



## *NEWPORT CRUISING YACHT CLUB EMERGENCY RESPONSE PLAN*

### **SECTION 1. NOTIFICATION OF EMERGENCIES**

#### **1.1 RESCUE AND SUPPORT ORGANIZATIONS**

The NCYC championship and social events are held in northern Moreton Bay within the area covered by the Australian Volunteer Coast Guard – Redcliffe (QF-3). Due to its current 24/7 ‘on station’, QF-3 provides continuous radio coverage on VHF 16, VHF 73 and VHF 21 during all NCYC events. The most common call sign is “Coast Guard Redcliffe”.

Volunteer Marine Rescue Bribie Is. covers the northern extremities of the NCYC event area. The most common call sign is “Marine Rescue Bribie”.

NCYC primarily relies on the assistance and rescue facilities of Coast Guard Redcliffe.

NCYC recommends members join the Redcliffe Coast Guard to aid in vessel recognition and consequential timely response.

#### **1.2 PRIMARY NOTIFICATION**

In the event of an emergency being experienced or witnessed, an immediate evaluation of the severity of the emergency must be made. Actual life threatening emergencies being experienced should prompt a “MAYDAY” call on VHF 16. Other emergencies being experienced should prompt a “PAN PAN” call on VHF 16. Emergencies being witnessed should prompt an immediate radio call to Coast Guard Redcliffe on VHF 16. Lesser incidents requiring (or suspected of requiring) external assistance should prompt a radio call to Coast Guard Redcliffe on VHF 73 or VHF 21.

MAYDAY and PAN calls are most likely to prompt an initial response from either Coast Guard Redcliffe or Marine Rescue Bribie.

In any case where a radio call is made, information to be given to the responding party includes:-

- Location of the vessel.
- Nature of the emergency.
- Number of people on board (adults and children).
- Type of vessel and identification information.
- Any local environmental information such as sea state, tidal flow, visibility and obstructions.

The calling party should then act appropriately to any further requests by the respondent. If the calling party is a witness to the incident, they should stay on station and provide information on their own location, type of vessel and identification information.

### **1.3 SECONDARY NOTIFICATION**

Emergency 000 calls via mobile phone.

Maritime Safety Queensland currently regards ship to shore emergency calls by mobile phone to be a backup system only. All participants must be advised that the initial notification of any emergency must be made via VHF radio.

Emergency 112 calls: via mobile phone.

If notification of an emergency can only be made by mobile phone, participants must be advised that the international emergency call number “112” is to be used if the “000” number fails to respond. [Aside – The 112 number will pick up any available mobile network regardless of the subscribed service.]

### **1.4 TERTIARY NOTIFICATION**

Participants must be advised that in any emergency situation, notification to other participants and attending emergency services personnel via V sheet, strobe and hail must be carried out (if practicable) to positively identify the stricken vessel.

## **SECTION 2. EMERGENCY PROCEDURES**

### **2.1 AUSTRALIAN VOLUNTEER COAST GUARD – REDCLIFFE (QF-3)**

QF-3 has in place established procedures for response to any emergency. These procedures cover the following actions:-

- Evaluation of the severity of the emergency.
- Notifications to statutory emergency organizations (Police, QFRS and Ambulance).
- Notifications to Brisbane Port Control and Maritime Safety Queensland.
- Notifications to QF-3 crews on standby.
- Deployment of rescue vessel(s).
- Continuing information collection and transfer of same to emergency services personnel.
- Retrieval of persons in difficulty and, if practicable, the stricken vessel.
- Notification of the stricken vessel location and drift rate to Brisbane Port Control and Maritime Safety Queensland.
- General liaison with emergency services personnel.

### **2.2 NEWPORT CRUISING YACHT CLUB (NCYC)**

The NCYC provides a “back-up” service to the QF-3 by providing information on any vessel or personnel involved in the emergency. This includes the following actions:-

- Provision of detailed information on the stricken vessel and advice on any known characteristic that may influence the QF-3 emergency procedures (e.g. excessive draught or bow overhangs).
- Provision of documented personal information on any person directly affected by the emergency including shore contacts.
- Back-up radio support.
- Assistance in the transfer of persons requiring ‘on shore’ attention.
- Assist in the securing, berthing or otherwise of any stricken vessel.
- Provision of any relevant information requested by the QF-3 or any associated emergency service.
- Secondary formal notification of the “incident” to Maritime Safety Queensland.

### **2.3 INDIVIDUAL MBYC VESSELS**

It is recommended that all NCYC boat owners and/or skippers develop and implement an emergency procedure suitable for the type of vessel and the areas likely to be used for recreational boating. This procedure should be made known to all crew members and regular guests. Itinerant guests should be advised of the vessels safety features and the relevant locations. These features should also be prominent on the vessel’s equipment location diagram.

Items that may be incorporated into a vessel’s emergency plan include:-

- 1   Make radio contact with Coast Guard Redcliffe or Marine Rescue Bribie and provide your vessel location; nature of problem and the number of people on board.
- 2   Ensure persons on board are safe and are wearing life jackets.
- 3   Ensure vessel security.
- 4   Apply first aid where necessary.
- 5   If able, set an anchor or, if appropriate, a sea anchor or drogue .
- 6   If unable to use the radio:-
  - In daylight - if other vessels are nearby or you are close to land, discharge orange flares;
  - At night - if other vessels are nearby or you are within three nautical miles of land, discharge red hand-held flares.
  - If completely dark, discharge parachute rocket flares with a one minute interval between.

- If there is no response from the discharge of flares, switch on the EPIRB and secure it with a lanyard.
- Prepare the vessel and persons on board for possible overnight wait.

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