

King Bay Game Fishing Club DC2022

Accident/Emergency Response Procedure

This document covers issues such as PAN or MAYDAY calls.

The aim of this procedure is that should an accident or emergency occur, the response from the King Bay Game

Fishing Club Inc. (the Club) is swift and consistent and the competitors in a competition that is organised by the Club

know what the response will be. Also, that emergency service groups (i.e. Water Police and Sea Search and Rescue)

know what we have done or are doing once we have called them.

By instigating this procedure, the club in no way infers, implies or accepts any responsibility or liability for personal

injuries, loss or vessel damage that occurs while a team is fishing a competition organised by the King Bay Game

Fishing Club. The responsibility for the safety of the vessel and its occupants of competing teams is the sole responsibility of the vessels skipper/owner. It is the skipper/owners responsibility to provide a vessel that complies

with the DPI safety requirements and is at all times a safe environment for the anglers to fish and to ensure that the

vessel is not operating in conditions or in a manner that exceeds the vessels capabilities or puts the vessel and its crew

in danger.

Response tools required

In order to respond to incidents, the organisers will need to provide the following items:

- ◆ Emergency contact phone numbers and names for:

Police Ambulance

Sea, Search & Rescue Water Police

Dampier Port Authority Port Hedland Weather Bureau

- ◆ Each Team's boat details and entry form.

- ◆ A back up battery power supply for the radio's.

If the competition includes night time fishing the club must organise at least 1 but preferably more emergency contacts for the competitors to use in the case of emergency outside of the radio base manned hours. These contact details must be included in the competitor's competition bags. These emergency contacts must have access to the radio base station and a list of the emergency contact details.

The levels of priority for an accident/emergency

a) Minor

Where there are minor injuries to persons or the vessel is having minor difficulties but is still safe to operate. There is no call from the vessel for the club to be involved.

b) Major

Where there are personal injuries that require transportation to home, doctors or hospital.

Where the vessel is inoperative but not in danger but cannot make port without assistance.

Where the club has been asked for assistance and the incident is minor.

c) PAN-PAN

A Pan-Pan call is an urgent message indicating that a vessel is in trouble but is not in immediate danger.

For example, if the captain becomes incapacitated, or the motor has stopped working and they are in danger of being swept further out to sea.

d) MAYDAY

A MAYDAY call is an extremely urgent call indicating an immediate risk of loss of life or vessel.

This could be vessel sinking or on fire. Broken down and drifting onto rocks. Someone is seriously injured and requires immediate medical attention.

e) Failure to reply to a designated radio sked.

This is classed urgent.

Actions required in response to items a-e

a) Minor

No action required unless assistance is requested from the vessel concerned.

The Radio base station will endeavour to assist in any way possible if requested to.

b) Major

In the case of personal injury

The radio base station crew will assist in organising transport to the chosen destination. This could be calling a family member, friend or an ambulance as requested by the vessels skipper.

In the case of vessel break down

A check will be made of the competing vessels in the area and if a vessel of suitable size to assist in the recovery and tow back to port is available.

Sea Search and Rescue must be notified that we have a vessel broken down and their assistance may be required.

If a suitable sized vessel is available they will be asked to assist in the recovery and the towing of the disabled vessel. If the assisting vessels skipper feels that it would be unsafe for them to carry out the recovery and tow back to port, Sea Search and Rescue must be immediately notified and brought in to carry out the recovery and tow back to port.

If a suitable sized vessel is not available, Sea Search and Rescue will be notified that their assistance is required.

If the disabled vessel is to be recovered by Sea Search and Rescue and is securely anchored then no further action needs to take place other than monitor the situation with the disabled vessel. The radio base will call the disabled vessel at least every 20 mins to confirm their anchor status. The radio base will hand over the co-ordination of the operation to Sea Search and Rescue if and when they request us to do so.

If the disabled vessel is unable to secure an anchor and a suitably sized vessel is not available, a smaller vessel will be requested to go to the disabled vessel and offer what assistance they can without putting themselves in danger and stand by the disabled vessel until Sea Search and Rescue arrive.

c) PAN PAN

The response to this item is the same as item b) Major, except the Water Police must be notified as well as the Sea

Search and Rescue.

Depending on the problem more than 1 competing vessel may be requested to attend the disabled vessel.

d) MAYDAY

A risk to life or vessel

The Water Police and Sea Search and Rescue will be notified immediately.

All competing vessels within a 5 nautical mile radius of the stricken vessel will be asked to attend.

Radio silence by vessels not involved in the rescue should be observed until they are advised that the channel may be used either with caution or unrestricted.

Those vessels asked to attend the stricken vessel will be requested to secure the disabled vessel if possible and only if it is safe to do so.

If it is unsafe to secure the vessel then the occupants of the stricken vessel must be removed in the safest manner possible to the attending vessels.

If possible and safe to do so a vessel that is capable of recovering the vessel and towing back to port will be utilised to carry out that operation.

If a vessel is not available for the recovery and towing of the stricken vessel then Sea Search and Rescue will be notified that their involvement in the recovery and towing of the vessel is required.

The co-ordination of the operation will be handed over to the relevant emergency response organisation if and when requested to..

d) MAYDAY

Serious injury and requiring medical attention

Get all relevant information on the nature of the injury/affliction.

Notify the Water Police and Sea Search and Rescue and supply them with all relevant information and continue to inform them of our progress.

The radio base will put out a general call to all vessels in the immediate area for anyone with medical experience or the ability to assist the situation.

If someone with the appropriate knowledge is available they will be requested to attend the effected vessel. If the vessel with the medical emergency is mobile, or can get mobile, a request will be made for them to meet the attending vessel to lessen the amount of time taken for the assistance to arrive.

If there is no one close with the experience to assist, the radio room will follow instructions from the

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Emergency services groups as to the appropriate action to be taken. The action required will vary greatly depending on the nature of the injury/affliction and the emergency services groups will have the knowledge and procedures to handle these situations.

The co-ordination of the operation will be handed over to the relevant emergency response organisation if and when requested to.

e) Failure to respond to a Radio Sked

If a vessel fails to respond to a designated radio sked the radio base will respond by saying “nothing heard” and leave 15 seconds of radio silence.

If another vessel has the non-responsive vessel in sight or heard a response from the vessel they should relay the response or sighting immediately they hear the “nothing heard” call.

Radio base will check that the vessel was logged on and where the destination or last known location was.

Radio base will recall the missing vessel within 15 mins of the completion of the radio sked. If the vessel fails to respond to this call the radio base will respond by saying “nothing heard” and leave 15 seconds of radio silence. If another vessel has seen the non-responding vessel or has it in sight or has heard a response from the vessel they should relay the response or sighting immediately they hear the “nothing heard” call from the radio base.

Failure to report on two consecutive skeds will activate emergency procedures including notifying the relevant emergency authorities.

Emergency contact when the radio base station is unmanned

It is the responsibility of the skipper of a competing vessel to ensure that they are fishing in an area that has phone coverage (mobile or Satellite phone).

In the event of an emergency and the radio base station is unmanned the vessel requesting help should call one of the emergency contact people listed in the competition bag.

Once an emergency call has been received by the emergency contact, they must immediately contact the Water Police and inform them that they have had an emergency call. The emergency contact then makes their way to the radio base station and contacts the vessel in question via the base radio.

Once the emergency contact has made radio contact they then follow the procedures as set out above for the appropriate level of emergency.

There will be a lack of vessels available for the emergency contact to use so in the case of level minor through to Pan-Pan incident and if it concerns a vessel recovery and tow the response will be to hand the situation over directly to the Water Police and Sea Search and Rescue. In the event of personal injury the response will be as per the daytime response.

In the event of a MAYDAY call, then the emergency contact must contact all available vessels and request that if they are confident and can get to the stricken vessel safely then they should do so and offer any assistance that they can as long as they can do it safely without putting their own vessel and crew in jeopardy.

The Water Police and Sea Search and Rescue must be notified and the procedure as per the MAYDAY response should be followed. Sea Search and Rescue should be asked to complete the recovery and tow back to port as they are trained to do this at night and they will be able to accomplish this with a minimum safety risk.

The clubs main objective in the MAYDAY scenario is to ensure that the people on board the stricken vessel are safe. So to that end the removal of the people from the stricken vessel will be the main priority of the club during a night time emergency.

If you have any questions regarding this document please contact a committee member for further clarification.

Reviewed and Highlighted important facts that are imperative to an emergency.