

# **Rlsk Management Plan For “Tawe Nunnagh 4”. A RaiD 2013**

## **January 30th to February 8th**

**This is a repeat of Tawe Nunnugah 1 , 2 ,and 3 , were successful expeditions leading to the Australian Wooden Boat Festival in 2007 and 2009 & 2011. In 2013 the fleet will consist of 25 vessels. The idea of the expedition is to introduce participants to the combination of open boat cruising and camping ashore at night.**

### **Potential Risks: (The undesired events where an accident, injury or loss could occur)**

- 1. Crews lack experience and or stamina**
- 2. Crew failure to take instructions**
- 3. Individual injury/accident**
- 4. Logistic failings, disorganisation**
- 5. Vessels are unsuitable for the purpose or found to be un seaworthy**
- 6. Weather becomes dangerous. Fleet gets scattered in dangerous conditions  
One or more vessels capsize or sink**

# **Risk Management Plan For “Tawe Nunnagh 4”. A RaiD 2013**

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## Sources of Risk

## Potential Hazards

## Risk Management Strategies

*For each inherent risk list the factors which*

*To reduce, transfer, avoid or contain*

### 1. People

Attributes people bring to an activity skills, attitudes, physical fitness, health, age, fears, numbers, etc.

### 1. People

Crews lack experience or stamina. Have difficulty boarding the mother ship, or become fatigued after rowing for long distances.

### People continued

“Buddy Boats” : continued

The larger vessel will then forward their positions to the mother ship. This should reduce the overall time of the sched which can be awkward when sailing a small boat. With the presence of the buddy around the smaller vessels safety will be enhanced, help will be readily available if an incident occurs.

Buddy Boats:

1. Fleetwing : 31 Foot Farrier Trimaran, Skippers: A. McRae
2. Theona 26 Foot, Timber Sloop  
Skipper : Peter Laidlaw
3. Windhorse 28 Foot, Timber Sloop  
Skipper :Doug Fuglsang

A route has been chosen and time allowed so that demands on energy will be modest. The maximum daily distance is 20 miles, but this is in the most sheltered water with many convenient anchorages where rest may be taken. Passages in more open water are shorter, from 10 to 12 miles, and can be covered in half a day in good conditions.

Details of previous experience in small boats are formally requested from each participant , small boat skippers have declared confidence in their ability to manage their vessels and crews successfully.

Headsmen are fit, experienced and approved by MAST under the Training Licence held by the Living Boat Trust Inc. They can row well so can take an oar while others steer. A new ketch rig and centre board case and rudder

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### 1. People continued

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have been installed on “Swiftsure” enhancing her ability to sail thus resting the crew. Training sessions have been conducted in the period leading up to start of expedition. All individuals are encouraged to maximise personal fitness before the expedition starts.

### 2. Crew Failure to take Instructions

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Failure to take instructions could lead to safety issues within individual boats, other boats on the expedition could have safety compromised. Ultimately peoples lives could be endangered.

### 2. Crew Failure to take Instructions

Skippers and crews are being made aware via email of the essentially co-operative and potentially dangerous nature of the exercise. They have signed a declaration that they will obey instructions given at safety and weather briefings at the beginning or end of each day and any instructions from the Sailing Master or Event Organiser that may be delivered, during the day.

Continued Failure of a skipper or crewman to obey instructions may lead to their or his exclusion from the expedition.

All crews have been informed we may have to postpone a passage because of bad weather, and stay where we are till it improves. We may have to decide on alternative destinations if we can't reach the ones we plan for.

The voyage may therefore take longer than this plan indicates. This possibility should be understood as a condition of participation.

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### **4.Logistic Failings, disorganisation**

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Safety systems could be compromised

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Logistic systems for Tawe Nunnagh 3 have been upgraded in a number of areas.

All transport of TN gear and client gear will now be undertaken on shore. A logistic team of 3 people and three support vehicles will now travel between various stopovers.

The mother ships only focus will be the safety of the fleet.

The Logistic team is included as a on shore part of the safety team. One member will act as a Safety Officer on shore will be contact-able at all times and will be responsible for recording fleet departures and arrival. A safety and information tent will be set up at all stopovers all skippers will have to report to SO on arrival .

Morning Skippers briefing will be held in tent.

The logistic team will carry maps which will have marked and coded all the vehicular access points on route so they will be able attend the nearest vehicular access point to where an incident occurs.

The extra safety boat and the “boat buddy” system as described previously will further protect against logistical failings.

Prior to event all safety personal and the logistics team will be issued written job descriptions and meetings held to ensure all personnel are familiar with all safety and logistical plans.

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**5. Vessels are unsuitable for the purpose or found to be un seaworthy**

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Vessel could be lost . Personal injury or death could result for crew.

Skippers are informed through the registration process that all vessels will be inspected prior to the event. Any vessel deemed unseaworthy by the Sailing Master or event organiser will be unable take part in the RaiD. Skippers are advised if unsure to contact event management well prior to the event so an inspection can be made and restitution works completed prior to seaworthy inspection.

**6. Weather becomes dangerous. Fleet gets scattered in dangerous conditions. One or more vessels capsize or sink**

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Vessels could be lost .  
Personal injury or death could result for crew.  
Safety systems could compromised.  
Logistical systems could break down.

This plan depends on the weather. The itinerary is weather dependent. For example, we may have to postpone a passage because of bad weather, and stay where we are till it improves. We may have to decide on alternative destinations if we can't reach the ones we plan for. The voyage may therefore take longer than this plan indicates. This possibility should be understood as a condition of participation.

Daily Skippers briefings will take place each morning. Latest weather will be presented and decisions made on suitability of weather for next leg.

# **Risk Management Plan For “Tawe Nunnagh 4”. A RaiD 2013**

## **January 30th to February 8th**

### **Safety Plan :**

#### **A. Safety Plan Participants:**

- 1. Sailing Master or Event Organiser**
- 2. Mother Ship Skipper**
- 3. Safety Officer.**
- 4. Safety Boat 1 Skipper, Safety Boat 2 Skipper**
- 5. Buddy Boat Skippers**
- 6. Participant Skippers**
- 7. On Shore Logistics Crew**
- 8. Cooks**

#### **B. Safety Plan Overview:**

The final responsibility for the safety of a vessel and its crew lies with skipper of the vessel.

The purpose of this Safety Plan is provide skippers of vessels participating in Tawe Nunnagh 3 as much information as possible. The Safety plan then attempts to anticipate the risks inherent in the journey and create contingency plans to address those risks. Thereby mitigating the risks faced by individual skippers.

On booking and registering for Tawe Nunnagh skippers will be sent a Risk Management Plan and Safety Plan and be encouraged to become familiar with them prior to beginning the event.

On arrival at Tawe Nunnagh each skipper will be given an induction and safety briefing. They will be given a safety pack containing laminated charts covering the voyage, Harbour Plans of our ports of call, a Living Boat Trust pennant, that should be flown to identify your boat as a member of the expedition, and a hand held marine radio.

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## **B. Safety Plan Overview continued:**

The first day of Tawe Nunnagh will be sailed within Recherche Bay with a journey to the “ French Garden “. Safety and radio procedures as well as the Towing Procedure will be practiced before heading off on the journey the next day.

Information will be conveyed to skippers in two main ways, the first on land via a briefing held at 7 am each morning in the Safety and Information Tent conducted by the Sailing Master or Raid Coordinator, attendance of all skippers will be compulsory. Information on the weather and on the days route will be conveyed. On the arrival at the next port each skipper will report to the Safety Officer in the Safety and Information Tent to inform him, of the safe arrival of his vessel and crew. The Safety Officer can at this time advise the skipper of any additional information.

The second method of conveying information to the skippers will be on the water via a VHF Radio Sched , which will commence at 1300 hours each day. In 2009 the radio scheds were introduced to Tawe Nunnagh 2. The experience of this has led to some changes to the shed process. It was found that skippering a small open boat and participating in a radio sched was more difficult than first perceived. Waiting while all vessels reported to the mother ship made the process unwieldy and difficult . The introduction of the buddy boat vessels was designed to streamline this process as well as adding a further layer of safety to the safety plan. Each buddy vessel will be assigned four vessels which will become its “flock” to watch over. The Radio sched will operate in prearranged order. Each buddy vessel will contact its flock which it is anticipated will be in visual sight, he will first convey any information needed to be passed on to skippers, he will then obtain the condition of each vessel which he will then relay to the mother ship at the end of the sched along with his flocks GPS position. It is hoped this will streamline the process so that skippers can concentrate on sailing their vessels with minimal interruption from the Radio Sched, it is hoped this will improve safety while still passing on information as well as obtaining the condition of each vessel.

## **C. Towing Procedure :**

The Towing procedure is Safety Mechanism if in the event of unforeseen weather deterioration occurs while the fleet is on route. It will be the responsibility of the Sailing Master or Event Organiser to decide that conditions have deteriorated to the point where the fleet should cease sailing and the Towing Procedure should be enacted.

### **Towing Procedure**

1. The Sailing Master or Event Organiser will inform the skipper of the Mother ship of his decision, the Mother ship skipper will then become the radio director for the enactment of Towing Procedure.
2. Mother Ship Skipper will initially inform Safety Boat Skippers and Boat Buddy skippers that the towing procedure as been enacted.
3. Boat Buddy skippers will then inform their “flock” that the Towing Procedure has been enacted and that all vessels should drop sails and hove to and prepare towing line. Boat Buddies will then proceed to collect vessels in tow in the preordained order.



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### **C. Towing Procedure continued :**

4. The Mother Ship and the Safety Boat will be the last vessels to enact their Towing Procedure. This will make them still available to assist the rest of the fleet to enact the Towing Procedure and assist with any vessels that have been capsized or swept away. After all Buddy Boats have hooked up . . . The vessels to be towed by the Mother Ship will be the larger more seaworthy vessels ie Whale boats or larger boats. Only when all other vessels are safely under tow will the Mother Ship complete her towing hook up.
5. Safety Boat 1 will remain outside the tow so it will be able to assist any vessels that get into trouble during the Towing Procedure.
6. The Sailing Master or Event Organiser will be responsible for decision to cease the Towing Procedure if the conditions ease.
7. If the Towing Procedure is cancelled then the unhooking procedure will be Mother Ship unhooks first. As Radio Director he will order the Buddy Boats in their preordained order. It should be noted here that unhooking procedure has the potential to be hazardous procedure and should be done in an ordered manner.
8. When all vessels are safely unhooked will the Mother Ship announce that the Towing Procedure has been stood down.

### **D: On Shore Logistics Team**

The Logistic team, a three man team is included as a on shore part of the safety team. One member will act as a Safety Officer on shore will be contact-able at all times and will be responsible for recording fleet departures and arrival. A safety and information tent will be set up at all stopovers all skippers will have to report to Safety Officer on arrival .

The logistic team will carry maps which will have marked and coded all the vehicular access points on route so they will be able attend the nearest vehicular access point to where an incident occurs.

The extra safety boat and the “boat buddy” system as described previously will further protect against logistical failings.

Prior to event all safety personal and the logistics team will be issued written job descriptions and meetings held to ensure all personnel are familiar with all safety and logistical plans.

If a major incident occurs where many boats are being towed a shore the logistics crew and the two cooks, who will also be versed in Safety procedures, will also be able to be mobilised to assist with getting crews and vessels safely a shore.

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## **January 30th to February 8th**

### **E. Safety Gear Within Boats.**

#### **1. Participant Boats :**

Participant boats will need bucket, bailer and sponge. Your anchor and rode should be kept in a bag and tied into the boat. A tow rope will also be secured within this bag . Buoyancy for the boat, either inflated bags or built in, so that she will float when flooded. You will need to be able to reduce sail under way, and sailing boats should carry at least one set of oars or paddles, a hand bearing compass and a waterproof flashlight. You will need PDF Type 1 life jackets for you and crew, wet weather gear and a waterproof bag for your personal gear and lunch, while on the water. You will also need to carry adequate water for each days sailing. A hand held VHF radio. ( LBT has VHF radio' for hire)

#### **2. Safety Boats , Boat Buddies and Mother Ship.**

Anchor, rope and chain, Bailer/Bilge pump, Personal flotation device "1", Fire extinguisher "2", auxiliary propulsion, Flares "3,5" , Heaving line , Lifebuoy , EPIRB "4" , Water , Marine Radio

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### RISK MANAGEMENT FORM

Name of training/assessing organisation: The Living Boat Trust Inc

Type of activity: Small open boat camping expedition.

Commencement date and time of activity: 3rd February – 11th February 2011

Date and approx. time due out

Location (D’Entrecasteaux Channel): Recherche Bay to Hobart , Recherche Bay : 3rd February, Southport :February 4th & 5th, Great Taylor’s Bay : February 6 th, Dover : February 7th, Cygnet : February 8th, Allonah : February 9th, Oyster Cove : February 10 th, Hobart : February 11th.

Living Boat Trust Staff. Peter Laidlaw (Sailing Master), David Nash (Mother Ship), Ros Barnett (organiser), Jill Middleton, Jamie Roberts (Cooks) ,

Total number of people on activity: 45

Necessary staff skills: Sailing, Coastal Navigation, boat building and repair, cooking, First Aid, Radio operation.

Aims of activity: A Cultural Adventure, Education through experience, Promotion of small boat cruising, Enjoyment, Safe delivery of small vessels to the Australian Wooden Boat Festival.

Experience of participants: Varied, from 50 years plus including sailing and cruising in a wide range of vessels to introductory dinghy sailing only. **All skippers have declared themselves competent to conduct their vessels and secure the welfare and safety of their crew members.**

#### **Medical conditions of participants**

*Summary of significant medical conditions from Medical Information Forms:* Generally very fit people for their age. All were asked to report medical conditions of concern. Several are in their sixties, two in their seventies but fit. Most are aged 20-50.

#### **Emergency contact details:**

Police: 000.

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Doctor: Huon Valley Health Centre, 62642800 . Michael Tooth M.D. and Bryan Walpole M.D. are members of the expedition.  
Fire Services: 000

Mother Ship : The 40 foot “ Chaparral “ is provided with a boarding ladder, sleeping berths, radio and safety equipment. Mother ship will follow the fleet closely and provide towage if needed. John Rose, Skipper ,Full Coxswains Certificate No 00013764, and Toby Parry

Two Safety Boats : Safety Boat 1: *Stella Irene*, Zodiac RIB, rego 43993, length 4.7m, beam 2.2m motor 90hp. Skipper ; Nick Mooney and 1

Safety Boat 2 : “Tacoma Rigid Inflatable , Powered by Evinrude E Tec 90 Hp. Skipper :

Buddy Boats: 1.Fleetwing : 31 Foot Farrier Trimaran, Skippers: A. McRae  
2. Theona 26 Foot, Timber Sloop , Skipper : Peter Laidlaw  
3. Windhorse 28 Foot, Timber Sloop, Skipper :Doug Fuglsang

**Permission gained from relevant statutory authorities:** National Parks, (camping at Cockle Creek), S E.T.A.C. Name of the expedition, (Tawe Nunnugah) and use of aboriginal courtesy flag. All vessels are registered as members of the Australian Wooden Boat Festival.

**Other information:** This expedition combines adventure with education and cultural experience. It is supported by the Community, Place and Change theme of the University of Tasmania, the Australian Wooden Boat Festival, Events Tasmania and the South East Tasmanian Aboriginal Council.

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### 3. Individual injury/ accident

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The expedition has Michael Tooth MD, general practitioner, Bryan Walpole an emergency physician.

In the event of injury or accident the mother ship will be informed immediately and she will then act as radio director as well as liaising with local medical services.

Plans have been enacted for a replacement skipper to take over while health professionals vessel while he attends injury or accident.

If an evacuation is deemed necessary the mother ship will inform buddy boats who will then inform their “flock”.

Fast Safety boat will be ferry for doctor patients to nearest vehicular access point on land.

Safety boat skippers will have maps of all vehicular access points on route and will be aware of these.

The nearest buddy boat will assume Safety Boat role while FSB is acting as a ferry.

All local health and ambulance services have been contacted and been provided with an itinerary of the journey.