



## **ADELAIDE Sailing Club**

### **Finn Australian Championship Regatta**

**January 2025**

# **ON-WATER SAFETY PLAN**

#### ***OBJECTIVE:***

***TO PROVIDE A SAFE ON-WATER ENVIRONMENT FOR ALL PARTICIPANTS – BOTH COMPETITORS  
AND OFFICIALS – HAVING REGARD FOR BOTH EXPECTED AND UNFORESEEN CONDITIONS***

**This document provides the following:**

- **Minimum safety requirements for the conduct of races**
- **A coordinated SAFETY plan for the above events**
- **Recommended responses by rescue boats and emergency services under control of the rescue coordinator**

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## SECTION 1 RESPONSIBILITIES

### Race Management

- a. Code of Ethics  
All Race Management personnel are required to abide by the World Sailing Code of Ethics
- b. Race Management Boats  
All race management boats are to be driven by licensed powerboat drivers. All race management boats are to keep clear of competing yachts unless providing assistance.
- c. Personal Buoyancy  
All race management volunteers shall wear personal buoyancy.
- d. Observing Capsized Yachts  
When a yacht is observed heaved to or capsized, race management boats will count and observe the crew until they are sure rescue assistance is not required, while positioning themselves to render assistance promptly if required.
- e. Monitoring Conditions  
Monitoring the fleet and observing the weather conditions are important tasks during the race and rescue boats must be strategically placed to respond to emergencies.

***In an emergency, the priority is to save lives, not the yachts. Drifting or anchored yachts can be picked up later. Safety of competitors and rescue boat crews will always take priority over the preservation of yachts.***

## SECTION 2

### MINIMUM SAFETY REQUIREMENTS FOR CONDUCT OF RACING

1. **Briefing:** (PRO / CRO)
  - a. Race Management personnel should always be briefed on the rescue coordination plan before racing commences.
2. **Race Management Personnel:** (PRO / CRO )
  - a. Sufficient trained personnel to resource all rescue and course boats.
  - b. Rescue boats are suitable for conditions expected.
  - c. Rescue boats are provided with all safety equipment as required by state law and recommended in the Yachting Australia, Safety Boat Course.
  - d. All race management boats shall have a length of safety tape. This tape is to be tied to a bow if a boat is left to drift when a sailor is removed from their boat.
3. **Weather Information:** (PRO / CRO)
  - a. Local weather forecast to be obtained from the Bureau of Meteorology and available to competitors prior to commencement of racing.
  - b. All responsible personnel to be briefed on the day's expected weather.
4. **Wind Speed Limits, Etc.** (PRO / CRO)
  - a. Relevant conditions including wind speed, sea state, sea and air temperature, wind chill, etc., will be included when considering the safety of competitors racing.
5. **First Aid Provision**
  - a. Any injury requiring off-site assistance should be coordinated with the Tower Captain / PRO.
  - b. If an ambulance is required it will be called by the Tower Captain or the Safety Officer and directed to the boat ramp or the Race Office.
  - c. An incident report form (see Appendix XX) shall be completed and submitted to ASC for any injury occurring on club premises or requiring outside medical treatment. Incident report forms are also located at the Race Office.
  - d. The First Aid Centre is adjacent to the Race Office the ground floor of the ASC clubhouse.

## **SECTION 3**

### **RESCUE CO-ORDINATION**

#### **1. Purpose**

- a. This document is prepared to provide a rescue plan and emergency response, for expected prevailing conditions involving normal regatta rescue procedures and for extreme conditions, Level 4 emergency situations where outside help is required.
- b. Refer to “Emergency Procedures Operations Sheet” (Section 6).

#### **2. The Principal Race Officer (PRO) or deputy**

- a. The PRO has overall responsibility for the on-water safety management and the on-land rescue coordination.

#### **3. The Course Race Officer (CRO)**

- a. The CRO is responsible for the on-water safety management of his/her course area.
- b. The CRO is responsible for the declaration of an emergency situation on the water on his/her course.
- c. Once the CRO abandons races due to conditions, he/she will co-ordinate the rescue from on the water and will request the assistance of the PRO and the Safety Officer.

#### **4. The Safety officer (SO)**

- a. The SO is responsible to coordinate the on shore safety operations in communication with the PRO. The SO will coordinate First Aid and call ambulance or other medical assistance if required

#### **5. Search and Rescue**

- a. Local search and rescue activity will generally be planned and implemented by the On Land Rescue Coordinator (PRO).
- b. In the case of a missing person/yacht, co-ordination will transfer to SA Police / SA Sea Rescue.

#### **6. Injuries**

- a. Injuries will be responded to by the closest available rescue boat.
- b. If it appears on water that ambulance attendance will be required, the request for such is to be made via the ASC Tower to the Safety Officer.

## SECTION 4

### PATROL PLAN

#### 1. Approach:

- a. Each rescue vessel will have a designated area to patrol during the race and during transit of yachts to and from the race area. This will be detailed in a course by course "Patrol Zone Allocation" plan prepared by the relevant CRO, overseen by the PRO who will ensure that all areas are covered by at least one rescue boat at all times.
- b. For racing, rescue craft and rostered crews are to be on station (pre-allocated) or as otherwise directed.
- c. In the situation where it calls for "all boats" to be used, Jury boats, coach boats, media boats, etc, will be classed as "rescue boats". In these situations no boat shall leave the area until all competitors are ashore.
- d. The "First Response RIB" shall be called on CH 71 to attend any injury related incidents.

#### 2. Heading to the start:

- a. When the yachts commence heading to the start, each course will monitor the progress of the yachts to the course areas.

#### 3. During racing:

- a. The course will be divided into a number of areas. Each rescue patrol boat assumes responsibility for one area.
- b. In the event of bad visibility, heavy sea, strong wind, etc, zones rescue boats will be further leeward on the course.
- c. If more rescue boats are available they will patrol to concentrate on the tail of the fleet.
- d. If sailors are taken onto a rescue boat, the competitor's boat shall have a length of "safety tape" tied to the bow to indicate that the sailor is safe.

#### 4. Jury and Media Boats.

- a. Although they have other planned functions during racing, Jury and Media boats will attend to any yacht they see in immediate danger. By the nature of their work Jury Boats are often positioned as the best boats to provide first response assistance and will do so when required.
- b. Other dedicated rescue boats shall relieve Jury and Media boats from their rescue response as soon as possible.

#### 5. Heading home:

All rescue boats shall work their allocated patrol areas until directed by the CRO or Rescue Coordinator to change area or come ashore when all yachts are ashore and accounted for.

## SECTION 5

### RESCUE TEAM

#### 1. Personnel

- a. Rescue Boat Crews shall be briefed on the Rescue Co-ordination Plan before going afloat.
- b. Each rescue boat shall have a skipper plus a minimum of one crew capable of picking up people from the water and managing damaged yachts, etc.
- c. Each rescue boat crew member should bring their own personal equipment including wet weather gear and warm clothing, gloves, etc. Rescue boat crews shall wear PFD's at all times.
- d. Only personnel authorized by the Organising Authority are to drive rescue boats.
- e. In an escalation to a level 3 emergency, the following on-shore personnel are required in addition to the rescue boat crews,
  - On land Rescue Coordinator (PRO)
  - Safety Officer / Beach Marshall
  - Tower Captain / Radio Operator(s)
  - Relief crews as needed
- f. Rescue Boat Crews should be alert for the signs of injury or hypothermia (see Appendix )
- g. Sailors with head injuries, heat stress or hypothermia may have impaired decision making capacity and may not recognise that they require assistance. In these situations rescue boat personnel shall gain authority from the CRO to make decisions on behalf of the sailor.
- h. In the event that a distressed sailor is removed from their boat a piece of safety tape shall tied to the bow and the boat left to drift. The sailor can be taken to shore, or transferred to a larger race committee boat.

***Important note:***

***Your safety, that of your crew and that of the competitors is the most important factor in your rendering assistance. In any situation where you have to make a decision between boats, yachts and human life, human life must come first.***

***Your primary responsibility is the safety of yourself and your crew. Do not put your own life at risk to render assistance. Call for help.***

## 2. Duties

Personnel allocated to specific duties are as set out in the following table:

<b>Rescue Coordinator</b>	<i>Purpose:</i>	Single point of control of rescue operations unless emergency services assume control.
	<i>Location:</i>	On Shore      ASC Race Control Tower On water      As required
	<i>Assignment:</i>	Tower Captain, PRO
	<i>Duties:</i>	<ul style="list-style-type: none"><li>• Overall command and supervision of rescue operations, until Police assume control.</li><li>• Liaison with Outside Agencies</li><li>• Complete Incident report log and relay information to emergency services</li><li>• Provide advice and guidance to Course Race Officers</li></ul>
<b>Course Rescue Management</b>	<i>Purpose:</i>	Rescue management on each course area
	<i>Location:</i>	On Water      Designated course Start Boat
	<i>Assignment:</i>	CRO
	<i>Duties:</i>	<ul style="list-style-type: none"><li>• Overall command and supervision of rescue operations for that course, until PRO or Police assume control.</li><li>• Liaison with PRO</li></ul>
<b>Safety Officer</b>	<i>Purpose:</i>	To relieve the on-shore Rescue Co-ordinator of operational detail by contacting emergency services, coordination first aid, managing sign off completion, contacting relatives, liaising with the Club, etc., in communication with the PRO.
	<i>Location:</i>	On Shore, in the vicinity of the Race Office
	<i>Assignment:</i>	Race Office
	<i>Duties:</i>	Assist the Rescue Coordinator as required <ul style="list-style-type: none"><li>• Control the orderly launching and recover of boats in accordance with the racing schedule.</li><li>• Assist with the recovery of boats and crews over the beach in an emergency</li><li>• Record the recovery of boats and crews over the beach in an emergency</li><li>• Refer to Sign out / Sign in sheets to account for all boats after racing</li><li>• Coordinate First Aid support</li></ul>
<b>Radio Operators</b>	<i>Purpose:</i>	To manage tower radio traffic.
	<i>Location:</i>	On Shore      ASC Race Control Tower
	<i>Assignment:</i>	Rostered radio operators
	<i>Duties:</i>	Operate radios



**SECTION 6**  
**EMERGENCY PROCEDURE OPERATIONS SHEET**  
**Guidelines for all Race Management Personnel**

<b>LEVEL</b>	<b>CONDITIONS</b>	<b>ACTION</b>	<b>CONTROL</b>	<b>COMMS</b>
<b>Level 1</b>		<b>Patrol / Rescue</b>		
	Light winds Slight sea Well within competitor capability	Rescue craft to patrol designated areas.  Rescued yachts to be towed to start-finish vessels or spectator craft.  Rescue boats not to leave course without clearance from race officer.	Course Race Officer	Monitor Course radio channel
<b>Level 2</b>		<b>Elevated Patrol / Rescue</b>		
	Moderate winds  Moderate sea  Testing but manageable conditions	Coach, Jury and Media boats may enter course area and assist if requested by the Course Race Officer who will display code flag 'V' and make a radio announcement	Course Race Officer	
<b>Level 3</b>		<b>Abandon race, Rescue of personnel</b>		
	Heavy wind and big seas.  Beyond competitor capability for most	Abandon races  All available boats including Jury, coaches, to assist yachts in trouble as directed or as otherwise required at their own discretion based on their experience.  Rescue boats to either tow yachts to available craft or abandon yachts after tagging with (crew safe) tape  No Coach boats to leave the water until all sailors recorded on beach.	Course Race Officer  Rescue Coordinator (PRO) to assist	Tower to assist.  Liaise with Beach Marshall head count / boats ashore
<b>Level 4</b>		<b>Outside assistance required</b>		
	Very strong wind and big seas.  Well beyond competitor capability	Decision to call Water Police	Rescue Coordinator (PRO) (SO)	Liaise with Beach Marshall head count / boats ashore
<b>Bureau of Meteorology (BOM)</b>		<b>Strong wind warning</b>	<b>25-33 knots</b>	
<b>Wind Warning Definitions</b>		<b>Gale warning</b>	<b>34-47 knots</b>	
		<b>Storm warning</b>	<b>48-63 knots</b>	

## APPENDIX 1

### COMMUNICATIONS PLAN

VHF channels 71 will be used for regular communications and all committee vessels and support vessels must have an operational VHF transceiver tuned to this channel.

The VHF needs to be waterproof or carried in a sealable bag.

**Radio communication between support vessels should relate to race and incident management issues ONLY, be undertaken in accordance with ACMA radio protocols, and communications are to be clear and concise.** Support vessels must have their VHF monitoring the channel of the course they are on.

In the event of an incident requiring communications between the PRO and a support vessel all race management communications must cease until otherwise advised by the PRO.

All communications need to be clear and specific when describing whether a boat or person is missing:

- If a boat is missing it should be referred to by bow number or sail number
- If a person is missing the person's name should be used if possible

**Refer to boats by sail number. Do not refer to a boat by one of the crew's names as this can cause confusion.**

An emergency communications contact list of key personnel mobile phone numbers is to be provided to:

- The PRO
- The Safety Officer / Beach Marshall
- Each race management vessel
- The Regatta Manager
- The Race Office
- The Tower Captain

For these contact numbers and frequencies refer to Appendix 5.

#### Critical Incident and Emergency Response Plan

A critical incident is an incident of **Major** severity in the Incident and Emergency Response Plan (IERP) for the event. It generally occurs when an incident has resulted in a death, serious injury, missing person on water etc and the event has, or has the potential for, adverse media attention.

*In case of an emergency boats will be directed by the PRO / Tower Captain to use VHF Ch71*

**RACE MANAGEMENT TEAM ALPHA COURSE (South Course)**

Location	Radio Channel	Vessel Name	Call Sign
Tower	VHF Ch 71		Tower
Committee Boat	VHF Ch 71	A1	Start
Finish	VHF Ch 71	A2	Finish
Course Boat 1	VHF Ch 71	A3	Course
Pin	VHF Ch 71	A10	Pin
Safety 1	VHF Ch 71	AS VSR	Safety 1
Safety 2	VHF Ch 71	A9	Safety 2

*Note: Any additional boats (eg Course boats or rescue) will follow the numbered system outlined above.*

**JURY**

*(Jury boats to tune to allocated Course Frequency)*

Location	Radio Channel	Vessel	Call Sign

**MEDIA**

Location	Radio Channel	Vessel Name	Call Sign
Media	VHF Ch 71	A8	Media

**BEACH Marshall**

Location	Radio Channel	Vessel Name	Call Sign
Beach	VHF Ch 71		Beach

**Phone will be used for secure communication**

## APPENDIX 2

### SHARK SIGHTINGS - Risk Management and Reporting

#### Reporting potential shark sightings

- \* **If a race official boat believes they have sighted a shark** the crew should report it to the race officer who will report it to the Tower.
- \* **If a competing boat crew, coach or support boat believes they have sighted a shark** the crew should report it to the nearest safety boat crew.

#### Action by the Tower Captains

#### EMERGENCY ACTIONS

##### **1. In consultation with the PRO, the Tower Captain will provide a general alert to all official boats by club VHF radio.**

Give all boat crews details of the location of the sighting and direct some boats to the area to monitor the situation and if required to alert sailors to the danger.

If necessary official boats should be advised to direct racing boats to return to shore and escort those boats.

##### **When a shark is assessed to pose an immediate threat to the safety of persons in the vicinity**

Tower to telephone to request police assistance, call Emergency Services on **000** and ask for the police (SAPOL)

#### Notes

##### **Actions by shark patrol helicopter and SA Police**

Officials from the Surf Life Saving Association has advised ASC that when there is a sighting along any of the beaches, the pilot will sound a siren and attempt to coax a shark away from swimmers or sailors and out to sea.

The plane/helicopter crew will also contact SA Police, who will then forward information on to the Water Police who take control in this situation. It is their responsibility to get one of their vessels down to the sighting area and if the shark remains in the area, to use any of the volunteer organisations, Surf Life, Sea Rescue, Coastguard or even a sailing club (if they have rescue craft on the water in the vicinity) to assist under the supervision of the police officer in charge.

#### Please note:

##### **41. OUTSIDE HELP**

A boat shall not receive help from any outside source, except

- a. help for a crew member who is ill, injured or in danger;
- b. after a collision, help from the crew of the other vessel to get clear;
- c. help in the form of information freely available to all boats;
- d. unsolicited information from a disinterested source, which may be another boat in the same race.

##### **Adelaide Sailing Club policy on Rule 41, Outside help**

Adelaide Sailing Club rescue boat crews may pick up boat crews and return them to their boats without penalty.

The sail number of a boat which receives outside help may be notified to the Race Committee with details of the incident and a hearing may be held (if required) to determine any penalty.

## APPENDIX 3

### TREATING HYPOTHERMIA

#### *Guidelines for Race Management personnel and event volunteers*

**1. Call 000 if you suspect hypothermia**

***Symptoms of hypothermia in adults and children include:***

- Confusion, memory loss, or slurred speech
- Drop in body temperature below 35 Celsius
- Exhaustion or drowsiness
- Loss of consciousness
- Numb hands or feet
- Shallow breathing
- Shivering

***Symptoms of hypothermia in infants include:***

- Bright red, cold skin
- Very low energy level

**2. Restore Warmth Slowly**

- Get the person indoors.
- Remove wet clothing and dry the person off, if needed.
- Warm the person's trunk first, not hands and feet. Warming extremities first can cause shock.
- Warm the person by wrapping him or her in blankets or putting dry clothing on the person.
- Do not immerse the person in warm water. Rapid warming can cause heart arrhythmia.
- If using hot water bottles or chemical hot packs, wrap them in cloth; don't apply them directly to the skin.

**3. Begin CPR, If Necessary, While Warming Person**

- If the person is not breathing normally:
- For a child, start CPR for children.
- For an adult, start adult CPR.
- Continue CPR until the person begins breathing or emergency help arrives.

**4. Give Warm Fluids**

- Give the person a warm drink, if conscious. No caffeine or alcohol.

**5. Keep Body Temperature Up**

- Once the body temperature begins to rise, keep the person dry and wrapped in a warm blanket. Wrap the person's head and neck, as well.

**6. Follow Up**

- At the hospital, health care providers will continue warming efforts, including providing intravenous fluids and warm, moist oxygen.

## APPENDIX 4

### GUIDELINES FOR HANDLING RESCUED BOATS

Rescued boats are to be:

- taken to a nominated attachment boat or buoy;
- anchored;
- handed over to a coach or support boat; or
- when directed by the Course Race Officer to be towed ashore

The Course Race Officer will control rescue boats and favour keeping faster boats and RIBs in the racing area to perform further rescues and use other boats to hold or tow boats back to shore, as:

- A fast boat in most situations can still only tow at a slow speed.
- Towing yachts can take up a lot of time especially when a long way from shore
- In some situations it may be better to have smaller or slower boats used to take over a tow.
- Where possible, hand towing over to the respective coach boat.

***It is important to signify on drifting yachts and that the crew have been recovered.***

Where a crew is removed from a dinghy, a length of bright **red/white striped** or **Orange** tape (minimum 1 metre in length) must be securely attached to the bow.

**All safety boats must be equipped with lengths of safety tape.**

#### **Observing Capsized Boats**

Capsizing is a normal part of sailing and will usually not result in a requirement for assistance. When a dinghy is observed heaved to or capsized, safety vessel(s) will count and observe the crew until they are sure rescue assistance is not required, while positioning themselves to render assistance promptly if required.

Your first priority is always the safety of the person(s) in the water. When approaching a capsized dinghy ensure that you can see the sailor(s) who were on board. Rescue crew entering the water with the aim of assisting the capsized boat must wear a PFD's (life jacket) for their own safety

When maneuvering close to a dinghy, be aware of loose sheets and rigging. Try to come alongside on the windward side so that the boom is away from you.

Approach the dinghy and stand off the bow of the capsized boat about by about two boat lengths. Generally, when approaching a dinghy and/or a person(s) in the water, the safety vessel driver should aim to keep themselves between any people in the water and the outboard motor. This ensures that the people in the water are as far away from the safety vessels propeller as possible.

If you cannot see all of the dinghy crew, you must ensure that no one is entrapped under the dinghy, don't panic if you do not see them straight away, usually they are just out of sight on the far side of the dinghy. Once you are satisfied that the crew are safe, remain standing-off while they right the boat.

People have priority over boats and if the crew is injured, showing signs of hypothermia, or frightened they should be taken on board the safety vessel first and their condition assessed.

If they need urgent attention the safety vessel crew should explain the situation to the CRO and seek direction as to how the crew is to be treated. The CRO may allocate a different safety vessel to this task.

**Only give assistance if it is urgently needed**

Crews should be advised in briefings that in extreme weather conditions the safest state for a dinghy may be upside down in deep water with the crew either sitting on it or hanging on alongside. If the boat is not damaged, then experienced and appropriately dressed crews will often prefer to stay in that position until the wind strength reduces, then right their boat and sail home.

Even if that is not their preferred course of action, in a situation where there are many boats to be attended to the support boat crew might ask them if they can wait and leave them where they are if possible (however extreme care should be exercised if asking this of younger crews as they may feel pressure to inadvisably agree). The CRO should be advised of the identity of the boat and the action taken in each case so it can be followed up later.

### **Righting a Capsized Dinghy**

If the dinghy crew are unable to right the boat and need help, the easiest way is to drive to the tip of the mast and lift the mast to break the surface tension between the sail and the water. Often this is sufficient for the dinghy sailor to continue to right the boat, however, sometimes further assistance is needed so the support boat crew should lift the mast high and “walk” their hands down the mast with your hands until the boat is upright. If the dinghy is inverted, and it is shallow, you will need to pull the hull of dinghy away from the direction the mast is pointing so that the mast does not impale itself in the seabed.

Righting a capsized dinghy can be tricky as wind and tide will have an effect which can suddenly change as the boats rights and the sail(s) catch the wind. Depending on the water temperature, and the quality of the sailors sailing gear, even a fit and healthy person in the water can become very cold and/or exhausted in a short time. You need to make a judgment call on whether they are going to be able to quickly get back aboard or if they are simply going to exhaust themselves. If, in your opinion, they are struggling tell them that you are going to assist, then get them into the safety vessel.

### **Inversion**

When you are sure that the mast is not impaled into the seabed, you can manoeuvre the dinghy so that its sail is broadside on to the wind/tide. The wind/tide will then assist lifting the mast and sail towards the surface.

### **Pulling mast out of seabed**

When the mast is impaled into seabed always pull the mast out of the seabed the same way it went in. Pulling in the wrong direction can only make matters worse and you risk badly damaging the boat! If there is room to manoeuvre continue to pull the dinghy in the same direction until you are in deeper water.

### **Removing Crew from Boats**

Once it is decided that a sailor needs to be taken off their boat and brought onboard a safety vessel, approach as you would for a man overboard and once you are within 2-3 metres engage neutral gear. It is vital that you ALWAYS, stop the propeller as you close-in on people in the water.

When approaching the dinghy, the safety vessel driver and crew should look out for loose lines or rigging that could foul the propeller. If there is more than one person in the water, decide who to bring aboard first, e.g. if someone appears to be approaching exhaustion get them first. When you bring someone aboard the safety vessel, make sure that they are kept warm. Lend them a sailing jacket or wrap them in a thermal blanket if necessary.

If someone is so cold that they need to be kept warm, get them ashore as quickly as possible to be warmed-up. This may mean temporarily abandoning their dinghy. If you do this, radio the CRO/RO and let him/her know what you are doing.

For all boats where the crew has been removed a length of bright red/white striped tape (minimum 1 metre in length) MUST BE securely attached to the forestay near deck level. If possible, also attach a length to the rudder gudgeons. If possible, anchor the boat before you leave it and try to mark/record the site of the yacht (and time of abandonment) using the GPS.

Any other rescue vessel that may find the yacht can then see coloured tape and know that the crew has been recovered and they do not have to start a search for missing crew.

After a boat has been abandoned, in addition to attaching safety tape, the Safety Vessel must;

- Radio to the tower sail number and the number of competitors transferred to the Safety Vessel,
- Notify the CRO/RO of the rescue and the location, and
- Ensure competitors are dropped at the drop off point for First Aid treatment.

In an emergency, the priority is to save lives, not boats. Drifting or anchored boats can be picked up later. The safety of competitors and rescue vessel crews will always take priority over the preservation of boats - abandoned yachts can be recovered once all persons are safe and the conditions are safe to do so.



**APPENDIX 5**  
**ASC PERSONNEL AND CONTACT DETAILS**  
**Telephone Directory**

Name	Title	Mobile
<b>Adelaide Sailing Club</b>		
Duncan Lock	President ASC	0447419302
Donna Evans	Commodore ASC	0408833332
Peter Royle	Regatta Secretary	0410345606
Malcolm Hughes	Vice Commodore ASC Regatta Chairman	0411 135 988
Laura Hughson	Vice Commodore ASC	0415501528
Lindsay Hembrow	Safety Officer	0401779795
Vicki Hughes	Race Office	0408800389
Alan Johnson	ASC Tower	0417812898
Malcolm Hughes	PRO	0411135988
Laura Hughson	CRO	0415501528
<b>Emergency</b>		
	SAPOL	000 (Emergency) 131444 (general)
	Ambulance	000
	Fire	000
	Surf Life Saving SA	83546900
	West Beach Surf Life Saving Club	83538503
	Sea Rescue	82955072 VHF Ch 16 27 Mg Ch 88

**APPENDIX 6:**  
**Adelaide Sailing Club Incident Report Form**

Please complete this Incident Management report if you were involved in the primary care for an injury requiring advanced first aid, referral to a doctor or ambulance attendance.

The Incident Management form should be completed as soon as possible after the incident and handed to the Regatta Office.

Date of Report: ...../...../.....

**Personal Details**

Name: .....

Address: .....

Ph. No: .....

**Accident/Incident Details**

Date: ..... Time: ..... Date Reported ...../...../ .....

Location: ..... Witness: .....

Witness Ph. No: ..... Reported to whom: .....

**Injury – Nature of Injury**

<b>Contusion/crush</b>	<b>Burn</b>	<b>Dislocation</b>	<b>Amputation</b>
<b>Laceration/Open Wound</b>	<b>Superficial injury</b>	<b>Foreign body</b>	<b>Internal injury</b>
<b>Concussion</b>	<b>Sprain/strain</b>	<b>Fracture</b>	

**Location of Injury**

<b>Head/Face</b>	<b>Eye</b>	<b>Internal Organs</b>
<b>Hand/Fingers</b>	<b>Shoulder/Arms</b>	<b>Trunk (other than back)</b>
<b>Hip/Leg</b>	<b>Foot/Toes</b>	<b>Back</b>
<b>Other (State)</b>		

**Weather Conditions: Wind/Knots/Sea State**

.....

**Any contributing factors**

.....  
.....  
.....  
.....

**Please turn over the page to provide more information if need be. Please return to the Regatta Office.**