



MORETON BAY BOAT CLUB



# SAILING



## EMERGENCY PLAN

Including

## EMERGENCY PROCEDURES



# MBBC SAILING EMERGENCY PLAN



## EMERGENCY CONTACTS

Coastguard Redcliffe – VHF16, 73, repeater ch21 – northern Moreton Bay,  
ch81 – southern Moreton Bay, ph 07 3203 5522

VMR Bribie Island– VHF 16,21,63,67,73,81, ph 07 3408 7596

Police/Water Police – Emergency 000 (112 alternative)

Brisbane Vessel Traffic Services (VTS) VHF12(+16), ph 07 3305 1701

MBBC ph 07 3203 5188

Maritime Safety Queensland ph 07 3623 3900 (after hours)

(07 3632 7500 business hours – Mon-Fri)

Bureau of Meteorology ph 1300 754 389,

<http://www.bom.gov.au/qld/warnings/index.shtml?ref=hdr>

AMSA (in event of accidental EPIRB activation) ph 1800 641 792

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# MBBC SAILING EMERGENCY PLAN



## 1. NOTIFICATION OF EMERGENCIES

### 1.1. Rescue and support organizations

The MBBC Sailing championship 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 radio coverage on VHF16, VHF73, VHF81 and VHF21 during all MBBC Sailing events (during the hours of 4am-6pm on Sundays). 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 3<sup>rd</sup> 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 aquatic events are managed by an Event Control Officer (ECO) for social sailing and a Race Committee for scratch start racing events. The Race committee is headed by the Principal Race Officer (PRO). Both the ECO and the PRO must take cognizance of the weather conditions and sea state leading up to and during the aquatic events. Strong winds and a boisterous sea state increase risks to crew and guests. Those risks must be assessed well prior to each event. Each assessment must include predicted wind speed during the event, the direction of the wind and the duration of the wind prior to the event.

It should be noted that for the MBBC Sailing race area (Deception Bay and off the Redcliffe Peninsula east foreshore) untenable conditions usually occur when strong winds have an easterly direction component. Strong winds with a westerly direction component result in the race area being in the lee of land resulting in a calmer sea state. In relation to aquatic events, MSQ advises that “*Event organisers must ensure safety is paramount for these events. If there is a risk of serious injury to participants, the event is to be suspended until it is considered safe to continue*”. The following event management requirements are based on that advice.

#### GENERAL RECOMMENDATIONS

Each skipper is responsible for ensuring appropriate personal flotation devices (PFDs), harnesses and tethers are ready and available for each person on board (crew and guests). If strong winds and/or boisterous sea states occur during an event, competitors should consider wearing PFDs with harnesses and tethers. Safety is paramount. Under some circumstances in scratch start races, the race committee may invoke RRS rule 40 (PFDs become mandatory for all competitors). This would be notified by VHF 77. For single handed sailing, PFDs with a harness and tether are considered mandatory regardless of weather conditions.



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## 2.3. SOCIAL SAILING AQUATIC EVENTS

These events are held within Deception Bay and close to the Redcliffe Peninsula.

The ECO is responsible for monitoring wind strength, wind direction and sea state leading up to each social aquatic event. At least one (1) hour prior to each event, the ECO (in conference with other management committee members if necessary) acts in accordance with the following guidelines.

- If the Bureau of Meteorology has issued a gale warning the event must be cancelled.
- If the Bureau of Meteorology has issued a strong wind warning for Moreton Bay and there is an easterly direction component, the event must be cancelled.
- If the predicted wind is 20 knots or above and there is an easterly component, all events are held within Deception Bay.

### **SCRATCH START RACING EVENTS**

These events are held within Deception Bay and generally within northern Moreton Bay to the west of the shipping lanes. The majority of these events are held within the MBBCS Race Area (refer Appendix B) within which normal operation of ships is unlikely to be affected. Where a special event has a course that falls wholly or partially outside that race area, normal operation of commercial ships is likely to be affected. That triggers the requirement for an application to MSQ for an Aquatic Event Authority. This is a legislated shipping safety requirement.

The PRO is responsible for monitoring wind strength, wind direction and sea state leading up to each scratch start aquatic event. At least one (1) hour prior to each event, the PRO (in conference with other race committee members) must act in accordance with the following guidelines.

- If the Bureau of Meteorology has issued a gale warning the event must be postponed or cancelled.
- If the Bureau of Meteorology has issued a strong wind warning for Moreton Bay and the predicted direction is within an easterly arc from true N to SSE, the event may be postponed or held within Deception Bay. The longer events are postponed.
- When an event comprises two (2) divisions, different actions may be applied to each division based on the capability of boats within each division.



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## DURING AQUATIC EVENTS

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. significant draft 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 emergency berth.
- 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 Boat Register.





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## 2.4. Individual MBBC Sailing boats

It is recommended that all MBBCS 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 sailing. That 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 should be incorporated into a boat's emergency plan include:-

- *The use of PFDs, harnesses and tethers particularly in relation to wind strength and sea state. This includes appropriate strong points for tethers. For boats that are sailed single handed, PFDs and a tethered harness must be used. PFDs incorporating a harness are preferred.*
- *The use of personal EPIRBs and strobes is recommended during night sailing, especially during deck-work.*
- *Informing on common risks during sailing events. Typical risks include:-*
  - *Boarding and disembarking;*
  - *Fall hazards in gangways;*
  - *Trip hazards due to deck equipment, running rigging etc.*
  - *Accidental gybes, broaches and knockdowns;*
  - *Rigging failure (standing and running);*
  - *Crew overboard and retrieval;*
  - *Lookout and consequences of failure to do so (e.g. headsail blind spots);*
  - *"Buddy" procedures particularly relating to foredeck work;*
- *Safe grab points while moving around saloons, cockpits and decks;*
- *Making radio contact with marine rescue organisations to provide the boat location, nature of emergency and the number of people on board.*
- *Ensuring persons on board are safe and are wearing appropriate PFDs, harnesses and tethers.*
- *Ensuring boat integrity and security (seaworthy).*
- *Applying first aid where necessary.*
- *If able, setting 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.*



# MBBC SAILING EMERGENCY PLAN



## 3. MBBC Sailing Section Boat Register

### 3.1. Preamble

Regardless of the MBBC having claims made insurance and boats having valid 3<sup>rd</sup> 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 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 Appendix A is an 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.



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## Appendix A

### 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) .....



# MBBC SAILING EMERGENCY PLAN



## Appendix B



### MBBCSS RACE AREA All regular yacht race events are held within the hatched zone



Note:- For regular races, the shipping zone must be avoided.  
If intrusion into that zone is unavoidable, VHF 12 must be monitored.

[Last modified November 2016]

