



# Rescue & Medical Emergency Plan 2025/26

## Introduction

This Rescue and Medical Emergency Plan is designed to deal with all stages of rescue from single vessel capsizes to a whole-of-fleet emergency. It also includes the process for managing medical emergencies on the water. Participants include designated Race Committee rescue craft, mark boats, coach boats and spectator boats at different levels of the Plan. Any vessel may be called upon to provide emergency first aid and assist with activating medical assistance through Ambulance Tasmania.

A full briefing for the parties will take place prior to the Practice Race for each regatta conducted by Sandy Bay Sailing Club and at the start of each sailing season.

All rescue activities will be conducted under the control and direction of the Alpha Course Race Officer (RO) in liaison with the SBSC Shore Patrol.

Radio traffic from a rescue boat involved in a rescue will have priority over other transmissions.

- Normal Radio Frequency on Alpha Course will be VHF Channel 15. In the event of radio concerns, Channel 9 will be the back-up Channel.
- Normal Radio Frequency on Bravo Course will be VHF Channel 13.
- Normal Radio Frequency for Green Fleet will be VHF Channel 17.

All powered craft in the vicinity of the course and associated with the racing (rescue, mark- laying, coach and spectator boats) shall register their type of radio (UHF/VHF) and their call-sign with the Race Committee. As a backup, a mobile phone number should also be registered.

The Alpha Course RO shall maintain lines of communication with Hobart VTS (TasPorts) and local emergency services.

## Rescue Boat Equipment

Each designated rescue boat shall carry, in good condition and working order, a first aid kit, VHF radio with appropriate frequencies, a readily available and effective sharp knife to cut sheets, trampoline, harnesses etc. to free a sailor, a supply of green floats on lanyards or Crew Safe tape, heaving lines, towlines, and safety equipment as determined by MAST for the size and type of vessel.

Each designated rescue boat will be crewed by two competent operators, 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.

## Rescue Boat Areas

Each rescue boat is designated a section of the race area to cover capsizes and other emergencies. This is nominated in the race committee meeting prior to racing and/or club documents. Boats should endeavour to remain in their area but may be required render assistance and or tow or transport sailors some distance. In this event the RO should be kept informed and may redistribute the rescue boats to cover requirements.

## 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 rescue boat and reported to the Course 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 rescue boat is required to enter the water, this must be reported to the Course RO.
- Where possible, towing duties should be assigned to Race Committee Boats other than designated rescue boats.

## 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 the Course RO. Regular situation reports from boats engaged in rescues to be radioed to the Course RO.
- At the upper end of this wind-range, coach boats may be called upon to assist, however the Alpha Course RO will not deploy this option unless circumstances dictate.

## 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 Race Committee and coach boats to be available to assist with rescue at the direction of the Alpha Course RO. The Alpha Course RO to liaise with the Shore Patrol.

## Level 4 - Severe, gale strength conditions

- All Race Committee and coach boats are involved in rescue, at direction of Alpha Course RO. Overall rescue plan managed by Alpha Course RO in liaison with the Shore Patrol.
- May involve abandoning competing boats on the course area and collecting crews in Race Committee and coach boats. Suitable spectator boats may be asked to take crews on board from other rescuing craft.
- Abandoned boats must have a green float or Crew safe tape attached to the rigging signifying that crews are safe.
- Alpha Course RO shall maintain level of contact required with other Race Committees operating fleets in the vicinity to determine best use of available resources. SBSC rescue boats may be called upon to assist other fleets. This shall be at the direction of the Alpha Course RO.

## Electrical storms

In the event of an electrical storm forecast, the Race Committee should consult the weather radar to observe the track of the storm if any electrical strikes, all racing shall be moved closer to the SBSC shore, and may include shortened races and/or postponement until it is established that the direction of the storm is moving away from the race area and/or weakening in severity. The Race Committee should continue to observe the weather radar until the storm has passed or racing is concluded. The potential fear or phobia of electrical storms in young people shall be taken into consideration.

## Tag On Tag Off & Shore Patrol

Maintenance and monitoring of Tag On and Tag Off from shore is critical to the success of the Rescue Plan. The Shore Patrol shall ensure that at all times there is a competent person on duty to note sign-offs from retiring or finishing competitors. Care should be taken that boats who sign on but will not be returning to SBSC sign off at the committee boat at the completion of racing.

## Support and rescue of boats not launching from SBSC

Where boats launching from other clubs are competing in SBSC events they should obey the safety requirements outlined in the notice of race and sailing instructions, in addition to any requirements from their local club. This includes the acknowledgement that it is difficult for SBSC to provide close observation of these boats to and from the race area, and that responsibility for their safety during this transit period lies with the sailors/responsible adults as applicable. SBSC encourages other clubs to provide support or rescue craft to assist with supervision/support of their sailors. However, assistance will always be provided to a boat in distress enroute to/from the racing area where necessary.

Where rescue is required during the course of racing or enroute to/from the race area boats from other clubs should be treated and supported like any other SBSC boat. Where rescue to shore is required, rescue crew should communicate with the RO and determine if it is appropriate to tow to SBSC, tow to the other club, or hand off to other spectator craft/support craft to tow/accompany to the other club.

## Medical Emergencies:

### Emergency Medical Equipment at SBSC

Each rescue boat has a basic first aid kit in the plastic tub. Onshore SBSC has two stores of medical equipment – Upstairs in the canteen in the labeled drawer under the counter, and the training room in the labelled cupboard. Both areas have equipment to deal with minor injuries and resuscitation in the event of drowning including masks and self-inflating bag, and airway adjuncts (nasopharyngeal airway, oropharyngeal airway). There are no stores on the premises for oxygen or advanced airway equipment. There are clothing shears, a drying towel and a defibrillator in the public access defib box outside the boys changerooms. The code is written on the box.

### Minor Injuries

Sailors with minor injuries – simple lacerations, bruising, minor head and neck injuries, suspected concussion etc should be given simple first aid on the water in the rescue boat using the kit supplied in the tub, and then transported to SBSC Shore. Both the RO and Shore patrol should be informed of the situation, status of the patient, plans for returning to shore (sailing vs RIB) and plans for the sailors boat. On arrival on shore care should be transferred to the shore patrol officer or another responsible adult before returning to rescue duties.

A brief overview of the first aid management of lacerations, broken bones and head and neck injuries and concussion is provided in the club's document - **Guide to on water rescue & first aid.**

## Major injuries - Ambulance Response

In the event that you as rescue crew determine a sailor requires and emergency ambulance response:

1. **Immediately inform the Race Officer (RO)** to the emergency so additional resources can be allocated to assist if required – eg additional hands on board, transfer to more appropriate RIB, assistance from on water medical staff etc
2. **Call 000.**
3. Instruct the ambulance to go to the **Derwent Sailing Squadron (DSS) 23 Marieville Esplanade. Rendezvous at boat ramp floating pontoon.** Offloading injured sailors in the swell/waves/wind and beach at SBSC makes both safe offloading and the ambulance response logistically more difficult. It remains however appropriate for minor injuries not requiring an emergency ambulance response.
4. **Inform the child's parents** of the situation. Where contact details are not known by the child or not available delegate to shore patrol to determine and call.

