

Basic Checklist for Rescue Boat Personnel

- When getting the rescue boats into the water, make sure the bungs are in. Make sure there is enough petrol in the tank. See experienced personnel about the correct procedure for filling petrol tanks.
- All skippers **MUST** be licensed Powerboat drivers. Crews don't need licences.
- The Race Officer (RO) will speak to rescue boat crews before the race to inform them of where they should patrol. See the RO if they haven't seen you.
- No 'hooning' allowed. APYC could lose use of the boats. Generally maximum 5 knots unless in an emergency. **BUT if you see a boat in trouble or a skipper calls out that someone else is in trouble (especially if it is a Junior or Disabled sailor) – go as fast as you can. A boat doesn't have to be tipped over to be in trouble!**
- All personnel **MUST** wear 'Life Jackets' while in APYC boats.
- In the Storage room downstairs (with the radios) will be a "Bum Bag" with latex gloves (for protection of blood from sailors), face masks (for possible resuscitation), pocket knife, bandaids. Pick this up before going out.
- Collect a radio. Know the APYC radio procedures. Correct procedures are shown on the instructions in the rescue boats.
- Generally rescue boats are not to be used for non-rescue personnel.
- Watch out for yachts 'in trouble'. **Keep your ears open for skippers calling out.**
- If a yacht is near/on the wall – try to put the rubber duck between the yacht and the wall.
- If there is anyone in the water, watch out where the duck's propeller is! If anyone falls overboard, kill the motor until you can determine the best course of action.
- When towing a boat, be very mindful of how you do it. You must not do anything that may cause (further) damage. Partially raise the centreboard and rudder so they reduce drag but there is still sufficient left in the water to give the sailor control over the towed boat.
- If it is full of water, try to bail it out first and/or tow it VERY slowly back to shore.
- Listen for the sailor calling out – the tow/rescue may not be going correctly and you may need to re-think your strategy (use common sense).
- General rule if a yacht is 'in trouble' – don't assist unless asked.
"Outside assistance" means the skipper must DNF themselves or be subject to protest and disqualification. Skippers may protest the Committee if you interfere without asking.

HOWEVER

- Use your judgement and common sense as to whether you need to 'step in' and assist a sailor.
 - They may ask for it. They may agree to your suggestion to assist them.
 - They may be too cold / injured to make a proper judgement.
(refer Hypothermia, Head Injury, Serious bleeding - below)
 - They may have sunstroke or severe sunburn.
 - Be careful not to exacerbate any injury during a rescue or in getting to shore.

Rescue Boats First Aid Responsibilities.

Hypothermia, Head Injury, Serious bleeding -

Adult - "We strongly recommend you go to shore" – repeated if necessary – in the presence of the other rescue boat person.

Junior - "You are coming to shore with us" – repeat if necessary – in the presence of the other rescue boat person.

Potential Drowning –

Get person to shore As Soon As Practical for EAR (Expired Air Resuscitation) and/or CPR (Cardiopulmonary Resuscitation);

OR if a Rescue Boat person is trained – commence it in the rescue boat on the way back to shore; "Any Resuscitation is better than no resuscitation"

Options about what to do with the sailor's boat –

Tip the sailor's boat over and leave it; get back to shore As Soon As Practical

Sabot/Minnow – load onto the Rescue Boat if possible and get back to shore As Soon As Practical

Have the crew of the rescue boat sail the boat back to shore

If the sailor won't leave their boat but are going to shore, follow them in.

On the way to shore, radio "Apple Base" to give warning of the situation – detail any injury, any actions taken, and your requirements.