

# Security plan JNoM Optimist - 2021

updated 2021-07-05

**Important: All support boats are part of the safety organization!**

**112** Emergency number 112 when you need immediate help

from: Police, Ambulance, Rescue Service, Fire Brigade, Sea Rescue, etc.

It is important that the first person to see a fire or other accident immediately calls 112. The head of security or someone else in the security organization does not need to be consulted before. Better to be safe than sorry.

When you sound the alarm, you have to answer a number of questions and it is then important that you state the correct address: Träslövsläge, Fiskehamnsvägen

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### **Security organization**

All support boats and official boats are obliged to participate in the safety organization at the request of the Safety Officer. Instructions will be given by VHF on channel 77 for all security communications. If for some reason this does not work, we use channel L2 or mobiles, but only in emergencies.

### **First aid**

All motorboats and race committee boats must have smaller first-aid equipment. Drinking water is also available on board these boats to be used in case of risk of dehydration.

### **Security before and during competition**

#### **Security check**

IODA's class rules regarding security in the Optimist are as follows:

- Distance of the bridle to the boom (max. 100 mm)
- Towing line, min 5 mm / 8 m
- Safety line to the daggerboard
- Safety lock for the Rudder
- Mast lock
- Hand bailer/ Paddle (with safety line / cord)

#### **Boats that do not finish a race or do not intend to start**

Boats that do not finish announce this to the nearest official boat, which then announces the sailing leader. If you do not intend to start, you must notify the race office.

#### **Collection point on the water**

If there is a need for a collection point on the water, if for example several sailors have ended up in the water, then Start and the finish boats is a collection point. People always go before property.

#### **Coach boats**

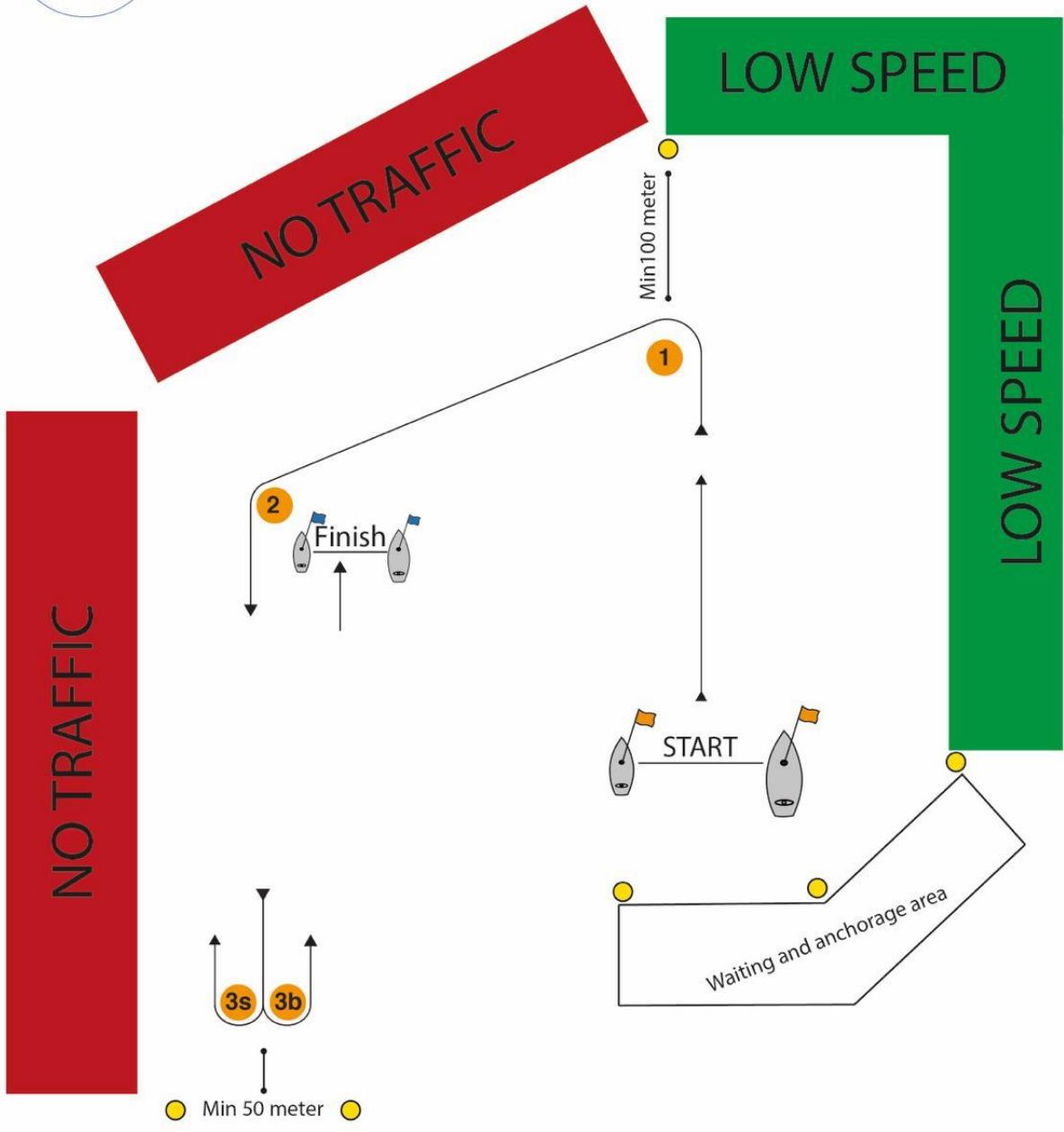
We follow the Swedish Optimist Dinghy Association's instructions regarding "Use of support boats and coaching boats in connection with Rikskval".

Extract:

- Every driver of an coach or an official boat is a support person according to KSR 3.3 and the sailors are responsible for their behavior and any obstruction of other sailors.
- No coach boat is allowed to be closer to those sailing than 100 meters or on the runway side of the boundary buoy.

Coach boats are not allowed to follow the sailors after rounding the buoy for half wind and downwind.

- It is permitted to move slowly from the starting area to the windward bouy in a proper right arc and at low speed. If this is done with the first starting group, it is important to keep in mind that the return journey should not begin until the second starting group has passed. An extra "imaginary / imaginary" buoy will mark the restriction to the course for all support boats. Next to or below the launch vessel, there will be a zone for anchoring and waiting, which is also delimited towards the course by "imaginary / imagined" buoys. Furthermore, there are "imaginary / imaginary" buoys below the gate that are limited upwards. At the finish line, spectator boats will not be allowed, but coaches are expected to be in the waiting area. Ie. all yellow buoys below are "imaginary / imagined" and we expect all coaching boats to respect these distances.



If weather or other conditions mean that all boats on the course are called into the safety organization, flag Y is hoisted on the Start Boat and the boats are called up on VHF. From this point on, all official and coach boats cancel what they do and are part of the safety organization. They then follow instructions from the Chief of Security.

### **Flag Y**

#### **Accompanying boat equipment**

- Knife, cutting pliers and tow bar
  - Communication equipment
  - Medical equipment, boat / place
  - Sailing Instructions, list of participants, course description, nautical charts, safety plan
- Sailor or boat in need of help on the water

A safety boat should immediately approach a capsized or wrecked boat but should not actively intervene until assistance is requested by the casualty or when it is deemed necessary by the on-site safety officer.

The safety boats must be able to provide assistance to all people in need within five minutes. The time limit does not apply to salvage of boats.

A person in water should as a rule be considered to be in danger. It is the duty of every participant and official to rescue a person in danger if necessary. Picking up a person in danger from the water and returning them to their boat should not normally be considered as help from outsiders from the point of view of the racing rules. It is therefore permissible for a person taken out of the water to continue racing. Examples of danger are if the person is in the fairway and the ship is on a collision course or if the person is at a roundabout and cannot be seen by other competitors.

In case of doubt - consult with the sailor and / or safety officer.

To think of

- Approach with the stem so that the propeller does not pose a risk factor.
- If people in the water end up near the propeller, turn off the engine immediately.
- When rescuing a boat, the rescuing boat should approach from the wind to avoid / reduce the risk of floating material entering the propeller.
- Always rescue people first and then equipment and boats.
- When a boat is to be towed, there should always be someone on board the towed boat.
- Tow at low / moderate speed, avoid jerks and keep an eye on.
- Start & finish vessels are a collection place when there are many who have fallen into water.

A safety boat may not leave an area other than on the order of the safety manager.

General danger: If the sailing leader considers the current situation to be dangerous, the safety boats are informed via VHF.

Examples of measures;

- Sailing interrupted, sailing ashore and waiting for further information.
- Tow the boats ashore quickly.
- Drive the sailors ashore and the boats will be salvaged later.

The sailing leader is responsible for checking the list of participants so that boats ashore match the starting boats.

The safety boats stop within the assigned area while waiting for the green light from the safety chief.

## **Quick guide for officials in the event of an accident**

### **What do I do while I wait?**

Basic Life Support - BLS is now the name of what was called ABC healthcare where A stands for breathing, B for bleeding and C for shock.

#### **A**

When an accident has happened, it is easy to focus on what you see, namely blood and on stopping bleeding... But there is no point in doing anything about it if the accident victim does not breathe. Breathing is always most important. To check that the injured person is breathing, the key words are look, listen, feel. Tilt your ear to your mouth, look at your chest and listen and feel for breath.

One of the most common reasons for not breathing is that there is an obstruction in the airways. First feel in your mouth if there is anything there and try to open the airways. You can also lighten tight-fitting clothes. One way to get free airways is to grab the head and lift the lower jaw gently. Once it has been established that the injured person is breathing, it is best to place him in a stable side position (protruding side position). It is also important to constantly check that the injured person is still breathing. If you feel insecure, you can always get instructions from SOS while waiting for help.

If the injured person still does not breathe even though they have cleaned and created free airways, the mouth-to-mouth method must be performed.

Here you lift your chin slightly and hold the injured person's nose, after which you inhale a normal-sized breath, this is then repeated at a leisurely pace. Another reason for not breathing is that something is stuck in the trachea. What you can then try is the Heimlich maneuver. You stand behind the one who has something in your throat and grab it just below the chest and press firmly. The idea is that the air puff you create should push up what is stuck. In the case of smaller children, an alternative may be to turn them upside down and try to shake out what is stuck.

#### **B**

Blood makes up about 7% of body weight and a loss of 30% of this is life threatening. For example fractures of various kinds can cause great loss of blood. A distinction is made between external and internal bleeding. In this case, internal bleeding is tricky because they are not visible. Here, as a layman, you can not do much more than call for help. When it comes to external bleeding, try to stop the blood loss as best you can with the help of pressure bandages or high position.

#### **C**

The fact that a person goes into shock is due to the fact that the circulating blood volume is too small for the vascular tree. This is a life-threatening condition and can be caused by, for example, bleeding, burns, allergies, heart failure or other. Warning signs of shock are that the injured person has a fast and thin pulse, is pale, cold sweaty, shows signs of anxiety or

confusion, is thirsty and / or has a fast and shallow breathing. The condition eventually leads to unconsciousness and cardiac arrest.

What you can do if you suspect that someone is going into shock is to create free airways, put the person in a stable side position, place their legs high, stop or reduce blood and fluid losses. Do not give drink or leave the person alone! Also call for help immediately!

## **What should I do if I happen to...**

### **Drowning incident?**

The first thing to do for someone who has had a drowning incident is ABC healthcare. Those who have been in water are often chilled, which in itself is a serious condition. The thing to keep in mind is that the legs should not be down - put your legs high! If possible, try to lift the person out of the water in a supine position. Everything you do (eg ABC) should be done extremely carefully, otherwise you can trigger cardiac arrest. When the person is out of the water, further loss of heat should be prevented, for example through dry clothes and normal room temperature. If people want something to drink, it is ok, as long as the person can drink himself.

### **Burns**

The severity of burns depends on the depth and extent. Here, too, it is ABC that applies. It is also important to rinse for a long time with cold water, but not so long that the injured person begins to shiver. After cooling down the damage as much as possible, apply a clean and dry dressing, change if it bleeds / liquids through.

### **Fractures**

If you suspect that something is broken, it is again ABC that applies. You can also, as best you can, try to stabilize the damage by attaching something rigid to each side and holding the damaged part high.

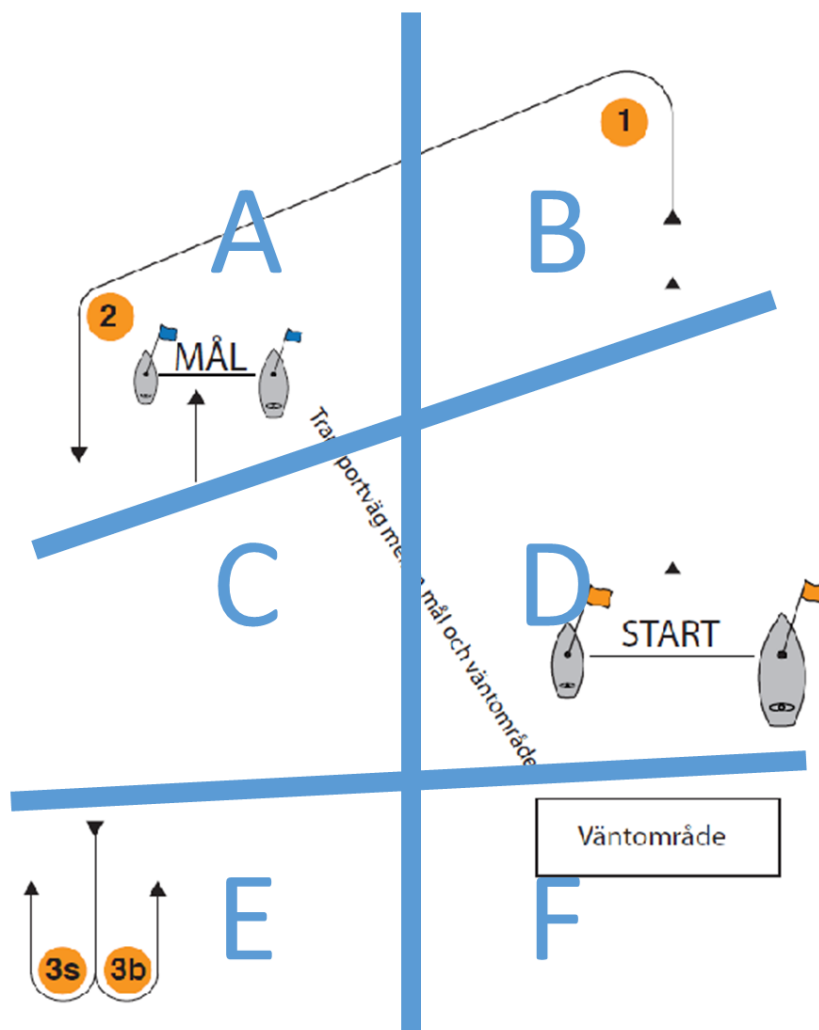
### **Allergy**

Symptoms that someone has had an allergic reaction are: Itching, runny mucous membranes, swelling, rash, difficulty breathing and shock. What to do is ask for allergy medicine and provide ABC medical care.

### **Diabetes**

If you suspect that someone is getting sick due to diabetes, it is best to take a chance on giving the patient sugar. If you have access to honey, it can work to smear it on the lips even if the patient is unconscious. To get hold of sugar, you can look in the patient's pockets as diabetics usually carry it with them.

**Track area**  
**Security zones**



All Coach boats have a predetermined area of responsibility according to the map above:

This means that boats, if they are called to the Safety Organization, have primary responsibility according to their assigned letter. The safety manager will ask boats to move to an area with greater needs, e.g. "All safety boats in area F assist in area C."

Information about the track area

- The track area is located southwest of Träslövsläge's Marina. This area is usually quiet but all participants are made aware of large boats moving from the harbor inlet





- Boats move from the harbor inlet

**Security manager:** Niclas Fagerberg and Calle Cederbom

**Informant & Press Officer:** Anna Karlsson

**The work of the security organization**

The person in the security organization who is contacted is responsible for VHF / telephone chain to the others in the group.

Convene the group, or arrange a conference call.

**Informant**

Compiles the current course of events and state of knowledge continuously.

Important telephone numbers

SOS Alarm: 112

Police not urgent: 114 14

The care guide: 1177

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