

SAFE BOATING POLICY

South of Perth Yacht Club encourages safe boating practices among its members. Boat owners are required at all times to comply with the regulations and conditions of the Department of Transport, as set out in the Marine Safety Rules and Regulations, together with any related statutory requirements.

All participants in racing competition conducted by the Race Committee of SoPYC are to comply with the Racing Rules of Sailing (RRS) as well as the AS Special Regulations set out in the 'Blue Book', together with the Notice of Race and Sailing Instructions issued for each event.

The attention of sailors is drawn to this Safety Section segment of the 'Red Book' and to the requirement to complete an AS Equipment Audit Form when nominating for each sailing season.

All participants in racing and cruising events conducted by SoPYC are directed to Section 1, 1.01.1 of the AS Special Regulations:

“The purpose of these Special Regulations is to establish uniform minimum equipment, accommodation and training standards for racing boats and as a guide for cruising boats.”

and 1.02 1:

“The safety of a boat and her crew is the sole and inescapable responsibility of the person in charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He shall ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is used. Attention is drawn to 2.04 that specifies the crew experience required for some races. He shall also nominate a person to take over the responsibilities of the person in charge in the event of his incapacitation.”

Scan me!



Marine Safety Rules

Scan Me!



RRS Blue Book

Scan Me!



Special Regulations

BOAT EMERGENCY RESPONSE PLAN

South of Perth Yacht Club's Emergency Response Plan (ERP) provides a systematic approach to responding to an incident occurring during an event conducted by the Club.

Emergency Response

SoPYC is not equipped to provide extensive emergency response.

WA Water Police (or AusSAR depending on the incident location) will coordinate emergency response for boats requiring external medical assistance when there is grave or imminent danger to the safety of boat or crew.

Pre-Event Preparation by the Skipper and Crew

- Ensure that all required safety equipment is on board and in good working condition.
- Have sufficient crew, appropriately experienced, able to cope with the conditions likely to be experienced.
- Brief the crew on emergency response in the case of an incident including locations of safety equipment, their emergency roles and procedures to be followed.
- Ensure the crew is familiar with the boat's Man Overboard (MOB) procedures. SoPYC recommends that the procedure is practiced before and during the sailing season.
- Have crew on board with a Senior First Aid Certificate (recommended for all events).
- Have crew on board with a Marine Radio Operators Certificate of Proficiency.
- Check event entry rules and be aware of any special safety requirements.

Notification of Incident

When a boat needs emergency assistance, it should use the standard marine emergency call procedures 000 or 112 – including PAN PAN or MAY DAY when required.

- **CONTACT CLUB** Use when assistance is required but an emergency has not yet arisen. Call the Emergency Response numbers.

Call "South of Perth Race Control"

VHF Ch. 69

Mobile 0412 704 945

Sailing Administrator

0412 745 844

General Manager

0422 418 143

- **PAN PAN** Use when an urgent safety message concerning safety of the boat or person is required but a MAY DAY call is not fully justified.
- **MAY DAY** Use only when a boat or person is in grave or imminent danger and requires immediate assistance.

SKIPPERS ON-WATER EMERGENCY RESPONSE CHECKLIST

1. SoPYC Emergency Response Plan (ERP)

- a) Although SoPYC is not equipped to provide extensive emergency response, the South of Perth Yacht Club ERP provides a systematic approach to responding to an incident occurring during an event conducted by the Club.
- b) Do you have the SoPYC On Water Emergency Phone Numbers displayed on board?

2. Notification of Incident

- a) When a boat needs emergency assistance, it should use all available means to attract attention.
- b) Do you have flares, marine radio, mobile phone, or other communications on board?
- c) In the event a vessel is seriously damaged rendering it unsafe or unseaworthy and/or a person is seriously injured, have you notified the Department of Transport as required.
- d) Where a yacht requires emergency response, the yacht should use the standard marine emergency call procedures (MAY DAY or PAN PAN).
- e) MAY DAY – only used if a vessel or person is in grave or imminent danger and requires immediate assistance.
- f) PAN PAN – used when a MAY DAY distress call is not fully justified – urgent message concerning the safety of the vessel or person.
- g) If the incident does not warrant a MAY DAY or PAN PAN call, but assistance is required, contact SoPYC Race Control 0412 704 945 or on VHF 69.

3. Responsibility of the Skipper

- a) The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.
- b) Are you aware of the Australian Sailing Special Regulations 1.01 and 1.02.
- c) Have you complied with the Racing Rules of Sailing 1.2 – one PFD available for immediate use?
- d) Do you have the latest weather forecast and charts for the area?
- e) Is the vessel well found and adequate for the conditions?
- f) Are the crew appropriately experienced to cope with reasonably anticipated conditions?
- g) Do the event entry rules specify safety requirements?
- h) Is all safety equipment maintained, easily accessible at all times and conforms to appropriate Marine Standards?

4. Responsibility of the Crew

- (a) Each competitor is individually responsible for wearing a personal floatation device adequate for the conditions.
- (b) Are the crew members briefed on their individual role on the boat?
- (c) Are the crew familiar with the vessels Person-Overboard procedures?
- (d) Is there at least one other crew member, in addition to the Skipper, capable of handling the vessel in all conditions?

SKIPPER'S ON-WATER EMERGENCY RESPONSE CHECKLIST

5. Safety Briefing

- (a) A boat shall carry adequate life-saving equipment for all persons on board.
- (b) Has the Skipper provided a safety briefing; where it is stowed, how to use it and when to use it?
- (c) Does someone on board have a Senior First Aid Certificate?
- (d) Have the likely dangers of participating been discussed with the crew?
- (e) What equipment is available for use in the event of a collision between boats or a person-overboard?
- (f) Are all on board familiar with the use of flares, marine radio etc in the event the skipper or usual operator is incapable?

6. Intoxication

- (a) Skippers should ensure that the capabilities of all crew and passengers, as well as their own, are not adversely affected by the consumption of alcohol prior to or during any race or cruise. Aside from obvious dangers involved, the Water Police are paying increasing attention to the consumption of alcohol on private vessels and penalties can be severe.
- (b) Is there a policy on your vessel concerning if, when and how alcohol might be consumed?

7. Medical Emergency

- (a) For Hypothermia refer to the Advisory Appendix E of Australian Sailing Special Regulations Part 1.
- (b) If urgent outside assistance is required, a vessel should:
 - i. Transmit a PAN PAN on VHF Ch. 16 or call Triple zero (000)
 - ii. Contact SoPYC Race Control 0412 704 945 or VHF 69
 - iii. What is the nature of the injury or complaint?
 - iv. Is an ambulance required, if so, at what location?

8. Person Overboard

- (a) Refer to the Advisory Appendix D of Australian Sailing Special Regulations Part 1.
- (b) Have the crew carried out a person overboard exercise under all conditions of sailing?
- (c) If the vessel becomes disabled, is unable to retrieve the person overboard and/or loses sight of the person overboard, she should immediately issue an urgency call and make contact with SoPYC Race Control.

9. Heavy Weather Sailing

- (a) Refer to the Advisory Appendix F of Australian Sailing Special Regulations Part 1.
- (b) Be aware of the heavy load a sea places on deck fittings.
- (c) Have you considered "heaving-to" (jib aback, main sheeted in tight and rudder steering to windward)?

10. Sea Sickness

- (a) Loss of fluids induces dehydration, encourage water intake in sips.
- (b) Secure and position person in lowest motion part of the vessel (usually the stern), face in the wind, with sight of horizon.
- (c) Avoid alcohol and greasy foods before voyage, consider heaving-to in serious cases.

11. Capsize and/or Sinking

- (a) Is anyone injured?

SKIPPER'S ON-WATER EMERGENCY RESPONSE CHECKLIST

- (b) Use all available means to notify SoPYC Race Control, another vessel or other responsible persons of the situation.
- (c) Stay with the vessel (unless it sinks out of sight).
- (d) Right the vessel if possible.
- (e) Do everything possible to conserve core body heat.

12. Grounding

- (a) Assess damage and potential danger.
- (b) Unless taking on excessive water, make every effort to refloat the vessel before requesting outside assistance.
- (c) The decision to render assistance is at the discretion of those coming to your aid.

13. Collision resulting in Severe Damage

- (a) If the vessel is disabled she should immediately issue a PAN PAN call on VHF Ch. 16 or phone SoPYC Race Control.

14. Toxic Spills

- (a) Contact the Department of Transport Oil Pollution Reporting section listed in the Emergency Contacts.

15. Fire onboard

- (a) Most important consideration is human life, the boat is secondary.
- (b) Prevention is preferable to fire fighting.
- (c) Correct installation and good house-keeping, regular maintenance and fire prevention is necessary.
- (d) If possible, make a PAN PAN call.
- (e) Was the use and location of a fire blanket and/or extinguisher covered in the safety equipment briefing?

SEQUENCE FOR A COMPLETE DISTRSS CALL AND MESSAGE

Press the VHF DSC (Digital Selective Calling) Distress Alert button, if fitted, followed by:

DISTRESS CALL

- Distress signal (x3) **MAYDAY, MAYDAY, MAYDAY**
- Words 'this is' THIS IS
- Station calling (x3) (Vessel's name – three times)

DISTRESS MESSAGE

- Distress signal **MAYDAY**
- Name/MMSI* [Vessel's name]
- Position
- Nature of the distress
- Persons on board (POB)
- Other Information (If time permist)

OVER

MAN OVERBOARD PROCEDURE

Extract taken from the Australian Sailing Special Regulations
- Section 8 - Advisory Appendices - Advisory Appendix D to Part 1

MAN OVERBOARD - QUICK STOP AND THE LIFE SLING (OR SEATTLE SLING)

When a crew member goes over the side recovery time is of the essence. The hallmark of this method is the immediate reduction of boat speed by turning to windward and then manoeuvring slowly, remaining near the victim. In most cases, this is better than reaching off, then gybing or tacking and returning on a reciprocal course.

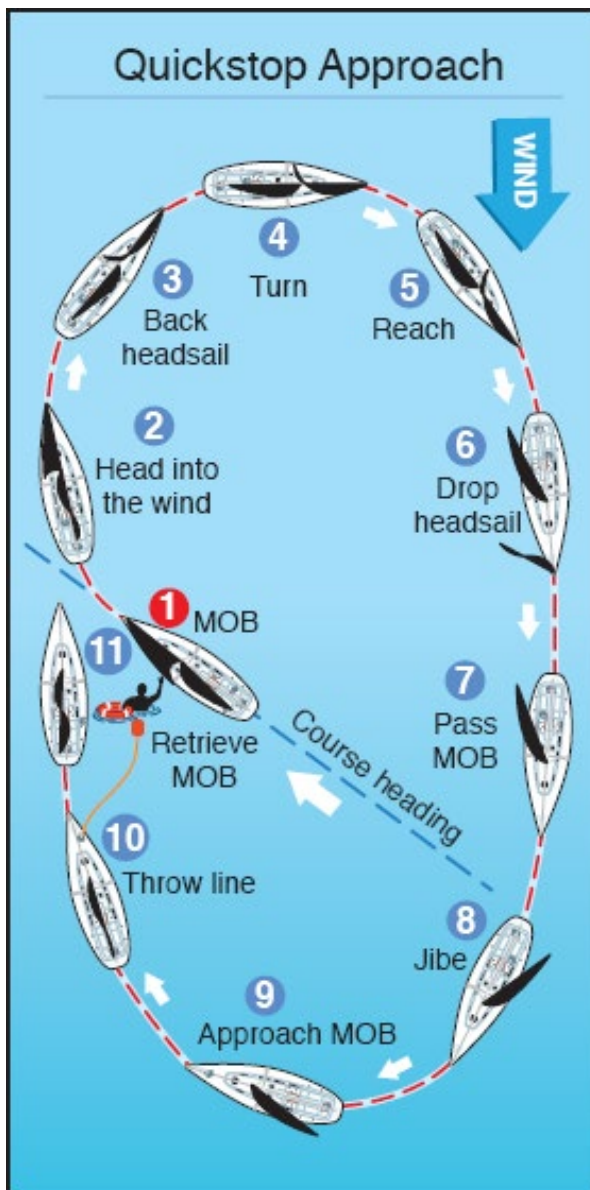
QUICK STOP METHOD

1. Shout 'man overboard' and detail a crew member to spot and point to the victim's position in the water. The spotter should not take his eyes off the victim (see Figure 1).
2. Provide immediate flotation. Throw buoyant objects such as cockpit cushions, life rings and so on. These objects may not only come to the aid of the victim, but will litter the water where he went overboard and help your spotter to keep him in view. Deployment of the pole and flag (dan buoy) requires too much time. The pole is saved to put on top of the victim in case the initial manoeuvre is unsuccessful.
3. Bring boat head-to-wind and beyond (see Figure 1)
4. Allow headsail to back and further slow the boat.
5. Keep turning with headsail backed until wind is abaft the beam.
6. Head on beam-to-broad reach course for two or three lengths then go nearly dead downwind.
7. Drop the headsail while keeping the mainsail centred (or nearly so). The jib sheets are not slacked, even during the dousing manoeuvre, to keep them inside the lifelines.
8. Hold the downward course until victim is abaft the beam.
9. Gybe.
10. Approach the victim on a course of approximately 45 degrees to 60 degrees off the wind.
11. Establish contact with the victim with heaving line or other device. The Naval Academy uses a "throwing sock" containing 25 metres of light floating line and a bag that can be thrown into the wind because the line is kept inside the bag and trails out as it sails to the victim.
12. Effect recovery over the windward side.

Quick Stop Under Spinnaker

The same procedure is used to accommodate a spinnaker. Follow the preceding instructions. As the boat comes head-to-wind and the pole is eased to the head stay, the spinnaker halyard is lowered and the sail is gathered on the fore deck. The turn is continued through the tack and the approach phase commences

MAN OVERBOARD PROCEDURE



CODE OF CONDUCT

General Code of Conduct

Australian Sailing endorses the following code of conduct for members of a club or class.

This code of conduct is underpinned by the following core values.

- To act within the rules and spirit of our sport.
- To display respect and courtesy towards everyone involved in our sport and prevent discrimination and harassment.
- To prioritise the safety and well-being of children and young people involved in our sport.
- To encourage and support opportunities for participation in all aspects of our sport.

A member shall:

- Respect the rights, dignity and worth of others.
- Be fair, considerate and honest in all dealing with others.
- Be professional in, and accept responsibility for, your actions.
- Make a commitment to providing quality service.
- Be aware of, and maintain an uncompromising adherence to, Australian Sailing's standards, rules, regulations and policies.
- Operate within the rules of the sport including national and international guidelines that govern Australian Sailing.
- Do not use your involvement with Australian Sailing, a State Association or an Affiliated Club/Class Association to promote your own beliefs, behaviours or practices where these are inconsistent with those of the Relevant Organisation.
- Demonstrate a high degree of individual responsibility especially when dealing with persons under 18 years of age, as your words and actions are an example.
- Avoid unaccompanied and unobserved activities with persons under 18 years of age, wherever possible.
- Refrain from any form of harassment of others.
- Refrain from any behaviour that may bring Australian Sailing, a State Association or an Affiliated Club/Class Association into disrepute.
- Provide a safe environment for the conduct of the activity.
- Show concern and caution towards others who may be sick or injured.
- Be a positive role model.

EMERGENCY CONTACTS



Emergency Services

	Emergency	Non Emergency
Police	000	131 444
Fire	000	9335 6262
Ambulance	000	9334 1222
Water Police	9442 8600	VHF 16 or 67 HF 6215, 4125, 8291, 8176
Fremantle Sea Rescue Marine	1800 273 728	VHF 16 or 73
SES Emergency Assistance	132 500	
Poisons Information	13 11 26	
Dept of Fire & Emergency Services	9395 9201	Marine Services
DoT Marine Safety Hotline	1300 863 308	

Medical Centre's

Fiona Stanley Public Hospital	6152 2222	11 Robin Warren Drive, Murdoch
Royal Perth Hospital	9224 2244	Wellington Street, Perth
Sir Charles Gairdner Hospital	6457 3333	Hospital Avenue, Nedlands
St John of God Murdoch Hospital	9438 9000	Barry Marshall Parade, Murdoch
Applecross Medical Group (7 days)	9364 6444	764 Canning Highway, Applecross
Reynolds Road Medical Centre	9364 6633	Level 1, 39 Reynolds Rd, Mount Pleasant
Emergency Dental - Weekends/Hols	6457 7626	Hospital Avenue, Nedlands

Environment

Oil Pollution Reporting (24hrs)	9480 9924
Wildcare Helpline	9474 9055
DBCA – Parks & Wildlife Services	9474 9055

South of Perth Yacht Club

Race Control	0412 704 945	VHF 69 'SoPYC Race Control'
On Water Group	9364 5844	VHF 69 'SoPYC Shore Base'
General Manager	0422 418 143	Michael Sassella
Sailing Administrators	0412 745 844	Matt Doyle Tait Kunzli
Facilities Manager	0412 717 480	Dan Lawrence

Local Yacht Clubs

Claremont Yacht Club	9384 8226	Race Control	0407197337	VHF 72
East Fremantle Yacht Club	9339 2208	Race Control		VHF 71
Nedlands Yacht Club	9386 5496	Race Control		VHF 74
Perth Flying Squadron Yacht Club	9386 6437	Race Control	0488332785	VHF 74
Royal Freshwater Bay Yacht Club	9384 9338	Race Control	0422654833	VHF 62
Royal Perth Yacht Club	9389 1555	Race Control	0408919667	VHF 77
Fremantle Sailing Club	9435 8800	Race Control		VHF 72
The Cruising Yacht Club of WA	9527 5468	Race Control	0401006093	VHF 72

All clubs monitor VHF 77