



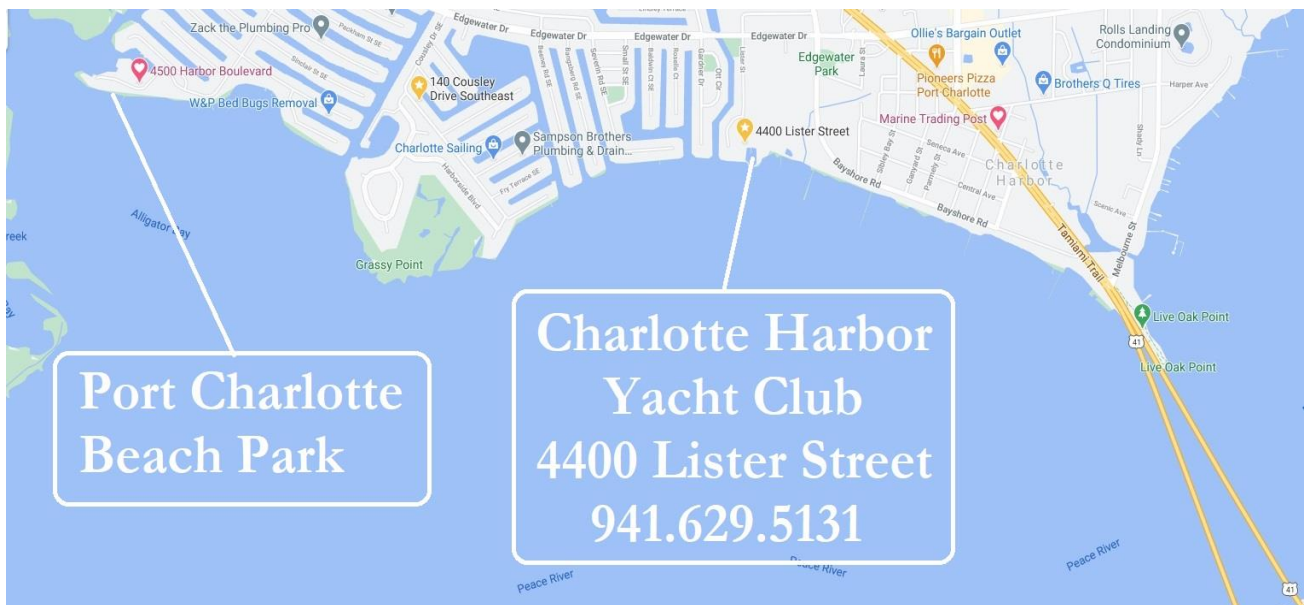
Rescue Plan 2022 – ON SHORE

Life threatening Injury or Emergency*

Please follow the American Red Cross Guidelines:

1. **CHR volunteers assess environment - stabilize injury and move person to safety, if necessary.**
2. **Call 911** - from your cell phone or nearest available telephone for Charlotte County Medical Services. **Give the emergency responder your name, phone number and location:**
 - a. **Circle One Dock Location would likely be Charlotte Harbor Yacht Club.**
 - b. **Circle Two Dock Location would likely be Charlotte County Beach Park.**
3. **Monitor the injury and provide first-aid as required.** If available, have a spotter stationed outside at key points to direct the emergency responders to the injured.

Transfer Dock Locations



Emergency Number:

911

* CHR shore volunteers at Port Charlotte Beach Park and on-water Rescue Boat volunteers shall facilitate transfer of injured person to care of EMS.

Rescue Plan 2022

ON THE WATER – Life Threatening Injury or Emergency

1. Contact Charlotte County EMS

- a. Circle One Dock Location would likely be Charlotte Harbor Yacht Club.
- b. Circle Two Dock Location would likely be Charlotte County Beach Park.

Charlotte Harbor Yacht Club Transfer Dock Location:



**HAND
WASHING
STATIONS**

**EMERGENCY
TRANSFER
DOCK**

**CHYC OFFICE
4400 LISTER ST
PORT CHARLOTTE**

2. Monitor the injury and provide first-aid as required.
3. If available, have a spotter stationed outside at key points to direct the emergency responders to the injured.
4. Notify the Race Committee and On-Water Rescue Officer your vessel is leaving the race area due to an emergency.

(All RC Boats on the RACE COURSE have working VHF radios tuned to VHF Channel 16 at all times.)

* In the event of a significant event, calling 911 will trigger a MERT response (Marine Emergency Response Team). This involves all regional marine assets. The MERT responses are very well-rehearsed and very efficient. The follow-up point of contact is Battalion Chief Chris Mott at 941-628-5163.

SAFETY of any vessel and its crew is the responsibility of the individual SKIPPER/OWNER. Charlotte Harbor Regatta shall attempt to aid Regatta Participants when requested in accordance with US Coast Guard regulations, Good Samaritan protection guidelines and the broad guidelines outlined in this document.

Phone medical evaluation may be available Friday, Saturday, and Sunday during the day from 0900 to 1500 hours. Dr. Dan O’Leary, Event Medical Officer, shall be on call for phone consultation (941.628.0096). The location for transfer to conveyance to the local Emergency Room shall be the Charlotte Harbor Yacht Club dock.

Principal Race Officer (PRO—Roger Strube Cell 941.661.4579)

Race Officers:

Circle One Course Rick Schulz Cell # 774.368.9100 (VHF channel 68)

Circle Two Course Roger Strube Cell # 941.661.4579 (VHF channel 71)

On the Water Rescue Officer

The on the Water Rescue Officer (WRO – Roger Strube, MD - Cell 941.661.4579) reports to the Regatta Race Management Chairperson (Hank Killion – 508.277.6834). The WRO shall maintain communication with and coordinate the patrol efforts of all on the water Patrol Boats and their crews. The WRO shall maintain communication with on shore volunteers in the event of an on the water medical emergency.

Emergency Transfer/Transport Location

Injured or ill participants from Circle One may be directed to Charlotte Harbor Yacht Club for transfer to EMS.

Injured or ill participants from Circle Two may be directed to Charlotte County Beach Park Launch Dock for transfer to EMS.

See the diagram on page one of this document noting location addresses for transferring an injured participant to Emergency Medical Services.

Patrol Boats (PBs) – Patrol Tow Boats – Special Patrol Boats

Each racing circle shall have a minimum of one Patrol Boat(s) (PBs). The Patrol Boat shall be designated and equipped as a Patrol Tow Boat. The Patrol Boat shall have a designated skipper and one able bodied crew, familiar with towing disabled (partially submerged) vessels. All crew shall be aware of the symptoms of hyperthermia and hypothermia (see end of this document). Circle One shall have two Patrol Boats. The second Patrol Boat shall be designated and equipped as a Special Patrol Boat (SPB). All Patrol Boats shall be equipped with first aid supplies for stabilizing competitors and RC personnel with injuries.

All Boats shall have a towing bridle and tow line attached to their stern and ready for immediate use.

All Patrol Boats shall carry the following Rescue Equipment:

1. First Aid Kit
2. Tow lines/hoisting lines
3. Throw-able Rings/Horseshoes and Life preservers
4. Ladders, Bailers, Small Buckets

(Note: The second Special Patrol Boat assigned to Circle One shall carry a motorized bailing pump.)

Special Patrol Boat (SRB)

A Special Patrol Boat (SPB) shall patrol Circle One. The Special Patrol Boat shall have a skipper, and at least one able bodied crew. The SPB shall carry a motorized bailing pump. All crew shall review the Red Cross hyperthermia and hypothermia recognition of the symptoms and recommended treatment guidelines contained herein. This Boat shall patrol Circle One but be available if needed on the entire racing area. The Water Rescue Officer shall manage all Patrol Boats.

The Special Patrol Boats shall carry the following Rescue Equipment:

1. First Aid Kit, Tow lines/hoisting lines
2. Throw-able Rings/Horseshoes and Life preservers
3. Ladders, Bailers, Small Buckets
4. A motorized bailing pump.

Emergency Patrol Boats

The Organizing Authority considers all other RC support boats Emergency Patrol Boats (all other RC support Boats) shall carry a First Aid Kit, Tow Lines, Throw-able Rings/Horseshoes, and extra life preservers.

On The Water Rescue Procedures:

These Patrol Boats shall stay to leeward, following the fleet and respond to the needs of their assigned course when necessary. When assisting a presumably disabled vessel, approach from leeward (from downwind) and ask if the competitor requires assistance. Provide aid if requested by the competitor. Outside assistance will disqualify the competitor from the race. Without permission, provide emergency assistance only if the competitor is obviously incapacitated by serious injury and is in clear and present danger.

A significant number of sailors with disabilities will race on Circle One in the 2.4mR Class. These racers call for assistance by lowering their Jib. Patrol Boats that come alongside a competitor shall attach the bow line of the race boat to the bow of the Patrol Boat and deploy fenders. Allow the boats settle next to each other before attempting a crew transfer.

A Minor Injury or Medical Problem on the Water

All support craft should have a simple First Aid Kit aboard. With prior permission of the injured participant, Patrol Vessel or Support Boat personnel may manage minor scrapes and cuts. The On Shore First Aid Coordinator shall have qualified licensed personnel available if the first responders require additional simple medical advice regarding a minor, non-urgent problem.

On the Water Injury Requiring Urgent or Emergency Care:

In the event of a life-threatening or very serious emergency, the first responder shall determine the closest transfer dock and call EMS providing the nature of the emergency and the location for transfer. The first responder shall then report any injury considered more serious than the non-urgent, non-emergency problems described above to the on-Water Rescue Officer and the racing circle Race Officer. The WRO shall contact the SFAC to provide an expected time of arrival at Charlotte Harbor Yacht Club dock. The SFAC/SFAO shall manage the emergency transfer process at Charlotte Harbor Yacht Club and, if contact has not been made, call for 911 ambulance transport to Hospital Emergency Room.

HYPOTHERMIA

Hypothermia is a medical emergency that occurs when your body loses heat faster than it can produce heat causing a dangerously low body temperature. When your body temperature drops, your heart rate, nervous system and other organs can't work correctly. Left untreated, hypothermia can eventually lead to complete failure of the heart and respiratory system and to death. Hypothermia is most often caused by exposure to cold weather or immersion in a cold body of water. Primary treatments for hypothermia are methods to warm the body back to a normal temperature.

SYMPTOMS MILD HYPOTHERMIA

Shivering, faster breathing, trouble speaking, confusion, lack of coordination, fatigue increased heart rate, high blood pressure.

SYMPTOMS OF MODERATE TO SEVERE HYPOTHERMIA

Shivering, clumsiness or lack of coordination, slurred speech, or mumbling, stumbling, confusion or difficulty thinking, poor decision making, such as trying to remove warm clothes, drowsiness or very low energy, apathy, or lack of concern about one's condition, progressive loss of consciousness, weak pulse, slow shallow breathing. A person with hypothermia usually isn't aware of their condition because the symptoms often begin gradually and because the confused thinking associated with hypothermia prevents self-awareness.

AMERICAN RED CROSS TREATMENT RECOMMENDATIONS

Seek immediate medical attention for anyone who appears to have hypothermia. Call 911 or EMS. Until medical help is available, follow these hypothermia treatment guidelines.

FIRST AID CARE

Be Gentle.

Handle gently, limit movements to only those that are necessary. Don't massage or rub the person. Excessive, vigorous, or jarring movements may trigger cardiac arrest.

Move the person out of the cold.

Move the person to a warm, dry location if possible. Shield the person from the cold and wind.

Cover the person with blankets.

Use layers of dry blankets or coats to warm the person. Cover the person's head, leaving only the face exposed. Insulate the person from the cold ground by laying them on their back on a blanket or other warm surface.

Monitor Breathing.

A person with severe hypothermia may appear unconscious, with no signs of a pulse or breathing. If breathing has stopped or appears dangerously low or shallow, begin CPR immediately.

Share body heat.

To warm the person's body, lie next to them then cover both of your bodies with blankets.

Don't apply direct heat, such as hot water, a heating pad or heat lamp to warm the person. The extreme heat can damage the skin or even worse, cause irregular heartbeats so severe they can cause the heart to stop.

Don't apply warm compress to arms or legs.

Dry compress such as warm dry towel can be applied to neck, chest wall and groin only. Heat applied to the arms and legs forces cold blood back toward the heart, lungs and brain causing the core body temperature to drop. This can be fatal.

Provide warm beverages if the person is alert and able to swallow (non-alcohol, non-caffeine).

HYPERTHERMIA/Heat Exhaustion

Hyperthermia is a condition whose symptoms may include heavy sweating and a rapid pulse, a result of the body overheating. It is one of three heat-related syndromes, with heat cramps being the mildest and heatstroke being the most severe. Causes include exposure to high temperatures, particularly when combined with high humidity, and strenuous physical activity. Without prompt treatment heat exhaustion can progress to heatstroke, a life-threatening condition.

SYMPTOMS

Signs and symptoms of heat exhaustion may come on suddenly or may develop after days of heat exposure. Possible heat exhaustion signs and symptoms include:

Cool, moist skin with goose bumps when in the heat

Heavy sweating

Faintness

Dizziness

Fatigue

Weak rapid pulse

Low blood pressure upon standing

Muscle cramps

Nausea

Headache

Untreated, heat exhaustion can progress to heatstroke, a life-threatening condition that occurs when the body temperature reaches 104 degrees or higher. Heatstroke requires immediate medical attention to prevent permanent damage to your brain and other vital organs that can result in death.

American Red Cross Treatment Recommendations:

Rest in a cool place. Move to an air-conditioned building, at the least find a shady spot. Rest on the back with legs elevated higher than your heart level.

Drink cool fluids. Drink water or sports drinks. Don't drink any beverages that have alcohol or caffeine either of which can contribute to fluid loss.

Apply cool water to your skin. If possible, take a cool shower or soak in a cool bath. Don't use alcohol on your skin.

Loosen clothing. Remember any unnecessary clothing and make sure your clothes are lightweight and nonbinding.

If not feeling better in 60 minutes of using these treatments, seek prompt medical attention.

WEATHER, WIND AND WAVES

Charlotte Harbor Regatta is a One Design event conducted according to the US Sailing current Racing Rules of Sailing (RRS) with minor modifications as described in the Sailing Instructions distributed to the competitors by the CHR, Inc. Race Committee. As in all regattas conducted using the RRS, compliance with One Design Class Rules is required.

The event is held on the northern portion of Charlotte Harbor and the Peace River, protected bodies of shallow, relatively warm water. Because of the shallow water and relatively short fetch, theoretical wave in the racing area does not exceed two and a half feet (2.5'). Wind and wave height are not a concern in these protected waters as they are in open offshore ocean racing. The protected regatta staging areas and other safe shelters are within one to two miles of the racing circles.

The One Design Class Rules determine boat/equipment/sail measurements but may also specify minimum and maximum wind for fair sailing. For example, the 2.4mR Class specifies a maximum wind of 25 knots where the Flying Scot Class specifies a maximum wind of 20 knots. The Laser and Nacra Olympic, F18 and F16 class competitors may want to sail in winds over 25 knots and large waves. The racing vessel skipper is responsible for safety of himself/herself and their crew and will determine to race or not based on their Class Rules and projected weather conditions.

The Race Management Chairperson (Martin Holland) shall provide real time weather updates to the PRO and Race Officers on the racecourses as necessary from Charlotte Harbor Yacht Club. One of the NOAA fixed weather stations is located at the CHYC basin entrance providing real time accurate, location specific weather information. The Race Management Chairperson shall monitor real time local radar at CHYC and shall provide advanced warning of high winds and lightning storms to the PRO.

Based on projected weather forecasts and real time monitoring of local weather systems, the Principal Race Officer (Roger Strube) of the Charlotte Harbor Regatta Race Committee shall determine if racing shall start at the time published in the Sailing Instructions or if racing shall continue once it has begun.

Wind

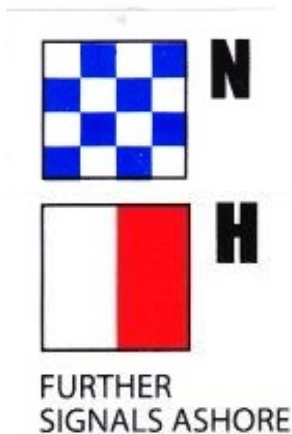
The One Design Class Rules specify minimum and maximum sustained wind velocity in knots per hour. Each skipper in each One Design class is responsible for making the decision to race or not race based on his/her class rules and safety issues for self/crew. Because of the anchor holding conditions in the Peace Rive and upper Charlotte Harbor (muck bottom, questionable holding) it is not possible to assure either the marks or signal boat will hold position in sustained winds at 25 knots or higher. Therefore, the Charlotte Harbor Regatta will not initiate or continue racing in sustained winds over twenty-five (25) knots.

Waves

Because of the relatively short fetch and shallow waters, wave height in the Racing Area does not exceed two and a half feet (2.5'). All classes racing in the Charlotte Harbor Regatta can race in waves exceeding this limit. Waves are not a determining factor in the decision by the PRO to Postpone or Abandon racing.

Weather

The presents of thunderstorms and lightening that may threaten the racing area may result in race Postponement or Cancelation. The Principal Race Officer (Roger Strube) in consultation with the Race Management Chairperson (Martin Holland) may determine to postpone the start of racing or, if racing has begun, determine to terminate racing for the duration of the threatening weather. If the Principal Race Officer determines initiation of racing should be delayed, the Postpone Flag (AP) shall be displayed at the shore base. If the Principal Race Officer determines deteriorating weather conditions create an increased risk for racing, he/she shall instruct all race officers to signal "Racing Abandoned - Further info Ashore" by flying the flags "N over H" and sounding three horns.



All vessels on all race courses shall seek shelter by returning to their staging areas for further instructions.

The Principal Race Officer and the Race Management Chairperson shall determine if Racing shall be abandoned for the day or continue when the threatening weather passes the racing area.