

SAFETY INFORMATION PACK

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Introduction

This compilation of information aims to act as a reference to be kept at hand during your passage to Rio de Janeiro. It is organised by the type of risk it addresses and is neither comprehensive nor complete.

There is always a significant level of risk in yachting related activities, especially where an ocean crossing is attempted. This information pack aims to provide participants with some tools to manage the risks.

Encouraging responsible and safe practices, minimising the inherent risks of yachting, reducing the possible consequences in the event of an incident, and knowing what resources to deploy in a developing chain of events, are some of the aims of this reference booklet.

Acronyms

ARCC:	Air Rescue Co-ordination Centre
ASR:	Air Search and Rescue
CAA:	Civil Aviation Authority
COC:	Certificate of Competence
COF:	Certificate of Fitness
EMS:	Emergency Medical Services
LGSC:	Local General Safety Certificate
MOB:	Man Overboard
MRCC:	Maritime Rescue Co-ordination Centre
MSR:	Maritime Search and Rescue
PFD:	Personal Flotation Device
PWC:	Personal Water Craft
RPAS:	Remotely Piloted Aircraft System
SABS:	South African Bureau of Standards
SAIS:	South African Institute of Skippers
SAMSA:	South African Maritime Safety Authority
SANDF:	South African National Defence Force
SANS:	South African National Standard
SAPS:	South African Police Service
SAS:	South African Sailing
SASCA:	South African Small Craft Association
TMAS:	Telemedical Assistance at Sea
VOC:	Venue Operations Centre



Risk Analysis

Categorise the risk

For each risk or hazard, allocate a risk score. You can tailor the scale to suit your own event. The most common way of conducting risk assessment is to identify two things:

CONSEQUENCE: The severity of the harm that might result		LIKELIHOOD: The chance of that harm occurring
Catastrophic: Death, brain/spinal injury, organ damage, permanent disability	5	Almost certain
Major: Complex fracture, serious injuries, hospital care, hypothermia	4	Likely Possible
Moderate: Dislocation, simple fracture of ribs/limbs, dehydration, participant does not continue event	3	
Minor: Contusions, sprains, cuts, minor first aid, participant continues event	2	Unlikely
Negligible: Bruises, grazes, participant continues event, no medical assistance	1	Rare

For each hazard you can use the risk matrix below to work out the overall level of risk.

		Likelihood				
		1 Rare	2 Unlikely	3 Possible	4 Likely	5 Almost Certain
Consequences	5 Catastrophic	5 Moderate	10 High	15 Extreme	20 Extreme	25 Extreme
	4 Major	4 Moderate	8 High	12 High	16 Extreme	20 Extreme
	3 Moderate	3 Low	6 Moderate	9 High	12 High	15 Extreme
	2 Minor	2 Low	2 Moderate	6 Moderate	8 High	10 High
	1 Negligible	1 Low	2 Low	3 Low	4 Moderate	5 Moderate



Bear in mind, that the cumulative effect of several hazards occurring at the same time and not in isolation will create a very different scenario. The risk assessment must consider the controls needed for cumulative hazards/risks.

Some Typical Risks

Environmental

1. Boat / Shipping Traffic
2. Fog
3. Squalls
4. Lightning
5. Water temperature
6. Waves
7. Wind
8. Visibility
9. Whales
10. Submerged Containers

Human

1. Fatigue
2. Sea sickness
3. MOB
4. Injury
5. Food poisoning
6. Hypothermia
7. Poor Judgement
8. Crew disharmony
9. Complacency
10. Sunburn
11. Lack of Training
12. Lack of Experience

Equipment/Boat

1. Rigging (dismasting)
2. Water contamination
3. Sail damage
4. Sat Phone us
5. Radio Failure
6. Rudder Failure
7. Gas explosion
8. Fire
9. Flooding (Seacock Failure)
10. Engine Failure (No charging)
11. Electrical failure
12. Navigational equipment failure



Resources

1. Cape Town Radio
2. MRCC
3. Race Control
4. Other Competitors
5. Shipping
6. On board, Crew Synergy, Equipment, etc.

The Race Committee is very aware of the potential dangers of trans-ocean passages. All boats are required to be equipped and crewed to "be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance" (Offshore Special Regulations)

The Race Committee will by the time the race starts have a database of all the communication equipment on board each boat, together with contact details of the entire crew's next of kin to facilitate contact in the event of an emergency. This database will be given to both Cape Town Radio (CTR) and the Maritime Rescue Co-Ordination Centre (MRCC) in Cape Town.

All participants should be aware that they cannot rely on any SAR operation being able to rescue them. The best they can expect is that another vessel will be diverted to collect them from the boat or life-raft. It is thus very important that a means of communication is mobile and can stay with the crew.

NEVER GIVE UP!



Royal Cape Yacht Club

Crises Management Group (CMG)

The CMG will consist of the Chairman of the Race Committee, the Safety officer, Medical officer and others as relevant. The Club Commodore and Race Chairman will be the spokesman of this group which will activate to co-ordinate, assimilate, and distribute clear objective information if there is an incident at sea.

The CMG will be tasked to step in when requested to do so by MRCC or any situation that requires intervention at club level.

Chairman of the Race Committee & Club Commodore: Neil Gregory

Race Director: Anthony Spillebeen

Safety Officer: Dale Kushner

Medical Officer: Dr John Roos



Royal Cape Yacht Club