



**MANLY YACHT CLUB
POLICY FOR HANDLING INCIDENTS
OCCURRING IN AQUATIC EVENTS AS PRESCRIBED IN AQUATIC LICENCE**

PRINCIPLES

1. The NSW Maritime Authority will leave the management of incidents occurring under an Aquatic Licence largely to participating Clubs or Governing Bodies/Organisations. In general, all race participants compete under governing body regulations, are aware of the risks involved, and are (mostly) covered by Third Party Public Liability insurance.
2. The Authority will generally intervene only where it is clear that the issue is a significant one and action by the Club or Governing Body/Organisation appears to have been inappropriate or incomplete and/or there has been a disregard of the marine legislation.

POLICY FOR HANDLING INCIDENTS OCCURRING UNDER AQUATIC LICENCES INVOLVING SAIL, POWER AND PASSIVE (NOT DRIVEN BY EITHER MECHANICAL POWER OR SAIL) VESSELS

1. The NSW Maritime Authority expects that the organising Club will investigate incidents between vessels racing in licensed events on the basis of the rules under which the vessels were competing or racing.
2. The Navigation (Collision) Regulations - NSW will always prevail where racing and non-racing vessels interact and when vessels are racing under different governing body regulations.
3. The Organiser (Club) of an approved aquatic event must report all incidents involving a fatality, serious injury and/or damage where such is considered significant having regard to the types of vessels involved, to the NSW Maritime Authority within 48 hours of occurrence. The organiser must then report, in writing, the results of findings of an inquiry to the Authority within 28 days of the incident.
4. The NSW Maritime Authority reserves the right to investigate any incident at any time and will ALWAYS investigate when disregard of marine legislation occurs.

Note:

- *"Serious injury" is defined as requiring hospitalisation other than for treatment of minor injury or for observation only.*
- *"Significant damage" is determined having regard to the types of vessels involved and would generally be in excess of a \$ value which is appropriate to the overall value of the vessel (eg \$500 quantum could be appropriate for small boats - Sabots, skiffs etc but is insignificant for a "Maxi")*