

Mahurangi Regatta:

Event Safety Risk Assessment and Management Plan 2025:

Updated: 22/01/2025 V2

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Section 1: Event Context

Event introduction and overview

The Mahurangi Regatta is being held on the 25th Jan 2025 this year at Mahurangi Harbour.

The Regatta has been going for over 100 years with Classic boats taking place since 1988.

This year we expect 100 classic vessel taking part in the regatta with between 1 + 12 crew in each vessel.

Number of spectators are unknown but if past events are anything to go by the harbour will be full.

Media attention is normally low.

Aims and objectives for the event

The aim of the Regatta is to have the spectacle of old vessels under way for all to enjoy.

Success is measured by feedback from the public.

Event governance and decision making

The regatta is governed by the regatta committee of the Mahurangi Cruising Club details of which can be found on page 5 of the 2025 yearbook.

Event rules

The main rules for the event are that all vessel comply with the International Regulations for Preventing Collisions at Sea (Col Regs) and Maritime NZ Rules Part 22 Collision Prevention.

For this and other information see pages 12 + 13 of the 2025 Yearbook.

Industry guidelines and compliance requirements

The event is run under the Auckland City Council Event Safety Risk Guidelines and. The Health and Safety at Work Act 2015 where applicable.

Event site map

See Appendix A Notice of Regatta, Sailing Instructions and MCC website.

Weather and climate information

Weather information is available on NZ Meteorological Service. This is the service used by MCC to make any weather-based decisions.

Allocation of officials and volunteers

Ref to procedures manual.

The Officer of The Day (OOD) is Brian Taylor 021 053 1637

Onsite medical, first aid, security and safety resources

A first aid kit will be available at Scotts House on regatta day.

Request doctor assistance on VHF channel 77

Medical facilities and accessing emergency services

The nearest medical facility is the Snells Beach Medical Centre. (09 425 5055)

Or dial 111 for an ambulance.

Initiating emergency response plans

Ref to each emergency response plan

Schedule of key stakeholder, role designation and contact information

See Appendix A and MCC website.

Event communication overview

VHF Channel 77. And

The Officer of The Day (OOD) Brian Taylor 021 053 1637

Section 2: Event Risk Assessment

| MAHURANGI REGATTA - Risk Register | |
|-----------------------------------|------------------------------------------------------------|
| Last updated: | 12/01/2025 |
| Review due: | Reviewed 21/01/2025 next review at Next Committee meeting. |
| Review lead: | John Caukwell 021 274 2027 |

| RISK ID | HAZARD | RISK DESCRIPTION (What could go wrong?) | PROBABILIITY RATING | IMPACT RATING | GROSS RISK LEVEL | CONTROLS | NET RISK LEVEL | ADDITIONAL RECOMMENDED CONTROL ACTIONS | RISK OWNER | REVIEW TERM |
|---------|--------------------------------------|---------------------------------------------------------------------|---------------------|---------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------------------------------|---------------------|------------------|
| 1 | Collision between vessels. | Collision between regatta vessels under sail and spectator vessels. | 1 | 2 | 2 | See Col Regs. Pages 12 – 13 of 2025 Yearbook. Sailing Instructions 2025 – International Regulations for Preventing Collisions at Sea | 1 | Keep close eye during the event. | MCC Committee. | After the event. |
| 2 | Confusion at starting line. | Collision between regatta vessels. | 3 | 2 | 6 | Order of start with faster vessels starting first. | 1 | Keep close eye on each start. | MCC Committee | After the event. |
| 3 | Technical issues on regatta vessels. | Dismasting, breakdown or fire on board. | 1 | 2 | 2 | This is the responsibility of each individual vessel. | 1 | As stated in sailing instructions see App A | Individual vessels. | After the event. |

| RISK ID | HAZARD | RISK DESCRIPTION (What could go wrong?) | PROBABILIITY RATING | IMPACT RATING | GROSS RISK LEVEL | CONTROLS | NET RISK LEVEL | ADDITIONAL RECOMMENDED CONTROL ACTIONS | RISK OWNER | REVIEW TERM |
|---------|----------------|------------------------------------------------------------|---------------------|---------------|------------------|-------------------------------------------------------|----------------|---------------------------------------------|---------------------|------------------|
| 4 | Medical event. | Someone on board a regatta vessel has a medical emergency. | 1 | 2 | 2 | This is the responsibility of each individual vessel. | 1 | As stated in sailing instructions see App A | Individual vessels. | After the event. |
| 5 | Covid Outbreak | Spreading Covid | 2 | 2 | 4 | Covid Guidelines | 1 | Masks | All | Post |

Section 3: Emergency Response Plan

Response Plan A

| MAJOR MEDICAL / MAJOR FIRST AID EMERGENCY | |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Initial action | |
| Ascertain details: | <ul style="list-style-type: none"> • Location; problem; number of patients; mechanism of injury (trauma); prior medical history (medical). |
| Complete Incident Log: | <ul style="list-style-type: none"> • Record time; date; informant details; arrival of additional support; any treatment provided; patient information. |
| Notify: | <ul style="list-style-type: none"> • Call 111 and ask for ambulance, inform next of kin of the involved. |
| Consider: | <ul style="list-style-type: none"> • Is there a risk/hazard posed for other people? Does the event need to stop temporarily to allocate safety resources to the incident(s)? Is there an appropriate environment to treat the victim(s)? • Can the Police or Coastguard NZ help in any way? |
| At scene | |
| Actions: | <ul style="list-style-type: none"> • DRSABC (Danger Response Airways Breathing Circulation) is the priority protocol followed by secondary surveys (trauma + medical) to ascertain the problem and provide appropriate care. • Consider the on-going treatment of the patient, and whether they need to be moved to a more appropriate environment. |
| At completion | |
| Debrief: | <ul style="list-style-type: none"> • In serious/critical incident trauma and medical cases, the MCC Committee should lead a debrief session of the incident to assess, and ensure all persons involved are OK (emotionally and physically). The response process should be reflected, after all learnings have been recorded. • The debrief process is an opportunity to discuss what happened (facts) from each person's perspective, and to identify any person(s) that require additional support. • In a critical incident such as a death or severe (life threatening) trauma, it is likely the Police and Coastguard NZ will need to be notified. |
| Reporting: | <ul style="list-style-type: none"> • Feel free to attach additional information as required. It is beneficial to keep a more detailed account of the incident in the event of a formal investigation. |

Response Plan B

| TSUNAMI WATCH / WARNING | |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Initial action | |
| Ascertain details: | <ul style="list-style-type: none"> • Has a Tsunami Warning or Tsunami Watch been issued by the Ministry of Civil Defence? • Use VHF Channel 77 to warn all vessels. • The Event Manager (or similar). Should make this call. • When is the published impact time of the first tsunami, and therefore how much time do you have to evacuate the coastal zone? |
| Notify: | <ul style="list-style-type: none"> • All event stakeholders. |
| Consider: | <ul style="list-style-type: none"> • The level of response relative to the classification of the incident (i.e. 'watch' is a lower risk threshold than 'warning'). • Ensure the level of urgency is relative to the anticipated time available to evacuate. • What are the optimal evacuation routes to allow people to get to the recommended 23m above sea level, to avoid the impact of a tsunami wave? |
| Complete incident log: | <ul style="list-style-type: none"> • If possible, record the time the incident commenced; and • Keep a record of key decisions throughout the incident period. |
| At scene | |
| Actions: | <ul style="list-style-type: none"> • If there is a witnessed earthquake in the coastal zone or any unusual observations to a sudden change in sea state, (such as water levels noticeably dropping), immediately discontinue the event. • Radio the on-water safety, and ask them to direct all persons back to shore immediately (phase one - get people out of water). • Inform volunteers; officials; competitors; and spectators of a possible tsunami threat, and encourage them to enact an emergency evacuation to higher ground ASAP. • Focus must be on a swift, orderly evacuation away from the coast to a targeted elevation of 23m above sea level. • If the event is not witnessed, and the Tsunami Warning or Tsunami Watch indicates a longer lead-in time, in addition to evacuating the coastal zone, consider removing any available first aid or other equipment to higher ground to be used in a possible post-tsunami recovery. • Continue to monitor the situation/threat through official channels (i.e. Ministry of Civil Defence updates). |
| At completion | |

| | |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Debrief: | <ul style="list-style-type: none"> • In the event of a tsunami, debriefs may not be appropriate, in lieu of more immediate needs. • Following any Tsunami Warning/Tsunami Threat stand-down, it is appropriate to conduct a debrief so learnings can be captured for any future incident. |
| Reporting: | <ul style="list-style-type: none"> • It is unlikely that a report will need to be filed to an external authority, but should be considered for internal, continuous improvement purposes. |

Section 4: Contingency Planning

Introduction

This Contingency Plan has been developed as part of the Event Risk Management Plan, to ensure health and safety risks are eliminated, so far as reasonably practicable.

In the presence of natural or man-made hazards, particularly unfavourable weather and/or extreme environmental conditions preventing the conduct of part or all of the event, it is essential that you establish a clear and simple Contingency Plan to manage the situation.

The potential threats

The major threat(s) that may generate the need to consider contingency options are:

1. High winds
2. Heavy rain
3. Water quality issues
4. Strong currents (i.e. at a beach or river)
5. Large surf

History of potential threat events occurring at the event location

Weather has caused cancellation of the event at least once in living memory.

The Mahurangi Cruising Club chain of command and decision making

| Position | Name |
|--------------------|---------------|
| Commodore | Richard Dodd |
| Officer of the Day | Brian Taylor |
| Vice Commodore | Hugh Gladwell |
| Technical Advisor | James Buttle |

The decision to enact this Contingency Plan is the responsibility of the Mahurangi Cruising Club Event Management Team including all officials and volunteers are responsible to the Commodore (Richard Dodd) for implementing any contingency options associated with the event.

The Event Risk Management Plan developed for this event is to be applied when considering and making recommendations, in consultation with relevant emergency services, and subject matter experts.

A review of the following will be conducted at each yearly event final committee meeting meeting:

- a) Risk Assessment of the current conditions; and
- b) Current weather predictions; and
- c) Other relevant event statistics (such as withdrawals, and complaints received etc).
- d) The COVID-19 situation.

Contingency options

We have assessed that there are two feasible contingency options available. These are:

Option One – Rerouting the course

In the case of heavy easterlies, the course can be changed to a harbour one.

See Sailing Instructions and MCC website.

Option Two – Cancellation of the event

If the weather is really bad the whole Regatta can be cancelled. (as per Regatta 2023)

See Sailing Instructions and MCC website.

Reconnaissance of alternative routes, sites and assessment of conditions

The conduct of the reconnaissance is the responsibility of the people named in the command chart.

Timings and early warning

The decision to enact one of the contingency options is to be made as early as possible, dependent upon the weather conditions.

The people named in the command chart through its members are responsible for early warning of any decisions. The following individuals and authorities are to be advised as soon as possible of any decision to reroute or cancel the event:

- Event participants
- All event officials
- All event volunteers
- Sponsors
- Broadcasters
- Site suppliers/contractors
- Local territorial authority
- Emergency services and safety personnel
- Security
- Event spectators

As soon as the decision is made, all stakeholders will be communicated with promptly through a variety of communication mediums including the public address system, face-to-face briefings, broadcast SMS services, websites and social media.

Weather forecasting

Weather forecasts will be used by the MCC, to assist in decision making. Forecasts will be referenced against the Met Service website. Other relevant authorities and sources may be used as required. This is the responsibility of the MCC, who will disseminate the information to all parties.

Should changes in the weather develop, more regular information will be provided - dependent on the situation. In the event of a severe or extreme weather report from the Met Service, the MCC may make the decision to suspend or postpone the competition. Weather reports will be considered as part of any risk assessment. Weather monitoring should commence approximately one week prior to the start of the event.

..... End