



# Volunteer/Safety Boat Briefing

## SSCBC 2017/18



**Thankyou for Volunteering**

**14 starts x 6**

**17 classes**

**100+ boats**

**150 sailors easily**



Pyramid of a successful regatta



# Safety

Pyramid of a successful regatta



Pyramid of a successful regatta



# Weather Briefing



## Weather Situation

A large, slow moving, high pressure system centred near Adelaide extends a ridge across Victoria to the Tasman Sea. The high is expected to drift slowly eastwards next Tuesday. A weak cold front will cross waters south of the Bight during the weekend and the tail end will pass over Bass Strait later on Monday.

## Forecast for Saturday until midnight

Winds	West to northwesterly 5 to 10 knots becoming variable below 10 knots this afternoon.
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Seas	Below 0.5 metres.
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Weather	Partly cloudy.
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## Sunday 11 June

Winds	North to northwesterly about 10 knots.
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Seas	Below 1 metre.
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Weather	Mostly sunny.
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# Schedule of events



## **Saturday**

0930 Race management meeting in Lacco room

1000 April course boats to leave the dock

Couta boat briefing on Lavender Hill

1030 Briefing for Midwinter competitors

1100 Volunteer course boats to leave dock

Couta boat racing starts April course

1200 Midwinter racing starts

1500 approx. aiming to have boats returning to shore

1530 debrief and talk in Lacco Room

## **Sunday**

0800 Egg and Bacon roll on Western Lawn

0900 April course boats to leave dock

1000 Couta boat racing starts April course

Volunteer course boats to leave dock

1100 Midwinter racing starts

1400 approx. last start signal



# Safety Boat checklist



*Prior to leave the Jetty or mooring the master shall*

- Familiarize themselves and crew with the location of the safety equipment
- Ensure that there are suitable PFDs for those on-board
- Complete the patrol boat checks prior to operating the vessel.
- Ensure engine and safety systems are working properly
  - FUEL! and tell tale streaming.
  - Kill switches fully functional and used at all times on RIBS and Tinnies.
  - Be aware if there is no prop guard
  - Steering mechanism is free and easy to use.
  - Throttle and gear changing mechanisms positive and reliable.
  - Radio check is satisfactory

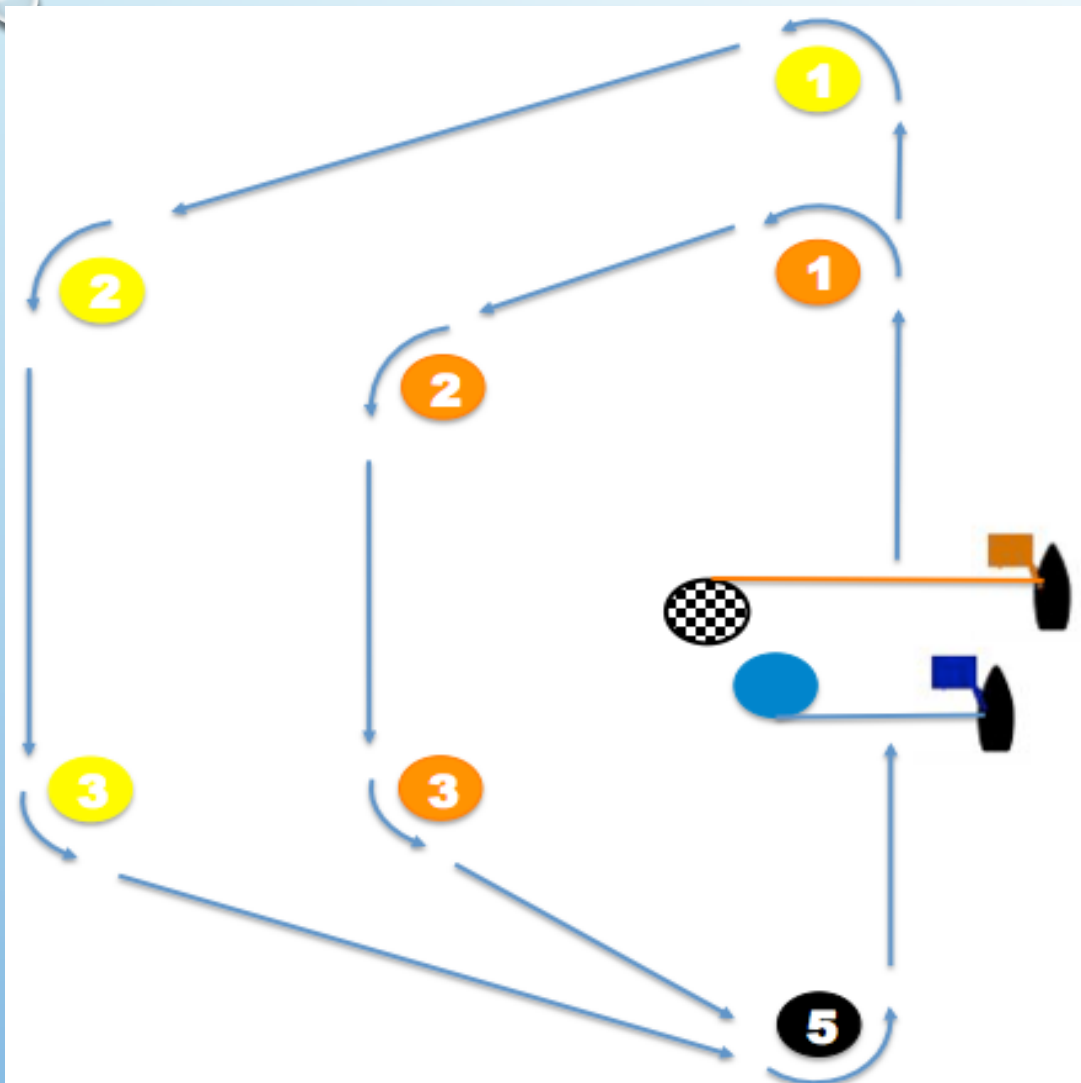


# Bravo Course



<b>BRAVO START – Volunteer</b>		
SRO	John Philpot	John Philpot
Timer	Annie Philpot	Annie Philpot
Flags	Kevin Hall	Kevin Hall
Driver	Bruce Heal	Bruce Heal
<b>BRAVO FINISH - Cragie Lea</b>		
Driver	Trevor Martyn	Tony Westcott
FRO	Harry Lubasky	Harry Lubasky
Recorder	TBA	Trevor Martyn
<b>BRAVO COURSE – Tally</b>		
Driver	Lachie Yanner	Lachie Yanner
Crew	Liam Vaughn	Liam Vaughn
<b>BRAVO PIN – Oscar</b>		
Driver	Edward Browlee	Edward Browlee
Crew	James Tucker	James Tucker
<b>BRAVO RO - Ralph Wilson</b>		
RO	Ben Fels	Ben Fels
Crew		
<b>RESCUE 1 – Junior</b>		
Driver	Jeremy Lewis	Jeremy Lewis
Crew	Michael Cowling	Michael Cowling
<b>RESCUE 2 - Gray Rib</b>		
Driver	Mark Tonner-Joyce	Mark Tonner-Joyce
Crew	Mandy Gray	Mandy Gray
<b>RESCUE 3 – Connick</b>		
Driver	Chance Bobridge	Chance Bobridge
Crew	Dezi Samas	Dezi Samas

# Bravo Course



**Opti/ Minnow/ Bic** Orange



**All Lasers** Orange



**Mirror** Yellow



**Sabre** Yellow



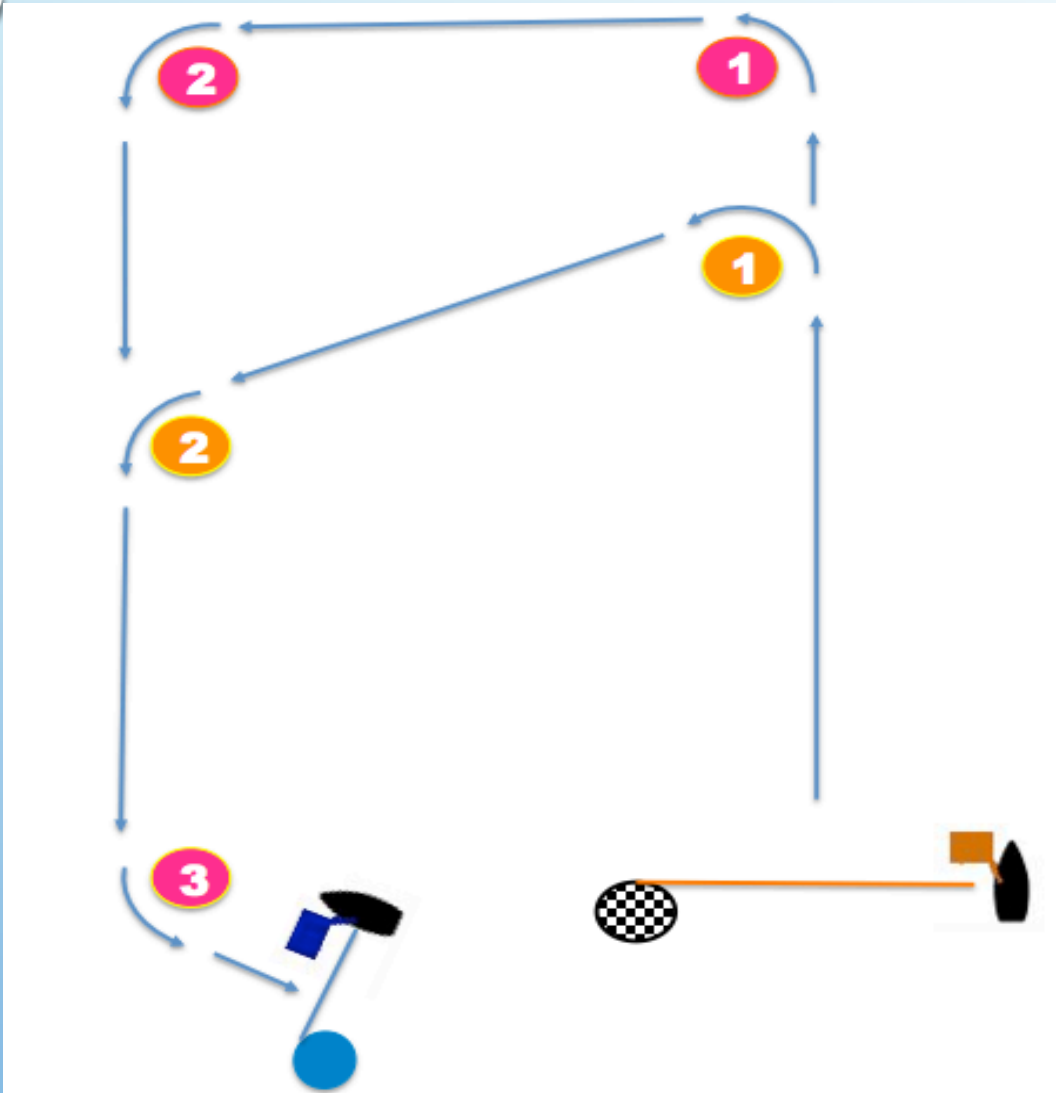
**Pacer /FA** Yellow

# Alpha Course



ALPHA START – April		
SRO	Peter Osbourne	Peter Osbourne
Timer	Kay Christian	Alison Kitchen
Flags	Cluade Larobina	Cluade Larobina
Flags	TBA	TBA
ALPHA FINISH – Sandpiper		
FRO	Norman Creighton	Norman Creighton
Driver	Phil Haas	Phil Haas
Recorder	Deb Kwasnicki	Deb Kwasnicki
ALPHA COURSE – Davey		
Driver	Kiean Wicks	Kiean Wicks
Crew	Cleody Jamieson	Cleody Jamieson
ALPHA PIN - Red Ron		
Driver	Jasper Pluim	Jasper Pluim
Crew	Ollie Holton	Ollie Holton
PRO - Fred Allen		
PRO	Adam Hawkins	Adam Hawkins
Crew	Henry Winkler	Henry Winkler
RESCUE 4 - Collette Rib		
Driver	Dave White	Dave White
Crew		
RESCUE 5 - BRIG 6.2		
Driver	Jon Kenfield	Jon Kenfield
Crew	Sara Kenfield	Sara Kenfield
RESCUE 6 – Zulu		
Driver	Andrew Weber	Andrew Weber
Crew	Tom Pardy	Tom Pardy
RESCUE 7 - Big Brig		
Driver	David Murphy	David Murphy
Crew		

# Alpha Course



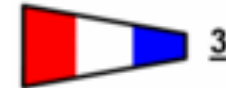
FLAG

CLASS

MARKS



Moth/WASZP Pink



F18

Pink



49er/FX:

Pink



29er

Pink 1&3, - Yellow 2



Conten/Jav

Pink



420:

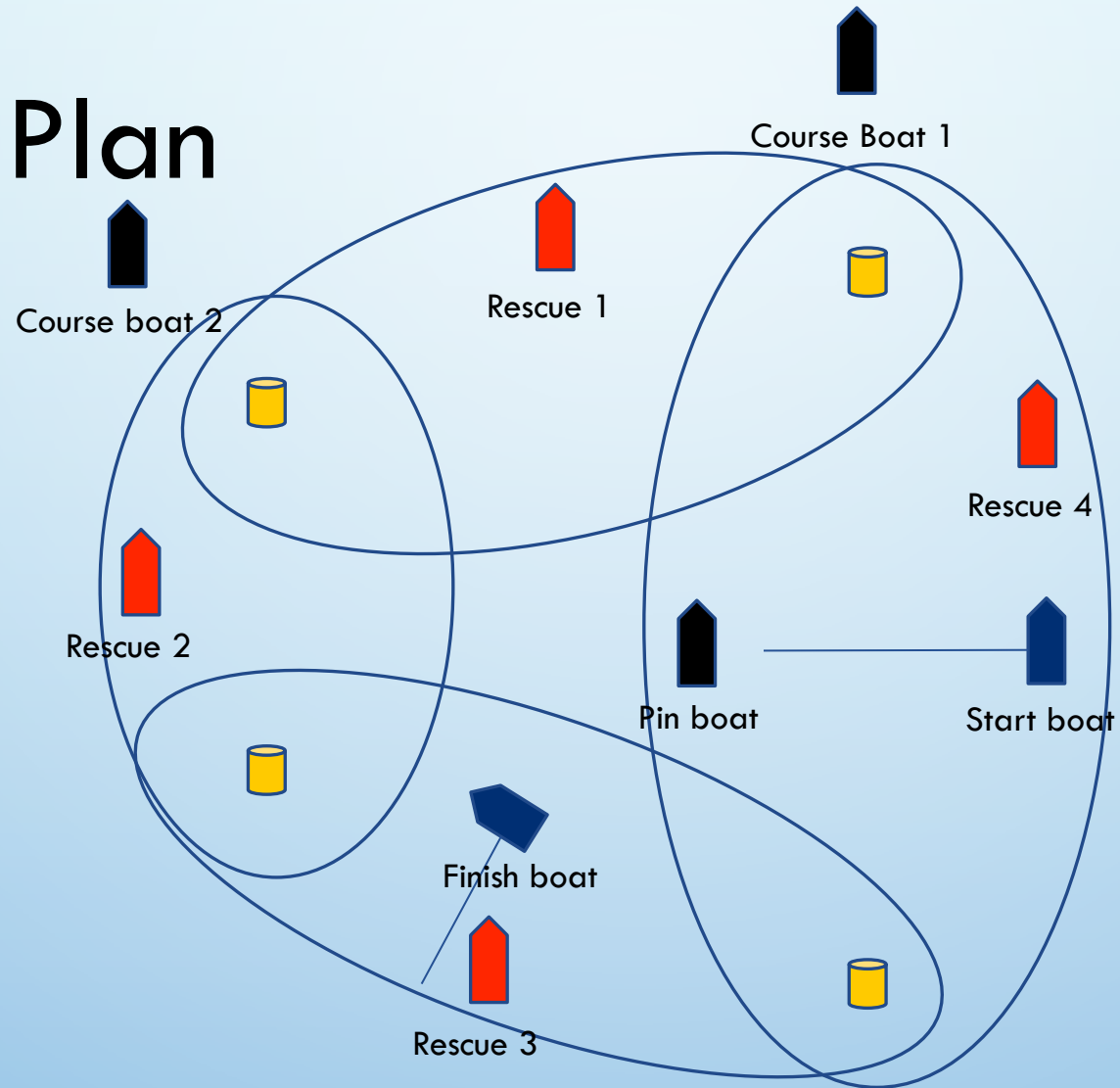
Orange 1&2 – Pink 3

# Tower



Tower		
Results	Kerry Mc Namara	Kerry Mc Namara
Results	Anne Heal	Anne Heal
Radio	Fred Allen	Fred Allen

# Patrol Plan



# Racing outcomes

## Couta Boats

- 1 race each day
- 60 mins duration
- 5 minute start sequence
- Keep them clear of other boats
- Briefing at 10 am Saturday morning

## Dinghy racing

- 6 races each day
- 25 minutes duration
- 3 minute start sequence (flag and sound every minute)
- Start to keep rolling (generals to the back)
- Very short break between racing
- Coaches maybe in racing area
- Course changes between races
- Only one course option for each class



HAVE FUN AND KEEP AS WARM AS POSSIBLE!!!



# Emergency Procedures



## **On Water accident**

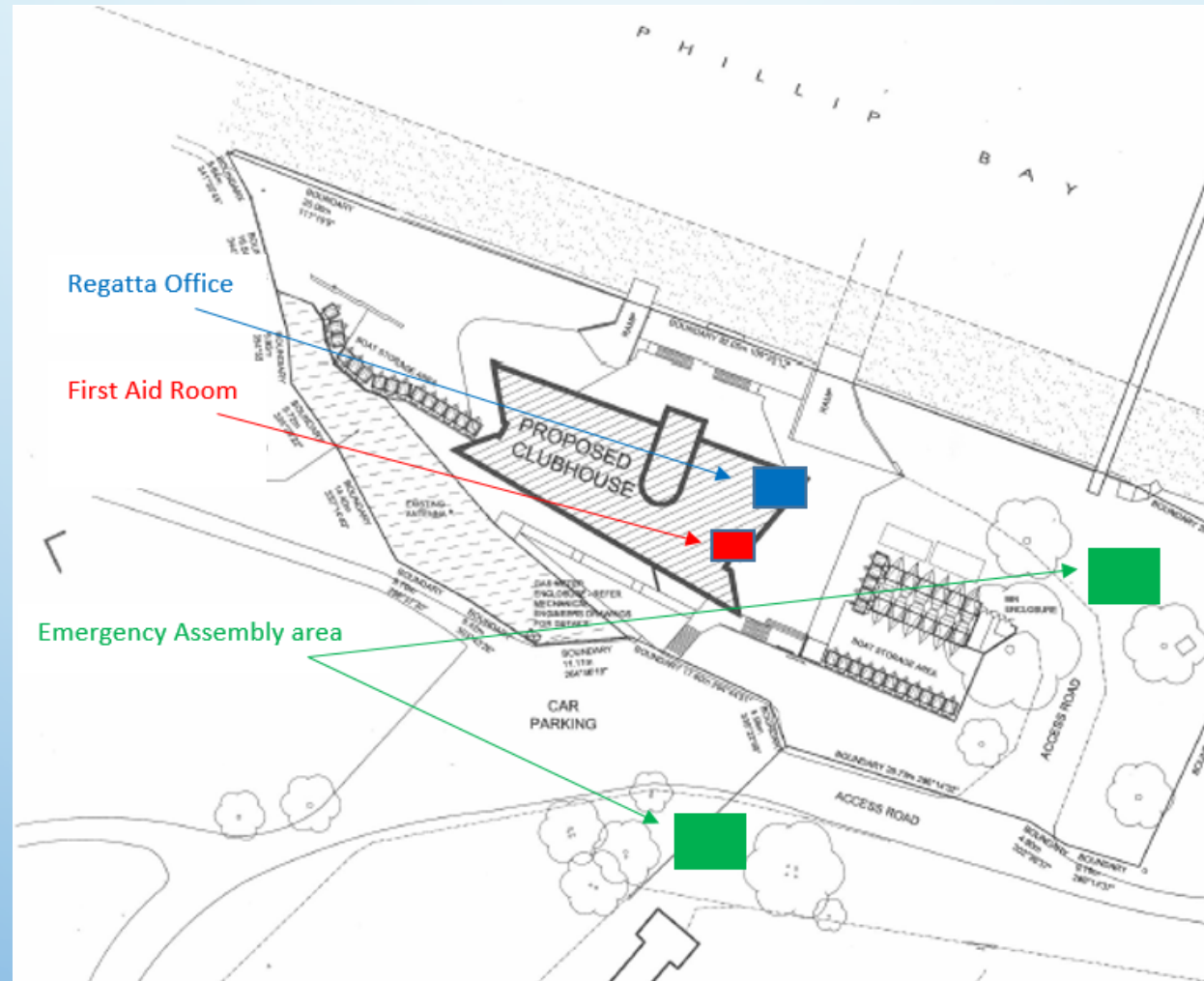
- As soon as person is safe radio "Sorrento Tower" channel 73 and advise situation.
- Duty Manager to be contacted by tower.
- Duty Manager to call ambulance.
- Person to be sent to Point Nepean Road to flag down ambulance.
- Person at the top of stairs to direct ambulance.

**If the Duty Manager is unavailable or on the water then the order of precedence should be**

1. Commodore
2. Vice Commodore
3. Rear Commodore
4. Club Captain
5. Sailing Operations Manager

**It is imperative that the person assuming responsibility is land based**

# Site Plan



# On Water Emergency Plan



## Abandonment of Sailing Coordination Plan

When the Race Officer abandons racing due to foul weather a staged response is used:

### **Stage 1 – Routine Abandonment – Controlled by RO on water.**

The SSCBC Tower to:

- Keep patrol boats afloat until sailors are safely ashore;
- Identify and track stray boats – That are not between a patrol boat and shore.
- Monitor and log all radio traffic;
- Supervise the sign off process until all boats are accounted for;
- Once a rescue is complete return to the most leeward boats on course;
- Check that all patrol boats have returned safely.



# On Water Emergency Plan

## Stage 2 – Escalated Abandonment – Tower assumes control (outside assistance maybe required)

- Tower monitors and logs all radio traffic related to boat status;
- The SSCBC Tower to reconcile boats on Sign off board regularly.
- Safety Officer appoints someone to supervise sign offs until all boats are accounted for;
- Appoint Beach Marshals to assist sailors ashore / tally sail numbers ashore.
- Consider:
  - Can more rescue boats be deployed.
  - Can competent sailors ashore be sent out as additional crew for strugglers
  - Can boats jib sail ashore safely albeit slowly
  - Can boats be long lined off a mother ship or fixed mark and put to crew for strugglers
  - Which classes / boats / crews need priority in recovery – who can hang on a bit more...
- When all boats are accounted for rescue personnel will be advised by the Tower.
- Make sure rescue boats get home safely.

# On Water Emergency Plan



## **Stage 3 – Abandon boats**

When conditions have deteriorated to an extent that boat rescue capacity is overwhelmed and safety of people is compromised, some crews may be recovered to patrol boats and their boats abandoned.

The processes are as for stage 2 plus

Consider –

- Outside Help
  - are there any other rescue assets that can or should be called upon? Other members, BYS, Southern Peninsula Rescue Squad, Volunteer Coast Guard, Water Police, AMSA.
- When People are safe – How can abandoned boats be recovered
- Welfare / fatigue of rescue crew



# INCIDENT RESPONSE

- FIRST RESPONDER
  - OBSERVE, ASSESS, RESPOND AND COMMUNICATE
- INCIDENT CONTROLLER
  - CALLED IN TO CONTROL RESPONSE
  - CAN COMMANDEER RESOURCES
- RACE OFFICER
  - MANAGES FLEET SAFETY / RACE?
- TOWER
  - SUPPORTS / ENABLES RESPONSES AND SHORE REQUIREMENTS
- DUTY MANAGER
  - RESPONSIBLE FOR ONSHORE EMERGENCY PLAN COMPLETION

# CALL THE INCIDENT CONTROLLER

## WHEN TO CALL

- COUTA BOAT NEEDS TOW/ RESCUE
- INJURY – MEDICAL RISK – HYPOTHERMIA – HEAD INJURY
- BUSTED BOAT?
- INCAPABLE CREW?
- RISK / UNSURE:  
DON'T KNOW HOW BAD IT IS

## HOW YOU CALL

- THIS IS RED RON, THIS IS RED RON
- WE ARE AT THE DINGHY OUTER GATE -  
DINGHY OUTER GATE
- WE HAVE AN ASTHMA ATTACK - WE HAVE AN  
ASTHMA ATTACK
- WE NEED ASSISTANCE, WE NEED ASSISTANCE  
[OR] WE MAY NEED ASSISTANCE, WE MAY  
NEED ASSISTANCE

Incident Controllers: Adam, Phil, Dave, Ben F, Jack, Kate, Ben G (Jorja and Hollie on land)