

# LS8 PATROL OPERATIONS (GENERAL)



## LS8.1 BEACH MANAGEMENT METHODS & ROLES

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### PURPOSE

To provide an understanding of the minimum roles and responsibilities a lifesaving service shall undertake within their beach operations while maintaining a level of service quality.

### PROCEDURE

#### Beach Operations

1. Lifesaving personnel shall ensure the flagged patrol area is located in the safest possible area for swimming.
2. The patrolled area shall be under constant surveillance of lifesavers for the full duration of the patrol.
3. Patrol arenas, tents or bases shall be based in the most appropriate position to ensure appropriate surveillance of and access to the patrolled area and adjacent areas, publicly identifiable/accessible.
4. The flagged patrol area should be as wide as appropriate to best manage risk, given the various factors involved (conditions, personnel, hazards).
5. Patrol flags, IRB, boards etc shall be positioned as close to the water's edge as practical.
6. Lifesaving services should provide an information sign at the main access point to the patrolled area identifying the key hazards and other patrol information.
7. Appropriate hazard and information signage (mobile) shall be placed at adjacent beach access points and specific hazards.
8. Lifesaving personnel shall ensure the beach is in a safe and clean condition prior to setting up of the flagged patrol area. Particular attention should be made to hazardous items such as broken glass, bottles, needle sticks, regions, floating debris, etc.
9. In a multiple person team situation lifesaving personnel shall be assigned patrol duties and tasks e.g. patrolling water's edge, tower surveillance, roving ATV patrols duties etc.
10. Lifesaving personnel should rotate roles on a regular basis – under the direction of the Patrol Captain i.e. every 20 minutes to minimise fatigue/boredom and ensure efficiency.
11. Non lifesaving personnel are not permitted in a lifesaving arena except in an emergency.
12. Lifesaving personnel assigned to surveillance duties shall not utilise personal mobile phones or other devices which may distract attention from duties.
13. A lifesaver shall be stationed in an elevated position (mobile tower/facility tower/high point on sand dunes etc) at all times during operation when swimmers are in the water and have the beach area under observation at all times.
14. Lifesaving personnel shall patrol the water's edge with a rescue tube whilst swimmers are in the water.
15. Radio channels (SurfCom, patrol) shall be constantly monitored.



## LS8.1 BEACH MANAGEMENT METHODS & ROLES

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### Patrol Captain/Lifeguard

The Patrol Captain/Lifeguard shall:

1. CONDUCT A BRIEFING WITH PATROL TEAM – AT THE START OF EVERY PATROL.
2. Prior to the commencement of duty check all previous log entries and liaise with the previous Patrol Captain/Lifeguard to identify any issues (equipment or other) or hazards present.
3. Ensure all lifesaving equipment is checked and prepared before duty with the assistance of others.
4. Select (based on training) the safest area of beach to erect the flagged patrol area from an elevated observation point and/or physical test of the area (where permitted).
5. Ensure the positioning of lifesaving equipment inside/outside of the flagged patrol area is in a manner that will not become harmful to the public.
6. Ensure a proper buffer zone exists between the surf craft area and the swimming area.
7. Ensure that all lifesaving services personnel take a proactive approach to preventative measures i.e. warning the public of dangers, maintaining swimmers between the flags, placing of equipment in the vicinity of hazards etc.
8. Complete risk assessment and co-ordinate any search and rescue situation that may occur.
9. Be aware of and abide by the Local Government Act.
10. Ensure signage and mobile hazard and information signage are erected (where required).
11. Ensure the correct recording of information in log books, report forms etc.
12. Make themselves easily accessible to the general public to answer any general enquiries.
13. Have with them a radio (hand held) at all times during patrol and monitor.
14. Ensure the delegation of roles/activities to members of patrol.
15. Allocate responsibilities in case of emergency and/or rescue.
16. CONDUCT A DEBRIEF WITH PATROL TEAM AT THE END OF EVERY PATROL.



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### Lifesaving Services Personnel

Lifesaving services personnel shall:

1. Always carry a rescue tube when patrolling the waters edge. It is recommended that a whistle and radio are also utilised.
2. Practice the basic principles of PREVENTION, RECOGNITION, and RESCUE on duty.
3. Sign on/off in the log book at start/finish of patrolling operations.
4. Ensure all lifesaving equipment is erected in a secure and safe manner.
5. Proactively encourage swimmers to swim in between the red and yellow flags.
6. Warn swimmers entering the water outside of the flagged area of the danger and hazards and advise them to swim between the red and yellow flags.
7. Ensure that board riders do not impose on the flagged patrol area.
8. Wear the correct patrol uniform during their rostered times.
9. Remove their uniform at the completion of their operations/duties.
10. Not leave the patrol area unless authorised by the Patrol Captain/Lifeguard.
11. Maintain fluid intake during operations, especially on hot days.
12. Have access to required PPE.
13. Practice the basic principles of sun safety.
14. Always be polite and courteous when dealing with the public.
15. Advise Patrol Captain if feeling fatigued, ill, tired or injured.
16. Check rescue equipment for damage or breakages and report such.
17. Proactively advise members of the public that the patrolled area is closing i.e. at the end of the day and/or due to dangerous conditions etc.
18. Advise of your absence, late arrival or early departure if needed.
19. At all times be under the direction of the Patrol Captain.



## LS8.2 OPENING OF PATROL (START OF PATROL)

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### PURPOSE

To outline the key required actions when opening a patrolled area.

Lifesaving personnel in most areas are required to determine the safety of the selected patrol area and the most appropriate method and efficient deployment of equipment and personnel in addition to any specific actions that may have to be taken to ensure public safety.

The flagged area should be located in the safest area for swimming and should be opened as wide as possible where conditions and resources allow.

Patrol flags and rescue equipment shall be positioned as close to the water's edge as possible. The flags and rescue equipment must be moved with the rise and fall of the tide to keep them at the waters edge.

### PROCEDURE

#### Establishing a flagged area

In areas where a flagged area is established the following factors should be considered:

##### General:

- Size and distance of area to be patrolled.
- Number of patrons.
- Skill level(s) of patrons.
- Type of activities.
- Recreational equipment in use (slides, toys, inflatables etc).
- Potential hazards (i.e. rocks, sudden drop off etc).
- The number of personnel on duty.
- The type and amount of equipment available.
- Other tasks required of the lifesaving personnel.
- Facilities available to the lifesaving services.
- Safety and emergency support operations.
- Communications systems (access to support/emergency services).

##### Beach/Surf:

- Beach type.
- Prevailing conditions (weather, swell, tide, current).

#### Equipment

It is the responsibility of the Patrol Captain/Lifeguard to ensure that emergency equipment is in place and in working order.

Any damaged or missing equipment shall be reported in the log and communicated ASAP to the Club Captain or Lifeguard Supervisor.



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### Patrol – Sign On Procedure

Patrol Captains/Lifeguards are required to report into a SLS SurfCom when they have commenced their patrol by calling 1300 884 621 and following prompts.

When signing on the following details must be provided at the start of your patrol:

- Beach/patrol status (open/closed).
- Number of personnel (# bronze medallion holders/lifeguards).
- IRB/RWC status (operational/non-operational).

Note:

IRB/RWC is operational only when the equipment is fully functional (rescue ready) AND has sufficient qualified and proficient personnel presently on duty to operate it.

IRB/RWC is non-operational when either or both of the above criteria are not present.

### Breaches

Clubs/services are to note any breaches in the Lifesaving Service Agreement and advise the appropriate State personnel e.g. if the service does not have the minimum number of bronze medallion holders or if the IRB is non-operational for a period of time.

### REFERENCE

SLST Guidelines to Dealing with a Breach in Minimum Standards



## LS8.3 PATROL BRIEFINGS

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### PURPOSE

To outline the concept of a “patrol briefing” and topics to be covered within.

Good beach management requires good communication. Patrol briefing provides an excellent tool for optimal patrol planning and preparation.

In a volunteer situation this should be conducted by the Patrol Captain.

In a lifeguard situation this may be done by the Senior Lifeguard or Lifeguard Supervisor.

A briefing should be consistently employed on every occasion, regardless of the predicted level of patrolling/rescue activity.

### PROCEDURE

A start of patrol briefing should:

- Include all lifesaving personnel.
- Invite input and questions at any stage (open forum).
- Utilise visual aids (whiteboards/maps etc) if required.
- Identify any new personnel that may require a full induction.
- Pair up new/inexperienced personnel with experienced personnel.

An operational briefing may cover:

- Patrol Operations Manual (POM).
- Patrol Assessment Form.
- Uniform check (current/meets policy, clean, practicable).
- Equipment check (as a team or task personnel).
- Allocate equipment as necessary (radios, call-signs etc).
- Current and expected beach/water/weather conditions.
- Expected patronage.
- Identified high risk areas (areas of lateral drift, rips, holes etc).
- Identified high risk groups (rock fishermen, tourists etc).
- Beach management plan (surveillance positions, flag duties etc).
- Roles and responsibilities.
- Incident contingency plans (based on identified risks, who, what, where, when).
- Roster (including rotations and subs).
- Health and safety issues (Sun Safety, Fluid intake etc).
- Public image/professionalism expectations.

### PATROL CHANGE OVERS

When the incoming lifesaving service has assumed control, SurfCom should be advised of:

- Beach Status
- Number of Bronze Holders
- IRB/RWC Status

### REFERENCE

Patrol Operations Manual

Patrol Assessment Form

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## LS8.4 CLOSURE OF PATROL (END OF DAY)

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### PURPOSE

To outline best-practice procedure for closing a lifesaving service patrol for the day.

The closure of a lifesaving service patrol at the end of the day requires effective communication to ensure a safe transition from supervised swimming to unsupervised swimming.

### PROCEDURE

#### Disestablishing of a Flagged Patrol Area

1. Refer to Lifesaving Service Agreement and identify whether extended times (above minimum hours) are required due to patronage or conditions.
2. Inform SurfCom of closure or extension by calling 1300 884 621 and follow prompts.
3. Utilise the public announcer or similar to inform swimmers of closure and recommend they cease swimming for the day.
4. Utilise in-water lifesaving personnel to inform public of closure.
5. Consider a roving patrol to adjacent areas to inform public of closure.
6. Repeat communication of closure and warning of hazards to remaining swimmers if required.
7. Maintain surveillance of water by delegated lifesaving personnel while equipment is packed up for the day.
8. Maintain dedicated rescue equipment on-standby while other equipment is packed up for the day.
9. Prepare after-hour/callout response equipment (rescue-ready).
10. Conduct a final surveillance sweep of surf area before packing up standby equipment and leaving the beach. Notify relevant club/service/branch officers/supervisors of any issues (i.e equipment damage, consumable/fuel shortages etc).

If beach/water patronage warrants, and personnel are available, surveillance of the beach area should be maintained by lifesaving personnel (with access to rescue equipment) for at least 30minutes to 1 hour after the patrol has closed.

#### IRB Rescue Ready at Closure of Patrol

It is permissible that at the discretion of the Patrol Captain for an IRB to be removed from the beach, no earlier than 30mins before the minimum closing time, to be washed, refuelled and prepared for after hours/ call out response under the following conditions:

- That the IRB driver and crew are in radio contact during this process and must be present until the minimum closing time is reached
- That the IRB (with driver and crew) is maintained in a rescue ready position to enable quick response to the beach should it be required until the minimum closing time is reached e.g. attached to ATV.

An IRB cannot be reported as non-operational during the last 1 hour of minimum patrol times.





## LS8.5 LIFESAVING ACTIVITIES ON CLOSED BEACHES

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### PURPOSE

To provide clarity for lifesaving activities that can be undertaken during a Closed Beach Patrol.

In order to ensure that members have the required skills and abilities to safely work in surf conditions that constitute a Closed Beach Patrol refer SOP LS4.3.

No in-water junior activity is to be undertaken on closed beaches.

No in-water lifesaving activity is to be undertaken on closed beaches affected by the following hazards:

- Dangerous Marine Creatures
- Debris in the water
- Marine pollution
- Electrical storms

Endorsed surf lifesaving competitions/events shall continue to be guided by the specific event safety plan.

This policy refers to beaches under the control of Surf Life Saving. Should the beach be under the control of another agency the lifesaving service should communicate with the appropriate person responsible and agree on the training area to be used.

### PROCEDURE

For the purposes of this SOP, lifesaving activities are separated into the following areas;

- a. Training of members for the Bronze Medallion
- b. Training conducted for maintaining the skills of lifesavers in SLSA awards currently held
- c. Training of members for Power Craft awards
- d. Training conducted for surf sports

#### a) Training of members for the Bronze Medallion

If a Closed Beach Patrol is operating, training of members for the Bronze Medallion or Surf Rescue Certificate (i.e. the award is not currently held) cannot be undertaken.

#### b) Training Conducted for Maintaining the Skills of Lifesavers in SLSA Awards Currently Held

Members who are undertaking lifesaving activities for the purpose of maintaining or improving skills must adhere to the following procedure:

1. Members must be financial members and be proficient in the award (minimum Bronze Medallion).
2. Patrol Captain to conduct risk assessment to ascertain if training is suitable.
3. Prepare appropriate water safety.
  - a. If swim or board rescue training is being conducted there is to be a minimum of one fully operational IRB, on standby as water safety.
  - b. The crew of the water safety IRB must be briefed on the training to be undertaken and must be ready to respond.



## LS8.5 LIFESAVING ACTIVITIES ON CLOSED BEACHES

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4. The relevant training signage should be positioned near the training area.
  5. Patrol Captain to advise SurfCom that the service is conducting training on a Closed Beach e.g. "SurfCom this is Boat Harbour, be advised we are currently conducting board training for the next 2 hours, over."
  6. Should conditions or circumstances change, the Patrol Captain has the authority to suspend the training activity.
  7. At the completion of training, the Patrol Captain is to advise SurfCom that training is now complete.

### c) Training of Members for Powercraft Awards

Members who are undertaking Powercraft training for new or existing awards must adhere to the following procedure:

1. Members must be financial members and be proficient in the prerequisites (minimum Bronze Medallion).
2. Patrol Captain/Trainer to conduct risk assessment to ascertain if training is suitable.
3. Prepare appropriate water safety.
  - a. There must be a minimum of one fully operational IRB, on standby as water safety. The crew of the water safety IRB must be briefed on the training to be undertaken and must be ready to respond.
  - b. The services' IRB on duty can be used with approval from both Patrol Captain and IRB Driver, but it cannot be used for the training i.e. if one IRB is on the water, then the second IRB must be on standby and capable of response.
4. The relevant training signage should be positioned near the training area.
5. Patrol Captain to advise SurfCom /Duty Officer that the service is conducting training on a Closed Beach.
6. Should conditions or circumstances change, the Patrol Captain has the authority to suspend the training activity.
7. At the completion of training, the Patrol Captain is to advise SurfCom/Duty Officer that training is now complete.

### d) Training Conducted for Surf Sports Competition

1. Refer to SLSA Water Safety Policy 1.1



# LS8.5 LIFESAVING ACTIVITIES ON CLOSED BEACHES

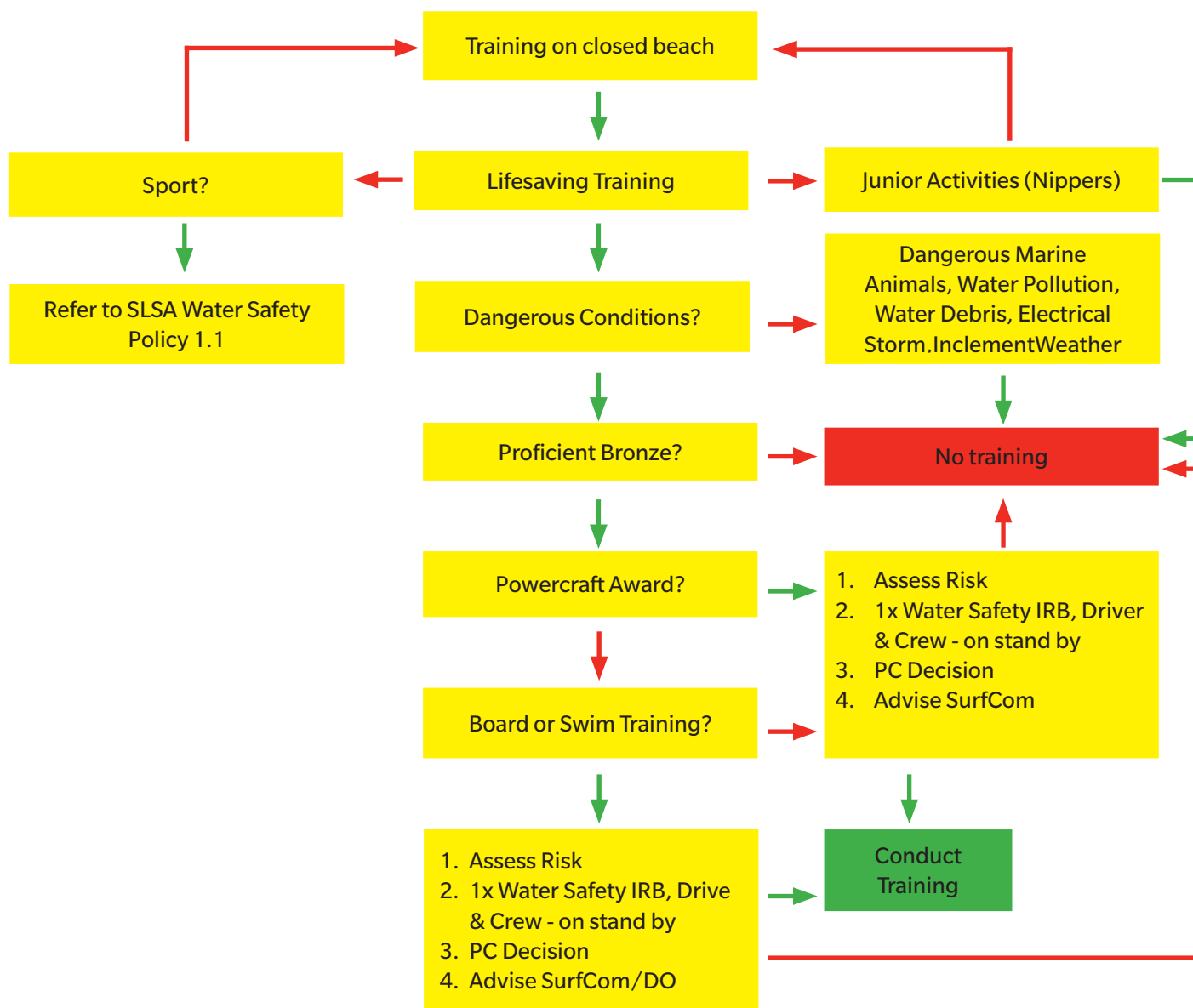


Figure 8.5.1



## LS8.6 LIFESAVING VEHICLES ON BEACHES

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### PURPOSE

To provide guidelines for the safe management of vehicular traffic on beaches.

Driving on beaches should only be permitted:

- As approved by the local regulating authority.
- Where the beach surface structure supports the weight of vehicles.
- Where there are no roads running immediately adjacent to the beach.
- In an emergency.

On-beach driving shall be undertaken at the slowest safe practical operating speed.

Local government and/or state regulations in relation to speed must be adhered to at all times.

The ATV should not exceed 20km/h under normal operating conditions. The speed limit for heavily populated areas and between the red and yellow flags is 5km/h.

It is the operator's responsibility to evaluate the environment to determine a safe and appropriate speed within these limits.

### PROCEDURE

#### Beach Access

Enter and leave the beach only at ramps and designated access points.

Beach access gates, ramps and tracks should be sign posted with appropriate driving rules and regulations specific to the area.

When driving on beaches the following conditions/precautions should be taken into consideration:

- Poor visibility (sun on sand, sea spray and mist creates disorientation).
- Distracting from other vehicles, water/wave conditions, wildlife, fishers, beach users and swimmers etc.
- The best sand vehicles are light.
- Wet sand near the wave line may be hard but an odd soft patch can send you off-course without warning.
- Know your tides, never drive along wave line on a rising tide.
- Be aware of fishers and fishing lines.
- Beware of washouts after heavy rains.
- Sand tyre pressures:
  - For beach driving a reduction in tyre pressure to 136kpa (18-21 psi) is recommended.
  - It must be noted that tyres deflated to half normal pressure won't respond to braking or steering as effectively.
  - Finding the correct pressure is largely trial & error for a particular vehicle with a particular load, but most vehicles place the lower limit at 16psi.
  - Never drive on roads at these pressures reduced tyre pressures.



## LS8.6 LIFESAVING VEHICLES ON BEACHES

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### Other factors

Other factors that need to be considered and promoted to owners and operators of vehicles to be driven on beaches include:

- Speed of travel on beaches;
- Ground clearance;
- Consistency of the sand;
- Other vehicles and degradation of the beach;
- Pedestrians;
- Driving on beaches at high tide or on narrow beaches contributes to general beach erosion and erosion of native habitats including birds, crabs and sea turtles, and;
- Driving on the beach causes sand compaction and rutting, and can accelerate erosion.

### Rules of the “Road”

The following specific rules of the road shall be met for driving on beaches:

1. Vehicles should have a current and valid registration. Only approved vehicles to be used.
2. Drivers must have a current and valid:
  - a. Drivers license for the vehicle type, and a;
  - b. Permit to drive on a beach (if required).
3. Headlight and hazards lights shall be activated when in motion.
4. Pedestrians, swimmers and bathers have the right of way over all vehicles.
5. Wildlife has the right of way over all vehicles.
6. Vehicles should not be driven in the dune systems.
7. Seat belts must be worn at all times.
8. Passengers should not be carried on the outside of the vehicle.
9. Keep to the left of oncoming vehicles.
10. Use indicators when overtaking or turning.

### Accidents/Injuries

Accidents and/or injuries as a result of driving on beaches will be at the jurisdiction of the law.



## LS8.7 REGULATION EDUCATION

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### PURPOSE

To provide guidance in relation to the practical education of local by-laws/regulations.

### PROCEDURE

The education of regulations will generally follow a systematic progression or escalation of information and warnings.

The following outlines a series of stages a Patrol Captain/Lifeguard can work through to promote local regulations

1. Advisory
2. Warning
3. Reporting

#### Advisory Stage

The advisory stage can have three sub-stages:

1. Communicate – Establish communication
2. Inform/Educate – Provide information
3. Advise – Provide specific advice

#### Communicate

- Greet the person
- Introduce yourself
- Positive body language
- Smile
- Establish a rapport

#### Inform/Educate:

- Explain that the area is subject to certain rules and regulations.
- Explain that these rules are for the safety and health of all.
- Identify the authority of the regulation – i.e. Local Authority.
- Advise them of the preferred course of action.

#### Advise:

- Advise the person that they would be, or are, in breach of these regulations.
- Reinforce what you would like from them as a preferred course of action.



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## LS8.7 REGULATION EDUCATION

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### Warning Stage

#### Warning:

- Advise the person that they are in breach of the regulation and of the penalty if they continue their current activity.
- Advise them of your course of action.

### Reporting Stage

#### Reporting:

- Report offence to appropriate authority.
- Record details.



## LS8.8 VESSEL TOWING

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### PURPOSE

To outline vessel towing protocols.

Lifesaving personnel should only attempt to tow another vessel when there are people in immediate danger. Lifesaving personnel should at no stage attempt to tow another vessel if it creates unacceptable risk.

The primary function of Surf Life Saving is preservation of life, not recovery of property or salvage operations. RWCs are at no stage permitted to tow any form of vessel.

### PROCEDURE

The decision to tow another craft should be carefully evaluated. The first consideration should be the safety of the crew and those aboard the stricken vessel. If a tow is too hazardous, and the crew of the stricken vessel is in imminent danger, then they should be transferred to the rescue vessel. The primary function of Surf Life Saving is preservation of life, not recovery of property or salvage operations

If a tow is feasible, the first decision is whether to leave some or all of the crew on board the disabled vessel. Those on board should have personal flotation devices and means of communicating between vessels. Wherever able persons should be transferred to the safety of land before commencing a tow.

Before attempting a tow a verbal agreement should be reached that the skipper of the other boat will accept the tow and that the marine rescue vessel will take all care but no responsibility.

The outboard on the vessel should be left down to allow control of the direction of the towed vessel.

In long tows out to sea both boats must be in step, that is, both boats enter the troughs or crests simultaneously and at least one swell apart. The towed boat should be observed continuously. If it begins to yaw, the driver should slow down or the boat may broach, especially if the tow point is high above the waterline. Ideally the tow line should be attached as low as possible to the waterline of the vessel, at the bow.

The towed boats anchor and anchor line can be attached in the tow line to allow a shock absorber in the line when towing in swells. Any slack line must be taken in to avoid fouling the propeller or jet unit.

If the tow is in a following sea, a drogue or sea anchor may need to be rigged 20 to 30 metres astern of the tow. A suitable drogue can be made from a bucket or similar.

If a large wave astern forces the disabled boat to override the rescue boat it could prove disastrous. This can be avoided by quick throttling action.

If the marine rescue vessel is forced to steer away, quickly abort the tow.

### Crews Duties

- Ensure fenders are in place.
- Remove tow rope and bridle from rope locker.
- Rope selection:
  - A long rope or two joined together connected to towed vessels anchor line, using anchor as a spring for big swell, or to a bollard or tow point.
  - A short rope used for closed quarters and flat conditions (can be shorted even more by sheep-shank).
- Bridle is looped around stern bollards; ensuring pulley and shackle are free and connect tow line to shackle at pulley.





## LS8.8 VESSEL TOWING

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- Lay out tow line on boat deck to ensure no tangles.
  - Inform skipper that you are ready to tow.
  - If warranted, use a light throw line from either vessel then use this to pull towline between vessels.
  - Ensure person secures towline to anchor bollard, capstan or anchor line.
  - Inform skipper all is secure.
  - As driver takes up slack, pay out the line, ensuring it does not snag on vessel or crew, until taut.
  - As tow commences, monitor towline and vessel, being ready to sever (with knife) the tow line in case of emergency.
  - At completion of tow, pull line in, keeping clear of motors.
  - In close quarters, i.e. Marina, line is pulled in and an appropriate sized sheep shank placed in line. Line is then again payed out and tow recommences.
  - Have a knife on deck to cut line free.

### Driver Duties

- Place boat to the windward side of the vessel to be towed, close enough for lines to be transferred safely and await for signal that line is secured.
- On signal move forward on one motor at low revolutions to take up slack.
- Once line taut and towed vessel is true, speed can be increased.
- In enclosed or close quarter conditions, i.e. Marina, the line should be shortened to allow easy manoeuvring without risk of collision with other vessels.
- Be aware that the size of the towed vessel is proportioned to the amount of momentum when towing ceases.

### Skippers Duties (JRB/ORB Driver Duties)

- Plan the transfer of tow line from a safe distance and inform crew of planned procedure.
- Ensure other vessel is aware of your intentions whilst crew prepares for tow.
- Double check tow line is correct.
- Inform driver and other vessel when ready to tow.
- Oversee towing procedure ensuring safety of all involved.
- Advise crew and other vessel of intention to shorten line in close quarters.
- Get particulars from skipper of towed vessel i.e. name, address, type of vessel, reason for requiring tow.

### REFERENCE

SLSA Powercraft Manual

### NOTE

Towing is currently under review by AMSA, waiting on implementation of Scheme R.



## LS8.9 INAPPROPRIATE BEHAVIOUR BY PUBLIC

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### PURPOSE

To outline the protocols for managing inappropriate behaviour.

Inappropriate behaviour covers numerous activities that occur on beaches. These include, but are not limited to:

- Theft
- Consumption of alcohol/drug use on beaches
- Suspected paedophiles
- Indecent exposure
- Public sexual activities

### PROCEDURE

Where a patron reports someone to lifesaving personnel or lifesaving personnel observe someone involved in offensive inappropriate behaviour, or they believe someone to be suspicious, they should follow the procedures listed below:

- Maintain a safe distance.
- If possible keep members of the public away (i.e restrict access to area of beach or public toilets etc).
- Make note of the person's description, location and vehicle.
- Take notes from witnesses.
- Contact the Police for assistance.
- Where Police are not on-site lifesaving personnel (minimum of 2) should observe the suspect (if safe to do so) and remain in contact with their patrol base until the Police arrive.

Water safety should not be compromised in this situation and minimum lifesaving service standards should be maintained in regard to water surveillance/patrolled area.



## LS8.10 MARINE POLLUTION

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### PURPOSE

To provide guidelines relating to marine pollution incidents.

In addition to the environmental risks associated with marine pollution there is a potential for risk to the community that includes:

- The health risks associated with potentially poisonous substances.
- The potential threat of fire or explosion.
- Marine algae

### PROCEDURE

#### Actions on Identifying Marine Pollution

- As per Emergency Beach Closure, plus;
- Notify SurfCom/Duty Officer and contact the Environment Protection Agency, National Maritime Safety Authority, and Department of Primary Industries.

#### Reporting

Witnesses to pollution being discharged from any vessel or noticing oil or chemical pollution should contact Surfcom/Duty Officer, who will then contact the MAST or Environment Protection Authority.

The information that should be provided includes:

- When and where the pollution occurred.
- The type of discharge or a description of the product.
- The extent (area covered).
- Name of the vessel or other source.
- Any other relevant information.

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# LS9 PATROL OPERATIONS (EMERGENCY)