



GERALDTON
YACHT
CLUB. INC

SAFETY & EMERGENCY

RESPONSE PLAN

2023/2024

Version #	Implemented By	Revision Date	Approved By	Approval Date	Reason
1.0	Helen Day	09/07/2020			Initial Safety Emergency Response Plan Management Plan draft
1.2	Blanche Moran-Lyons	06/07/2022			
1.4	Peter Redway	20/06/2023			General Updates
1.5	Laura Daly	23/11/2023			Committee Updated

This document has been distributed for review and amendments to:

Commodore	John Gummery
Vice Commodore	Nathan Gummery
Senior Rear Commodore	Peter Redway
Junior Rear Commodore	Wayne Boys
Treasurer	Edrick Delfos
Sailing Coach	
Management Committee Members	Mark Millman George Fossey Murray Woodhead Carmen-ni Perry Scott Perry Alex Castledine Nigel Moffat

Introduction

This Response Plan is designed to deal with all stages of support from single vessel capsizes to a whole-of-fleet emergency. Participants include designated Race Committee Support craft, Start boat, and junior Support boats.

Communication Between the Officer of the Day and/or Duty Officer, Start boat crew and Support boat crew (Junior and Senior) should be made prior to a Race Fixture or regatta conducted by Geraldton Yacht Club and at the start of each sailing season.

All rescue/support activities will be conducted under the control and direction of the OOD/Start boat crew on water.

Radio traffic from a rescue boat involved in rescue/support will have priority over other transmissions. Normal Radio Frequency will be **Channel 73**.

Support Boat Equipment

Each designated Support boat shall carry, in good condition and working order, a first aid kit, VHF radio with appropriate frequencies, 2 x towlines, and safety equipment.

Each designated Support boat will be crewed by two Persons, 1 licensed operator, at least one of whom will be an adult. One person on each boat shall at all times be prepared to enter the water to assist in a rescue.

Level 1 - Normal conditions (0 to 15 knots of breeze)

Individual boat capsize or breakage involving a need for assistance. This will be carried out by an individual Support boat and reported to the Start Boat Crew (RO) as either:

- Standing By
- Assisting in Recovery of the Boat or
- Additional Assistance Required - Specify (e.g. Medical, tow, etc.)

If a crew member of the Support boat is required to enter the water, this must be reported to the Start Boat Crew (RO).

Where possible, towing duties should be assigned to Support Boats (Seapurb, Support Boat 1, Support Boat 2 & Graham Leivers)

Level 2 - Strong conditions (15 to 25 knots of breeze)

Multiple capsizes or breakages. All Race Committee boats will be called upon to assist with rescues, coordinated by Start Boat Crew (RO) Regular situation reports from boats engaged in rescues to be maintained.

Level 3 - Wind strength consistently over 25 knots, gusting higher

Racing abandoned. All competing boats to return to shore as soon as possible. Competitors on-shore not to launch. All Support and junior Support boats to be available to assist with rescue at the direction of the Start Boat Crew (RO).

Level 4 - Severe, gale strength conditions

All Geraldton Yacht Club Support capable vessels at direction of Start Boat Crew (RO) this may involve abandoning competing boats on the course area and collecting crews in Support Boats. Suitable Personal/keel boats may be asked to take crews on board from other Supporting craft. Geraldton Sea Rescue and/or MWPAs may be called upon for further assistance.

WEATHER FORECAST / WIND LIMITS / FOUL WEATHER

The Officer of the Day should obtain the latest possible weather forecast and wind strength report on the day of the race and post on Official Race Notice Board Next to GYC Tower.

Club Officials, race officers, members and participants in Club Events often ask at what wind strength should racing be called off but, of course, it is not that simple as there are competing demands and many factors to be considered.

For example, safety is not well served by always calling off Club Events when the wind gets up as this will result in members and participants never gaining the skills required to handle their boats in a range of conditions. In addition, part of the enjoyment of sailing is the satisfaction of sailing is exercising the skills necessary to handle the boat in more demanding conditions.

When considering whether conditions might be unsuitable for Club Events, wind strength alone is not necessarily a good indicator of risk and there are a number of factors to be taken into account.

In the event of Foul Weather, including but not limited to strong winds, wind / lightning storms or for any other reason directly affecting the safety of members and participants during a Club event, the Club's Officer of the Day or Start Boat Crew (RO) shall abandon the race.

Important

Maintenance and monitoring of Sign-On and Sign-Off sheets is critical to the success of the Rescue/Response Plan. A copy of the Sign on sheets should be forwarded to Start Boat Crew and personnel accounted for in the case of rescue and/or retirement.

INDEMNITY

Notwithstanding the foregoing, it must be recognised that members and participants of Geraldton Yacht Club events do so at their own risk. Injuries to participants and damage to boats can and do often happen. The Geraldton Yacht Club, accepts no liability for any loss, damage or injury that may occur to any person or property whether onshore or afloat as a consequence of participation in Club Events (Sailing Events, Training Programs etc.) and the Geraldton Yacht Club Inc. disclaims any and all such liability.

OWNERS' RESPONSIBILITY

The safety of a boat and her crew is the sole and inescapable responsibility of the owner and the person in charge who must do their best to ensure that the boat is structurally sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face the expected conditions. The owner and the person in charge must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. The owner and the person in charge must ensure that all safety equipment is properly stowed and that the crew knows how to use it.

Neither the establishment of the Special Regulations, their use in approved Club events, nor the inspection of a boat under these Regulations in any way limits or reduces the complete and unlimited responsibility of the owner and the person in charge.

“The responsibility for a boat’s decision to race or to continue racing is hers alone” (Fundamental Rule 4- Racing Rules of Sailing).

MEMBER PROTECTION POLICY / INCIDENT REPORTING

All members and participants are to be aware of the Club’s Risk Management Policy and Yachting Australia Member Protection Policy, that requires, amongst other things, that members and participants do not contribute to, intervene in the outbreak of, or encourage any public disobedience, misbehaviour, violence, and other threats; and report any incident in the first instance to the Officer of the Day or a Senior Officer of the Club who will inform the Police or relevant Local Authorities.

SUPPORT BOAT OPERATIONS / INCIDENT REPORTING

- All Volunteers will abide by sporting code of ethics and ensure safety is of prime importance at all times, Volunteers will ensure their own safety as a priority.
- Support Boat Operators Instructions - Common sense and sailing experience are important factors in assessing a situation of a capsized boat or crew in distress.
- The Support boat crew must check the First Aid equipment on board the rescue boat;
- When approaching a capsized boat or crew in distress the support boat crew should: Always ask permission to assist, and if refused, back off and observe. If assistance is accepted to take control of the situation – the welfare of the crew being of the highest priority;

When rendering assistance to the crew of the capsized / damaged boat the Support boat crew must:

1. Be conscious of the propeller position and turn the motor off if dangerous;
2. Be aware of trailing sheets, ropes, sails or any floating equipment;
3. Use a member of the Support boat crew to give “in water” assistance, if required;
4. Medically assist rescued crew first, if required, and bring them on ashore, if injured;

When rendering assistance to the boat:

1. Instruct crew of the capsizes / damaged boat to hold onto the bow to swing the boat into the wind and instruct the crew to try to right the boat.
2. In strong winds approach the capsized / damaged boat on the lee side to avoid being blown on to it. If its sail is floating, grip the top of the mast and manoeuvre so that the Support boat is on the windward side. Now hand over hand walk down the underneath side stay and with the help of the wind the boat should right itself;
3. In light winds approach on the windward side or to the top of the mast. If the sail is floating, repeat the instruction in (2) above. If the boat is fully capsized then the side pressure of the Support boat will assist in righting the capsized boat. As soon as the top side stay is visible hand over hand walk up the side stay to the top of the mast while pushing the boat away from the Support boat. Once at the top of the mast, repeat the instruction in (2) above.

In the case of rescue, injury, or an Incident an INCIDENT REPORT MUST be completed and submitted to the Officer of the day for follow up.

DUTY OF CARE

“The responsibility for a boat’s decision to race or to continue racing is hers alone”

The Geraldton Yacht Club owes a Duty of Care to members and participants in an approved Club Events and associated activities where there is a reasonable foreseeable risk of harm or injury to members and participants as a result of the actions of the Club and its officials.

In exercising this Duty of Care, the law requires the Club and its Officials to take reasonable steps to reduce the likelihood of injury to members and participants as a result of those risks that are foreseeable.

MEDIA COMMUNICATIONS

No volunteer, staff member, member or parent shall speak with the media regarding an incident.

A Flag Officer will be appointed as the media spokesperson.

CONTACTS

Commodore: John Gummery - 0418 917 667

Vice Commodore: Nathan Gummery – 0428 214 971

Rear Commodore Seniors: Peter Redway – 0429 007 504

Rear Commodore Juniors: Wayne Boys – 0427 382 960

Operations Administrator: Laura Daly - 08 99 641664

Start Boat Officials

Ian Scott

Lee Sice

Others as designated

“Seapurb” Rescue Boat

- Ray Hughes
- Others as designated

EMERGENCY CONTACTS

POLICE, FIRE, AMBULANCE – 000

GERALDTON SEA RESCUE – 08 99 643543 – (CH 16 & 72 VHF)

MIDWEST PORTS AUTHORITY – 08 99 640500

REVISED – 20 June 2023

Peter Redway

Rear Commodore of Senior Sailing



Accident / Incident Report Form

Name and role of person completing this form:

Signature of person completing this form:

Date:

Incident

Date and time of incident:

Name/s of person/s involved in the incident:

Description of incident:

Witnesses (include contact details):

Reporting of the incident to the Geraldton Yacht Club

Incident Reported to:

Date:

How (this form, in person, email, phone):

Follow Up Action

Description of actions to be taken:

DRSABCD action plan

In an emergency call triple zero (000) for an ambulance



D DANGER

Ensure the area is safe for yourself, others and the patient.

R RESPONSE

Check for response—ask name—squeeze shoulders

No response

- Send for help.

Response

- make comfortable
- check for injuries
- monitor response.



S SEND for help

Call Triple Zero (000) for an ambulance or ask another person to make the call.

A AIRWAY

Open mouth—if foreign material is present:

- place in the recovery position
- clear airway with fingers.

Open airway by tilting head with chin lift.



B BREATHING

Check for breathing—look, listen and feel.

Not normal breathing

- Start CPR.

Normal breathing

- place in recovery position
- monitor breathing
- manage injuries
- treat for shock.



C CPR

Start CPR—30 chest compressions : 2 breaths

Continue CPR until help arrives or patient recovers.



D DEFIBRILLATION

Apply defibrillator if available and follow voice prompts.

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Learn First Aid | 1300 360 455 | www.stjohn.org.au