



Coves yacht club



RACE CONTROL & SAFETY

Around French Island Catamaran Challenge

PRINCIPAL OFFICERS

- Race Officer** – Controls race.
- Safety Officer** – Organises and manages rescue and safety operations, including weather monitoring
- Radio Officer** – Manages and co-ordinates communication

These three key people must be suitably experienced, qualified and available. Nominated deputies must be organised to provide support for the duration of the race.

YACHTING AUSTRALIA RACING RULES OF SAILING, {RRS}

TRANSPORT SAFETY VICTORIA MARITIME {TSV} REQUIREMENTS.

Races are operated under the current Yachting Australia Racing Rules conditions allow exemption from Transport Safety Victoria Maritime {TSV} safety requirements. Yachting Australia Racing Rules OTB proscriptions can apply. Unless the club is confident that rescue facilities are equivalent to a normal dinghy race¹, this cannot be claimed – boats need to meet Transport Safety Victoria Maritime {TSV} safety requirements.

ON WATER FACILITIES

It is the nature of this type of marathon race that the fleet is very likely to become spread out, perhaps over many kilometres.

Due to the length of the race, it is also likely that some boats will require assistance. It should be made clear to competitors that rescuing people will take precedence over rescuing boats, and that they agree to follow safety directions given by rescue boats.

There must be a minimum of three on water rescue boats, front, middle and end of fleet.

These boats need to be crewed by suitably experienced people and capable of operating for extended periods in the worst expected conditions of the race.

A relieving rescue boat crew to be on standby.

Thought needs to be given to endurance of both rescue boats and crews.

Additionally, it is imperative that the organisers are confident that boats or crew(s) in distress will be identified as such and appropriate response made. This might mean, for instance, that secondary boats are placed at each mark, briefed and instructed to mark and report back to race control boat details as they pass. Long legs (say more than 20 minutes between marks) will need to be broken or monitored in some additional way.

Unless this is done, TSV requirements for yachts must be enforced.

Lead rescue boat to be nominated and coordinate on water activities under Race Controller or safety officer directions.

¹ Visual monitoring and fast response and effective rescue



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ESCALATION

To cover a escalating or “worst case” scenario, other resources must be identified and briefed.

The safety officer or his deputy must hold contact details and notes as to skipper and crew details as well as to the “terms of engagement”.

Their needs to be an escalation plan covering:

1. Normal racing conditions – race officer in control
2. Racing but yachts in trouble – safety officer in control of rescue(s)
3. Race abandoned, yachts in trouble – safety officer in control
4. Race abandoned, yachts in trouble – control handed over officially to other authority (police or police authorised body)

This plan will cover dispensation of forces and escalation mechanisms through to condition 4.

The safety officer must prepare and present this plan

At a minimum, the following should be informed of the race and race character and agreement to provide “escalation” services gained from at least three². Coastguard Hastings and VMR Hastings must be briefed on the event well before the event date.

- Coastguard Hastings
- VMR Hastings
- Somers Yacht Club
- Merricks Yacht Club
- Westernport yacht Club
- Rhyll yacht club
- Newhaven Yacht Squadron
- Water Police

These groups may be able to assist some of the three primary rescue boats: Hastings YC and Rhyll YC to be informed

Based on tide height, a cut off point and time to be nominated for crossing the hump area.

Somers YC, Merricks YC, Westernport YC are normally outside areas of assistance.

COMMUNICATIONS AND RESPONSIBILITIES

The radio officer must ensure that communications between rescue boats and race control are specified and working. Consideration must be given to radio blind spots, and the use of VHF and the VHF repeaters identified.

Escalation will require the radio officer to communicate with external bodies and the radio officer must have that information to hand.

Communication and responsibilities between the three principal officers must be well defined. Somers YC, Merricks YC, Westernport YC are outside areas of assistance and need not be involved. Hastings YC and Rhyll YC to be informed Around French Island Catamaran Challenge to be promoted with Yachting Westernport and all affiliated clubs to be advised of the event.

All rescue boats and safety officers and where practical yachts to mobile phones and a list of phone numbers distributed prior to the race. {This is to cover radio dead spots}

Based on tide height, a cut off point and time to be nominated for crossing the hump area.

All Coves Yacht Club VHF hand helds (6) should be deployed on rescue swimmers and competitor boats, distributed at the discretion of the Race Officer.

² This means they have agreed to make sure crews and boats are rostered and available for the race



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MEDICAL

The Safety Officer (or his deputy) must have identified contact numbers and details of medical services. The risks of hyper or hypo-thermia and exhaustion need to be mentioned at the briefing.

Sailors must carry a minimum of 3 litres water on board, per participant

BRIEFING AND NOTICE OF RACE

Must include:

- Safety briefing
- Weather forecast
- Transport Safety Vic Maritime {TSV} requirements As well as the usual course information.

All competitors must indemnify the club and have proof of insurance.

Competitors need to sign a safety form saying they are carrying TSV and current Yachting Australia Racing Rules safety equipment.

Minor's participation must be authorised by a parent or guardian.

RESCUE BOAT BRIEFING

A separate briefing must be given to all race officers, rescue boat crews and mark boats that details and instructs on:

- Course
- Disposition of resources – including relief rescue boat crews.
- Race and safety control and escalation mechanisms and responsibilities
- Communication and Radio reporting frequencies and call signs.
- List of mobile phone numbers.
- Medical
- On water versus safety officer control
- Detailed list of participating yachts and crews to be provided to all rescue boats
- Mark boats to record and radio report to OOD all boats passing mark
- Additional fuel and water to be carried.

DOCUMENTATION

A recording document must be used as a template to record names, contact details, boat details, contact names and dates of agreements for those providing the escalation services. It is important that a record is kept to demonstrate that all these steps have been carried out and suitably people and resources identified for all positions.

SAFETY EQUIPMENT

Please refer to the Maritime Transport Safety Website:

<http://www.transportsafety.vic.gov.au/maritime-safety>

and Yachting Australia RRS Addendum B part 2 for the list of required safety equipment required to be carried.

