



Melges24 2016 Nationals

Safety Plan

1. INTRODUCTION

This document provides a framework for procedures and resources to minimize the risks inherent to sailboat racing. It will be reviewed periodically in order to ensure that its scope and procedures remain satisfactory.

2. OBJECTIVE

The Objective of the Safety Plan is to provide efficient and competent safety coverage at the Melges Nationals sailing event. This will allow competitors and family maximum enjoyment with minimal concern for the safety of competitors and their boats.

3. ACRONYMS

PRO Principal Race Officer

RO Race Officer

SC Safety Coordinator

S1 Safety 1 on a course

S2 Additional Safety Personnel on a course

RAC Race Advisory Committee

EC Event Chair

MO Media Officer

4. SAFETY ORGANIZATIONAL STRUCTURE

One individual will be assigned to the role of Safety Coordinator to coordinate activities as laid out within the Safety Plan and under the guidance of the PRO/RO. The PRO/RO may delegate his authority to the SC for events on the water, except that once in position on a race course, the PRO/RO will have responsibility for safety on that course. The SC on the course will assist the PRO/RO in the execution of that responsibility.

The SC will be in charge of event safety, including:

- ensuring that all safety boats are fuelled, properly equipped and ready for use
- allocating personnel to each safety boat
- allocating and controlling safety boat usage
- taking charge of any safety incident
- keeping the PRO/RO aware of safety status and any incidents of note
- completing an "Incident Report" when necessary

The Safety Coordinator or designate will inform the local Canadian Coast Guard Station and EMS that a Regatta will be held.

5. SAFETY OPERATIONS

a. GENERAL

The SC, will host a Safety Briefing for all dedicated Safety Crews at the beginning of each day event. They will also attend the Competitors/Coach Briefing and present a Safety Brief. The SC will maintain a log of each Safety Boat and its crew, the location of the courses and the class of boats racing on that course.

Race Management will provide SC with accurate competitor lists, which will include class and sail number.

The PRO/RO, in consultation with the RAC, will determine whether Safety Boats need to be on the water before competitors are allowed to launch. If they are, the SC will direct the time for them to be on the water.

Each Safety Boat will perform a radio check with Committee Boat on the M24 Central frequency on each occasion of leaving and re-entering harbour. The SC on each course will confirm radio communication with the other safety boats on his/ her course.

The SC for each course is responsible for managing the coverage on the course. At her/his discretion, Safety Boats will be assigned specific areas to monitor. If the designated Safety Boat S1 is pulled off the race course for an extraction a pre- designated Safety Boat S2 will assume course coverage until the radio confirmation that Safety Boat S1 is back on the course.

Safety Boat Crews will endeavour to have a Safety Boat standing by a capsized competitor quickly in order to monitor the competitor's safety.

The SC will ensure that all Safety Boat Crews are aware that they must have the competitor's permission to render assistance so the disqualification of that competitor is understood. Safety Boat Crews should document these situations in case it becomes a jury issue.

NOTE:

The exception to this protocol takes place when, in the opinion of the Safety Boat Crew, the competitor is unable to make a rationally informed decision. This may be due to a concussion, hypothermia, serious injury, or some other occurrence which is affecting the competitor's judgment. If the Safety Boat Crew in consultation with the SC on that course believes the competitor is in danger, they are to bring the competitor aboard the Safety Boat immediately. This situation must be documented and reported to the PRO/RO and SC.

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All competitor retirements must be reported either to a Safety Boat or the PRO/RO. Safety Boat Crews will forward the information to the PRO/RO. Efforts will be made to escort or monitor the retiring competitor as he/she makes for the harbour on a priority basis. Any injured competitor requiring First Aid beyond what can be administered by Safety Boat Crews is to be brought to the onshore first aid area. . At the end of the day, Safety Boat crews will escort the fleet ashore. Once the SC and PRO/RO have verified that all competitors are ashore, moored or in safe waters, the SC will allow the Safety Fleet to stand down. No Safety Boat crews are to go ashore until released by the SC.

b. SAFETY BOAT IDENTIFICATION

A Safety Flag will identify all designated Safety Boats on the race course. This flag consists of a Yellow Field with a vertical red stripe:



c. PERSONNEL AND EQUIPMENT

Each Safety Boat will be staffed by a minimum of two people, preferably three, these individuals will have First Aid Training, Water Extraction ability, the driver will have a Pleasure Craft Operator Card. Small boat-handling skills are a desirable asset.

Each Safety Boat will be equipped with;

1. Adequate fuel for 9 hours operating
2. VHF radio
3. Back Board/collars/splints (S1 Only)
4. Medical supply packs with necessary first aid supplies
5. Water flotation devices for water extraction (S1 Only)
6. Blankets
7. Flotation Device for each crew
8. Sharp Knife (rigging)
9. Minor tools (pliers, Leatherman)
10. Such other first aid equipment as may be deemed appropriate for the venue and conditions.

d. COMMUNICATION

Good communication is essential between all involved in any safety plan and, of course the competitors themselves. Good briefings should be made by the race officer to the competitors before racing takes place and to the safety personnel usually on a daily basis. Competitor Race Captains will be given a Safety and Emergency Protocol sheet at the first competitors briefing, instructing competitors of protocols in case of a injury or emergency situation.

Where VHF radios are used it is important that all users are able to communicate effectively, especially when the conditions are poor, which is when the activity of the safety team may be at its greatest. VHF channel 9 will be the main call channel. Channel 69 will be reserved for users outside of the ongoing event requiring airtime and not to tie up channel 9.

In the event of an **Emergency** occurring (including severe injury to a sailor or event personnel or structural damage endangering the safety of a boat in the event),

- the emergency call will be made via VHF 16 to the PRO/RO, monitored by SC. As per protocol: it shall describe the details of the medical emergency: age of patient, conscience or unconscious, male or female, head injury, severe chest pain, not breathing, broken bone, bleeding, drowning, etc
- SC will communicate with S1 (once on the scene), confirming to PRO/RO/SC via VHF channel 69 of the location and severity of the incident.
- If the situation is considered to be hazardous to the rest of the fleet the PRO/RO may elect to stop racing by either shortening the course or executing an abandonment as appropriate.
- If an individual/s require extraction to the onshore first aid area the second S2 safety boat will then be informed by SC they are primary safety boat until the first S1 is back, and confirms via radio to SC of such.
- MO and EC will be informed of the incident, and the resulting details in the event media or family communications are necessary.

6. MEDICAL RESOURCES

a. FIRST AID STATION

The Chair of the Event and the Safety Coordinator will ensure that a First Aid Station is provided. This station will have suitable supply of First Aid Equipment and supplies necessary for the treating of injured competitors. Trained First Aid individuals and volunteers will staff the First Aid Station, as required. (Competitors will be made aware of this area at the first briefing)

b. SITE PLAN

The SC will prepare a Site Plan. This plan will include location of the First Aid Station, Emergency Dock, and Ambulance/EMS access routes.