



Multihull Yacht Club Queensland Inc.

CRISIS MANAGEMENT PLAN FOR MYCQ RACES

Including Moreton Bay and surrounds, the Sunshine Coast and as far north as Gladstone, including the Brisbane to Gladstone Multihull Yacht Race



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1. Distribution

MYCQ recommends that all who race under MYCQ auspices be conversant with the contents of this document which will be available to all via MYCQ's website. Competitors shall have in the Sailing Instructions a copy of the pertinent contacts.

Copies will be sent to the Officer in Charge, Brisbane Water Police and to appropriate Voluntary Marine Rescue Groups.

2. Charter

This document:

- lists contact details of people and groups identified as being able to assist should a crisis arise involving a MYCQ racing vessel;
- describes the formation and appropriate actions of a MYCQ Crisis Team to cope with such a crisis;
- describes a Crisis Centre from which a MYCQ Crisis Team would operate; and
- identifies a range of incidents that may occur during racing under the auspices of MYCQ and indicates appropriate responses by a MYCQ Crisis Team.

3. Contact Details for the MYCQ Crisis Team

3.1 MYCQ Officials

Title	Name	Mobile Phone Number	After Hours Number
Commodore	Bruce Wieland	0438 176 704	07 33954727
Vice Commodore	NA		
Rear Commodore	Alasdair Noble	0409 490 595	
Secretary	Christopher Wren	0448 999 800	
Treasurer	Geoff Berg	0419 672 565	
Officer of the Day	Call "MYCQ Fleet Race Officer" on channel 72		



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3.2 Races within and near to Moreton Bay

Title	Name	Mobile Phone Number	After Hours Number
Commodore	Bruce Wieland	0438 176 704	07 33954727
Vice Commodore	NA		
Rear Commodore	Alasdair Noble	0409 490 595	
Secretary	Christopher Wren	0448 999 800	
Treasurer	Geoff Berg	0438 866 921	
Officer of the Day	Call "MYCQ Fleet Race Officer" on channel 72		

3.3 Brisbane to Gladstone Race Committee

Title	Name	Mobile Phone Number	Satellite Phone
Race Director	Mike Hodges	0411 888 850	
Officer of the Day	Bruce Wieland	0438 176 704	
Gladstone Race Office	Bruce Wieland	0438 176 704	
Start Vessel Skipper	Richard Jenkins	0498 228 656	
Officer of the Day	Call "MYCQ Fleet Race Officer" on channel 72		

Any of the above personnel may constitute an MYCQ Crisis Team deemed necessary by the Race Director / OOD or Gladstone Race Office.



3.4 Contact Details for Support Organizations

3.4.1 Queensland Police Service

Title	Business Hours Phone Number	Address
O.I.C. Water Police Qld	3895 0333	Queensland Water Police Howard Smith Drive Lytton

3.4.2 AMSA and AusSAR's Rescue Coordination Centre (RCC Australia)

Title	Business Hours Phone Number	Address
Duty Officer AusSAR Australia	1800 641 792 or 02 6230 6811 Fax 1800 622 153	25 Constitution Avenue Canberra City ACT (As above also) OR GPO Box 2181 Canberra ACT 2601

3.4.3 Maritime Safety Queensland Marine Operation Bases

Brisbane	Pinkenba 4008	3632 7500
Mooloolaba	Old Pilot Station, Mooloolaba 4557	5373 2310
Urangan	Buccaneer Av., Urangan 4655	4194 9600
Bundaberg	46 Quay St, Bundaberg 4670	4132 6600
Gladstone	21 Yaroon St, Gladstone 4680	4971 5200



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3.4.4 VMR / Coastguard

Note: All VMR / Coastguard facilities monitor VHF Channel 16

Name	Operating Hours	VHF Channels	Phone Number
VMR Brisbane	0600-2200	67,73, 81	3396 5911
Redcliffe Coastguard	0600-2100	21,67,73,81	3203 5522
Bribie Island VMR	0600 – 1800	21,67,73,81	3408 7596
Caloundra Coastguard	0700 – 1700	21,67,80,73	5491 3533
Mooloolaba Coastguard	0600-2200	21,22,67,73,80,81	5444 3222
Noosa Coastguard	24hrs	80,22	5474 3695
Tin Can Bay Coastguard	0600-1700	80,82	5486 4290
Sandy Straits Coastguard	0700-1800	80,73,82	4129 8141
Hervey Bay VMR	0600-1800	73,22	4128 9666
Bundaberg VMR	0700-1800	22,67,80, 81	4159 4349
Round Hill VMR	As required	81,82,67	4974 9383
Gladstone VMR	0800-1800	67,82	4972 3333

Note: List of Entries for Brisbane to Gladstone or AMOC, (In Appendix 7), to be sent to VMRs



3.4.5 Bureau of Meteorology

Title	Name	Business / After Hours Phone Number
Weather Bureau Brisbane	Senior Forecaster 2	3239 8700
Weather Bureau Brisbane	Senior Forecaster 24 hrs	3239 8750
Alternative Phone Number	Senior Forecaster 24 hrs	3239 8602

3.4.6 Hospitals

Name	Phone Number
Royal Brisbane Hospital	3636 8111
Redcliffe Peninsula Hospital	3883 7777
Caloundra Hospital	5436 8500
Noosa Hospital	5455 9200
Maryborough General Hospital	4122 8222
Hervey Bay Hospital	4120 6666
Bundaberg Base Hospital	4152 1222
Gladstone Districts Hospital	4976 3188



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4. Vessel Tracking System

Port of Brisbane VTS (Vessel Tracking System) – Channel 12 VHF.

Port of Gladstone VTS (Vessel Tracking System) – Channel 13 VHF.

The relevant VTS stations are the principal point of contact for vessel tracking within the pilotage areas, and vessels should register with the relevant VTS as required in the Port Procedures and the Sailing Instructions.

The VTS control rooms monitors VHF radio 24 hours per day and should be notified of any damage to aids of shipping either caused by or observed by a race entrant.

5. Response to a Crisis

5.1 Subsequent to identifying an emergency incident, personnel of the MYCQ Crisis Team will:

- control and coordinate the management of any incident and provide liaison with other Agencies (Police, AusSAR , VMRs, etc.) when appropriate;
- receive notification and coordinate the assessment of an incident;
- coordinate the notification of next-of-kin in the event of an incident;
- contact the land-based Yacht Representative in the event of an incident; and
- coordinate media management efforts.

5.2 General Response to any Race Associated Incident

Subsequent to identifying any incident relevant to the Race Fleet, the Race Director / OOD / Gladstone Race Office will:

- conduct an immediate risk assessment;
- involve Support Organizations where necessary;
- open and activate the MYCQ Crisis Team where necessary;
- log details; and
- submit a written report to the appropriate bodies at a later date.

Since any stakeholder can tell the Race Director / OOD / Gladstone Race Office about a potential situation that may amount to a 'crisis' situation, notification of an incident for evaluation may come from:

- any competitor or competing yacht;



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-race radio communication team;

-race management;

-agencies such as the Police / AusSAR;

-media;

-failure of a yacht to report;

-yacht tracker signal; and

- an outside observer.

Notification could come by:

-radio;

-phone or satellite phone;

-yacht tracker;

-media report; or

-rumour.

The Race Director / OOD / Gladstone Race Office should assess any situation and activate appropriate responses. This does not replace any emergency response or notification by emergency services, who will make their own assessment and determine their own responses.

Notification should be logged with the time, date, name of person reporting the incident, telephone number or contact details and details of the report.

5.3 Assessment – by Race Director / OOD / Gladstone Race Office

The Race Director / OOD / Gladstone Race Office will assess any emerging situation and escalate, where deemed necessary, to involve emergency services that are best equipped to deal with the situation. Under some circumstances, such as a MAYDAY call or EPIRB activation, the Race Director / OOD / Gladstone Race Office will be notified by the appropriate agency already managing the incident.

5.4 Escalation – by Race Committee

The Race Committee may monitor the race and make an assessment of circumstances that may lead to a 'crisis' situation. If it does so decide, it must quickly tell the Race Director/OOD/Gladstone Race Office.



5.5 Callout procedures authorized by Race Director / OOD / Gladstone Race Office

The Race Director/OOD/Gladstone Race Office notifies the Crisis Team about the incident, determines response level and notifies agencies or activates Crisis Team Centre, as required. All contacts are recorded from this point forward in a continuous log including:

- time;
- date;
- contact name/organization;
- contact numbers;
- details of contact;
- actions taken;
- follow up; and/or
- close off.

The Race Director / OOD / Gladstone Race Office may seek assistance to act on his / her behalf in the call-out procedures. All actions should be logged.

5.6 Crisis Protocols

While the MYCQ Crisis Team will have control / authority over the issues concerning the race, Police, AusSAR or other agencies will have control of any search and rescue operation.

The MYCQ authority include:

- race management team;
- next of kin (NOK) enquiries;
- information to be passed to competitors' land-based Yacht Representative excluding fatality; and
- liaison with Police, AusSAR + other agencies.

Note: The Queensland Police Service should be the initial point of contact for most SAR incidents. In extreme circumstances where multiple and serious incidents are involved, the Race Director / OOD / Gladstone Race Office / Crisis Team may elect to inform AusSAR first and the Queensland Police second.

The Queensland Police Service will have sole authority to arrange notification of next of kin in the event of death.



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5.7 Crisis Centre

Establishing the Crisis Centre

On notification of a crisis situation, the Crisis Centre would be opened by the Race Director/OOD or their proxy. In the case of an emerging or potential incident, the Race Director/OOD/Gladstone Race Office may open the Crisis Centre.

Operating the Crisis Centre

The Race Director / OOD / Gladstone Race Office have the responsibility of briefing the Search & Rescue authority (SAR) and other agencies on the details of the Crisis Team Members, including contact names and numbers. On convening, the Race Director / OOD / Gladstone Race Office will brief the Crisis Team and review operating protocols.

5.8 Crisis Team Chairperson

The Chairperson may be the Race Director, their proxy or their elect and be responsible to:

- coordinate/direct contact with emergency agencies;
- direct team members to tasks dependent on the nature of the incident(s);
- liaises with race management; and
- conduct a review, post analysis and update of Crisis Plan.

5.9 Crisis Team Members

the team members need to:

- maintain detailed log books;
- response to inquiries:

Maintain a listening watch on VHF radio, HF radio, TV, radio and press;

- liaise with race competitors that have retired and reached port;
- liaise with local authorities to assist retirees; and
- update the Race Committee of retirees and any other relevant matters.

5.10 Crisis Team Resources

A copy of the current crisis manual together with the following.

- a photograph of each yacht;
- television and am/fm radio;

- dedicated mobile phone, and charger(s);



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-phone lines;

-charts for relevant areas (e.g. AUS 365,AUS 366, AUS 246, AUS 245, AUS 235, AUS 236 and Queensland Transport : Moreton Bay – Southport to Caloundra);

-charting instruments;

-VHF radio with race frequency;

-stationery including log books; and

-pre-prepared lists (electronic and hard copy) of key contact numbers including full details of yachts, crews, next of kin lists.

6. Emergency Procedures for Anticipated Incidents

6.1 Communications

When an incident escalates to the point where many inquiries are occurring, the Crisis Team Chair may advise the media of contact numbers and request their assistance in making these numbers public.

The police may set up their own call centre in the event of an emergency.

A system of detailed contact procedures for the Crisis Team are designed to keep the next of kin of competitors and the media well informed, and to minimize the need for mass inquiries. (see appendices).

6.2 Anticipated Incidents

Severe weather.

Man/person overboard (MOB).

Capsize or severe damage.

Mayday / EPIRB activation.

Potential loss of life or serious injury.

Missed schedule or sudden change to Yacht Tracker.

The actions required for each of these potential incidents are described in the following sections.

6.3 Severe Weather

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6.3.1 Threat

A threat of severe weather monitored by the Race Director, OOD or any MYCQ official should be assessed and a decision made as to possible opening and activating of the MYCQ Crisis Centre.

6.3.2 Preventative Strategies

- Information provided at the race briefing.
- Yachts to report wind speed over 40 knots (True) to the Race Control and the rest of the fleet.
- Training, refer to Section 6, Part 1, Australian Sailing, Special Regulations.

If weather conditions cause single or multiple withdrawals, yachts shall advise the Race Control Centre at their earliest possible convenience of their destination, ETA and reason for withdrawal. The race sailing instructions require that each retiring yacht continue to report their position until reaching port.

6.3.3 Crisis Team Actions

If weather conditions deteriorate and become extreme, or if there are multiple withdrawals in extreme conditions, or in an unlikely event such as Gladstone Harbour being closed, the Crisis Team may:

- deploy the Crisis Team as necessary (particularly to assist in the event of a port closure);
- provide information to Police, AusSAR and other authorities as required;
- advise competitors to proceed to an alternate port;
- assume control of the next of kin liaison (Land-based Yacht Rep) notifications; and
- coordinate simultaneous press releases as necessary.

6.4 Man (or Person) Overboard (MOB)

6.4.1 Preventative Strategies



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See Section 5.02.1, Australian Sailing, Special Regulations.

6.4.2 Recovery Strategies

- See Section 4.26, and 6.01, Australian Sailing, Special Regulations.
- See Appendix D, Part 1, Australian Sailing, Special Regulations.
- MYCQ recommends yachts should have readily accessible procedural instructions in writing.
- Outside assistance should be sought immediately if the MOB is lost from sight or difficulty is being experienced in his recovery.

6.4.3 Crisis Team Actions

When notified of MOB the Crisis Team will be activated and will:

- Review fleet positions and advise Police/AusSAR + other rescue authorities.
- Assume control of next of kin communications.
- Call press conferences as necessary.
- Coordinate simultaneous press releases when necessary.
- Maintain strategic overview of weather forecast and communication with fleet.

6.5 Capsize or Severe Damage

6.5.1 Preventative Strategies

- Compliance with the Australian Sailing, Special Regulations and the additional safety requirements contained in the MYCQ Sailing Instructions.
- Crew Training and Experience. See Sect. 2.04.1, Australian Sailing, Special Regulations.

6.5.2 Vessel Recovery

See Appendix 6, of this document.

6.6 Mayday/EPIRB Activation

6.6.1 Crisis Team Actions



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In the event of a MAYDAY the Queensland Police Service will assume control and advise the Race Director / OOD / Gladstone Race Office. If the rescue operation extends beyond the capability of the police, coordination of the incident will be transferred to AusSAR. AusSAR receives advice of MAYDAYs from Telstra coastal radio stations or vessels at sea through satellite communications. If MAYDAYs are received by volunteer rescue organizations, they pass this information directly to the police for action.

In the event of EPIRB activation, AusSAR advises the police and may task an aircraft /surface vessel to perform Search and Rescue.

The Crisis Team will assume control of Land-based Yacht Representative notifications and next of kin communications, seek information on fleet positions and direct rescue yachts as appropriate.

6.7 Serious Injury or Potential Loss of Life

6.7.1 Response Procedure

- Assessment and report;
- Crisis Team Activation; and
- Management of the Crisis Team.

6.7.2 Crises Team Actions

In the event of the loss of life, the police have sole responsibility for the notification of next of kin. Until such time as the Police has advised either the Race Director / OOD / Gladstone Race Office / Crisis Team that this action has taken place, no statements concerning a fatality can be released.

The Crisis Team will take the following actions, once cleared to do so:

- assume control of next-of-kin communications;
- call press conferences as necessary;
- liaise with medical authorities as required; and
- provide access to medical advice for onboard use as necessary.

6.6 Missed Schedule or Vessel Tracker not Operating

6.6.1 Preventative Strategies



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-Contact to or from another vessel by radio.

-Radios and antennae must comply with Sect. 3.25.1, Australian Sailing, Special Regulations.

-Use of alternate means of communication (e.g. radio, mobile phone, satellite phone or hailing near-by yachts).

6.6.2 Response

If a yacht tracker stops operating the Race Director / OOD / Gladstone Race Office should attempt alternate means of communication to the vessel, via radio, mobile or satellite phone. They should also request information from other sources (e.g. VMRs and other vessels). If no contact can be made, the Race Director / OOD / Gladstone Race Office should fully assess the situation and escalate to an appropriate level.

7. Brisbane to Gladstone Race Information

Radio Frequencies that will be used are VHF Channels 16, 21, 22, 72, 73, 80, 81 and 82.

Time Line for Brisbane/Gladstone

31/1/19	MYCQ reviews the Crisis Management Plan
7/02/19	Formation of various committees & Crisis Plan revisions
15/03/19	Close of Entries
17/04/19	Race Briefing
17/04/19	Weather Briefing
19/04/19	Race Starts

8. Scheduled Plan Reviews and Maintenance



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This plan will be reviewed in accordance with the schedule detailed below. The MYCQ Sailing and Safety Committee will be responsible for coordinating the reviews and updating the plan documentation.

Plan Sections	Who Reviews and Updates	When Reviewed and Updated
1 through 4	Sailing and Safety Committee Chairperson and committee.	By end of November each year (post Brisbane to Gladstone or AMC)

9. Glossary

ABS	American Bureau of Shipping
AMSA	Australian Maritime Safety Authority
AusSAR	Australian Search and Rescue
AYF	Australian Yachting Federation
BOM	Bureau of Meteorology
Cat 3	Category 3 (a class of safety requirement for yachts racing offshore)
ColRegs	International Rules for the prevention of Collisions at Sea
QCYC	Queensland Cruising Yacht Club
EPIRB	Emergency Position Indicating Radio Beacon
ETA	Estimated Time of Arrival
GPS	Global Positioning System (a navigation system using satellites)
GRP	Glass Reinforced Plastic (a material used in the construction of many modern yachts)
HF	High Frequency (radio)
IMS	International Measurement System
IOR	International Offshore Rule
IRC	International Rating Certificate also known as IR2000
ISAF	International Sailing Federation
ITC	International Technical Committee



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IYRU International Yacht Racing Union

KHz	Kilohertz
Knots	nautical miles per hour (a measure of speed)
LOA	Length overall
LPS	Limit of Positive Stability (a measurement of the righting ability of a vessel)
May Day	Internationally recognized distress call
mb	Millibar (a measure of pressure)
MHz	Megahertz
MOB	Man Over Board
MSL	Mean Sea Level
MYCQ	Multihull Yacht Club Queensland
N / A	Not Applicable OR Not Available
NOK	Next of Kin
NOR	Notice of Race
ORC	Ocean Racing Club
OMR	Offshore Multihull Rule
Pan Pan	Internationally recognized urgency call
PFD	Personal Flotation Device
PFD 1	Personal Flotation Device Type 1 as specified by the Australian Standards
PHS	Performance Handicap System
POB	People on Board
RCG	Race Control - Gladstone
RCC	Rescue Coordination Centre Australia (RCC Australia)
RF	Radio Frequency
RORC	Royal Ocean Racing Club
RRS	"ISAF Racing Rules of Sailing for 2017-2020" published by AYP.
RRV	Radio Relay Vessel
RVCP	Royal Volunteer Coastal Patrol



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SAR Search and Rescue

SAT COM C	Continuous Tracking Device of each yacht.
SI	Sailing Instructions
Sked	Schedule (a set program of radio communications)
Spectra	A type of braid used on yachts for halyards and jack lines.
VHF	Very High Frequency (radio)
VIB	Brisbane Radio
VIM	Melbourne Radio
VIS	Sydney Radio
VIT	Townsville Radio
VMR	Volunteer Marine Rescu

10. Appendices

10.1 Appendix A: Next of Kin (NOK) / friends, relatives communications form.

USE: To be used for incoming calls to the race organizers or race information centre.

The following format is to be used for communications with next of kin (NOK), friends, relatives and others that contact the event organizers in the event of an emergency or other contingency.

Individuals dealing with the next of kin (NOK) must NOT make any statements that are not factual or that have not been approved by the Crisis Team Chairperson.

SAY:

Hello, my name is (operator's name). **Which yacht are you enquiring about?**

We have the following information about (yacht name) **received at** (day/date/time).

The yacht's position was (latitude/longitude) **which is near** (pragmatic geographic location / landmark). **The crew is** (short statement on crew status but only if known). **The yacht's estimated time of arrival at** (destination) **is** (day / date / time).

The next scheduled position report is at (day/date/time) **and we anticipate being able to update this information at approximately** (time).

10.2 Appendix B: Notification of an Incident (No crisis)

Crisis Team not activated, but contacts land-based Yacht Representative.



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USE: Following an incident, where the Crisis Team is not activated, the Race Director or designate may contact the 'Land-based Yacht Representative' nominated on the compulsory crew list submitted to the MYCQ prior to the start of the race.

Such incidents could be:

- withdrawal for any reason;
- dismasting;
- crew injury (minor); and
- damage to hull/rigging (minor).

SAY:

Hello, my name is (caller's name) **from the MYCQ Race Management Team in Gladstone / Brisbane. May I speak to** (Land-based Yacht Rep's name) **please.**

(Introduce yourself to the 'Land-based Yacht Representative')

I am calling to advise you that (brief description of incident, but only facts).

The yachts position at (day/date/time) **was** (latitude/longitude) **which is near** (pragmatic geographic location / landmark).

The yacht is (short statement on yacht status, if known, or may have been covered during incident advice above).

The crew is (short statement of crew status, if known, or may have been covered during the incident advice above).

The yachts estimated time of arrival at (destination) **is** (day / date / time).

The next scheduled radio contact with (yacht's name) **is expected at** (time) **and we anticipate being able to update you at** (time).

Will you please call the rest of the crew's designated contacts, as per your list, and advise them of the situation, including their destination and ETA. Also advise them of the time of the next expected update and that you will contact them soon after.

We will call you after the next scheduled contact or immediately we have new information.

10.3 Appendix C: Notification of an incident (Crisis)

Crisis Team is activated and contacts land-based Yacht Representative.



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USE: Following an incident where the Crisis Team is activated, the Crisis Team will take over the responsibility for controlling communication with Land-based Yacht Representative or next of kin (NOK).

Such incidents would be: extreme weather; serious injury; MOB; EPIRB or MAY DAY; capsize or severe damage or fatality.

Note that the Police have the sole responsibility to notify the next of kin in the case of fatalities. The Crisis Team would only advise the other crew's next-of-kin after that Police advise accordingly. Any contact made by and media personnel should always be politely directed to the Police Media Service.

The Crisis Team will normally contact the land-based Yacht Representative to relay information, to in turn be relayed by the Land-based Yacht Representative to the rest of the crew's next of kin (or designated contact). However, in the case of the incident being to a specific crew member(s), the Crisis Team will contact the yacht's Land-based Yacht Representative and they will notify the crew member(s) next of kin.

SAY:

Hello, my name is (your name only) **from the MYCQ.**

DO NOT SAY: "CRISIS TEAM! 'May I please speak to . . . (Land-based Yacht Rep or next of kin).

I am calling to advise you that (brief description of incident – ONLY FACTS)

The yachts representative (name) **is being contacted to advise the rest of the crew's next of kin about** (brief description/'the incident').

In addition, specific details – FACTS ONLY – should be relayed.

For example:

"AusSAR/Queensland police have coordination of this incident/emergency and have mounted a search. The exact details of which, AusSAR/Queensland police will pass on to us at 6:00 tonight". A senior member of AusSAR is in contact with our race management team."

The yacht's position at (day/date/time) **was** (latitude / longitude) **which is** (pragmatic geographic location/landmark).

The yacht is (short statement on yachts status, if known, or this may have been conveyed during incident advice above).

The crew is (short statement on crew status, if known, or may have been covered during incident advice above.)



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The yachts estimated time of arrival at (destination) is (day / date / time).

The next scheduled radio contact with (yacht's name) is expected at (time) and we anticipate being able to update you at (time).

Will you please call the rest of the crew's designated contacts as per your list and advise them of the situation, including the yachts destination and ETA. Also advise them of the time of the next expected update and that you will contact them soon after.

10.4 Appendix D: Land-based Yacht Representative and Crew Communications Form

NOTE: The submission of the following completed information is part of the conditions of entry for the race.

EMERGENCY CONTACT PERSON (Land-based Yacht Representative) DETAILS

EMERGENCY CONTACT PERSON DETAILS
(NOTE: Must be able to be contacted AT ALL HOURS for the duration of the race)
In the case of a major incident race control will contact one Yacht Representative on shore.
Please ensure that your representative has all crew contact details for those people sailing on your yacht so any relevant information can be passed on to families and friends.
NAME
PHONE(Home) (W) (M)

In case of an emergency is there any medical condition of any crew that the Organizing Authority needs to be aware of? If so, please attach details (Crew, Condition, Doctors etc)

10.5 Appendix E: Contact and Incident Log (sheet 1)

Table with 5 columns: Time, Date, Contact Name / Yacht Name, Call Sign / Phone No., Action / Details



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Time	Date	Contact Name / Yacht Name	Call Sign / Phone No.	Action / Details

Name of person recording log _____

10.6 Appendix F: Righting a capsized multihull.

10.6.1 Initial approach for all Multihulls

A suggested method is as follows.

1. Attach three lines to the capsized vessel, one to the starboard bow, one to the port bow, and one to the centre of the stern with the rescue vessel aligned astern.
2. Tow the capsized vessel astern to windward via the central tow rope.
3. When the underwater drag causes the sterns to sink, transfer the tow to the bow lines by releasing the stern line.
4. The bows should somersault over, restoring the vessel to an upright position with the working sails feathered to windward.
5. Plug any holes and commence baling and/or pumping.

When righting a trimaran, attach the central stern line to main hull.

For a catamaran attach central stern line to rear beam or short bridle from each hull.

Note: Should the above procedure be unsuccessful, righting the vessel by somersaulting the sterns over bows should be attempted. In this case, the vessel would be towed ahead initially until the bows sink.

Rolling a catamaran laterally is normally unsuccessful and structurally damaging.

10.6.2 Trailer Trimarans

The following text is quoted from the “Sailing Manual for All Corsair Models”

The original document is at www.corsairmarine.com/PDFfiles/SailingManual.pdf.

“If this procedure does not work, then try flooding the end that needs to sink, or add some crew weight (ready to abandon ship once the end concerned starts to go under). If this fails, try towing in the other direction. Some controlled flooding may also be required. Towing sideways will not work.

Another righting method, that uses the folding system, has been tested and shown to be workable on a Farrier designed 19' Tramp in choppy conditions, and on an F-27 in smooth water.

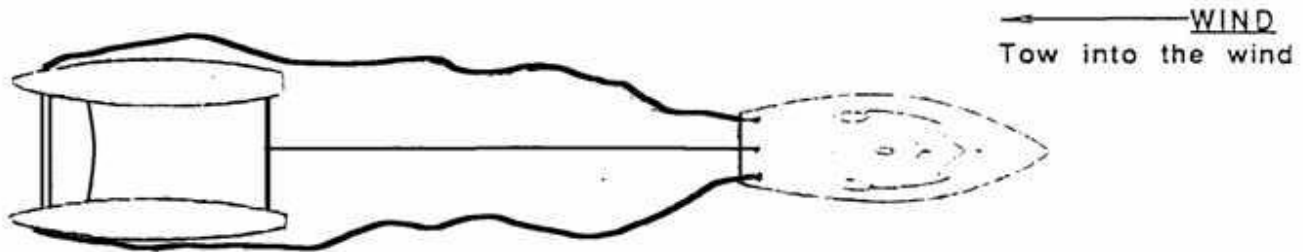
The method has not been successfully tested at sea and thus should not be tried at sea. It is better to wait for assistance, as the righting action does tend to flood the inverted boat more. Not a good idea if the righting attempt doesn't work.”

While not explicitly described, this method involves undoing the bolts of the folding system (which is fine when they are captured bolts but still hard to do in a sea) so that the trimaran's float is, or the floats are, against the main hull and then trying to right the relatively narrow boat. However, as most

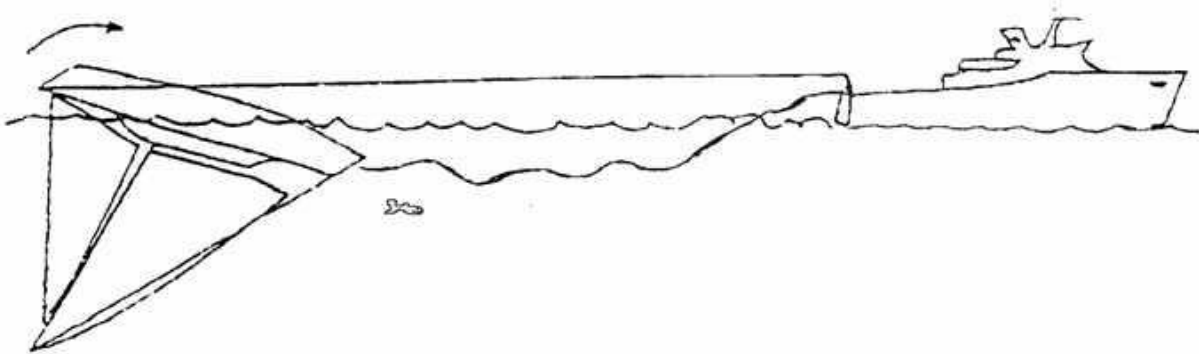
know from their dingy days, some assistance would be helpful to firstly turn the yacht into the wind, begin to right the yacht and also to stop it before it rolls over the other way. There have also been instances on smaller trimarans, where releasing a side stay (but using lashing to control its removal) to enable an attempt to right the yacht without the weight of the rig.

All these recovery systems could result in considerable damage and need third parties to help control the outcome but righting a yacht is the first step in the recovery process.

The following diagram illustrates the correct alignment and commencement of towing.



The following diagram is a section illustrating the first stage of righting a catamaran or trimaran.



Once the yacht's stern starts to bury release the tension on the stern line and transfer the load completely to the two bow lines. However, ensure that these lines are clear and not trapped under the hulls.

10.7 Appendix G: List of Entries and description.

A list of confirmed entries will be made available at the briefing.