



2020 Auckland Champs Emergency Procedures

On Water Emergency: Channel VHF 77

In the event of any Emergency, the following should be recorded principally by the Race Committee Boat and Shore Management:

1. Principal Times of the Emergency Developing and Timeline
2. Times of radio and/ or phone instructions and conversations
3. Details and times of actions taken

An excess of information and notes is preferable in the event of an enquiry and subsequent reporting. Responsible parties should not hesitate to record what may appear to be mundane information.

Medical Emergency: During Racing

Emergency to be reported or relayed to:

1. Race Director	Sean McRae	027 343 3866
2. Race officer A	Sue Witiskie	027 710 1249
3. Race officer B	Andrew Kearney	027 352 8295
4. Race officer C	Richard Lane	021 624 838
5. Shore Manager	Jason Higgott	021 865 492
6. Safety manager	Geoff Rasmussen	027 2222 555

Race Officer to co-ordinate a rescue boat to deal with the emergency

1. Rescue boat to have suitable room to attend to patient
2. Record rescue boat crews First Aid qualifications

Rescue boat Skipper to contact Committee Boat by radio or phone.

Relay symptoms and receive instructions from Committee Boat.

Committee Boat to relay information to Shore manager.

5 Knot speed restriction still applies, as per normal maritime rules, despite emergency.

Shore Manager to decide if Rescue Helicopter is required. If so, it will land on the Helipad adjacent to the club. Helipad to be kept clear at all times.

Shore manager to call or delegate to others to call for Ambulance if required, and co-ordinate further medical treatment. Sailing club address is:

Maraetai Sailing Club/ Maraetai Beach Boating Club
188 Maraetai Drive Maraetai

On Entry and Registration all competitors are required to advise of any relevant medical conditions or medication being taken. Race officer & Shore Manager to have these details.

Abandonment of Race Due to Adverse Weather

Regatta Director

Decision to be taken by Regatta Director and relayed to all Rescue Boats and Shore Manager on VHF Ch 77 and alternate channels. **All vessels to change to Ch 77 if Emergency is declared.**

Regatta Director remains in overall control of operations on and offshore until all competitors, Race Officials and support crews are accounted for.

Consider severity of occurrence and if deemed necessary inform local Police and/ or Coast Guard.

Direct rescue boats to rescue competitors and abandon boats if deemed necessary.

Record details:

1. Sail numbers of boats abandoned with competitors rescued
2. Boats ashore as updated by Shore Manager

Shore Manager

1. To record arrivals of competitors ashore
2. Assign 1 person with a VHF radio on a rescue boat within safe distance of shore to record inward boats no longer in imminent danger.
3. Record sail numbers of boats abandoned with competitors rescued
4. Inform Regatta Director when all competitors are accounted for

Rescue Boats

1. Proceed to boats requiring assistance at the direction of the Regatta Director. If not under direct instruction assist those in most need first.
2. Report details of competitors secured to Race Director & Shore Manager.
3. All abandoned boats, where competitors have been secured, to be marked with coloured tape, as provided, tied around hiking straps or mast.
4. As per the Sailing Instructions when Code Flag "W" (with a long sound signal) is displayed on a committee boat all support boats are requested to remain afloat and assist all sailors and monitor the race committee VHF radio channel for search and rescue instructions.



Code Flag "W"

Incident/Accident Emergency Procedures

The Maraetai Sailing Club has the following procedures, if there is an incident/accident where someone is hurt on the water and needs medical assistance and or vessel is stricken/damaged and needs assistance.

- The skipper of the “attending safety boat” will assume “on water” control of the situation and put in place the initial response plan. The focus of this plan will be to:
 - (i) Provide treatment, comfort and support to any injured person(s).
 - (ii) Ensure that while providing (i) above that support/rescue personnel do not become “secondary victims”.
 - (iii) Commence communication with Race Officer (if event occurs during a Regatta) and the “Shore manager”.
 - (iv) Once a treatment and rescue plan has been put in place to help the injured person (s), the focus may then move to a boat rescue situation.
 - (v) The skipper of the “attending safety boat” may call on other safety boats to assist.
 - (vi) The focus must always be on treatment of injured person (s) before retrieval of equipment/boat salvage is considered.
 - (vii) Notwithstanding (vi) above, equipment and boat salvage may be delegated to another rescue boat so that both occur concurrently.
- The “attending skipper” & “shore manager” may decide to move communication to a mobile phone system so as to un-clutter the Regatta VHF Channel &/or provide confidentiality around the patient (s).
- The Race Officer, with input from the attending skipper and shore manager has the ultimate call on whether racing is abandoned.
- If the situation is deemed serious enough to call in outside support via (111), this should ideally be done by the shore liaison person. However, if the condition of the patient (s) is such that on-going treatment advice or status reports are required, the attending skipper shall delegate one of their crew to open a secondary contact channel.
- The attending skipper will bring the rescue boat to shore in the location specified by the shore manager. This will normally be the easiest location to provide access and support to the injured person (s) &/or access by external emergency support teams.
- If the injured person (s) needs to be transferred to hospital, the shore manager is to ensure that a support person either travels with them in the ambulance or follows in their own car. This will ideally be someone who knows the patient (s).
- Once the injured person (s) have been treated &/or transferred to the care of a emergency support team, the focus can then shift back to closing out the retrieval of equipment and salvaging the boat.
- Once both aspects of the rescue have been completed, the Club’s “Accident & Incident Reporting” procedure will be followed.

Missing Sailors Procedure

A yacht without a sailor is treated as an **Emergency**

Actions:

1. Check that sailor is not trapped underneath yacht.
2. Scan areas visually and pair up sailors and yachts.
3. Advise shore base and Race Officer "Sailor Missing, Sailor Missing".
4. Drop a marker buoy and secure the yacht to the buoy.
5. Give accurate position with reference to course marks and report the yacht's sail number.
6. Do not put on "Crew Safe" tape on yacht until sailor is positively identified as being safe and the sailor's location is known.
7. Start a search up wind over a 60° triangle from the mark for a distance of 200 meters. Observers standing if possible and check other yachts for 2 people on board.
8. Race Officer or shore manager will dispatch other available rescue boats to the area.
9. Start downwind search over 60° triangle from mark for a distance of 200 meters. (Beware not to run over sailor while searching for them)
10. If the search is unsuccessful at this stage the Race officer may abandon the race and allocate rescue boats to the area.
11. Shore manager person to advise Authorities.
12. Mark laying boats will take GPS co-ordinates of anchored yacht and under the guidance of the race officer co-ordinate a grid search utilising as many boats as possible. This will be done by forming a line of boats 20 meters apart and sweeping upwind factoring in wind and tide directions.
13. If unsuccessful this procedure is to be repeated in a down wind direction.
14. During this period the Shore Base to check sign on/off sheets and record all boats coming ashore.
15. If still unsuccessful form up at right angles to the course and sweep again.
16. Search to continue until successful in conjunction with the authorities.
17. Debrief in conjunction with the authorities.
18. Once the emergency situation has been concluded the Club's "Accident & Incident Reporting" procedure will be followed.