



THE BARWON HEADS SAILING ASSOCIATION (INC)

Registered No A 9656

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SAFETY MANAGEMENT PLAN – 26 July 2023

1. APPLICATION:

1.1 This safety management plan (SMP) applies only to the yachts and crews participating in the Barwon Heads Sailing Association (B.H.S.A.) sanctioned racing events.

1.2 The racing events are generally conducted within the waters of The Designated Port of Barwon Heads and specifically within the area north of the Barwon Heads Bridge upstream to within the area of port channel marker No 8.

2. LIMITATION:

2.1 Participation in any of the B.H.S.A. racing events shall be at the sole risk and responsibility of the participating yacht skipper and crew.

3. GENERAL SAFETY OBLIGATIONS:

- 3.1 All participants are required to abide by all general safety obligations on and off the course including but not limited to:
- (a) You must ensure your boat is safe and seaworthy
 - (b) You must ensure your boat is properly equipped and crewed
 - (c) You must ensure your boat is operated in a safe manner
 - (d) Each participating boat shall be insured with valid third-party liability insurance
 - (e) All race participants are required to wear lifejackets as per BHS A Sailing Instructions

4. REGULATION AND COMPLIANCE:

4.1 The following shall apply to all participating yachts and crew for the duration of the race event:

- The Racing Rules of Sailing 2021 - 2024
- B.H.S.A. sailing Instructions 2021 - 2024
- Yachting Australia

4.2 The following shall apply to all yachts at all times:

- Transport Safety Victoria
- Marine Safety Regulations 2012
- Directions as issued by the Waterway Manager Port of Barwon Heads

5. RACE OFFICER:

5.1 The race officer of the day shall be a person nominated by B.H.S.A. to control the race event and shall generally be the Club Captain and in his absence shall be a committee member or delegate.

6. RESCUE / SAFETY SUPPORT:

6.1 In the first instance, a yacht's skipper and crew shall use all means available to ensure the safety of all on board and effect repair and rescue if required.

6.2 (a) A participating yacht shall be required to assist any boat in close proximity that is requesting or directing assistance.

6.2 (b) A participating yacht shall monitor each other and any yacht that is either capsized or sailing erratically, shall be approached and questioned if any assistance is required and actions taken accordingly.

6.2 (c) Man-over-board / capsizing is a common occurrence during yacht racing and the hierarchy for rescue and/or providing assistance shall be:

- (i) Self rescue (right capsized boat, drift to shallower water / sandbar if required)
- (ii) Rescue / assistance from a fellow competitor, from their own boat
- (iii) Rescue / assistance from B.H.S.A. rescue boat either via
 - Timelord or other club member / official
 - Another competitor who is able access the rescue boat and render assistance

6.3 B.H.S.A. provides a motorised aluminium boat as a support vessel to be deployed at the direction of the race officer, time lord officer or as necessary to render assistance

6.4 During the major upriver events such as the Safari during the Summer Series and the Sheepwash during the Easter Series, these races cannot be observed from the control area.

During these races there will be a minimum of two rescue boats on the water, one following the slowest boat and one roving through the fleet and both boats having access to mobile phone contact with the race control area.

7. WITHDRAWAL:

7.1 A yacht withdrawing from a race event shall notify the race officer or timelord officer as soon as possible.

8. SUSPENSION / CANCELLATION

8.1 The yacht's skipper and crew are responsible for any decision to participate or continue to participate in a race event.

8.2 The B.H.S.A. reserves the right to cancel or suspend a race event if conditions are deemed unsuitable or as described in B.H.S.A. Sailing Instructions, i.e.

- (a) In "Ordinary" races, wind readings exceeding 20 knots three times in a minute
- (b) In "Up River" races, wind readings exceeding 18 knots three times in a minute

9. RESCUE PROCEDURES

9.1 A yacht's skipper and crew are responsible for assessing the circumstances pertaining to the yacht and crew and deciding if assistance is required.

9.2 If assistance is required, the skipper or crew shall initiate notification by either visual signals to the control tower or rescue boat when they are available, or to adjacent vessels.

The availability of the control tower or rescue boat will be advised during the pre-race briefing prior to a race event.

10. PRE RACE BRIEFING:

10.1 Prior to all B.H.S.A. race events, a pre-race briefing will be held and conducted by the Club Captain or in his absence a committee member or delegate.

10.2 The pre-race briefing shall include the following:

- Weather and tidal conditions
- Set race course for the day
- Changes to any sailing instructions.
- Safety reminder
- Rescue procedures for assistance if required as nominated in 9.2 above

11. COVID 19 MANAGEMENT PLAN

11.1 General:

- Club racing and training for sailors 18 years old or under there is no limit to participants. Includes double handed dinghies.
- Club racing and training for 18 years and older must adhere to 1.5 metre social distancing including in a sail boat. Gathering limits will not apply to participants and those reasonably necessary to conduct the training or competition.
- Participants are to arrive ready to sail.
- Rigging space separation should be maintained while on shore.
- No sharing of sailing gear or equipment.
- Sanitising wipes and/or hand sanitiser to be used when self timing races so using the starting machine and writing on time sheet. (pressing finish button and recording time on time sheet)
- If timelord is on site this person is to be the only person to touch/use starting machine and write on time sheet.
- Person/ timelord entering shed to get and return starting system will have to sign time sheet with their name, mobile phone number and date/time of entering/leaving the shed for contact tracing purposes.
- The starting machine will be wiped down with sanitiser wipes after use ready for next use by person (timelord if on site) bringing out and putting away starting machine.
- Club shed will be closed to all except the person removing or putting back the starting system. The club shed is not COVID safe and if sailor's sailing gear is stored will increase the risk.
- The public toilets will be open but cannot be guaranteed as COVID safe.
- The club race entry sheet will maintain a register of competitors/participants names, timelord/race official names and mobile phone numbers for all for COVID tracing purposes.
- Participants are encouraged to have the flu shot.
- Participants are encouraged to download the government COVID Safe app.
- Participants are regularly reminded to NOT take part if unwell.
- Participants if suddenly feel unwell to go home immediately and to follow government Health Guidelines.
- Spectators are allowed if they are supervising children or supporting participants with additional needs while maintaining gathering limits of less than ten people. Otherwise spectators are not allowed.
- No greeting or congratulatory hand shakes or palm slaps between participants.

- Cover your nose and mouth with a tissue when you cough or sneeze. If no tissue available cough or sneeze into your upper sleeve or elbow.
- Hand sanitiser and sanitising wipes will be on hand at all times for participants and officials to use as required. Please dispose of wipes correctly.
- Face masks to be worn on land and sea except when sailing single handed or sailing with a person from your place of residence. Two up boats must wear face masks (children 12 years and under exempt).

11.2 Rescue of injured sailor:

- Have surgical face masks on the rescue boat and plastic gloves for rescuers and same for patient. Keep all in a waterproof plastic bag on rescue boat.
- Patient taken to closest ambulance or safe landing area for first aid. (first aid kit in the shed)
- All rescuers/first aiders on land to wear surgical face masks, plastic gowns and gloves.
- Patient treated by first aiders or ambulance paramedics.
- All rescuers sanitise themselves and equipment at completion of rescue/first aid. Removal of all disposal PPE equipment into one plastic bag and disposed of at a race official's home rubbish bin.
- All timelords are required to have charged mobile phone on site for emergency communication (triple 000)
- All rescuers/first aiders names and mobile numbers recorded by timelord or race competitor.

11.3 Rescue of Damaged Boat with Uninjured Skipper:

- Damaged boats with uninjured skippers will receive last priority. If skipper can bring their boat to the side of river for their own damaged boat retrieval then this would be the preferred method of salvage but if requires a tow from the rescue boat then this could be done with no contact except through long tow rope presuming skipper is still with the boat. If the damaged boat has escaped the skipper then the rescue person attaches and detaches the tow rope using plastic gloves and face mask and returns the boat back to the skipper or the Ozone beach. The Tow rope will be sanitised/cleaned with soapy water/bucket after this exercise. Plastic gloves disposed of as per disposal of PPE mentioned earlier in this plan.

11.3 COVID 19 Management Plan Review:

This COVID Plan will be reviewed as required to reflect changes in Chief Health Officer Advice and Advice from Australian Sailing (Victoria).

12. EMERGENCY CONTACTS

POLICE / FIRE / AMBULANCE	000
OCEAN GROVE POLICE STATION	5256 2698
WATER POLICE	9399 7500
BARWON COAST	5254 1118