

Coconut Grove Sailing Club BAY REGATTAS SAFETY PLAN

1. INTRODUCTION

Orientation. See the associated “Emergency Information” document which is also provided to each team at Registration. This Regatta Safety Plan is in effect for all Regatta on-the-water activity when the Race Committee is present – including transit to/from the Racing Areas.

Racing may take place at different locations in the central Biscayne Bay area depending on the class(es) racing, and other racing circles being used concurrently on the Bay.

The general location of CGSC’s most likely Bay race circles is approximately 0.5 nm to 3 nm in an easterly through southerly direction from the Club.

For any boat bringing an injured person to shore at CGSC, the transfer point to meet an EMS unit will be the CGSC Dinghy (South) Dock, unless otherwise directed by the 911 Operator or EMS personnel on site.

For boats well north in the Bay, the injured person could be brought to shore directly at Mercy Hospital’s dock. If the injury is not overly serious and doesn’t prevent the injured from climbing a few ladder steps, he/she can be brought to the dock without necessarily calling 911. Otherwise, call 911. City of Miami Water Rescue will take the injured to the Hospital dock. No steps required from their boat.

For boats well south in the south Bay, the injured person could be brought to shore at Matheson Hammock Marina, unless otherwise directed by the 911 Operator or EMS personnel.

2. SELF-HELP

The primary responsibility in the event of an emergency is with the boat involved and its crew. If the crew determines that no outside assistance is required, they should notify the Race Committee (RC) on the VHF Channel provided in the Sailing Instructions if the boat carries a VHF, or else attract attention by arm waiving, whistle blowing, yelling, etc. If an EMS unit response is advisable, they should so request with the RC who will arrange and notify the destination marine facility (likely to be CGSC, but as above, could be Mercy Hospital or Matheson Hammock Marina). The boat and crew should then proceed to shore on their own, but continue to monitor the RC VHF Channel, if equipped with a VHF. Contact CGSC Dock Office on VHF 78 when approaching the Club. Contact Mercy Hospital Emergency Room at 305-285-2171. Contact Matheson Hammock Marina on VHF 16, or 305-665-5475.

The RC is prepared to handle all shore-related communication, and will keep the affected boat informed. However, nothing herein prevents a boat from issuing a "Mayday," "Pan-Pan-Pan," or "Securite" call on VHF 16, or place a 9-1-1 call. The crew should advise the RC on the RC VHF channel as well, and the RC will render assistance as required. If the boat is not equipped with a VHF, then such information would be hailed to a nearby RC boat that is standing by to assist.

3. EMERGENCY RESPONSE

Rendering Assistance. *RRS 41* limits the outside assistance a competing boat can receive without having to withdraw or face disqualification. Consequently, once a responding boat determines that assistance is likely required and that it is safe to approach a boat involved in the emergency, the responding boat should obtain permission to assist.

The "Good Samaritan" Law covers any aid or assistance that is provided by crew of the boat involved or by a boat responding to the situation. According to the provisions therein, before any attempt is made to render aid, consent from the injured person must be obtained. Under the Law, consent of an unconscious person is "implied."

Broaching, gear failure and collisions are among potential safety-related events for this fleet. If it's not clear that all crew are safely aboard, count heads in the water immediately. If someone is missing, take immediate action. Drowning could be imminent!

Responding Boats. Any boat in the vicinity of an emergency situation is expected to respond. Refer to *RRS 1.1*. These boats would most likely be:

- The Involved Boat's own Coach or Support Boat, or that of a competitor
- RC Safety Boat
- Other RC Boats

Since some competing teams will have their own Coach or Support Boats in the vicinity of the race course, some of which may be RIBs, one of these may be best able to respond should assistance be necessary.

The RC will have a designated Safety Boat, with personnel onboard who may have CPR/1st Aid training ("Medic"). That will be the lead Race Committee response boat. However, it may be best to transfer a trained person and kit onto a Coach or other RIB to approach the stricken boat. Any other Race Committee boat may also render assistance.

Serious/Life Threatening Situations. The boat involved should call the RC on the RC VHF Channel, or otherwise attract the RC's attention as provided above, and the RC will direct the response. The responding boat, Medic and kit could take the injured person(s) to CGSC or Matheson Hammock to meet the EMS responders, or directly to Mercy Hospital. Alternatively, The US Coast Guard may be called, and transfer to a USCG boat or helicopter evacuation could result.

The Principal Race Officer (PRO) should contact the CGSC General Manager (GM) by cell phone, advise as to the situation, and have the GM promptly contact the Commodore.

Non-Life Threatening Situations. Contact the RC on their VHF Channel or otherwise attract the RC's attention as above. The RC will direct the response, including calling 911 and advising the on-shore destination facility (likely to be CGSC). One of the following will likely result:

- a) The boat(s) involved proceed on their own to CGSC or other rendezvous point to be determined. That boat may or may not request further assistance from the Race Committee.
- b) The boat(s) involved could offload the injured onto their own (or other) Support Boat (probably a RIB) or a Race Committee Boat and proceed as above.

4. SHORE-SIDE DESTINATION DETAILS

Overview. All Coach and Support Boats, the RC Safety Boat and other RC boats and personnel need to know about alternative shore-side destinations. Please refer to the Safety Plan Chart on the following page.

CGSC. The primary shore-side destination from the Race Area for injured persons is CGSC. Contact information is as follows:

Coconut Grove Sailing Club
2990 South Bayshore Drive, Miami, FL 33133
Phone: 305-444-4571, Dock Office Cells: Missy-Tu-Sa: 561-213-7460/Mario-Su-Th:
786-499-7317.
General Manager Cell: 703-732-2119
Monitors VHF 78.

Mercy Hospital Dock. An alternative shore-side destination is the Mercy Hospital Dock, adjacent to the Emergency Room, further north in the Bay for race areas in that locale.

Mercy Hospital Dock (adjacent to Emergency Room – a few vertical ladder steps required)
3663 S. Miami Avenue
24 hour Emergency Room
Phone: 305-285-2171

Matheson Hammock Marina. An alternative shore-side destination is Matheson Hammock Marina, further south in the Bay. In the event of a southern Bay race area and strong winds from the northerly quadrant, it could be a long, rough upwind trip to CGSC which may put the injured person at risk of aggravating or further injury. Contact information is as follows:

Matheson Hammock Marina
9610 Old Cutler Road, Miami FL
Phone: 305-665-5475, 8 am – 5 pm
Monitors VHF 16

Commented [R1]:

Safety Plan Chart

MERCY HOSPITAL

CGSC

MATHESON HAMMOCK MARINA

