high in

the air then it is possible for the foil to touch the hull of the RHIB if bouncing off a wave.

- Alternatively, the boat can be towed behind by putting a few turns around the bottom of the mast – NOTE: The ride height adjuster will need to be clipped on with minimal ride height enabled to ensure the boat does not foil but also has enough lift that the bow is able to stay out of the waves.