

DRAFT 4 BOARD REV 6

STATUS: 26/02/21

Lac Deschenes Sailing Club

Procedure

For

On – the – Water Rescues

As approved by the LDSC Board of Directors

March, 2021

Procedure

1. Rescue Situations

It has been determined that there should be two distinct rescue situations defined and dealt with in the following Procedure.

a. Vessel Rescue with Personnel Onboard

A vessel rescue involving onboard personnel may proceed without any prior notification to the vessel owner. A vessel rescue, whether it be a keelboat or smaller craft eg; dinghy or CAT, when lives are potentially at risk, will be treated with the most serious and prompt response that can be provided given all prevailing circumstances, weather conditions and the knowledge, training and experience in rescue operations of the individuals present.

b. Vessel Rescue with no Personnel Onboard

A vessel rescue which does not involve the rescue of personnel will be viewed from the standpoint that the vessel's owner should, if possible be informed at the outset. Subsequent action will only then be taken following this initial attempt at owner contact. If the vessel in question is a Club-owned boat, rescue efforts will not take place without the prior knowledge and consent of the **Commodore or Harbour Master**.

2. Initial Rescue Activity

a. Initial Situation Alert

In the case of any on-the-water rescue, with or without lives being at risk, this will be achieved by calling one of the **Emergency Phone Number(s)** provided on the **Emergency Call Chart** which will be found on the Notice Board in the Clubhouse. If the on-the-water rescue involves a keelboat, **the Harbour Master must be informed in addition to the Club Commodore**.

b. Situation Assessment

The person who first observes or becomes aware of an on-the-water rescue situation must immediately either (i) call one or more of the **Emergency Phone Number(s)** and provide the following information: or (ii) designate another competent individual to do the same and to then to report back.

(i) Danger to Life.

The status and degree of imminent danger to life of any persons remaining on board the Vessel.

(ii) Vessel Identification.

The identification of any vessel in distress should be made so that there is an immediate ability to contact the owner. If this involves an LDSC keelboat, reference should be made to the **Keelboat Identity Chart** posted on the Club Notice Board in the Clubhouse.

(iii) Incident Location & Description.

The location of the Vessel in distress should be accurately described in terms of its location relative to the LDSC Clubhouse ie; distance and bearing.

(iv) Prevailing Weather Conditions.

The prevailing weather conditions at the time should be assessed and will become an important factor in determining the timing of any salvage/rescue operation of the distressed Vessel.

(v) Estimated damage sustained by subject Vessel (if any).

Any observed damage to the Vessel that could impact its seaworthiness should be noted and provided to the Vessel owner.

c. Owner Notification and Involvement.

Once a vessel in distress has been identified, an attempt should be made to inform the vessel owner immediately for his/her direct involvement.

3. Rescue Criteria

In making an on-site rescue decision, the following points must be considered:

- i. Need for Immediate Action
- ii. Any need for the Notification & Involvement of the Ottawa Fire Services/Police
- iii. Easiest & safest way to extract persons in danger (if applicable)
- iv. Experience and training in rescue situations of individuals present who are willing to assist
- v. Logistics involved in Rescue
- vi. Safety of persons involved in the Rescue Attempt
- vii. Use of Club Rescue Equipment/other Club motorized boats
- viii. Precise Vessel Identification, Location & Condition
- ix. Prevailing Weather Conditions & Forecast

4. Event Report

a. Situation Details Report (LDSC Safety Officer)

The Club's Safety Officer is to be involved at the outset of any rescue operation and all parties subsequently included in the actual rescue operation must provide the Club's Safety Officer with full and detailed information together with any further details requested at a subsequent time. An Incident Report shall be submitted, following the LDSC Incident Reporting Procedures as soon as possible and by the end of the day of the Incident.

b. Problem Issues, Causes & Mistakes

An analysis of the Event Report should be carried out specifically to determine if there are any problem issues, probable causes and mistakes that can be avoided in the future.

c. Resultant Corrective Action

Any resultant corrective action should be presented to the LDSC Board of Directors for their formal implementation.

5. Resultant Adjustment to Club Rules & Regulations, Policies

Due consideration should be given by the LDSC Board of Directors to any necessary adjustment to the Club's Rules and Regulations and Policies as a direct result of the contents of the Event Report and its Resultant Corrective Action.