



Mannering Park Amateur Sailing Club

Emergency Plan and Guidelines

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1. Introduction

Each week MPASC operates with a different Race Officer and Assistant running the sailing events. The Race Officer will be responsible for the administration of this Emergency Plan on the water. This procedure sets out the general process for incident management.

2. Roles and responsibilities

The Duty Officer is to direct all operations until the crisis has passed.

The First Aid Officer (FAO) should be contacted and may consider swapping a boat's crewmember / assistant with a FAO for the period of the emergency.

The current Club First Aid Officers are:

- Janet Carr
- Andrew Whitbourne
- Ken Dalton
- John Skewes
- Bruce McWhirter

When back on shore the Commodore and/ or Vice Commodores will assist with rescue activities, contact the injured person's emergency contact person in need, and decide if an RMS Incident report needs to be completed. The form is available at www.rms.nsw.gov.au/maritime/safety-rules/incidents-emergencies/incident-reporting.html.

3. Emergency contact details

- Call emergency services on '000' if the incident is serious, such as potential loss of life, serious injury, or severe illness (e.g., suspected heart attack or severe hypothermia) and advise the nature of the incident and location.
- Call MPASC 4359 3518 to advise an ambulance has been called.
- Call Lake Macquarie Water Police '000' or Marine Rescue (02) 4971 3498 if a boat is left unattended and you need to leave the area. Marker tape, that is stored on the support boats, will be tied onto visible parts of the boat to signify that the crew have been removed. **Note: Water Police can coordinate involvement of all other Emergency Response Agencies.**
- Use VHF radio (if available) - Channel 88 for all safety and distress situations. If you call Marine Rescue Lake Macquarie via radio, follow the operator's instructions. (Under Federal Regulations, operators of VHF radios are required to hold an Operators Certificate so a radio should only be used in an emergency. **Note '000' phone call is preferred emergency call in a life-threatening situation**).
- Neighbouring clubs on Lake Macquarie
 - Wangi Sailing Club 4975 4212 (VHF Channel 77)
 - South Lake Macquarie Sailing Club 4970 5118 (VHF Channel 74)

4. Emergency access points

- Look for the closest access point depending on severity of event.
- MPASC is available for use to transfer an injured person to shore and to meet the ambulance. MPASC also has a defibrillator that can be used if need.
- You may need to consider the Mannering Park Boat Ramp/Vales Point Reserve depending on the emergency. **Note: access in SW conditions can be risky.**

5. Emergency response guidelines

5.1. Incident priorities

- In an emergency the priority is to ensure the safety of people, not boats. Drifting or anchored boats can be picked up later.
- Always check for further danger to yourself, crew and then the injured competitor. Never rush into an unknown scene or incident until you are fully aware of all dangers. Plan and advise you crew what actions you intend to take, so they can provide support.
- If the sailor is injured, showing signs of hypothermia or distress they should be taken on board and their condition assessed.

5.2. Guidelines for different incidents

5.2.1. Recovering a person in the water

When attempting to recover someone in the water, it is best to start down wind of the person and approach them slowly at approximately 45 degrees to the wind with the person to windward on the port side (as our recover steps are on the port side on the stern). Make sure the steps are unclipped and are hinged down. When you are confident that you can reach the person, stop the motor, and remove the kill switch. When you help get the person on the steps, stand in the middle of the boat near the motor to keep the rescue boat stable. To restart the motor, ensure the kill switch is engaged and select neutral before attempting to re-start the motor. If you are in danger of drifting onto an obstruction of lee shore don't forget to use the anchor!

5.2.2. Taking a person on board and abandoning or anchoring the boat.

Where it makes sense to take on board the skipper of a boat and anchor the abandoned boat or tie it to a mooring. In such a case you should tie a ribbon of red and white danger tape to the bow of the boat, so that other rescue boats are aware the skipper is safe. If the boat is capsized tie between the rudder and centreboard. A roll of danger tape is kept in the boat. Not necessary as the tap signifies the skipper/crew have been removed.

5.2.3. Person suffering sudden onset severe illness (e.g., suspected heart attack).

Render first aid. Call 000, see emergency contact details above.

There is a defibrillator located in the canteen at MPASC.

5.2.4. 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.

Consider taking sailor on board, render first aid if required. Depending on severity call emergency services.

5.2.5. Person 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. Monitor situation, give assistance if it is urgently needed. Nearby sailors may need to assist if required.

5.2.6 Shark Sightings.

Prior to the commencement of any sailing activity conducted by the Club the sailing area shall be surveyed to satisfy officials that there are no obvious signs of sharks in the area.

All rescue boat crews, starting crews, radio room attendants and sailors are to be generally aware that sharks do reside in Lake Macquarie and be vigilant at all times.

A shark sighting is considered confirmed when the shark has been sighted by either: at least one competitor plus at least one race official [rescue boat crews, starting crews, radio room attendants], or by any one race official. In the event of a confirmed shark sighting of a shark that is deemed to pose a threat to the safety of competitors the Race Officer must attempt to get competitors to shore quickly as possible. Once ashore all competitors must be advised to remain clear of the water for a minimum of one hour from the time of the last sighting, with increased surveillance for an additional hour at the location of the sighting and surrounding areas until the potential risk is deemed to have subsided. Should a shark attack occur, the sailor shall be removed from immediate danger by whatever support vessel is closest to the incident, first aid applied to any injuries or treatment for shock if required and returned to shore as quickly as possible. Radio ahead, if possible, to arrange emergency services or call 000 to arrange if a mobile phone is available.

5.3. Assistance by participating sailors.

Your health and safety and the health and safety of your fellow competitors are priority. While boat capsizes are part of dinghy sailing and can generally be righted quickly and easily, be prepared to monitor the situation, and render assistance if you see a boat capsized and cannot see the skipper or the skipper is trapped, or separated from the boat and is struggling to get back to it or struggling to right a capsized boat. You may be the first responder if the rescue boat is some distance away or attending to another boat.

5.4. Assisting boats from other fleets.

If rendering assistance to boats from other fleets the guiding principles for dinghy sailors may be applied until the relevant club, or emergency services, take over control and management.

Attachments

6.1 Locality Plan

6.2 MPASC defibrillator

6.3 Calling an ambulance.

6.4 CPR

6.5 Use of VHF radios

6.6 Towing a boat.

6.1 Locality Plan



6.2 MPASC defibrillator

Defibrillator located at MPASC clubhouse canteen area.

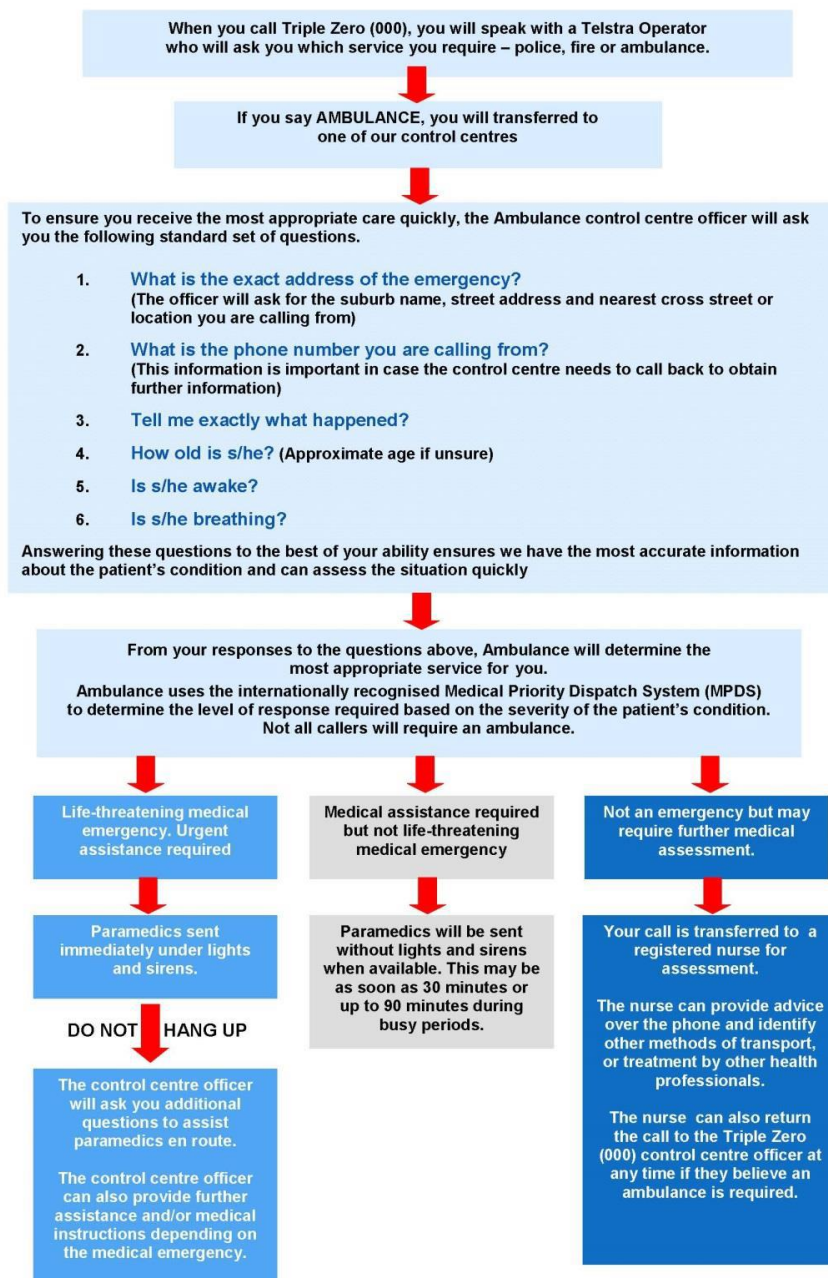


6.3 Calling an ambulance.

Calling an Ambulance - flowchart



**Ambulance Service
of New South Wales**



If your call falls into one of the above categories, you should call Triple Zero (000) again if the patient's condition changes in any way.

6.4 CPR.

<h1 style="margin: 0;">CPR chart</h1> <div style="display: flex; align-items: center; justify-content: space-between;"> NSW Ambulance </div> <p style="margin: 5px 0 0 0; color: white;">Cardio Pulmonary Resuscitation</p>	
D Check for danger	<p>Check for danger e.g. electrical cords, petrol or other hazards</p>
R Response	<p>Check for response If no signs of life:</p> <ul style="list-style-type: none"> > Unconscious > Unresponsive > Not breathing normally
SEND FOR HELP!	<ul style="list-style-type: none"> > Get someone to dial Triple Zero (000) immediately > Ask for AMBULANCE
A Clear airway	<ul style="list-style-type: none"> > Tilt head back (not for infants) > Remove foreign matter from mouth (and nose of baby) > Place on side if there is a lot of foreign matter
B Check breathing	<ul style="list-style-type: none"> > Look, listen and feel for breathing > If normal breathing is present leave or place patient on their side > If normal breathing is absent, commence CPR 30 compressions to 2 breaths at 100 compressions/min <ul style="list-style-type: none"> - Place patient on their back - Tilt head back (not for infants) - Lift jaw and pinch nostrils
C Circulation <i>(at 100 compressions/min)</i>	<p>CHILD & ADULT:</p> <ul style="list-style-type: none"> > Place hands over the centre of the chest (sternum). > Compress sternum one third the depth of the chest 30 times > Continue with 30 compressions to 2 breaths > Do not interrupt compressions for more than 10 seconds
	<p>INFANT:</p> <ul style="list-style-type: none"> > Position 2 fingers on lower half of the sternum > Depress sternum approximately one third the depth of the chest > Continue with 30 compressions to 2 breaths
D Defibrillation	<p>If Automated External Defibrillator (AED) is available</p>
<p style="margin: 0;">CONTINUE CPR UNTIL PARAMEDICS ARRIVE OR SIGNS OF LIFE RETURN</p> <p style="margin: 0;">Beware of rescuer fatigue, if help is available swap rescuers every few minutes</p>	
<p>This chart is not a substitute for attending a first aid course. LEARN CPR NOW!</p>	<p>This CPR chart is provided free of charge and must not be sold. The chart is available to download from the Ambulance website at: www.ambulance.nsw.gov.au.</p>
<p>For enquiries about this chart: NSW Ambulance Locked Bag 105 Rozelle, NSW 2039 Tel: (02) 9320 7796</p>	<p>This chart conforms to the Australian Resuscitation Council's guidelines on effective CPR as at September 2015. For more information visit: www.resus.org.au</p>

6.5 Use of VHF radios.

Tips on VHF radio use.

Local contacts:

- Wangi Sailing Club Channel 77
- South Lake Macquarie Sailing Club Channel 74
- In an emergency it will assist if you can give GPS position if available from your mobile phone

6.7 Towing a boat.

As outlined in 5.1 the priority is the safety of people, not the boats! There may be occasions however where it does make sense to tow a boat. This requires a person aboard the boat to tie the rope, steer, and keep the boat upright. The tow rope should be tied around the lower mast just above the deck. This will spread the load through the boat. Make sure the vang is loosened. Avoid securing to deck fittings or the bow eye which are weaker. If there is more than one boat to be towed the additional boat can be added similarly. Tie a line around the mast and fix to the line of the first boat. Connect the tow rope where it goes around the mast of the first boat. The line is tied to the tow rope of the first boat and not around its mast. A third boat could be added to the second boat in a similar fashion, and so on. It is recommended that no more than 6 boats be towed in as line in this manner. Extreme care is required preferably by someone who has experience to direct this. When the boat(s) is connected and secured gently take the slack out of the tow line. Accelerate carefully and gently to eventually just reach planning speed, no faster. One person on the Safety Boat needs to maintain watch on the towed boat(s). Similarly take great care when slowing and warn the boat(s) being towed prior.