

## **APPENDIX H**

### **ISAF Code for the Organisation of Oceanic Races**

*An Oceanic Race is defined as any Offshore race over 800 miles.*

1. Organisers of Oceanic Races should consult with the **SAR (Search and Rescue) authorities** through whose areas a race is proposed to pass. Topics to be considered should among others be;
  - Mutual responsibilities
  - Resources
  - Satellite communications coverage
  - Position reporting systems
  - Safety equipment on board
  - Lessons learned from recent events
  - Exchange of communication addresses, phone numbers etc
  
2. A **Risk Analysis** should be made, covering topics like;
  - Meteorological conditions (icebergs, major currents, fogbanks, eddies etc)
  - Commercial traffic, separation zones etc
  - Stability requirements
  - SAR assets and coverage
  - Piracy and other security matters etc
  
3. **Environmental aspects** as wild life protective zones should be considered.
  
4. A **Notice to Mariners** about the race should be produced, usually in cooperation with the organizers national authorities.
  
5. An **Organization Chart** shall be established with key appointments like the Race Director (when applicable), Chairman of the Race Committee, Principal Race Officer, Safety Officers, Medical Officer, media personnel etc.
  
6. The Race Organizer should from the participating boats require;
  - Crew lists with names, nationalities, contact details, PLB data and telephone numbers to next of kin
  - For all boats all data that is registered for radio and data communications like call signs, Maritime Mobile Service Identity(MMSI), EPIRBs etc
  - Boat details and descriptions (including electronic pictures)

- Owners/Helmsman declaration regarding liability

7. A **Race Control Centre** should be organized with Duty Officer 24/7. The watch roster should include relevant means to reinforce the working capacity. It may be appropriate to arrange a training course for the duty officers before the race, including potential incident scenarios. A visit for skippers and navigators to the Race Control Centre may be arranged before the start of major long races, if possible also to appropriate Maritime Rescue Co-Ordination Centres (MRCC).

At the Race Control Centre a Log Book should be maintained. A format for daily situation reports (sitreps) should be developed. A Voice recorder should be available to record radio communications and crisis management.

8. A **Safety Information Package** about the race, boat descriptions and details (including electronic pictures), safety equipment, radio communication and medical resources, key personnel at the Race Control etc should be distributed to participating boats as well as the appropriate MRCC's.

9. A **Crisis Management Group** should be organized with the Chairman of the Race Committee, the Safety officer, Medical officer and others as relevant. The team should include media and legal representatives from the organizing body.

10. A **Crisis Support Group** with psychologists, medical and clerical personnel should be available for major incidents, both for immediate support to crews and dependants as well as for crew debriefings at later stages. This may be arranged by the Race Committee or the authorities controlling the area.

11. There may occur incidents that are significant, but still not that serious that MRCC and SAR units will get engaged. For such incidents the Race Organizer should consider to maintain a network of contacts and resources across the racing area to be able to support with towing, transport of equipment etc.

12. The organizer shall produce a **Safety Contingency Plan**, including typical series of actions at accidents as derived from the Risk Analysis. One topic to be covered is when and how to contact dependants, sponsors etc at various stages of lost contact, requests for assistance or emergency calls.

13. All yachts shall be equipped to standards which at least comply with the relevant level of Special Regulations as adopted by ISAF. Additional requirements may be prescribed, like additional radio and medical equipment.

14. In accordance with Special Regulations, an adequate number of crew members on each yacht shall have **Survival Training**. Apart from the basic requirements for ISAF Personal Survival Course as stipulated in Spec Regs Annex G, the Race organizer can also prescribe ;

- What level of sailing together in the actual boat that may be required
- Which practical training sequences that shall be required to by the crew to be performed, like MOB drills, helicopter evacuations etc.

15. A **Safety Check** should be performed before the start, it should include;

- Safety equipment
- Appropriate certificates for radio and satellite communication equipment
- Check of individual and collective training
- Endurance capacity and redundancy of capabilities characteristic for oceanic races like water provision, medical training etc

The full responsibility for safety however always remains with the Person in Charge.

16. A **Positioning Reporting system** should be available, linked to the official race webpage.

17. **Meteorological services** may be allowed to be downloaded from public meteorological centres or may be centrally provided from the Race Organizer to reduce satcom costs.

18. Races shall be conducted in compliance with the ISAF Racing Rules of Sailing and the COLREGS, whenever it is appropriate for these rules and regulations to be applied. Special attention should be given to traffic separation zones and to give way to commercial traffic.

19. A race organizer when appropriate should, in addition to supplying the relevant SAR authorities of the event, also supply;

- a **Telemedical Service Assistance Service (TMAS)** or inform a TMAS that the organizers have available on demand the following;
- for each boat:
  - a list of medicines and medical equipment
  - details of any TMAS or private medical service arranged by the boat
  - for each crew member:

- name and contact details of physician who certified the crew members fit for entry (when applicable)
- name and contact details of the crew members home physician
- methods for gaining quick access to medical records if necessary
- details of first aid and medical training received

20. The **Notice of Race** may include ;

- Insurance requirements
- Which individual and collective training that is required
- What meteorological data and forecasts that will be allowed
- Other matters as appropriate

21. The **Sailing Instructions** may include instructions;

- To continuously monitor VHF Channel 16
- To have the AIS active at all times or to activate the AIS in reduced visibility and passages with extensive commercial traffic
- For any other safety matters as appropriate

22 A **Lessons Learned meeting** about safety issues should be arranged after the race.