

MYCQ Event Risk Assessment: Appendix H Crisis Management Plan

Location: Queensland Coast	Multihull Yacht Races
Name of person conducting assessment:	MYCQ Safety Sailing Committee
Date:	January 2023

ALARP = As low as reasonably possible.

Spot the Hazard		Assess the Risk	Fix the Problem			Evaluate Results
Identify the Incident?	What are the hazards associated with each activity?	Is the risk associated with the hazard low, moderate, significant or high?	If the risk is deemed unacceptable for the task, what will be done to reduce or remove the risk?	By whom?	By when?	Go through the first 3 steps again to ensure risk
						Revised risk level
Severe Weather	Loss of Communications	Moderate	Each vessel has multiple forms of communication- Satellite Phone, VHF radio, mobile phone, Yacht Tracker.	Vessel Skipper/OOD	As soon as required	Extremely Unlikely
	Sea Sickness/Injury to Crew Member	Moderate	Vessels have medical FA kits aboard and certified First Aider to administer support/medication. Severe cases skipper elects to go to safe port.	FA Certified Crew Member	As required	Extremely Unlikely
	Moderate damage to vessel requiring withdrawal from race	Moderate	Skipper sole responsibility to withdraw from race should vessel crew and vessel be at risk.	Skipper	As soon as identified	Minimal risk
Man/Person Overboard (MOB)	Recovery of crew: Darkness hampering recovery or rough seas	Significant	Crew trained in man overboard procedures. Inflatable life jacket activated with PLB, light illumination, and sound signal via whistle. In addition, skippers are encouraged to have several forms of tracking and to have AIS or similar equipped jackets/harnesses.	Person overboard	Immediately	Low

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MOB	Good conditions and visibility.	Moderate	All other crew assigned recovery roles. Race instructions refer to recovery procedure.	Skipper	Immediately	Low
MOB	High winds and poor visibility hamper retrieval	Significant	Race Crisis Centre activated and follow procedures. Nearby vessels alerted. Crisis Centre evaluates hazard and elevates to higher authority	Skipper and Radio officer aboard vessel.	Immediately	Mitigate to ALARP (As Low as Reasonably Possible)
Capsize or Severe Damage	Capsize: Trapped Crew member inside of vessel or away from vessel	Significant	Procedures and crew training to mitigate the risk of entrapment including access hatches on vessels and upturned bridge deck access and emergency grab bag.	Skipper or 2IC.	When crew head count identifies missing person.	Low
	Capsized: Communications lost	Significant	Grab bag contains all essential communications equipment to notify Race Crisis Centre and initiate recovery. Flares initiated if all other forms of communication unavailable. Nearby vessels compelled to attend and stand by.	Crew	As soon as practical.	Low
	Capsized: Upturned Vessel Marine Hazard	Significant	Vessel Recovery Procedures activated. Crew remain with vessel and navigation hazard procedures initiated	Race Crisis Centre	As soon as possible	Low
	Severe damage	Significant	Skipper assesses the risk for vessel to continue racing and responsibility to withdraw. Advises Race Control and situation constantly monitored.	Skipper	As soon as possible	Low

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Mayday/ EPIRB Activation	EPIRB Does Not Operate	Moderate	Alternate communications available from Grab Bag, especially Satellite Phone through to Race Control and escalation of potential crisis managed by Race Crisis Centre. Plus multiple PLB ensure contact maintained.	Radio Officer	As soon as problem known	ALARP
Potential Loss of Life / serious Injury	Loss of Life	Low	Crisis Management Team Activated. Police advise race officers of confirmation. Guided by Police operations of public announcements.	Officer of The Day – Police/Crisis Centre Lead	As soon as practical	Low
	Severe Injury	Moderate (treatable injury)	Skipper and crew to understand all risks associated with racing at sea aboard particular vessel and competently trained. Skipper/owner to ensure all vessel hardware is in full working order and safe access provided for all activities aboard vessel. Safety harnesses and tethers to be used where risk of injury exists. First Aid trained crew.	Skipper	Pre-race	Low
	Severe Injury	Moderate (untreatable injury)	Certified FA crew member assesses injury, makes injured person comfortable. Reports through skipper state of injury if known. Race Control notified. Skipper decides whether to continue or not. Severity of injury will decide whether air lift evacuation procedures to be initiated.	Skipper/ FA crew/ Race Control	When situation understood	Moderate / Low
Missed schedule or sudden changes in tracker	Unknow position	Low	Race Officer should attempt alternate means of communications, or nearby vessel support by VHF radio and contact by alternate means of communications listed above.	Race Control/ other yachts/radio officer	As soon as identified	Low

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Collision with Spectator Craft at Start	Severe Damage to race vessel or spectator craft and or injury	Low	The multihull Gladstone Race start will have at least 4 stationed marshal craft clearly identified as well as 2 RIB chase boats to maintain a safe exclusion zone for race competitors. All marshal boats and chase RIBs will have clear VHF radio communications.	Race Start Boat/ Officer of the Day	Pre-Race and post start	Extremely low