



# GUIDELINES FOR SUPPORT BOAT & SAFETY BOAT DUTY

2024-25 Keelboat Club Racing

**Office Use Only**

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Keelboat Club Racing  
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## BACKGROUND

Royal Freshwater Bay Yacht Club undertakes at all times to manage its entire Club boating activities and social activities to the highest standards of safety awareness.

It is Club standard practice to provide safety support to all yachts competing in Club events and the methods by which this support is provided is as follows:

- Club owned **Start Boat** that provides additional observation capability and when underway is able to go to the assistance of a yacht in distress.
- Club member owned powerboats, referred to as **Support Boats** that provide observation capabilities and assistance when required. These are part of a pre-determined roster for which this document provides guidance.
- Club owned **Safety Boat** crewed by Club member volunteers who patrol the river and provide observation and assistance capabilities for any Club yachts in distress.
- **VHF Ch77** radio communication support to all of above vessels from RFBYC Race Control.

It is recognized that other Swan River yacht clubs provide similar arrangements and the degree of external assistance to any yacht in distress is enhanced by this total capability.

All yacht clubs on the Swan River monitor VHF Ch77 during sailing events and should always respond if called by their Club name. There is no need to communicate by call sign. River clubs are Claremont Yacht Club, Nedlands Yacht Club, Perth Flying Squadron Yacht Club, Royal Perth Yacht Club, Perth Dinghy Sailing Club, Mounts Bay Sailing Club, South of Perth Yacht Club, East Fremantle Yacht Club, Swan Yacht Club.

## SUMMARY

It is important to keep in perspective that the safety support boat roster is a Club participation activity. It ensures the safety of other Club members, but it is also a great day to enjoy at close hand the thrills of all classes of sailing. At all times be vigilant but take the time to familiarize yourself with the various fleets and the people crewing them. We are, after all, all club members enjoying our water activities.

Race results are announced in the bar at 18:00hrs. All Safety and Support Boat volunteers are acknowledged during race result announcements and you and your crew are welcome and encouraged to attend and partake in the social activities.

**The Club values and appreciates your assistance and we look forward to seeing you on the water and later at the presentations**

## CLUB MEMBER OWNED SUPPORT BOATS

*All radio communications are on VHF Ch 77*

### THE ROSTER

It is the responsibility of the Club member to attend on the date rostered. If unable to attend it is your responsibility to arrange a substitute Club member as soon as possible and pass these instructions on to them. Please advise the name of the substitute boat to the RFBYC Power Administrator.

***PLEASE NOTE - a serious incident or injury may go unseen should a rostered Club member fail to attend or fail to ensure alternative arrangements have been made for a substitute Support Boat.***

For the purposes of familiarization, rostered Club members are provided with these guidelines approximately one week prior to their rostered Saturday. Should any aspect not be clear, you are encouraged to contact the office or speak with the Bosun when collecting your equipment.

### THE ROLE AND EQUIPMENT

**The primary role of the Support Boat is to provide mobile observation of yacht racing and to provide assistance to yachts where required and practical.**

Please attend for duty on the day rostered. For your own effectiveness and safety reasons please have at least one other able person familiar with basic seamanship skills accompany you on the day to act as a deckhand.

Meet the Bosun at RFBYC regatta store located adjacent to the slipway at 12:50hrs and collect from him:

- a Safety Flag (white with red lettering),
- a VHF handheld radio. Feel free to use your onboard VHF if fitted, however, the handheld radio enables you or your crew to move freely about the vessel whilst keeping a listening watch,
- a tow rope(s). You may also prefer your own tow rope(s),
- a copy of these Guidelines.

Please provide your own:

- RFBYC Club Pennant to be flown from or near your masthead.
- Binoculars.

### THE ON-WATER PROCEDURE

Once underway test radio communications on VHF Ch77 by calling RFBYC Race Control and the Start Boat. Also establish communications with the other rostered Support Boats and the Safety Boat and **maintain a listening watch on VHF Ch77.**

Proceed to your nominated patrol area (see 4. PATROLAREAS, page 4) and commence patrol. **It is important to remain mobile (i.e. don't anchor)** and maintain a sharp lookout for yachts in distress. Remaining mobile allows for the quickest response time and also for avoidance of all river traffic.

Although the Support Boat is to provide assistance to disabled RFBYC yachts, you may be called on to provide similar assistance to a yacht from another Club. Similarly, other Clubs' support boats may be required to assist a RFBYC yacht. Never ignore another Club's yacht in distress, offer assistance if thought necessary or call the other Club on VHF Ch77 to enquire the vicinity of their support boats.

When standing by or assisting any yacht you should advise the RFBYC Race Control of the incident and if any further assistance is required.

Maintain patrol for duration of afternoon's events. At the end of the day contact RFBYC Race Control when your assigned Patrol Area is clear of all competing RFBYC yachts and, if requested, escort the last yacht back to RFBYC.

On arrival at RFBYC please sign off with RFBYC Race Control on VHF Ch77.

On occasions of light weather, you may be asked to provide a tow back to RFBYC for yachts that are becalmed.

Race results are announced in the bar at 18:00hrs. All Safety and Support Boat volunteers are acknowledged during race result announcements and you and your crew are welcome and encouraged to attend and partake in the social activities.

Thank you for your assistance, it is greatly appreciated, and we trust your day will be trouble free and enjoyable.

### PATROL AREAS

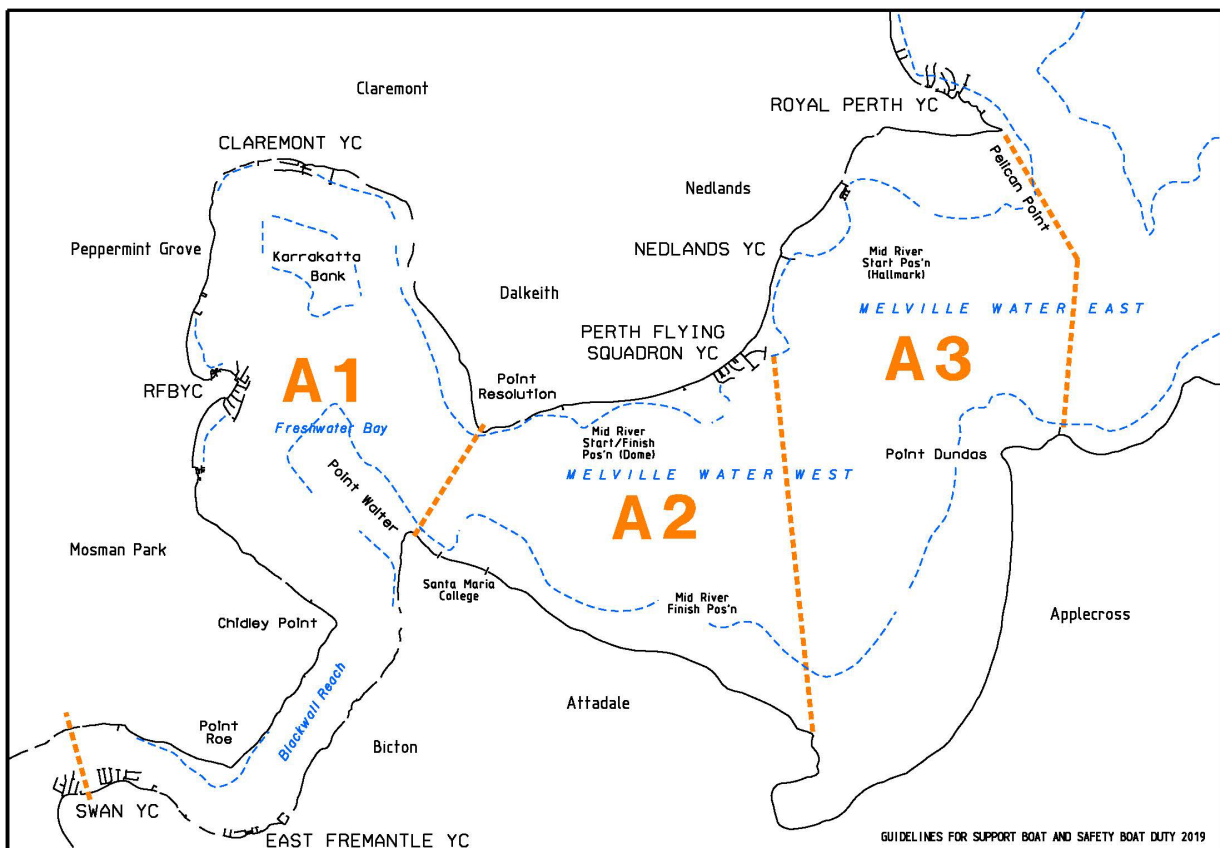
A Swan River chart indicating the patrol areas designated to A1, A2 and A3 will be issued to you by the Bosun on the day of your duty.

**AREA 1** - You will need not patrol any further South than the vicinity of Swan Yacht Club.

**AREA 2** - As designated on the chart.

**AREA 3** - You will need not patrol any further East than the vicinity of Pelican Point.

**CLUB SAFETY BOAT** – Will provide support in all areas.



## CLUB OWNED SAFETY BOATS

*All radio communications are on VHF Ch77*

### THE ROLE AND EQUIPMENT

**The primary role of the Safety Boat is to provide mobile observation of yacht racing and to provide assistance to yachts where requested or deemed necessary and practical.**

Meet the Bosun at the Regatta Store (located adjacent to the slipway) at 12:50pm. The Bosun and/or Safety Boat skipper will give a full briefing on operating the boat and support equipment. Duties for the Safety Boat are outlined below. Crew will be expected to assist where possible.

All equipment required will be on the Safety Boat. This consists of:

- a Safety Flag (white with red lettering)
- a VHF handheld radio. Feel free to use the onboard VHF if preferred.
- a tow rope(s).
- a chart of the River (or use the one in these Guidelines, page 9)

### THE ON-WATER PROCEDURE

Once underway test radio communications on VHF Channel 77 by calling RFBYC Race Control and the Start Boat. Also establish communications with the other rostered Support Boats and **maintain a listening watch on VHF Ch77.**

Proceed to the Mid River Start Boat and assist with laying the start line if required. The Safety Boat is required to patrol all areas of racing as directed by RFBYC Race Control.

**It is important to remain mobile (i.e. don't anchor)** and maintain a sharp lookout for yachts in distress. Remaining mobile allows for the quickest response time and also for avoidance of all river traffic.

Although the Safety Boat is to provide assistance to disabled RFBYC yachts, you may be called on to provide similar assistance to a yacht from another Club. Similarly, other Clubs' support boats may be required to assist a RFBYC yacht. Never ignore another Club's yacht in distress, offer assistance if thought necessary or call the other Club on VHF Ch77 to enquire the vicinity of their support boats.

When standing by or assisting any yacht, advise RFBYC Race Control of the incident and if any further assistance is required.

Maintain patrol for duration of afternoon's events. At the end of the day contact RFBYC Race Control to ascertain the status of all competing RFBYC yachts and, if requested, escort the last yacht back to RFBYC.

On arrival at RFBYC please sign off with RFBYC Race Control on VHF Ch77.

On occasions of light weather, you may be asked to provide a tow back to RFBYC for yachts that are becalmed.

## PROVIDING ASSISTANCE

### DINGHY CAPSIZE

Keep in mind that it is a feature of dinghy sailing that capsizing occurs from time to time and for the most part dinghy sailors are well experienced in dealing with tangled gear, righting their yacht and getting underway again.

### APPROACHING CAPSIZED OR DAMAGED DINGHY

Remain well upwind and only provide assistance if requested to do so. Have your crew establish voice contact with the dinghy crew and take instructions from the dinghy crew as to the assistance they may require.

### YACHT BROACH

Similarly, large yachts can be seen to broach, tangle spinnakers or just appear to be out of control for a period. Again, these yachts are generally crewed by experienced sailors and they quickly regain control and continue in their event. Always keep well clear of yachts in this predicament but just keep a sharp lookout for a possible man-overboard.

### MAN-OVERBOARD

In the event of a man-overboard ensure your deckhand maintains a constant view of the person in the water. Remember you have to maneuver your vessel and keep a sharp lookout for other yachts; therefore, it is difficult to watch both. In the first instance stay well clear and keep the person in the water in sight, but in such a position that it offers protection to the person in the water from oncoming vessels that may not have seen them. It is the duty of the competing yacht to recover man-overboard and for the most part, yacht skippers are skilled in such recovery. Should you determine that the circumstances require you to lend assistance and this may come from the yacht visually attracting your attention to do so, or you may determine the person in the water is indicating help, then proceed to recover as safely and quickly as possible.

### COLLISION

In the event of a collision between two or more yachts stand off and observe. In most instances yacht crew are able to make temporary repairs, reduce sail and return to their Club. Some larger yachts can proceed under auxiliary power and therefore may not require tow assistance. In all instances though, it is possible a yacht skipper may request assistance particularly if his vessel is taking water.

Establish contact with the yacht, assist as required and notify RFBYC Race Control of the circumstances. Should more than one yacht require assistance, advise RFBYC Race Control who will then call the other duty Safety and Support Boats for additional assistance.

### TOWING

If a yacht must be towed, that job is best performed by the Safety Boat and their involvement should be requested on VHF Ch62 by RFBYC Race Control or the Support Boat.

The Safety Boat should approach from upwind and secure a good length tow-line. This may be your line or it may be passed to you from the disabled yacht.

Maneuver to take up the slack as slowly as possible, particularly if towing a damaged dinghy, and then determine a slow but appropriate speed to begin the tow. Once you are in a safe position to do so it may be more practical to transfer the tow to a Support Boat. The skipper of the disabled yacht will indicate his approval of speed under tow. Ensure the tow boat retains constant visual contact with the tow in case difficulties occur on the towed yacht.

**Please note: It is maritime law to have two people on the tow vessel during any tow procedure.** If required, the Safety Boat should collect one person from the yacht being rescued; this person should be responsible for spotting while the tow is underway.

## INJURY

In the event of having to assist an injured crewman from the water, undertake the rescue quickly and effectively without panicking. Take your time to maneuver your vessel safely and particularly with regard to propeller risk. Recover the injured person, establish nature of injury as circumstances permit and ensure the person is kept warm.

Advise RFBYC Race Control of the incident and undertake to keep them informed.

**Minor Injuries** – If you are able to render first-aid, do so and if possible return the injured person to their home Club. Advise RFBYC Race Control of your intentions and your ETA back at the patrol area. Advise the Club to which you are taking the injured person and assistance you may require.

**Series Injuries** - If you require urgent medical aid, make for the nearest yacht club and call that Club on VHF Ch62 advising of situation and assistance required and ETA.

Advise RFBYC Race Control of your intentions and your ETA back at the patrol area.

**Very Serious Injuries** - Should the injuries be *so serious* that you cannot leave the area and urgent medical aid is required, broadcast a “PAN PAN” message on **Ch 16** advising your vessel name and position and request for urgent medical assistance. Another vessel or Sea Search and Rescue or Water Police may answer such a call. Once contact is established, remain calm, advise your position and follow instructions accordingly. As soon as is convenient, advise RFBYC Race Control of the situation.

A **Pan Pan** message is a universally recognized Urgency Call and has priority over all other communications except those involved with the emergency. It may only be sent with the authority of the [Safety Boat skipper](#) or RFBYC Race Control.

Procedure: **PAN PAN, PAN PAN, PAN PAN**, Hello All Stations, Hello All Stations, Hello All Stations This is Vessel (name), Vessel (name), Vessel (name) seeking urgent (medical) assistance on the Swan River at position (try to identify your position relative to some conspicuous river feature or landmark). GPS coordinates should be used if available.

## LOGBOOK

Ensure all incidents are logged with respect to date, time, location incident, action taken, radio communications and any other matters of interest. This information may be required at a later date depending on the nature of the incident. If a formal logbook is not kept onboard, any notebook or pad will suffice.

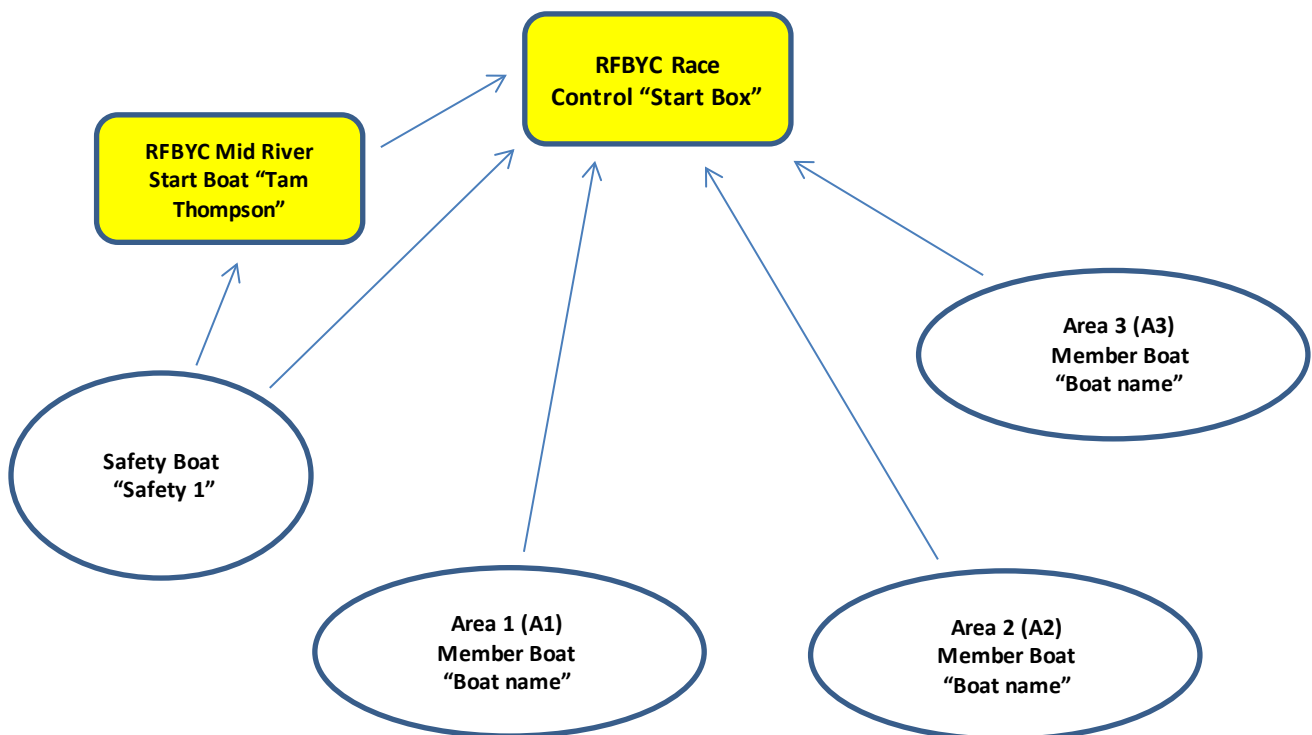
## APPENDIX 1 - RADIO MANAGEMENT

The RFBYC Race Control will be the radio control and will be responsible for the co-ordination of the rostered safety and support boats:

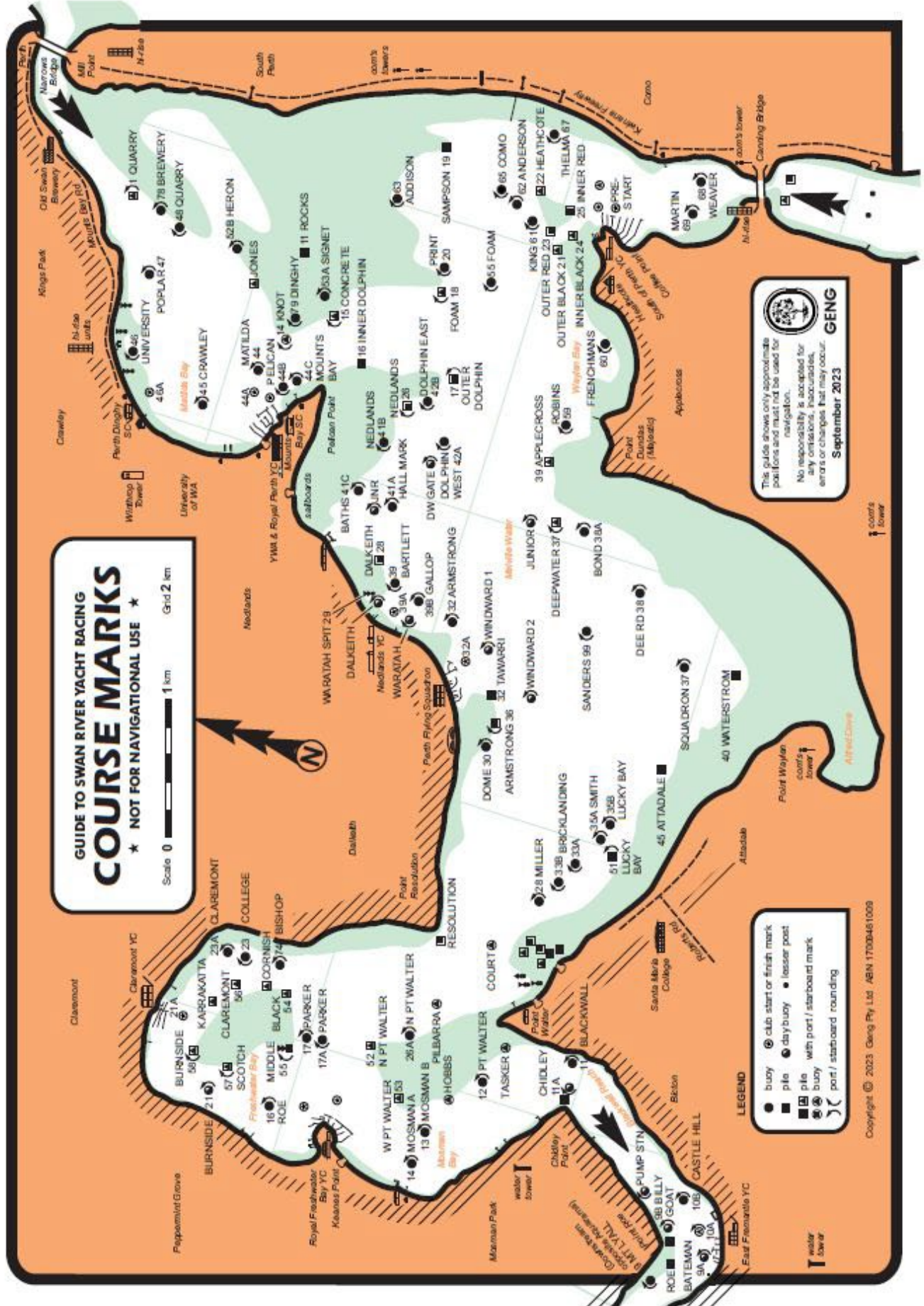
Rostered Support Boats and the Safety Boat will be on the race-course from 13:30 and shall check in with RFBYC Race Control (Club Line Start Box or Start Boat) on VHF Channel 77 when leaving the marina.

Safety and support boats shall not leave their patrol area unless they report to RFBYC Race Control (Club Line Start Box or Boat) and receive permission to leave the area.

When a safety or support boat is standing by or assisting a boat (whether a RFBYC yacht or from another Club) they should advise RFBYC Race Control (Club Line Start Box or Boat) of the incident and if they need any further assistance.







**GUIDE TO SWAN RIVER YACHT RACING**  
**COURSE MARKS**  
 ★ NOT FOR NAVIGATIONAL USE ★

Scale 0 1 km 2 km Grid 2 km

**GENG**  
 This guide shows only approximate positions and must not be used for navigation.  
 No responsibility is accepted for any omissions, inaccuracies, errors or changes that may occur.  
 September 2023

**LEGEND**

- buoy
- ⊙ club start or finish mark
- ⊙ day buoy
- ⊙ lesser post
- ⊙ pile with port / starboard mark
- ⊙ buoy
- ⊙ port / starboard rounding

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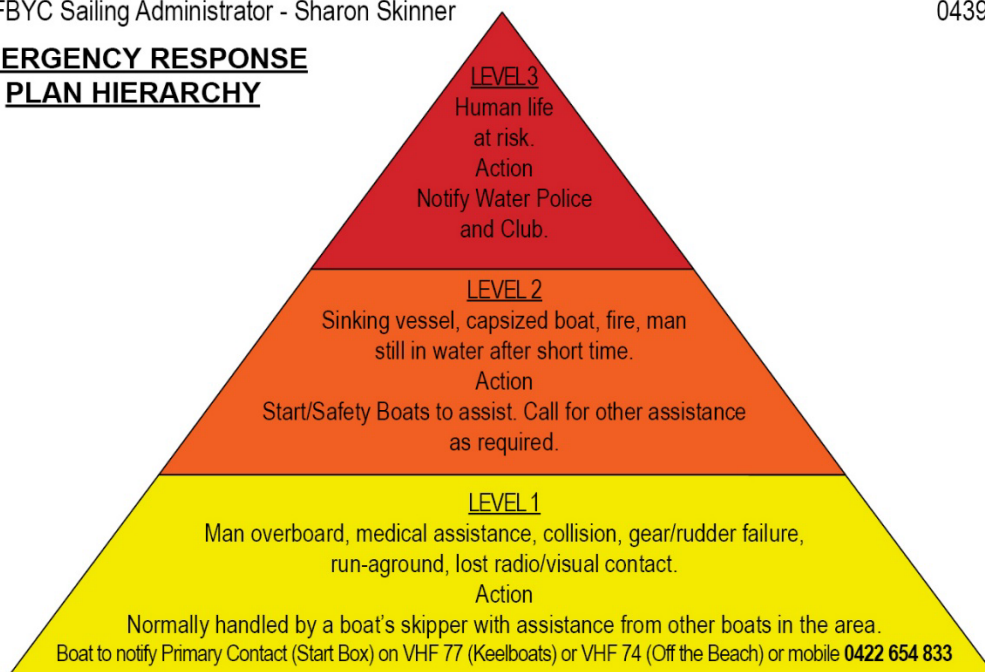
# EMERGENCY RESPONSE PLAN

## Primary Contact RACE OFFICER - STARTBOX/START BOAT

If there is an emergency - contact and advise

1. RFBYC Start Boat (Keelboats / Special Events)	VHF 77	0422 654 833
2. RFBYC Start Boat (Off the Beach / Special Events)	VHF 74	
3. RFBYC Start Box (Keelboats)	VHF 77	0422 654 833
4. Water Police	VHF 16 (Prime) & 67	000 or 9442 8600
5. Club Contacts		
RFBYC CEO - Andy Fethers		0404 420 885
RFBYC Bosun - Nathan Stronach		0407 489 870
RFBYC Yachting Ops - Debbie Blaauw		0437 968 664
RFBYC Dinghy Ops - Patrick Loake		0432 908 997
RFBYC Sailing Administrator - Sharon Skinner		0439 799 969

### EMERGENCY RESPONSE PLAN HIERARCHY



#### OTHER EMERGENCY CONTACTS

Sir Charles Gairdner Hospital	6457 3333
Perth Children's Hospital	6456 2222
St John Ambulance	9334 1222
Poisons Info Centre	13 11 26
Swan River Trust	9278 0981
Medical/Police/Fire Emergency	000

#### ADDITIONAL CONTACTS

Dept of Transport - Marine Safety	1300 863 308
DER Pollution Watch Hotline	1300 784 782
Wildcare Helpline	9474 9055
Fishwatch	1800 815 507
DoT Coastal Safety	13 11 56

#### DEFIB LOCATIONS

- #1 - Located on the veranda to the left of the main entrance
- #2 - Located on Tam Thompson Start/Finish Boat. Note When not in use, boat is locked and Defib cannot be accessed.
- #3 - Located in the Dinghy and Training Centre located on the outside wall of the building between the office and the training shed.
- #4 - Located on the main wharf opposite the fuel bowsers.
- #5 - Carried in the #1 Support RIB

#### DISEMBARKATION LOCATION FOR AMBULANCE

The Race Officer on duty will coordinate the closest river access to meet an ambulance. Depending on the location of the incident river access points will include RFBYC Main Wharf Fuel Jetty, RFBYC Dinghy Foreshore and Jo Jo's Jetty, Nedlands.