

OPERATIONAL UPDATE FOR PATROL CAPTAINS & CLUB CAPTAINS

THIS ISSUE

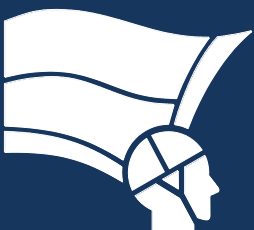
- P.1** Pride in the Uniform
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History of Red & Yellow

The red and yellow flag was initially used with great success in World War 1 particularly by ships. When the flag was flown at full mast this indicated that there was a man overboard and all friendly ships in the vicinity commenced search procedures.

On the 25th April 1915, the red and yellow flag was hoisted to symbolise mateship on the shores of Gallipoli. The red and yellow flag was conceived to signal a safe haven.

Upon returning from overseas service, Australian soldiers saw the need to establish a common image in the early 1920s to represent safe swimming areas on Australian beaches. The red and yellow flag was born on Australian beaches at the instigation of these men who saw the flag as a representation of years of mateship, service and above all, a duty to protect others.



THE LIFESAVING UPDATE

Pride, Planning/Preparation, Response, Recovery



Patrol Captains - Ask Yourself

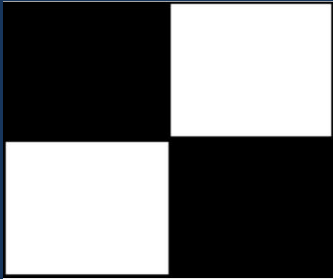
- Do you lead by example by wearing the full patrol uniform?
- Do you wear the cap with pride?
- Does your Club have incentives in place for members when they wear the full patrol uniform? Likewise a process when they don't?
- Could you attract more sponsors for your club through the image your patrol portrays?
- Would your life members be proud of the image your patrol portrays?
- Do you perform a patrol uniform check as part of your briefing with your patrol members at the start of patrol?
- Do you always wear the full patrol uniform or only when a branch representative comes to your beach?

Did You Know

Beach Flags Update

The release of the new 'Australian Standard 2416:2010 Water Safety Signs and Beach Safety Flags' has meant there will be some changes to the flags and signs we use at the beach.

1. Black-white quartered flags will replace blue board riding buffer (boundary) flags.



2. Feathered flags are now included in the standard and will be flown at all beaches.



SLSNSW and the Australian Lifeguard Service will provide all clubs with a set of feathered patrol flags & black/white surf craft flags.

The Patrol Uniform

Based on the results of the Quartered Cap Review, the National Lifesaving Standing Committee has decided to **keep the Quartered Cap as a mandatory piece** of the lifesaving uniform.

Patrol Inspection

4 items of uniform are mandatory and should be worn at all times whilst on patrol.

1. Patrol Peaked Cap or wide brim hat
2. Quartered Patrol Cap
3. SLS Patrol Shirt
4. SLS Patrol Shorts



Uniform Allocations

In August, clubs will be issued with a credit coupon and can retrieve their free allocation of patrol uniforms via the SLSA online surf shop. Clubs may select the uniform sizes they require and the most appropriate delivery address. Patrol uniform allocations will be emailed to the club email address as listed in SLS database.

Should you need any further information on your club's patrol uniform allocation, please contact Rachael Bruce at SLSA; rbruce@slsa.asn.au or call 02 9215 8000.

How do we encourage all patrol members to wear their full patrol uniform?

- Senior patrol members to lead by example
- Start of patrol briefing and uniform check
- Educate members about the history of the red and yellow
- Present the cap as a reward to members after they complete their bronze medallion
- Build a culture of pride in the uniform at your club
- Patrol Captains to be vigilant

The Power of the uniform!

Have you ever noticed when standing at the water's edge in your uniform, people will automatically move into the flagged area because they recognise you as a lifesaver? Often you don't need to blow your whistle or address the public with a message over the loud hailer; the power of the red and yellow uniform is enough!!!



SNAPSHOT - Rescue of the Month Awards



March 2011

Winner: Tathra SLSC

Lifesavers Involved

Tony Rettke, Jordan Rettke, Geoff Boulton, Marie Boulton, Scott Meaker

On the 20th March 2011, three 18 year old males were returning from a fishing trip at Wapengo Lake, when their boat overturned while crossing the bar entrance at Bithery Inlet at 1.40pm.

Two of the men managed to make it to shore and raise the alarm that the third male was unaccounted for and had not returned to shore.

Tony Rettke and his 16 year old son Jordan responded immediately to the incident. They raced into the messy two metre surf with only rescue tubes and fins to begin searching for the missing man. Marie Boulton was prepared on the beach with resuscitation equipment while Scott Meaker and Geoff Boulton responded with an IRB from Tathra SLSC.

Tony and Jordan had been swimming and searching for the missing man for 30 minutes by the time the IRB arrived on the scene. The rescue team at this stage were fearing the worst. The IRB began searching an area covering hundreds of metres whilst Tony and Jordan continued their search in the water as well.

Rescuers had been searching for over an hour before they heard cries for help. They immediately made their way towards the cries for help. The IRB team found the man and immediately moved him to the beach where he was then transferred to Bega hospital by the Ambulance Helicopter suffering severe hypothermia.

The selfless acts of bravery by Tony and Jordan who swam continuously searching for the missing man, as well as the IRB team who responded and had to drive through large surf meant that an imminent tragedy was avoided on this day.



April 2011

Winner: Bateman's Bay & Broulee SLSC

Lifesavers Involved

Anthony Bellette, Jack Pritchard, Anthony Vella, Craig Shepherd, Gary Robbins, Geoff Wells, Andrew Edmunds, Sam Edwards

On Sunday 24th April 2011 a helicopter was reported to have crashed off Lilli Pilli Beach.

Members responded in three inflatable rescue boats, after reports were received that there were people in the water crying for help. Visibility that night was extremely poor and lifesavers ensured they had the requisite night operations equipment including emergency location beacons (EPIRBs), flares, lights and lifejackets.

Batemans Bay lifesavers Anthony Bellette and Jack Pritchard commenced a careful grid search after receiving clearance from the Duty Officer and worked as the only water based rescue crew. After several sweeps of the area they located a woman floating face down and unconscious near helicopter debris and rocks. They quickly returned to shore and immediately commenced CPR. Unfortunately their resuscitation attempts were unsuccessful.

Not knowing how many people remained unaccounted for, Duty Officer Andrew Edmunds dispatched the other two IRBs, one from Batemans Bay and one from Broulee, to join the search.

Civilian Sam Edwards entered the surf off the rocks to pull the 72 year old pilot to safety after lifesavers spotted him by torchlight. Lifesavers could not directly reach the man due to the danger from nearby rocks. He was eventually winched to safety by helicopter and taken to hospital suffering hypothermia. NSW Police and NSW Ambulance Services have commended all who were involved.



NSW Drowning Toll Down

From July 2010 to June 2011, 22 coastal drowning deaths occurred. This figure is down from 40 in the previous season.

Lifesavers and Lifeguards have done a remarkable job during the year to reduce the drowning toll.

Drowning Trends (2010 - 2011)

- The period from 3pm – 6pm had the highest incident rate.
- Most drowning incidents occurred in January. However the months of April and May are also significant.
- Rip currents remain the number one cause of drowning incidents with 13 lives lost. This is followed by rock fishing.
- Most fatalities occur less than 1km from a SLS/Lifeguard facility and occur out of hours. This highlights the importance of the SLS Emergency Response System.



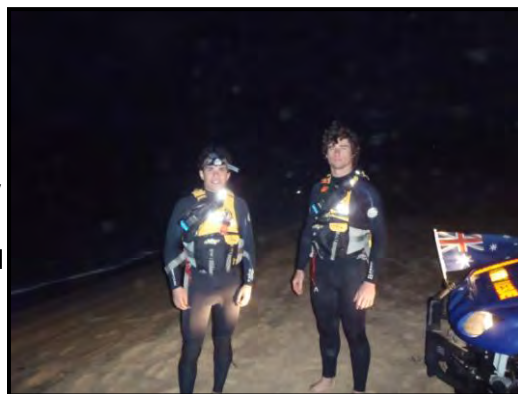
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Night Operations to the Rescue

A search and rescue response that occurs after sunset and before sunrise can be referred to as 'night operations'.

The expansion of the Surf Rescue Emergency Response System has led Surf Life Saving New South Wales to develop procedures and guidelines that will minimise the risk to our members when responding at night.



'Night Operations' can be broken down into 'water based operations (with the IRB)' and /or 'land based operations'.

Any Club in New South Wales can participate in night IRB operations if the following is adhered to:

- Club or Service is Branch/State endorsed for night operations.
- The Club or Service holds the minimum required equipment.
- Appropriate members are available and trained in 'Night IRB Operations'.

Training will be organised through your Branch Director of Lifesaving in the coming months and the Lifesaving Standard Operating Procedure can be found on the SLSNSW website as, 'LS 6.9 Night Operations'. Clubs interested in becoming night operations capable should contact their Branch Director of Lifesaving.

SLS Emergency Response (24/7/365)

Snapshot of some recent jobs

05/06/2011

In a bizarre incident, a male is attempting self harm by swimming out to sea, with no clothes on off Wategos Beach, Byron Bay. An emergency response call from Police sees the State Duty Officer task callout members from Byron Bay SLSC. The Lismore Westpac Rescue Helicopter is also at the scene. Club members respond with IRB's and RWC's and after 2 hours of struggling with the patient they were able to bring him back to the beach where he was detained by Police Officers.

17/06/2011

A rock fisherman at Seal Rocks has been washed into the sea and is now clinging to a rock face near the lighthouse. An emergency response call from Police sees the State Duty Officer task callout members from the Lower North Coast Branch. The patient was rescued by the Hunter Westpac Helicopter.

