

Basic Guidelines for Rescue Boat Personnel.

REMEMBER: NO SMOKING WHILST IN RESCUE BOATS

BEFORE RACING:

- All skippers **MUST** be licensed Powerboat drivers. Crews don't need licences.
- All personnel **MUST** wear PDFs ('Life Jackets') while the rescue boat is 'underway'.
- Make sure there is enough petrol in the tank.
- 1:00pm (Daylight savings times = 1:30pm) – be at the club for the pre-race meeting with the Race Officer (discuss where to patrol and which sailors to keep an eye out for)
- 1:40pm (Daylight savings times = 2:10pm) – Collect a radio. Correct procedures are shown on the instructions in the rescue boats. The skipper should carry the radio in case the crew has to get wet!
 - Persons 16 years and over are only allowed in the ducks whilst on rescue duty. Any additional passenger is at the discretion of the Race Officer.

DURING RACING:

1:45pm (2:15 daylight savings) – We need the 1st rescue boat on the water when the **FIRST** boat goes out and there until

the **LAST** boat comes in.

- Be prepared to lay the "Pin End" mark. This will only occur if it is an APYC start and two rubber ducks are required.

1:45pm – 2:00pm (- 2:30pm daylight savings) – The 2nd rescue boat is to assist with monitoring & launching boats before the start.

- Check all sailors have footwear (as per Sailing instructions)
- Inform the APYC RO if you think any boat/sailor needs checking.

Capsizing (bottling) is a normal part of dinghy sailing. However, if any boat/sailor looks like they might really be in trouble or you cannot see the sailor's head get there quickly. If you can see the sailor, proceed at a reasonable speed. Then, you can see if they need assistance. It is usually the skipper's decision as to whether they need/want assistance.

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.
- Rescue boats should patrol where the RO has requested. There will be at least 3 RHIBs on the lake during races. One patrolling the northern end of the lake; one patrolling the southern end of the island; and one patrolling the St.Kilda end of the lake. However, if you find yourself near another rescue boat, move away to an area on the lake where there is no rescue boat (spread out!).
- 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!
- 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 safe to do so*).
- If there is anyone in the water, watch out where the duck's propeller is! Have the "Dead Man's Switch" wrapped around your wrist so you can immediately 'kill' the motor if anyone might end up near the propeller.

- General rule if a yacht is 'in trouble' – stand close by to see if the sailor can get out of trouble but you can offer assistance. If the sailor says they don't need help, move away but keep an eye on them in case they change their mind.
Our Sailing Instructions allow a sailor to receive assistance and then continue the race without penalty. If they have spent too long trying themselves, step in and offer again.
- If there is a strong wind, try to keep the dinghy "pointed into the wind". This means the rescue crew will be leaning over the bow of the RHIB and holding onto the bow of the dinghy. The rescue driver will be trying to very slowly back up into the wind, thus the dinghy is pointed into the wind. This means when the sailor is getting back into the dinghy, there is less danger of it being blown over again.
- 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.
- Ideally the towline should be wrapped once around the thwart with the end in the hand of the sailor. That way, they can let go of their end (and stop the tow) if anything goes wrong.
- 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).

Rescue Boats First Aid Responsibilities.

In the event of Hypothermia, Head Injury, Serious bleeding –

For an adult - "We strongly recommend you go to shore" – repeated if necessary.

For a junior - "You are coming to shore with us" – repeat if necessary.

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 if the sailor is injured:

Tip the sailor's boat over and leave it; 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. If you are coming in with an injured sailor and you believe the injury is serious enough to call an Ambulance (000), tell Apple Base who will immediately make that call; or get the first aid kit ready for your arrival if it is a minor injury.

On arrival of the rescue boat with the injured sailor, all can make an immediate assessment whether the call has been correct or needs to be upgraded (from 1st aid to ambulance).