

Emergency Action Plan

&

Major Incident Procedure

(Sutton Dinghy Club)

Document Version Control & History:

	Name	Position	Date
Drafted by	Andrew Johnston	Commodore	March 2013
Reviewed By		General Committee	April 2013

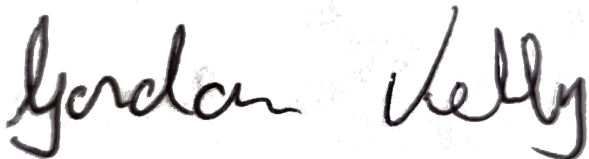
Revision	Date	Reviewed By	Modification or Description
V1	April 2013	General Committee	New EAP approved
V2	August 2014	General Committee	DEATH Included as emergency type
V3	June 2015	General Committee	Pre review by ISA Sarah Louise Rossiter
V4	January 2016	General Committee	AED Corrections
V5	June 2017	General Committee	Safety Statement Review
V6	Aug 2018	General Committee	Review of our Risk Management
V7	June 2021	Commodore	Commodore Review
V8	May 2023	Commodore	Changes to reflect new Club layout
V9	June 2024	Commodore	Yearly review

Document Custodian	Date	Approved	Alternate
Andrew Johnston	June 2024	Gordan Kelly (Commodore)	Hon. Secretary

Signed on behalf of the General Committee:

Commodore:

Gordan Kelly (July 2024)



DEFINITION OF A MAJOR INCIDENT

A Major Incident (MI) is an event where there is loss of life, a serious injury, or there is substantial damage to property and/or the environment.

FIRST RESPONSE

The Principle Race Officer (PRO) present during Club or Event racing will act as Incident Co-Ordinator and take immediate charge of the situation and inform the appropriate emergency services by telephone.

When the Club Sailing School is in operation, the Senior Instructor (SI), will act as Incident Co-Ordinator and take immediate charge of the situation and inform the appropriate emergency services by telephone.

The SI/PRO may delegate an appropriate member to act as Incident Co-ordinator.

The incident co-ordinator should assess the incident and determine if and what type of emergency assistance is required.

Emergency services should be contacted immediately on 112, (or 999) with clear instructions as to needs e.g. medical evacuation, fire services etc.

INCIDENT CO-ORDINATOR

The Incident Co-ordinator will have overall control and responsibility and will co-opt other members as necessary to deal with the incident such as securing the incident area, rendering first aid, preventing further injury or damage and taking appropriate photographs.

The Incident Co-ordinator will ensure that Club Officers including the Hon-Secretary are informed of the incident by telephone as soon as possible.

EMERGENCY REPORTING (EVACUATION PROCEDURES)

Types of emergencies to be reported by Club personnel are:

- Medical
- Fire
- Severe Weather
- Fuel or Chemical Spill
- Death

EMERGENCY EXITS AND EVACUATION ROUTES

Evacuation route maps have been posted in each area of the Club. Club staff and personnel should know the evacuation routes. The following information is marked on evacuation maps:

- Emergency exits
- Locations of fire extinguishers
- Assembly point(s)
- Primary and secondary evacuation routes
- Front Exit to Car Park and Right of Way
- Rear Entrance to Deck, Slipways and Dinghy Park

EMERGENCY EQUIPMENT ON SITE

First Aid and Ice is available from the Office Staff based in Club Room

Fire Extinguishers are located:

- Kitchen Area of Club Room
- Workshop

LOCATION OF AED (Defibrillator)

The AED is located in the wall between the Mens and Ladies Toilets in Club Room.

CONTAIN THE INCIDENT - PROTECT INDIVIDUALS

Protect individuals from further harm.

Ensure individual life is not at risk.

Identify other people present with appropriate skills to assist in management of the incident (e.g. qualified first aider).

Provide emergency first aid if necessary.

Isolate the cause of the incident (e.g. turn off electricity, isolate gas).

Evacuate the premises as necessary - using the fire safety point in Car Park.

Clear the water of boats as necessary, while you deal with the incident.

CALLING THE EMERGENCY SERVICES

112 or 999 should only be called when there is a risk to life or property, where there is a crime being committed or the prospect of a crime being committed and when a person feels their personal safety is being threatened.

If you are in any doubt however, call 112 (or 999), and don't presume someone else has.

When you dial 112 (or 999), your emergency call is answered at a Public Safety Answering Point (PSAP). The specially trained call-taker will request you to state which service you require (i.e. An Garda Síochána, Fire Service, Ambulance Service or Coast Guard) and will also check your location with you.

The call is then transferred to the Emergency Service Control Centre you requested based on your location and handled accordingly. Most importantly if the line is busy, please do not hang up. The call will be answered as quickly as possible.

Club Address: Sutton Dinghy Club, Strand Road, Sutton, Dublin 13.
GPS coordinates (Latitude **53.376 N , Longitude -6.101 W**)
The Club can be difficult to find – direct the emergency services as follows:

From Sutton Cross: Taking the Greenfield Road exit, follow the road till you meet the sea. Continue to keep the sea, turning right onto Strand Road. Continue to follow this coast road till you arrive at the Clubhouse about 2km from Sutton Cross.

Station someone at the St Fintans Road turn-off on Strand Road to meet and direct the emergency services.

Remember Do Not Hang up until help arrives.

IN THE IMMEDIATE AFTERMATH - WITNESSES

Get a statement from a competent witnesses

Remove the key witnesses to a place you can talk to them away from onlookers.

Explain that statements are being taken to obtain an accurate account of the incident, as these may be required for insurance, or other purposes.

Notes need to be taken and agreed by the witness.

SECURING THE EVIDENCE

Photograph the incident location, boats, equipment etc

Keep any relevant equipment e.g. clothing, buoyancy aids, lifejackets, logbooks etc.

Secure any boats or equipment involved.

MANAGING INFORMATION & DEALING WITH RELATIVES AND AGGRIEVED PARTIES

It is important to be sympathetic with these people, and advise them the matter will be fully investigated, without admitting responsibility at that time.

It is important to remain calm and to say that every effort is being made to mitigate the effects and that the appropriate authorities, with whom we are co-operating, are investigating the incident.

If there has been a loss of life An Garda Síochána will inform the next of kin. Do not publicise the name of the casualty until you know An Garda Síochána have informed the next of kin, even if the press appear to know who it is.

DEALING WITH THE MEDIA/PRESS

If contacted by the press or other media representative, the initial response is to acknowledge that an incident has occurred and that a club official (usually the Hon-Secretary) will issue a press release.

Direct statements and interviews are to be avoided.

If it becomes necessary to give an interview, unless confident in being able to cope with unexpected questions, it is better to read from a prepared statement.

If the incident is attracting attention from the national media, call Irish Sailing Media Relations for advice.

Don't hold a press conference

Decide who will speak to the press

Do not allow well-meaning but ill-informed members to make public comments.

Try to keep a record of whom you have spoken to, who has contacted you etc.

NOTIFICATIONS

The Officers of the club will consider who must be notified, consult legal representatives, and contact interested parties Insurance Company etc. If

the incident involves a work-related fatal or major injury inform the Health and Safety Executive.

CLOSURE

The primary phase of the incident is closed when any injured parties have been moved from the location and all property damage has been secured so that it no longer presents a danger to club members or the public.

In order to complete the incident response, a meeting shall be held between the clubs members involved, the Principal Race Officer/Senior Instructor, the incident co-ordinator, the Club Officers including Hon-Secretary and any experts who may be required (legal, insurance, structural etc.). This meeting shall finalise all records of the event and determine any follow up action that may be required. A record shall be made of lessons learnt and ways to improve the Major Incident response system.