



On the Water Emergencies

Safety Boat Crew Guidance

1. Introduction

The OD has overall responsibility for incidents and events during racing supported by Idler's driver (and/or the Beachmaster). For prompt and appropriate action in the event of an incident, effective communication within the race support team is essential. No plan can cover all eventualities but if you (in the 2nd RIB) are attending a capsize / injury, the following guidance will help you to decide what course of action to take.

During free-sailing activities and events undertaken without cover from Idler, a lead safety boat (SB) will be nominated (based on experience / capability).

2. Deciding on level of emergency

A traffic light system may be a useful decision aid on whether to summon help from the OD / Idler:

- a. **Green** - normal capsize, all crew visible and unharmed, kit failure requiring a tow or hold while fixing.
Action – Inform OD / Idler of situation and continue to lend assistance.
- b. **Amber** - As above drifting into danger, minor injury to crew member (Amber because it could be more serious than first thought).
Action – Inform OD / Idler of situation and continue to lend assistance. OD / Idler will take charge of the situation and Idler may decide to attend depending on other variables.
- c. **Red** - Capsize with crew missing, unresponsive or injured crew member.
Action – Inform OD / Idler of situation and continue to lend assistance. OD / Idler will take charge of the situation and Idler will be diverted to attend.

3. Casualty Evacuation Plan

In the event of a severely injured or unresponsive casualty, the OD or Idler will inform the emergency services and a decision made on the most appropriate casualty evacuation point (not counting air sea rescue)

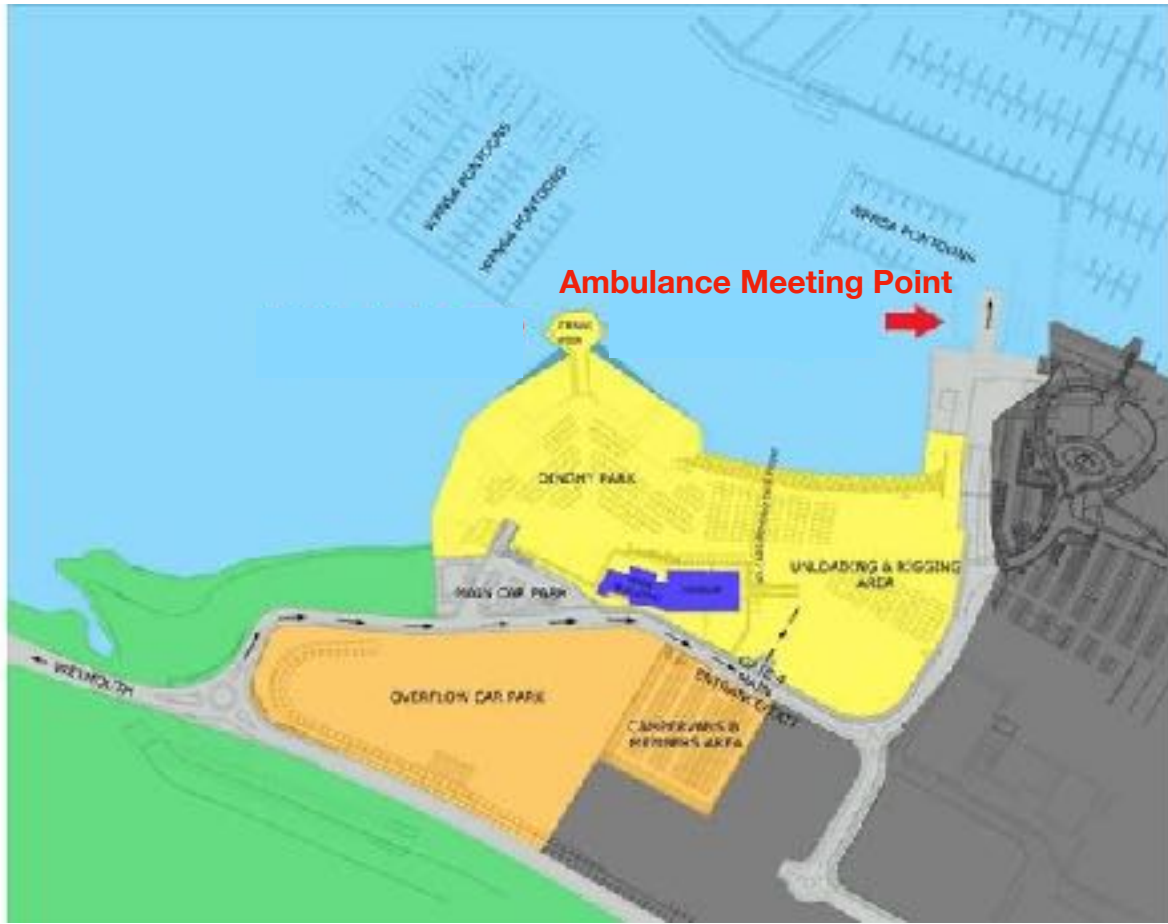
There are 3 main evacuation points:

CCSC club pontoon: For basic first aid situations this is probably the best option and normally the closest point but it has poor ambulance accessibility and transition through the site may be limited.

WPNSA: (see diagram below). This is the most likely evacuation point as it has good road access and is reached quickly by RIB from within Portland Harbour. Ensure the OD / Beachmaster is informed for accurate communications with emergency services.

Weymouth Harbour: The obvious solution for a bay event, it may also be the best option from Portland Harbour as Idler may reach Weymouth faster than an ambulance can reach CCSC or WPNSA. The ambulance pick up point is pontoon C on north side of the harbour.

Emergency Evacuation Points, WPNSA



Emergency Evacuation Points, Weymouth Harbour

