
Safety Management Plan

of



AWOONGA POWER BOAT AND SKI RACE

Revised: May 2024
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Authorized by: MPBC Committee

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Introduction

The Mackay Power Boat Club Inc. was established in 2018 and during this time MPBC has developed in such a manner that they have either formally or informally assessed the local risks involved in their activities and have evolved rules and safeguards to reduce or eliminate these risks. The development and implementation of this SMP will be an ongoing project to ensure the safety of all involved members, public and the environment.

Observance and Review

MPBC SMP must be readily available to all members on request and readily available at each race meet. It will be freely accessible via our clubs website at www.mackaypowerboat.com. At a minimum this SMP is to be reviewed annually.

Wearing of Personal Flotation Device (Life Jacket)

- i. All operators and occupants, of a ski race boat or a circuit race boat, engaged in competition on permitted course will be wearing a life jacket (level 50 smooth water, level 100/150 open waters) or a life jacket with equivalent or improved safety, and safety helmet at all times as per MPBC rules.
- ii. All skiing competitors shall be wearing fluorescent floatation devices and fluorescent orange helmet while engaging in competition as per the MPBC rules.

Responsibilities for Safe Competition

All involved in MPBC competition, whether that be on or off the water, have a responsibility for safe operation of the competition.

MPBC Responsibilities

MPBC has a responsibility to its members to operate in accordance with the regulatory obligations and in doing so it will:

Maintain liaison with the various regulatory authorities relevant to this SMP.

Provide guidance and rules to promote a safe environment for power boat related competition

Provide advice and rule reviews based upon regular discussions within the committee and members.

Educate its membership to provide a safe environment.

Individual Members Responsibilities

Individual Members have a responsibility to:-

Act in a manner that will not compromise the safety of themselves, Club members, other water users and the general public.

Assess risks and base their decisions on such assessments.

Actively respond to their Club's SMP.

Inform safety officer, coaches and other crew/Club members of any medical condition that may present a risk to themselves and/or their crew.

In the case of juniors – parents have a duty to advise those in charge of any condition or circumstance that may impact on the safety of the junior or any club members.

MPBC Committee

MPBC committee is required to comply with this SMP, review the safety procedures on a regular basis as an agenda for its meeting (annually as a minimum).

The MPBC Committee's primary responsibility is to advise members of the requirements of their SMP and observe, comply and implement these requirements. The MPBC Committee shall advise its members on matters relating to safe conduct on and around the water. The committee will consider any recommendations provided by any MPBC member or outside source.

Disciplinary action will be taken in respect of any breach.

MPBC Committee Checklist

Following is a checklist of the duties to be undertaken by a MPBC's committee:

- a) Be fully conversant with the MPBC SMP
- b) Ensure a safety audit on all participating boats (annually as a minimum), in the form of a scrutineering checklist.
- c) Advise members via email, website and social media safety information updates.
- d) Develop contacts with local user groups, or similar body, to assist in understanding and resolving areas of conflict between users.
- e) Establish and maintain contact with MSQ and the Waterway Authorities.
- f) Take due regard of any advice or direction provided by any relevant water authorities relating to local water or weather conditions and amend risk assessments and safety plans accordingly.
- g) Exercise authority, in conjunction with the MPBC personnel to suspend boating activities where the conditions are seen to be unsafe.

Safety Briefings

The MPBC committee will conduct safety briefings prior to any event, as per safety briefs

Breaches of SMP

Breaches of the SMP/MPBC Rules are to be identified and advised to offenders:

First instance will be verbal with possible immediate disqualification from the event

A written notification of infringement will be issued as per MPBC Rules

Further penalties may be imposed, after a MPBC committee meeting.

Risk Assessment & Control

'Hazards are reduced by precautions/control measures, which when taken make the risk smaller'. As Clubs have developed over a period of time in a manner such that they have either formally or informally assessed the local risks involved in their activities and have evolved rules and safeguards in an attempt to reduce or eliminate these risks. Refer to Risk Assessment

Safety Resources

There are a number of requirements which MPBC will need to have in place in order to comply with it's SMP, they include:

- Safety Aids and Rescue Devices.
- Life Jackets
- First Aid Kit/s.
- Emergency Services Information.
- Risk Assessment Advisory Board.
- Sighting lap of course prior to the start of the event.

Safety Aids and Rescue Devices

MPBC requires those involved in all competition to wear a life jacket as dictated by the MPBC Rule Book.

Available at all events are

- Rescue boat
- Spinal board.
- First aid kit.
- Communication methods (phones, radios, flags) to render assistance.

Emergency Services Information

The procedure to be followed is per MPBC Risk Assessment and Emergency Response Plan, which is ring 000 first and then the member's emergency contact.

Rescue Boat and Drivers

For whatever purpose a boat is used drivers must be licensed as required by the Transport Operations (Marine Safety) Act 1994 (TOMSA). The driver and other occupants of a Safety Vessel shall act in accordance with the TOMSA and carry the relevant safety equipment as per requirements (e.g. bailer, paddles, lifejackets, etc). This vessel will remain positioned so that it can respond as quickly as practical to assist any crew with a possible injured participant. On site of an emergency signal or at direction of a committee member all participating craft are to become safety/rescue boats and will render assistance to any stricken crew.

All rescue crew are required to attend a safety briefing at the judge's tower prior to commencement of the event. Only adult crew are permitted to be safety crew, no minors are permitted on boat.

Purpose Built Rescue Vessel will have a UHF Radio and mobile phone, phone numbers to be exchanged at Rescue briefing.

Rescue Vessel crew shall be submitted to alcohol breath testing. All Rescue Vessel crew to record 0.00% BAC results if tested

All Rescue Vessel crew are to attend a Rescue Briefing. Briefing will be held immediately after main briefing.

All Rescue Vessel crew are to be present at their designated position on the race course at least 5 minutes prior to the scheduled event start time.

Rescue Vessel is to remain in designated position on the race course until the Race Controller confirms that the race is complete and that the Rescue Vessel may stand down.

Any additional crew member requirements are to be advised to judges prior to race weekend.

Briefing Notes for Rescue Vessels

- Exchange phone numbers with Rescue Crew.
- Confirm radios are working
- Lead sighting lap, ensuring the course is clear of wildlife, debris and non participating craft.
- Report competitors course infringements to Race Controller.
- Provide assistance and tow competitor craft as directed by Race Controller.
- Carry and deploy first aid as required and advise Race Controller.
- Provide competitors positional observations as required by Race Controller.
- Maintain watch for wildlife and approaching non participating craft and advise sightings to judge as a matter of priority and await the judge's determination of proceedings.

Retrieval Procedures

Each incident is assessed and treated on a case by case basis. However the clubs Emergency Response Plan is to be followed strictly in the event of a serious incident. Minor incidents involving fallen skiers will result in the skiers/s being monitored for any signs of trauma for a minimum of 2hrs.

Evacuation – Point for QAS

Injured person will be brought to the beach or boat ramps.

The QAS will be contacted prior to each event to refresh/clarify meeting location, type of event and location of event.

Emergency Response Classifications

MPBC Committee and or the first aider are to determine the classification of casualty (classification 1, 2 or 3) and prioritize for response procedure. The following response procedures are to be prioritized as follows:

Classification 1: This classification is a medical emergency; the casualties life is immediately threatened. Rapid evacuation, emergency resuscitation and/or surgery required.

Classification 1 Response: Emergency Response Plan is to be strictly followed. 000 is to be called immediately with information regarding the injury. Casualty is to be stabilized in location by MPBC members, immediate first aid to be rendered by qualified first aider before evacuation by QAS. If casualty is transportable, relocate to the agreed meeting location.

Classification 2: This classification is a significant injury; the casualties' injuries are not life threatening but will require first aid on site and transport to hospital.

Classification 2 Response: First aid to be rendered on site, casualty moved to the agreed meeting site, if assistance is required QAS to be called. 000

Classification 3: This classification is a minor injury; Casualty has sustained minor injuries, first aid treatment on site.

Contact information as per Medical Resource.

Appendices

The appendices contain the following documents:

Appendix 1 – Risk Assessment

Appendix 2 - Pre-event Checklist

Appendix 3 – Medical Resources

Appendix 4 – Emergency Response Plan

Appendix 5 – Course Map

Appendix 1

RISK ASSESSMENT

1. RISK ASSESSMENT

This Risk Assessment has been produced for ski racing and power boat racing on a designated course.

The Risk Assessment has taken into consideration all hazards that may be encountered both on the ocean and surrounding lands. Four Action Plans have been produced to cover the main categories identified in the Risk Tables.

2. OBJECTIVE

To identify perceived risks that may impact or be associated with the management, control or functions of the MPBC ski racing to be conducted.

3. AIM

To ensure that adequate treatment and control of risk categories are identified in the risk action plan

4. IDENTIFIED RISKS

All risks will be minimized by the implementation of the SMP by the MPBC Committee

5. RISK MANAGEMENT

EVENT: Mackay Power Boat Club Open Water Ski Race

Hazard Identification		Evaluation			Risk Control	Improvement Action	Evaluation		
Ser	Hazard	Consequence	Likelihood	Level of Risk	Risk Treatment	Responsibility	Consequence	Likelihood	Level of Risk
1	Swimmers Within Course	Catastrophic	Rare	HIGH	<ul style="list-style-type: none"> ❖ Course will be checked for swimmers and marine life prior to, and during any event by safety boat and all competitors ❖ If a swimmer or wildlife is identified prior to a race the safety boat will raise the red flag and the start will be postponed until safe to commence. ❖ If a swimmer or wildlife are identified during a race within the vicinity of the course the race will be red flagged by the start boat, all competitors are to come to a complete stop and a restart will take place once safe to do so. ❖ If a swimmer or wildlife is identified by a competitor the boat is to come to a stop and wave the Orange flag ❖ The course will be set so as to keep competitors as far away from recreational activities as possible. 	Safety boat operator All boat drivers MPBC Committee All MPBC members	Moderate	Rare	Low
2	Debris in Course Area	Moderate	Rare	LOW	<ul style="list-style-type: none"> ❖ Race course and surrounding areas are to be checked for any debris in the water prior to and during any event ❖ All boats are to conduct a sighting lap prior to the 1st race ❖ If any debris are identified the MPBC committee and the safety boat operator are to be notified and debris removed. 	Safety boat operator All participants	Minor	Rare	Low

3	Injury to Participants	Moderate	Possible	High	<ul style="list-style-type: none"> ❖ All participants are to wear appropriate life jackets/flotation devices and helmets. ❖ Emergency Response Plan and classifications to be followed. ❖ Safety boat is to carry a first aid kit and stretcher.. ❖ Mobile telephone and UHF radios used for contact between all boats, safety boat and control station. ❖ All boats are to perform a radio check with control before first race can commence. ❖ All participating boats are to act as rescue boat when an injury / incident have taken place. ❖ Rescue Crew, Control Station and Competing Boats are to monitor event and act immediately in the event of an incident ❖ Course to be shortened in rough conditions ❖ Rescue craft to be no more than 5klms from any point of course or each other 	All Participants	Minor	Possible	Medium
Hazard Identification		Evaluation			Risk Control		Improvement Action		Evaluation
4	Collision of Boats During Race	Catastrophic	Rare	High	<ul style="list-style-type: none"> ❖ All boats are to travel in the same direction around a set course ❖ A minimum distance of 5m is to be maintained between all boats during a race ❖ Overtaking of a slower boat is to be conducted on the outside only, unless an imminent safety risk is present. ❖ All driving procedures are covered in the briefing prior to every event. ❖ Where any procedure or rule is not followed, the participants will be disqualified and disciplinary action will be taken 	All participants Safety boat operator All MPBC Members	Moderate	Rare	Low
5	Entry of Unauthorised Craft	Catastrophic	Possible	Extreme	<ul style="list-style-type: none"> ❖ The safety boat operator and all boat crews are to monitor the course at all time for unauthorised water craft on the course. ❖ If a watercraft is identified within the course prior to a race, the race will not start until the watercraft has cleared the course. ❖ If a watercraft is identified with in the course by the safety boat during an event and seen to pose a risk the red flag is to be raised signalling all boats to stop the race until the course has been cleared ❖ If a watercraft is identified with in the course by a competing boat they are to give way, cease racing if unsafe, wave their orange flag and notify the safety boat by UHF immediately in which case the red flag will be raised signalling all competitors to stop. ❖ Yellow course markers to indicate no go zone. 	All participants Safety boat operator All MPBC Members	Minor	Possible	Medium

6	Fire	Catastrophic	Unlikely	Extreme	<ul style="list-style-type: none"> ❖ All boats are to carry appropriate fire fighting equipment. (mandatory ski race boats) ❖ All drivers and observers are to be aware of the location of fire fighting equipment with in the boat and how to use it. ❖ All fire fighting equipment is checked for compliancy in scrutineering – (mandatory for ski race boats) 	Boat owners, drivers and observers MPBC committee	Minor	Unlikely	Low
7	Emergency Services Required	Moderate	Rare	Low	<ul style="list-style-type: none"> ❖ 000 is to be dialled for Classification 1 medical emergency ❖ Mobile phones are used to contact emergency services ❖ VHF radios are to be carried in all boats for communication to safety boat and officials table in case of emergency. ❖ All emergency contact numbers are at the officials table ❖ The Blue and White flag is to be waived from any boat who requires medical assistance. (ski race boats) ❖ Flares may be used to signal for help in urgent situations. (ski race boats) 	All participants All MPBC Members	Moderate	Rare	Low

Hazard Identification		Evaluation			Risk Control	Improvement Action	Evaluation		
8	Petrol and Oil Spillage	Moderate	Unlikely	Medium	<ul style="list-style-type: none"> ❖ Boats are not to be refuelled on the water at all ❖ If refuelling is required during an event, it is to be done in the pit area. ❖ All fuel and oil systems are checked at scrutineering 	MPBC committee All boat operators All MPBC members	Insignificant	Unlikely	Low
9	Environmental Damage	Moderate	Rare	Low	<ul style="list-style-type: none"> ❖ All competitors are to stay within the permitted course. ❖ In the event of marine life entering the course all racing is to stop. ❖ If marine life is identified prior to a race the safety boat will raise the red flag and the start will be postponed until the marine life has left the vicinity. ❖ If a marine life is identified during a race within the vicinity of the course the race will be red flagged by the start boat, all competitors are to come to a complete stop and a restart will take place once the marine life has passed. 	All participants Safety boat operator All MPBC Members	Minor	Rare	Low
10	Toilets, Litter & Rubbish	Insignificant	Rare	Low	<ul style="list-style-type: none"> ❖ Use of public toilets at park venue ❖ The site is to be left as it was found all rubbish to be taken or placed in bins provided. 	MPBC	Insignificant	Rare	Low
11	Permits	Insignificant	Rare	Low	<ul style="list-style-type: none"> ❖ MSQ and Waterway Authority 	MPBC	Insignificant	Rare	Low
12	Adverse weather	Catastrophic	Rare	Extreme	<ul style="list-style-type: none"> ❖ Weather web site to be monitored prior to event. ❖ Final decision to be made at the boat ramp on the day of event by all MPBC members. 	MPBC	Moderate	Rare	Low

6. RISK CONSEQUENCE TABLE

CODE : **E** – extreme **H** - high risk **M** – medium risk **L** - low

Likelihood	CONSEQUENCE				
	INSIGNIFICANT	MINOR	MODERATE	MAJOR	CATASTROPHIC
Almost Certain (Is expected to occur at most times)	HIGH	HIGH	EXTREME	EXTREME	EXTREME
Likely (will probably occur)	MEDIUM	HIGH	HIGH	EXTREME	EXTREME
Possible (might occur at some time)	LOW	MEDIUM	HIGH	EXTREME	EXTREME
Unlikely (could occur at some time)	LOW	LOW	MEDIUM	HIGH	EXTREME
Rare (may occur in rare circumstances)	LOW	LOW	LOW	MEDIUM	HIGH

Insignificant: -

- a. no injuries or fatalities;
- b. little community disruption; or
- c. no environmental or other damage.

Minor: -

- a. small number of injuries;
- b. no fatalities;
- c. only first-aid required; or
- d. some environmental or other damage (but not lasting).

Moderate: -

- a. hospital treatment required;
- b. no fatalities;
- c. some community inconvenience;
- d. some environmental damage (small long-term affect); or
- e. other damage.

Major: -

- a. extensive injuries;
- b. significant hospitalisation;
- c. some services unavailable;
- d. extensive environmental damage (long term affect);
- e. other extensive damage; or some community displacement.

Catastrophic: -

- a. fatalities;
- b. injuries and extended hospitalisation periods;
- c. widespread community displacement;
- d. extensive and widespread damage;
- e. significant short or long term environmental damage.

Appendix 2

PRE-EVENT CHECKLIST

- Permits in place – MSQ and Waterway Authority
- Event advertised
- Relevant clubs and organizations phoned
- Nominations and monies received
- Memberships current
- Tow vehicle for safety boat
- After race venue booked
- Crew to assist in setting course
- Roll Call
- Beginners briefing
- Briefing
- Rescue Boat Briefing
- Radio check with the judges stand, course botas and ski race boats
- Sighting Lap – all competing boats
- All crew to assist in removal of course

Appendix 3

MEDICAL RESOURCES

To be completed by the MPBC Committee:

Date of Issue:		Current Until:	
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Resource	Location	Availability	Capability	Contact
Field First Aid				
Ambulance				
Hospitals				
Other				
Key:	<i>List in order of closeness. If ETA to site is known indicate for road and/ or air.</i>	<i>24 hour or note restricted times, (e.g. field may be 9:00-17:00 hrs. only)</i>	<i>E.g. - No mobile staff or resources. - Air Ambulance. - Emergency.</i>	

GENERAL EMERGENCY CONTACT:

Appendix 4

Emergency Response Plan

In the event of an incident or emergency time is crucial! Treat all incidences as serious until proven otherwise. Delegate tasks to speed up process. In the event of a serious accident involving a skier, boat or member of the public the following steps are to be followed.

1. Keep a sharp eye out for blue and white medical flags (these indicate serious medical treatment is required) and listen carefully for any radio contact with important information pertaining to the incident from competing boats or course boats.
2. Deploy safety boat if not already on scene with spinal board and first aid equipment.
3. Dial 000 asap!
4. Notify operator that address for ambulance pickup is (as emergency contact list)
5. Begin filling important details in on an "Incident Log" form as soon as practical. List everything pertaining to the incident inc. times, names, first aid treatment administered, symptoms etc.
6. Rescue vessel is to bring patient/s to shore in front of Tobruk pools.
7. Do NOT move patient until ambulance personnel have arrived and advised to do so, unless a life threatening situation presents.
8. Keep anyone non critical to the treatment of the patient/s well clear.
9. Notify the patients emergency contact at earliest convenience.
10. Suspend all racing until the incident has been fully dealt with.

Emergency Response Classifications

MPBC Committee or first aider is to determine the classification of casualty (classification 1, 2 or 3) and prioritize for response procedure. The following response procedures are to be prioritized as follows:

Classification 1: This classification is a medical emergency; the casualties life is immediately threatened. Rapid evacuation, emergency resuscitation and/or surgery required.

Classification 1 Response: Emergency Response Plan is to be strictly followed. 000 is to be called immediately with information regarding the injury. Casualty is to be stabilized in location by MPBC members, immediate first aid to be rendered by qualified first aider before evacuation by QAS. If casualty is transportable, relocate to the meeting location.

Classification 2: This classification is a significant injury; the casualties' injuries are not life threatening but will require first aide on site and transport to hospital.

Classification 2 Response: First aid to be rendered on site, casualty to be relocated back to the beach/boat ramp. If assistance is required, QAS to be called.

Classification 3: This classification is a minor injury; Casualty has sustained minor injuries, first aid treatment on site.

Classification 3 Response: Casualty to be treated by qualified first aider onsite.

Contact information as per Medical Resource

Appendix 5

Course Map Awoonga Dam

