



Waikato Sport Fishing Club

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West Coast Safety Plan

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1. The West Coast Safety Plan:

- a) This West Coast safety plan outlines the key responsibilities of the parties participating in or associated with fishing tournaments and competitions based at Raglan and Kawhia. The "Skippers Brief" is an acknowledgement and indemnification to be completed by the skipper of any boat participating in such a tournament and or competition. The intention of both the West Coast safety plan and Skippers Brief is to confirm the responsibilities of the parties; provide reference to current procedures and gain acknowledgement from participating skippers that they understand the conditions of participating in the competition and or tournament.

2. Skippers Responsibility:

- a) Every boat must have a designated Skipper.
- b) The Skipper is legally responsible for the safety of the boat and all the people on board.
- c) All boats entering in a tournament/competition are to have a registered call sign and complete trip reports as per Coastguard guidelines. Refer Bar crossing procedure.
- d) Tournament Organisers and Coastguard accept no responsibility for any decision by a skipper to launch their boat; enter any waterway and/or cross any bar.
- e) It is the Skippers responsibility to ensure that their boat is seaworthy, has an operative marine VHF radio and the appropriate safety equipment. Skippers should refer/ be referred to the booklet "Safe Boating an Essential Guide" – produced by Maritime Safety and Coastguard Boating Education for guidelines on appropriate safety equipment to be carried and safe boating practise.
- f) At all times skippers should operate their boats in accordance with rules of the road as detailed by the Maritime Safety Authority.

3. Tournament Organisers:

- a) Organisers are to provide a briefing (oral) prior to the commencement of the Tournament. Each participating skipper will also be provided with a written Skippers brief with details about radio procedure and the process for organisers to announce the cancellation of fishing on any given day.
- b) Organisers will not be involved in inspecting/vetting boats and safety equipment nor will the organisers pass any opinion on the suitability of the boat or Skipper. Skippers are responsible for assessing their own capabilities, the capabilities of any crew and the capabilities of their boats at all times.



- c) Organisers may run a separate radio base for recording fish captures and the promotion of sponsors and to announce any relevant information affecting the Tournament. No radio safety scheds will be made and the Organisers will not be maintaining a record of boat movement and intentions.
- d) Organisers will notify Coastguard in advance, of the dates of the tournament and the expected number of participating boats. The organisers will request that all participating boats in the Tournament have a registered boat ID.
- e) Tournament organisers will not tell any skipper whether they should go fishing or not. If fishing is cancelled for that day, for any reason, then the Tournament organisers will issue a statement over the appropriate VHF channel to that effect;
 - ❖ N.B. This is different to a statement about whether people should or should not be going out in their boats as no such statement will be made by the Tournament organisers.

4. Coastguard:

- a) Coastguard will operate a VHF service appropriate to record the departure and return of all participating boats.
- b) In lodging trip reports, Coastguard is looking for the following information
 - Point of departure
 - Intended destination
 - Number of people on board
 - Intended time of return
- c) Coastguard does not automatically follow up on the non-return of vessels unless a third party (family, friends, and event organisers) raises concern about that vessel. Vessels are therefore encouraged to close their trip reports, so should concern be raised about them, this can be quickly dealt with and fears allayed.

5. Bar Crossing Procedure:

- a) All boats intending to cross a bar should call Coastguard before they cross, stating their intention to cross the bar and the number of people on board. Once safely clear of the Bar, the vessel shall call Coastguard, stating they are safely over, the intended fishing area and intended return time.
- b) Coastguard runs an automatic SAR watch on bar crossings and vessels have 20 minutes to safely complete the crossing before the SAR watch alarms. It is therefore critical that vessels call before the 20 minutes to advise of their safe crossing or call amending their crossing details.
- c) If Coastguard receives no call, they will endeavour to raise the vessel to confirm their safety or establish this by other means. Should there be no confirmation; the Coastguard will implement its standard SAR procedures.