

JET BOATING



OTAGO

2009

CENTRAL RIVERS RACE SAFETY PLAN

• MATUKITUKI •

• CLUTHA •

• DART •

• KAWARAU / SHOTOVER •

3. Three patrol boats, with ambulance officers in each, trained in trauma involving water.

- one boat sitting half way up leg and follows first race boat
- second boat to leave after sixth race boat
- third boat to follow last race boat away

Boats have full ambulance medical kits and oxygen. They have an Outdoor Event base radio in patrol boat, and simplex radios in each boat. This allows direct access to Dunedin Ambulance Control, Otago/Southland ambulance stations/ambulances and Helicopter Rescue. The boats also have Marine VHF radio contact through repeater channel 18 and cell phone contact with each other, back up boats and race control.

4. Back up boats will be placed at various locations on the river with a tail end Charlie to follow the field to assist boats that have broken down or run aground and to ensure that all channels are clear prior to starting the next leg.

5. All boats have a technical inspection prior to each race and must comply with the Rules and Regulations of the New Zealand Jet Boat River Racing Association Inc as printed in the Safety & Year Book. Note: that each driver must have a race license both the driver and navigator have a current first aid certificate.

6. There is a drivers briefing prior to each leg of each race, drivers are required to attend roll call

Briefing to include but not limited to

- starting procedure and order
- obstacles and areas where care is required etc, from the river check carried out prior to the race starting
- the start zone
- that there are other river users
- in the event of an accident the first boat on the scene must stop and assist

Boats are seeded, fastest to slowest and are started in order of fastest boat being away first. (Race control reserve the right change the starting order for safety reasons)

7. Indemnity Forms must be signed by drivers and crew.

8. All back up and patrol boat crews to do a boat count as they pass by and report to race control with any changes or missing boats

9. If a boat has an accident, the following race boats stop and assist until the patrol boat arrives.

The Medical Personnel assess the situation and call emergency services if necessary.

Race boat that stopping to assist must record time stopped

10. Accidents to be reported to Maritime New Zealand (MNZ), Harbour Master and NZJBA National Office on the approved MNZ Accident Form

3. Three patrol boats, with ambulance officers in each, trained in trauma involving water.

- one boat sitting half way up leg and follows first race boat
- second boat to leave after sixth race boat
- third boat to follow last race boat away

Boats have full ambulance medical kits and oxygen. They have an Outdoor Event base radio in patrol boat, and simplex radios in each boat. This allows direct access to Dunedin Ambulance Control, Otago/Southland ambulance stations/ambulances and Helicopter Rescue. The boats also have Marine VHF radio contact through repeater channel 18 and cell phone contact with each other, back up boats and race control.

4. Back up boats will be placed at various locations on the river with a tail end Charlie to follow the field to assist boats that have broken down or run aground and to ensure that all channels are clear prior to starting the next leg.

5. All boats have a technical inspection prior to each race and must comply with the Rules and Regulations of the New Zealand Jet Boat River Racing Association Inc as printed in the Safety & Year Book. Note: that each driver must have a race license both the driver and navigator have a current first aid certificate.

6. There is a drivers briefing prior to each leg of each race, drivers are required to attend roll call

Briefing to include but not limited to

- starting procedure and order
- obstacles and areas where care is required etc, from the river check carried out prior to the race starting
- the start zone
- that there are other river users
- in the event of an accident the first boat on the scene must stop and assist

Boats are seeded, fastest to slowest and are started in order of fastest boat being away first. (Race control reserve the right change the starting order for safety reasons)

7. Indemnity Forms must be signed by drivers and crew.

8. All back up and patrol boat crews to do a boat count as they pass by and report to race control with any changes or missing boats

9. If a boat has an accident, the following race boats stop and assist until the patrol boat arrives.

The Medical Personnel assess the situation and call emergency services if necessary.

Race boat that stopping to assist must record time stopped

10. Accidents to be reported to Maritime New Zealand (MNZ), Harbour Master and NZJBA National Office on the approved MNZ Accident Form

Dart River

RACE PLAN

Sunday 5 April 2009

Dart River: Glenorchy to Beansburn and Return

Organisation: Otago Branch, Jet Boating New Zealand Inc

Race Controller: Jeff Donaldson
Hm (03) 488 1080
Wk (03) 479 6499
Fax (03) 488 1080
Cell 027 435 7162

Assistant Race Controller: Tim Guthrie Cell 027 436 0085

Technical Inspector: Peter Steele Cell 027 265 0078
(Only boats that require a recheck)

Time Keepers: Graeme McFarlane Cell 027 448 1886

Medical: St Johns –

Communications: David Wright Cell 027 414 6966
* **Radio Channel 18** *

Patrol Boats: Pete Templeton Cell 027 454 8742

Start Times

Upstream Leg	Briefing	Glenorchy Ramp	8.00 am
	Start Time	Glenorchy Wharf	8.30 am
Downstream Leg	Briefing	Beansburn	9.45 am
	Start Time	Beansburn	10.15 am
	River Cleared		11.30 am

1. Liaison with the Harbour Master, Police, and Dunedin Ambulance Control.
2. River is boated and checked within 24 hours prior to the race for the purpose of:
 - Clearing downed trees, obstructions and other debris
 - Marking obstacles
 - Noting areas where care will be needed

3. Three patrol boats, with ambulance officers in each, trained in trauma involving water.

- one boat sitting half way up leg and follows first race boat
- second boat to leave after sixth race boat
- third boat to follow last race boat away

Boats have full ambulance medical kits and oxygen. They have an Outdoor Event base radio in patrol boat, and simplex radios in each boat. This allows direct access to Dunedin Ambulance Control, Otago/Southland ambulance stations/ambulances and Helicopter Rescue. The boats also have Marine VHF radio contact through repeater channel 18 and cell phone contact with each other, back up boats and race control.

4. Back up boats will be placed at various locations on the river with a tail end Charlie to follow the field to assist boats that have broken down or run aground and to ensure that all channels are clear prior to starting the next leg.

5. All boats have a technical inspection prior to each race and must comply with the Rules and Regulations of the New Zealand Jet Boat River Racing Association Inc as printed in the Safety & Year Book. Note: that each driver must have a race license both the driver and navigator have a current first aid certificate.

6. There is a drivers briefing prior to each leg of each race, drivers are required to attend roll call

Briefing to include but not limited to

- starting procedure and order
- obstacles and areas where care is required etc, from the river check carried out prior to the race starting
- the start zone
- that there are other river users
- in the event of an accident the first boat on the scene must stop and assist

Boats are seeded, fastest to slowest and are started in order of fastest boat being away first. (Race control reserve the right change the starting order for safety reasons)

7. Indemnity Forms must be signed by drivers and crew.

8. All back up and patrol boat crews to do a boat count as they pass by and report to race control with any changes or missing boats

9. If a boat has an accident, the following race boats stop and assist until the patrol boat arrives.

The Medical Personnel assess the situation and call emergency services if necessary.

Race boat that stopping to assist must record time stopped

10. Accidents to be reported to Maritime New Zealand (MNZ), Harbour Master and NZJBA National Office on the approved MNZ Accident Form

Kawarau/Shotover River

RACE PLAN

Sunday 5 April 2009

Kawarau River: Frankton Marina to Tuckers Beach and Return

Organisation: Otago Branch, Jet Boating New Zealand Inc

Race Controller: Jeff Donaldson
Hm (03) 488 1080
Wk (03) 479 6499
Fax (03) 488 1080
Cell 027 435 7162

Assistant Race Controller: Tim Guthrie Cell 027 436 0085

Technical Inspector: Peter Steele Cell 027 265 0078
(Only boats that require a recheck)

Time Keepers: Graeme McFarlane Cell 027 448 1886

Medical: St Johns –

Communications: David Wright Cell 027 414 6966
Radio Channel 18

Patrol Boats: Pete Templeton Cell 027 454 8742

Start Times

Frankton to Tuckers	Briefing	Frankton Marina	1.00 pm
Mass Start	Start Time	Frankton Marina	1.30 pm
Tuckers to Frankton	Briefing	Tuckers Beach	2.15 pm
	Start Time	Tuckers Beach	2.45 pm
	River Cleared		4.00 pm

(All boats to be cleaned for Didymo)

1. Liaison with the Harbour Master, Police, and Dunedin Ambulance Control.
2. River is boated and checked within 24 hours prior to the race for the purpose of:
 - Clearing downed trees, obstructions and other debris
 - Marking obstacles
 - Noting areas where care will be needed

3. Three patrol boats, with ambulance officers in each, trained in trauma involving water.

- one boat sitting half way up leg and follows first race boat
- second boat to leave after sixth race boat
- third boat to follow last race boat away

Boats have full ambulance medical kits and oxygen. They have an Outdoor Event base radio in patrol boat, and simplex radios in each boat. This allows direct access to Dunedin Ambulance Control, Otago/Southland ambulance stations/ambulances and Helicopter Rescue. The boats also have Marine VHF radio contact through repeater channel 18 and cell phone contact with each other, back up boats and race control.

4. Back up boats will be placed at various locations on the river with a tail end Charlie to follow the field to assist boats that have broken down or run aground and to ensure that all channels are clear prior to starting the next leg.

5. All boats have a technical inspection prior to each race and must comply with the Rules and Regulations of the New Zealand Jet Boat River Racing Association Inc as printed in the Safety & Year Book. Note: that each driver must have a race license both the driver and navigator have a current first aid certificate.

6. There is a drivers briefing prior to each leg of each race, drivers are required to attend roll call

Briefing to include but not limited to

- starting procedure and order
- obstacles and areas where care is required etc, from the river check carried out prior to the race starting
- the start zone
- that there are other river users
- in the event of an accident the first boat on the scene must stop and assist

Boats are seeded, fastest to slowest and are started in order of fastest boat being away first. (Race control reserve the right change the starting order for safety reasons)

7. Indemnity Forms must be signed by drivers and crew.

8. All back up and patrol boat crews to do a boat count as they pass by and report to race control with any changes or missing boats

9. If a boat has an accident, the following race boats stop and assist until the patrol boat arrives.

The Medical Personnel assess the situation and call emergency services if necessary.

Race boat that stopping to assist must record time stopped

10. Accidents to be reported to Maritime New Zealand (MNZ), Harbour Master and NZJBA National Office on the approved MNZ Accident Form