



MORETON BAY BOAT CLUB



SAILING



EMERGENCY PLAN

Including

EMERGENCY PROCEDURES



MBBC SAILING EMERGENCY PLAN



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1. NOTIFICATION OF EMERGENCIES

1.1. Rescue and support organizations

The MBBC Sailing Section pennant and social events are held in northern Moreton Bay and Deception Bay both of which are within the operational area of the Australian Volunteer Coast Guard – Redcliffe (CG-R). CG-R provides continuous radio coverage on VHF16, VHF73, VHF81 and VHF21 during all MBBC Sailing Section events (Fairway Challenge excepted). The most common call sign is “*Coast Guard Redcliffe*”.

Volunteer Marine Rescue Bribie Is. (VMR Bribie) covers the northern extremities of the MBBC Sailing event area. The most common call sign is “*Marine Rescue Bribie*”.

As a CG-R corporate partner, MBBC primarily relies on the assistance and rescue facilities of Coast Guard Redcliffe. MBBC recommends members join the Australian Volunteer Coast Guard – Redcliffe, to aid in boat recognition and consequential timely response.

1.2. Primary notification

In the event of an emergency being experienced or witnessed, an immediate evaluation of the severity of the emergency must be made.

Life threatening emergencies being experienced should prompt a “MAYDAY” call on VHF16.

Other emergencies being experienced should prompt a “PAN PAN” call on VHF16.

Emergencies being witnessed, considered to be potentially serious and believed not yet to have been reported should prompt an immediate “PAN PAN” call on VHF16.

Lesser safety related incidents requiring (or suspected of requiring) external assistance should prompt a radio call to Coast Guard Redcliffe on VHF73, VHF81 or VHF21.

MAYDAY and **PAN PAN** calls will most likely prompt an initial response from either Coast Guard Redcliffe or Marine Rescue Bribie.

In any case where a radio call is made, information to be given to the responding party includes:-

- Location of the stricken boat.
- Nature of the emergency.
- Number of people on board (adults and children).
- Type of boat and identification information.
- Any local environmental information such as sea state, tidal flow, visibility and obstructions.

The calling party should then act appropriately to any further requests by the respondent. If the calling party is a witness to the incident, they should stay on station and provide information on their own location, type of boat and identification information.



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1.3. Secondary notification

If a stricken boat is unable to use the radio, appropriate flares should be deployed based on the following MSQ guidelines:-

In daylight: If other boats are nearby or the stricken boat is close to land, orange flares should be discharged with appropriate intervals between discharges.

At night: If other boats are nearby or the stricken boat is within three nautical miles of land, red hand-held flares should be discharged with appropriate intervals between discharges.

If completely dark: Parachute rocket flares should be discharged with a one minute interval between discharges.

The use of flares would normally initiate 3rd party notification of the emergency. That may be via VHF radio if from a nearby boat or phone if via a land based observer.

If there is no response from the discharge of flares, the stricken boat should activate its EPIRB.

The activation of an EPIRB will initiate an AMSA Search and Rescue response. That process is described in simple terms at <http://beacons.amsa.gov.au/about/how-they-work.asp>.

1.4. Mobile phone notification “000”

Maritime Safety Queensland currently regards ship to shore emergency calls by mobile phone to be a back up system only. The initial notification of any emergency must be made via VHF radio if possible. That ensures a higher probability that any boat in the vicinity and able to assist is alerted.

Emergency 112 calls via mobile phone.

If notification of an emergency can only be made by mobile phone, the international emergency call number “112” should be used if the “000” number fails to respond.

[The 112 number will pick up any available mobile network regardless of the subscribed service.]

1.5. At the emergency area

Any boat in an emergency situation and requiring assistance should display a V sheet or if a V sheet is not available, a portion of the sail with the sail number clearly visible from above. At night a strobe or other such identification should be deployed.

If a boat assisting by staying on station notices the stricken boat has not displayed a V sheet, strobe or other such identification, that assisting boat should display such identification on the stricken boat's behalf.



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2. EMERGENCY PROCEDURES

2.1. Australian Volunteer Coast Guard – Redcliffe (CG-R)

CG-R has in place established procedures for response to any emergency. These procedures cover the following actions:-

- Evaluation of the severity of the emergency.
- Notifications to statutory emergency organizations (QPS, QFES and QAS).
- Notifications to the Port of Brisbane VTS and Maritime Safety Queensland.
- Notifications to CG-R crews on standby.
- Deployment of rescue boat(s).
- Continuing information collection and transfer of same to emergency services personnel.
- Retrieval of persons in difficulty and, if practicable, the stricken boat.
- Notification of the stricken boat location and drift rate (if known) to the Port of Brisbane VTS and Maritime Safety Queensland.
- General liaison with responding emergency services personnel.

2.2. Moreton Bay Boat Club Sailing (MBBCS)

The MBBCS provides a “back-up” service to the CG-R and emergency services by providing information on any boat or personnel involved in the emergency. This includes the following actions:-

- Provision of detailed information on the stricken boat and advice on any known characteristic that may influence the CG-R emergency procedures (e.g. excessive draught or displacement).
- Provision of any “on board” mobile number.
- Provision of any “on-shore ICE phone number”.
- Back-up radio support.
- Assistance in the transfer of persons requiring ‘on shore’ attention if at the MBBC marina.
- Assistance in the securing, berthing or otherwise of any stricken boat at the MBBC marina.
- Provision of any relevant information requested by the CG-R or any associated emergency service.
- Secondary formal notification of the “incident” to Maritime Safety Queensland.

The MBBCS maintains a register of participating boat details to allow it to carry out its emergency plan responsibilities. Refer to Section 3 – MBBC Sailing Section Boat Register.



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2.3. Individual MBBC Sailing Section boats

It is recommended that all MBBCSS boat owners and/or skippers develop and implement an emergency procedure suitable for the type of boat and the areas likely to be used for recreational boating. This procedure should be made known to all crew members and regular guests. Itinerant guests should be advised of the boat's safety features and the relevant locations of safety equipment. These features should also be prominent on the boat's equipment location diagram.

Items that may be incorporated into a boat's emergency plan include:-

- *Make radio contact with Coast Guard Redcliffe or Marine Rescue Bribie and provide the boat location; nature of emergency and the number of people on board.*
- *Ensure persons on board are safe and are wearing life jackets.*
- *Ensure boat integrity and security.*
- *Apply first aid where necessary.*
- *If able, set an anchor or, if appropriate, a sea anchor or drogue.*
- *If unable to use the radio:-*
 - *In daylight - if other boats are nearby or the boat is close to land, discharge orange flares at appropriate intervals.*
 - *At night - if other boats are nearby or the boat is within three nautical miles of land, discharge red hand-held flares at appropriate intervals.*
 - *If completely dark, discharge parachute rocket flares with a one minute interval between.*
 - *If there is no response from the discharge of flares, switch on the EPIRB and secure it with a lanyard.*
 - *Prepare the boat and persons on board for a possible overnight wait.*



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3. MBBC Sailing Section Boat Register

3.1. Preamble

Regardless of the MBBC having claims made insurance and boats having valid 3rd party insurance the MBBC remains at risk of litigation under the Civil Liabilities Act 2003 if it does not have an effective “Emergency Plan”. Effective means the plan not only exists but also can be effectively put into action. The emergency plan relies heavily on the local volunteer rescue organisations; however, to execute the plan effectively, the MBBC must have information on member boat responsible persons, as well as physical identification characteristics any of which can be readily passed onto rescue organisations and/or emergency services during any safety related incident.

For this to occur, the MBBC must maintain a member boat register. This is the MBBC Sailing Section Boat Register.

3.2. Boat Register information

The Boat Register must be sufficiently detailed to allow volunteer rescue and emergency services personnel to make contact with relevant parties and to carry out any rescue activity fully informed as to the circumstances. The rescue of crew from and/or retrieval of sailing boats are special circumstances which can impose additional risks on both the crew on the stricken boat and attending volunteer rescue or emergency services personnel. Therefore the more information about the stricken boat made available early in the response process the better prepared the responding personnel will be.

The following page is a MBBC Sailing Boat Register information data entry form to be completed by boat owners or representatives and forwarded to the relevant MBBC Sailing committee member (currently the PRO) when any boat change or significant modification occurs (e.g. sail number change, colour change etc.). To ensure the register is up to date, the form should be completed and resubmitted annually or the relevant committee member advised that there has been no change.

Attached – MBBC Sailing Boat Register information data entry form.



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MBBC Sailing Boat Register basic member information

Boat name
Owner/Representative
MBBC Member No.
Contact number (on board)
Contact number (ICE on shore)
Email
Registration No.
Insurance expiry date

MBBC Register boat identification & safety Information

Boat Design (Model/Class)
Type (Mono/Multi)
Design date (year designed)
Age date (year launched)
Overall length (m)
Beam (m)
Draft (m)
Displacement (Tonne)
Type of Rig (fractional; masthead; ketch; schooner)
Sail colour
Sail Number
Hull material (primarily)
Deck colour (from above)
Hull/Sheer colour (primarily)
Trim colour (if visible at sea)
Underside (antifoul) colour
Number of engines
Type of engine(s) (inboard/outboard)
Type of fuel (diesel/petrol)