

LS13 LIFESAVING VESSELS



LS13.1 RWC OPERATIONS - OVERVIEW

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PURPOSE

To provide procedure for the Rescue Water Craft (RWC) operations.

PROCEDURE

Definitions

Rescue Water Craft (RWC) Units

An RWC is a personal water craft commonly known by brand names such as a wave runner or jet ski, operated by at least 1 qualified and proficient lifesaving personnel that is primarily responsible for patrolling outside patrol flagged areas with additional rescue capabilities.

RWC Service

A 'zone/area' where a RWC provides a roving and emergency response service. There may be multiple 'RWC Services' within a single region.

RWC Service Objective

To provide operational support to existing patrols and patrolling/emergency response capacity to non-patrolled areas/times.

Scope of Operation – Patrol Season/Patrol Days/Patrol Times

The minimum patrol season/hours for an RWC service shall be as agreed in the Lifesaving Service Agreement.

An RWC service shall undertake rostered patrols on Saturdays, Sundays and Public Holidays within the patrol season.

Scope of Operation – After-hours Capacity

RWC services shall have the capacity to respond to after-hours/out-of-season emergencies within the scope of the Emergency Response System.

SurfComs/Call Signs

RWC units shall be issued with a call sign by SLST and utilise radio call signs and communicate with Surfcom/Duty Officers.

REFERENCE

SLST Club Lifesaving Service Agreement

SLST Guide to Establishing a Support Operation



LS13.2 RWC MINIMUM EQUIPMENT

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PURPOSE

To outline the minimum RWC equipment required for operations.

PROCEDURE

Minimum Equipment

All equipment must be SLSA approved equipment.

- Rescue Sled
- Rescue Tube
- Spare Lanyard (to be stored in the glove compartment of the RWC or on driver)
- Pairing Knife
- Throw rope / bag (to be located in forward hatch)
- First Aid Kit (to be located in the forward hatch. Recommended to be contained within a waterproof case)
- Flares (2 smoke flares)
- EPIRB (to be stored in forward hatch or on operator)

Recommended

- Waterproof Bag
- Rescue Handle
- Mask and Snorkel (to be stored in forward hatch)
- GPS Tracking Unit
- Bilge Pump Internal
- Marker Dye



LS13.3 RWC UNIFORM & PERSONAL PROTECTIVE EQUIPMENT (PPE)

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PURPOSE

To outline minimum uniform and PPE requirements for a RWC Driver/Crewman.

PROCEDURE

Minimum Requirements

<p>Rash Shirt</p>	<p>SLSA rash shirt (long or short arm) Worn over wetsuit Worn under lifejacket</p>	
<p>Life Jacket</p>	<p>Australian Standard (AS) 4758.1-2008 Personal Flotation Devices (Level 50S) or the International Standard (ISO) 12402.6:2006 Personal Flotation Devices (Level 50), and meet the SLSA Equipment and Uniform Branding Guidelines. Note: Lifejackets are to always be worn externally (not under a jacket or rash shirt).</p>	
<p>Radio + Radio Bag</p>	<p>SLST endorsed radio</p>	
<p>Helmet (approved)</p>	<p>Yellow and Red Must provide coverage of entire back, top and sides of the head (including ears).</p>	

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LS13.3 RWC UNIFORM & PERSONAL PROTECTIVE EQUIPMENT (PPE)

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Wetsuit Shorts	Worn under patrol shorts or stand-alone.	
Spare Lanyard	To be stored in the glove compartment of the RWC or on driver.	
Whistle	Whistle to be positioned on Lifejacket.	
EPIRB/PLB	To be stored on operator.	
Recommended/Optional		
Wetsuit	Full suit or spring suit. If wetsuit is not branded with SLS then a yellow SLSA rash shirt is to be worn over the top.	
Fin Belt	Worn at all times by driver/crew + fins.	
Swim Fins	Standard body boarding style swim fins (no dive fins).	
Jacket	SLSA jacket.	Note: Windcheaters are not to be worn over the top of lifejackets.
Sunglasses	For the provision of eye protection for UV and sea-spray.	
Booties	For the provision of added warmth and traction.	
Gloves		

Figure 13.3.1



LS13.4 RWC DESIGN & LAYOUT

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PURPOSE

To outline branding and outfitting standards for RWCs in operation in Surf Life Saving Tasmania (SLST).

PROCEDURE

Vessel Branding

Branding for all Surf Life Saving vessels shall comply with the SLSA Equipment and Uniform Branding Policy. This policy can be obtained through the members portal.

Outfitting

Security Straps	<p>Seats should be equipped with straps to ensure security when in transit and when in operation.</p> <p>A straps shall be used for each independent seat.</p> <p>A strap should also be considered for the front hatch.</p>	
Security Bungees	<p>Front hatches and glove compartments should be fitted with security bungees.</p>	
Safety Padding	<p>Rear seats handles should be padded with a soft material such as pipe-lagging or soft rubber to protect personnel on the rescue sled.</p>	
Wear Protection	<p>RWCs should have the rear area of the hull, where the rescue sled meets the craft, covered with "ute liner."</p> <p>This will prevent all wear and damage to the craft from the rescue sled.</p>	

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Figure 13.4.1



LS13.5 RWC FIRST AID KIT

PURPOSE

To outline the minimum requirements for a portable RWC first aid kit.

PROCEDURE

All RWC's operating within Tasmania shall carry a first aid kit, consisting of the following items (as a minimum):

1	Waterproof case/bag	1	Conforming Bandage (10cm)
1	Pocket Mask (Resus)	1	Crepe Bandage (10cm)
1	Resuscitation Face Shield	1	Gauze Swabs (7.5cm x 7.5cm)
4	Disposable Gloves (in bag)	1	Non-adherent Dressing Pad (10cm x 7.5cm)
1	Medical Shears (Scissors)	1	Adhesive Dressing Tape (2.5cm x 5m)
1	Emergency Blanket (Space Blanket)	1	Waterproof Notepad
1	Triangular Bandage (90-100cm)	1	Pencil

Figure 13.5.1

The nature of RWCs and their scope of operations within SLS see them tasked to support existing patrols and also respond to remote locations where no patrols exist and/or to locations not accessible via land.

It is essential that the RWC is equipped (at a minimum) with a first aid kit that will enable it to deal with the life threatening types of medical incidents, being:

- Resuscitation
- Severe Bleeding
- Hypothermia

Accordingly, RWCs (which by nature are short of storage space) do not require the full inventory of first aid equipment as required by a standard patrol, rather they require specific pieces of equipment targeted at the above medical conditions.

Where a non life threatening injury occurs at a patrolled location, the patrol will be equipped to deal with such. Where a non life threatening injury occurs at a remote location, the RWC will be equipped to secure the patient and prevent any life threatening condition developing while awaiting assistance.

It is also essential that the storage case is of a type that will prevent water ingress, which will destroy the contents of the kit – a robust case is required to make the kit a feasible asset.



TASMANIA

LS13.6 OVERVIEW OF ORB/JRB OPERATIONS

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PURPOSE

To outline the requirements of Offshore Rescue Boat (ORBs) and Jet Rescue Boats (JRBs) within Surf Life Saving Tasmania (SLST) operations.

All ORBs/JRBs must maintain the following:

- Hold a service/ state endorsed Lifesaving Service Agreement for each operational year.
- Must maintain a 365-day call out capability.
- Must include the provision of roving patrols in regular patrol times.
- Service operators/crew must be active/financial members of an affiliated SLST SLSC/VMR.
- Services must align and meet requirements of the relevant State constitution.
- Operations shall be run in accordance with the SLST SOPS and SLST endorsed training manuals.
- Service training must be in accordance with the SLSA awards structure.
- Where required, maintain and meet the requirements of 'survey' and MAST regulations.
- Service must align its emergency response policies and procedures with the SLST Emergency Response System (no separate arrangements with emergency services or government may be entered into without SLST approval).

PROCEDURE

Overview

ORB/JRB are specialist surf lifesaving marine rescue vessels. They play a vital part in Surf Life Saving's service delivery and emergency response system.

Currently Surf Life Saving operates 2 Jet Rescue Boats and 7 offshore Rescue Services (VMR) in Tasmania.

New Services

Any proposed new service and expansion of existing services must apply to SLST for endorsement under the requirements set in the 'SLST Guide to Establishing a Support Operation'.

Jet Rescue Boats

Jet Rescue Boats are craft that consist of a jet propulsion system similar to that of a RWC only larger. Jet Rescue Boats have an excellent ability to operate in surf environments, with their shallow water capability, swift turning capabilities and large surf capabilities; they are an ideal vessel for many environments.

Offshore Rescue Boats

Offshore Rescue Boat have derived from the greater need of vessels to rove and respond to incidents in more of an offshore capacity than that of Inflatable Rescue Boats and RWCs. Offshore Rescue Boats are a specialised operation within Surf Life Saving and are primarily designed to support the inshore operations of RWCs and Inflatable Rescue Boats as well as distressed vessels and persons.

Due to their larger size and capacity Offshore Rescue Boats are a response unit, first aid room, floating command post and a rescue vessel all tied into one.



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LS13.6 OVERVIEW OF ORB/JRB OPERATIONS

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Rigid Hull Inflatables

Rigid Hull Inflatables provide a primarily inshore (outside surf zone) SAR role, with greater speed and coverage capacity than an IRB

Design/Layout/Branding

All newly established ORB/JRB services must have approval from Surf Life Saving Tasmania for the design and layout of the vessel.

Branding must meet the specification of SLSA equipment branding requirements and be approved by SLST.

REFERENCE

SLST Guide to Establishing a Support Operation.



LS13.7 JRB EQUIPMENT

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PURPOSE

To outline the minimum requirements for Jet Rescue Boats (JRB) used within Surf Life Saving Tasmania (SLST) operations.

PROCEDURE

The following details the minimum list for a Jet Rescue Boat in Tasmania:

MEDICAL

- First Aid Kit
- Oxygen Resuscitation Kit
- Spinal Board
- Adjustable Neck Brace
- Blankets
- Towels
- Space Blankets
- Body Bag

SAFETY/PPE

- All requirements as per vessel 'survey' and MAST Regulations

LINES

- Towing Lines
- Towing Bridle
- Anchor Line

RESCUE SWIMMER

- 1 x Rescue Tube
- Wetsuit
- 1 x Helmet
- 1 pair Diving Fins/Rescue Fins

COMMUNICATIONS

- SLS VHF Base-set Radio
- SLS VHF hand-held radio (plus water-proof bag)
- P.A System incorporating Siren/Loud Hailer



TASMANIA

LS13.7 JRB EQUIPMENT

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NAVIGATION

- Navigational Charts for Tasmanian Coast
- Boat Compass
- Hand Held Compass
- GPS/Depth Sounder (Global Positioning Satellite Navigation)

GENERAL

- 2 Fenders
- Water Bottles
- Tool Kit

LS13.8 HELICOPTER LANDING ZONE

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PURPOSE

To outline the procedure for lifesaving services to secure a helicopter landing zone.

All lifesaving personnel shall be aware of helicopter safety. The pilot will have final and ultimate decision on whether and where to land.

PROCEDURE

Approaching a Helicopter

- Only approach and depart helicopter if essential and only once given “thumbs up” by the pilot or crewman.
- Always approach/depart from the front (between 10-2 o’clock).
- Sloping ground may expose you to rotor blades. Be cautious on sloping ground.
- If blinded by dust, stop and sit down.

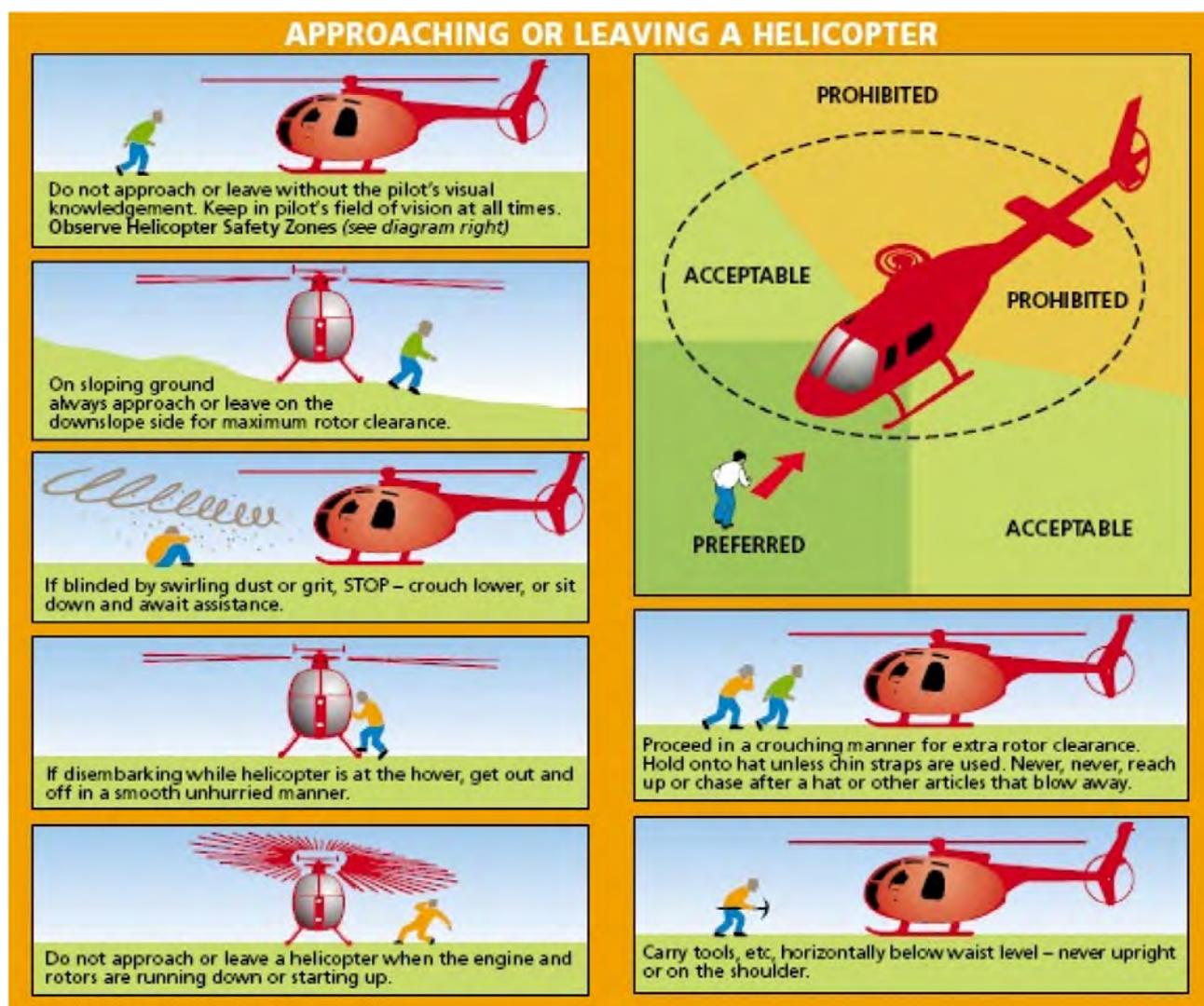


Figure 13.8.1

LS13.8 HELICOPTER LANDING ZONE

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ESTABLISHING A LANDING ZONE

1. Nominate a suitable lifesaver/lifeguard to manage the Landing Zone (LZ).
2. Locate flat area of land 25m by 25m (at least).
3. Clear area of all people / animals.
4. Remove all loose objects (umbrellas, surfboards, tents etc.).
5. Ensure all access points to the LZ are manned by lifesavers (preventing public access), facing outward to view hazards.
6. Establish radio contact with helicopter on VHF Marine Channel 6 prior to landing.
7. Be aware of debris as the helicopter lands or takes off.
8. The helicopter will land and take off into the wind (in most instances).

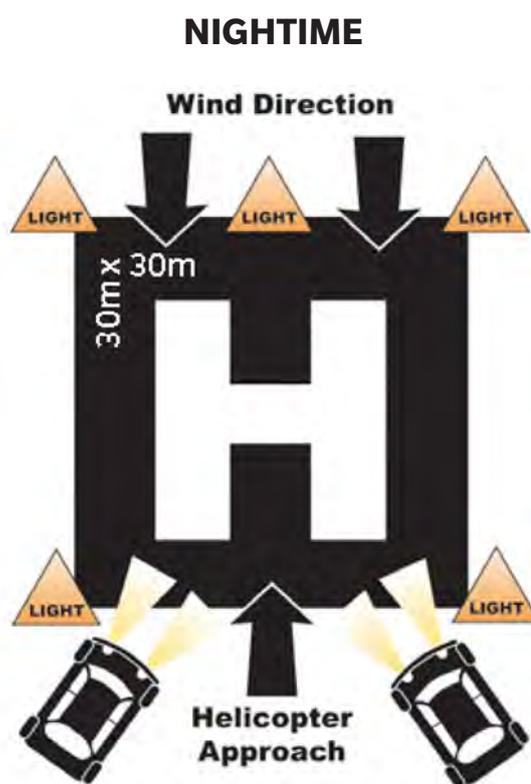
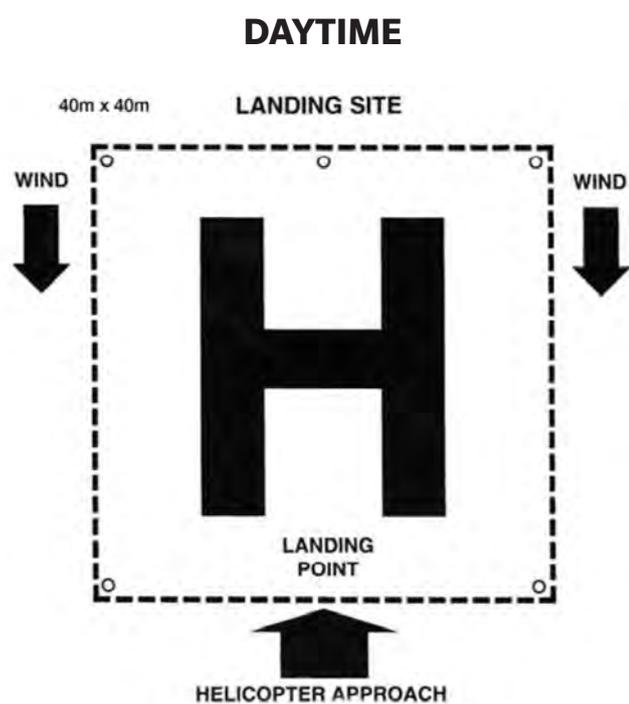


Figure 13.8.2

Figure 13.8.3

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