



Point Leo Boat Club Emergency Management Plan

Version 1.0 – Reviewed 2023

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1. Purpose

A major responsibility of Point Leo Boat Club (the **Club**) is to ensure that the safety and wellbeing of all participants in activities at the Club is a priority at all times. To ensure this, the Club must have thoughtfully planned Emergency Management Procedures, Search and Rescue Procedures and an Evacuation Plan.

2. Relevance

This policy/plan is to be read by all members including but not limited to:

- Committee members
- Instructors
- Employees
- Members
- Life Members
- Guests of members

As well as having the public also be aware of the plans in the case of an emergency.

3. Policy Review

Due to the seriousness of emergency situations and the possible severity that they carry, it is necessary that this policy is reviewed every 3 years to ensure that the procedures are still relevant to the club.

Version Number	Author	Date	Approved by	Approval Date
1.0	-	Nov 2011	-	-
1.1	-	26/05/2014	-	-
2.1	Liam Whitehouse	5/07/2023	Colin Beanland	21/10/2023

4. On Land Emergency

4.1 Roles

Incident Response Coordinator – Senior Flag Officer, Officer of the Day or Club Officer present (or nominee)

- In charge of the overall management of the emergency situation.
- Collects and evaluates information related to the development of the incident and status of resources.
- Makes key decisions about allocating resources and personnel to incident management.
- Makes decision about calling in Emergency Services assistance (Fire/Police/Ambulance).
- *Will give the initial signal to evacuate the building if required.*
- Will liaise with outside agencies.
- Only the COMMODORE (or in their absence, another Flag Officer or the Secretary) will liaise with the press if required.
- Will respond to *outside requests for information* if necessary.

Second in Charge of Response Management – Next ranking Flag Officer or Club Officer present (or nominee)

- Ensures that response is carried out with a safety focus for all personnel.
- Makes the call to Emergency Services (000) if required.
- May be delegated to liaise with outside agencies.
- Collects and evaluates information related to the development of the incident and status of resources.
- **Will assign personnel available to the roles below where appropriate.**

Personnel Safety Coordinator/Evacuation Coordinator (If evacuation is required) – Club Health & Safety Officer / Executive Committee Member (or nominee)

- Oversees all safety considerations for personnel and equipment.
- Has an overall responsibility for First Aid and for Evacuation Procedures if required.
- *Will REPEAT the initial signal to evacuate the building if required.*
- Will supervise the building evacuation if required.
- Will do a total sweep to ensure the building is clear after evacuation IF PRACTIBLE.
- Once building is clear of all personnel – will move to the Evacuation Area to oversee First Aid assistance that may be required.

First Aid Coordinator – First Aid Trained member (or nominee)

- Will obtain a First Aid Kit from the nearest available location.
- Will work at the direction of the Incident Response Coordinator to meet the First Aid needs of any injured personnel.

Evacuation Assistant (If required) – Nominated member.

- Will supervise the Evacuation Area. (On the beach in front of the Club Centre access gate.)
- Will take the emergency evacuation kit to the evacuation area. Kit to include:
 - First Aid Kit
 - List of Emergency Phone Contacts
 - Emergency Services Call Sheet
 - List of PLBC Key Personnel Contact Details
 - List of Members and emergency contacts
 - List of members with significant health issues
 - Signal horn
 - 2 Whistles
- Will ascertain any need for first Aid or other assistance for those evacuated.

Other Executive Committee Present

- Responsible to monitor the safety of evacuees if required.
- Will ensure that NO-ONE returns to the building until the Incident Response Coordinator declares it safe to do so.

4.2 Fire Evacuation Procedure

ON DISCOVERY OF A FIRE – AT ONCE

- Notify The OOD (on Race Days) or the Senior Flag Officer who will call **000**
- Ensure the FIRE ALARM SIGNAL – continuous long blasts on the siren / horn – is given.
- **Commence Evacuation.**
- Under most circumstances – EVACUATE TO THE BEACH IN FRONT OF THE CLUB VIA THE BOAT RAMP OR THE STAIRS.
 - Those in the BOAT STORAGE AREA exit through the EASTERN SLIDING DOOR TO THE BOAT RAMP TO MEET ON THE BEACH.
 - Those in the TOILETS, KITCHEN, and/or UPSTAIRS exit through the REAR STAIR CASE AND ASSEMBLE ON THE BEACH.
 - In the event that the rear staircase is unavailable, EXIT VIA THE STAIRCASE TO THE WESTERN SIDE OF THE BALCONY.
 - ASSEMBLE ON THE BEACH IN FRONT OF THE SINGLE CENTRAL GATE.

- Should the Beach NOT be a viable exit, EXIT TO THE CARPARK SOUTHEAST OF THE CLUB
 - Those in the BOAT STORAGE AREA exit through the WESTERN SLIDING DOOR TO THE ACCESS ROAD PROCEED UP THE ROAD TURN LEFT AND THEN CONTINUE TO THE CARPARK MEETING POINT
 - Those in the TOILETS, KITCHEN, and/or UPSTAIRS exit through the REAR DOOR AND ASSEMBLE AT THE CARPARK.
 - In the event that the rear staircase is unavailable, EXIT VIA THE STAIRCASE TO THE WESTERN SIDE OF THE BALCONY CONTINUE TO THE ACCESS ROAD PROCEED UP THE ROAD TURN LEFT AND THEN CONTINUE TO THE CARPARK MEETING POINT
 - ASSEMBLE AT THE CARPARK SOUTHEAST OF THE CLUB

- DO NOT RUN or SHOUT “FIRE”.

- IF POSSIBLE, try to put the fire out if this can be done without risk to life and if safety of all members present is assured.

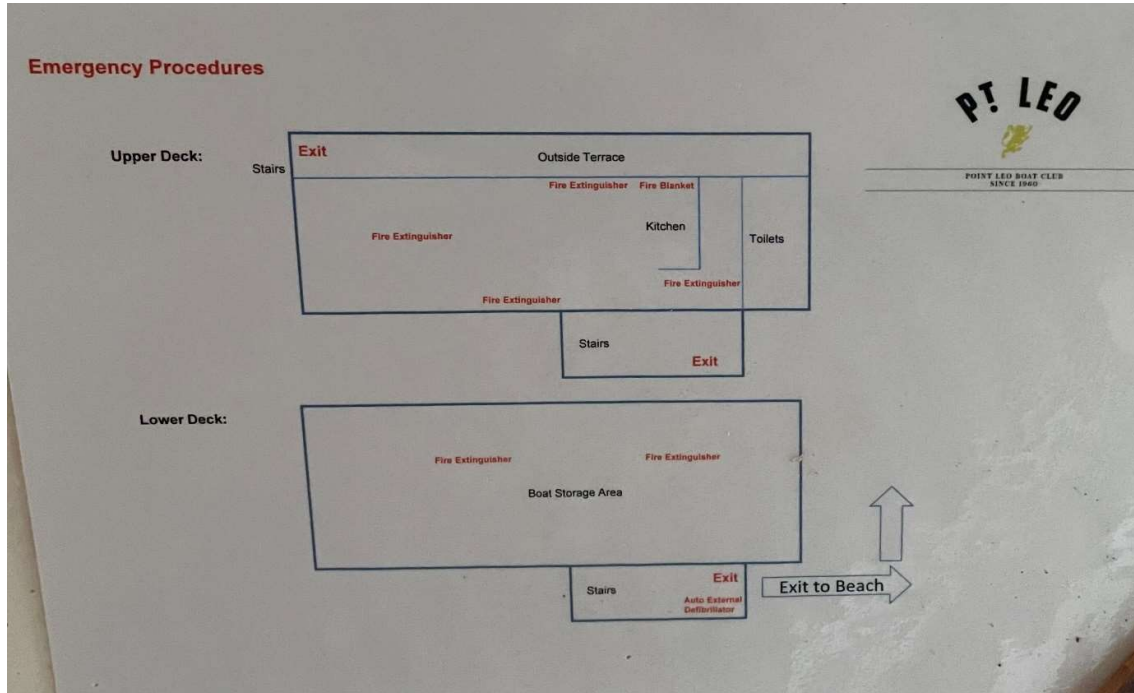
- Ensure an Emergency Management Pack is taken to the evacuation point.

- DO NOT allow anyone to return to the building until the all clear is given by the Incident Response Coordinator.

4.2.1 Fire Equipment List:

- Portable fire extinguishers **Large 6** (Social Room 2 and 1 Near Outside BBQ, Maintenance Area 1, Boat Storage 1), **Small 2** (Storage Room 2) - plus **2 small** (one in each Rescue Boat).
- Fire blanket 2 (One in kitchen and one in Boat Storage).
- **Nearest Fire hydrants** – Point Leo RD, at the Intersection between Point Leo RD and Frankston Flinders Rd
- The site has a continuous supply of water from public water mains.
- Mains Water – Most Taps around the club
- Tank Water – tap near Boat Rigging Area
- The site has adequate drinking water during a bushfire-risk situation.
- *Fire alarm system built in around building.*

4.3 Evacuation and Equipment Diagrams



4.4 Other On Shore Emergencies

Explosion:

EVACUATION TO BE CARRIED OUT IN THE SAME MANNER AS FOR FIRE.

1. Call 000 for response by Fire Brigade.
2. Identify the source of the explosion if possible (Information for 000 call).
3. Check for any injured personnel (Number and condition for 000 call).
4. Provide First Aid if it is safe to do so.
5. Evacuate totally or partially depending on exact location of the incident.
6. Keep everyone away from the site of the explosion/fire.

Foreshore Reserve Fire:

CONSIDER EVACUATION TO THE CLOSEST NEIGHBOURHOOD SAFE AREA – (near the Camp Site on the large oval) members returning to their homes / holiday homes.

1. Call 000 for response by Fire Brigade.
2. Activate the use of the Clubs Fire Hose Reel and other resources if practical.
3. Ensure all personnel are safely evacuated from the Foreshore area if necessary.

Storm/Cyclone or other severe weather event:

Monitoring of current and expected weather changes effectively should ensure that the Club is well prepared for any extreme weather event.

If prior warning is available before the event:

1. Monitor weather situation by internet / radio / television and local VHF contacts where possible.
2. Ensure members are off the water ASAP.
3. Ensure doors are secured, windows are taped and any loose equipment outside is moved indoors.
4. Ensure all boats in the yard are well tied down.

If the event happens with little warning:

1. Ensure all personnel make their way inside ASAP.
2. Monitor the weather situation closely via internet information if power is still available.

4.5 General Critical Incident Procedure

Critical Incident – Definition:

A critical incident is any situation which has a major or dramatic impact on individuals or the Club as a whole.

Critical Incident situations the Club may encounter include:

- Death or serious injury to a member or participant during a Club activity.
- Serious Explosion and/or fire ashore.
- Major collision of vessels involved in racing.
- Explosion and/or fire aboard a Rescue Boat or other competing yacht.
- Death or drowning of a person in the vicinity of the Club premises.
- Serious Road accident outside the Club Premises.

Management Procedures:

Stage 1 – Response Team Assembled:

- Person who has initial contact with the incident should notify the Nominated Incident Coordinator (On Shore – Senior Flag Officer, On Water – OOD).
- Incident Coordinator should assemble the Response team as appropriate for the incident.
- Response Team should meet in the Tower where practical.
- At least two phones and or VHF radio should be available for use.

Stage 2 – Immediate Response Team Considerations:

- Determine the facts and record them.
- If necessary, verify the information from another source.
- Contact any outside Emergency Services resources that may be required.
- Decide how information is to be provided for members and family of those involved.
- Decide on representatives (preferably 2 people) to visit the family of a member seriously injured or killed within 24 hours of the incident to:
 - Express the Club's sympathy
 - Outline any support the Club may be able to offer
 - Determine attitude to Club/members involvement in funeral/memorial service.
- Establish who will:
 - Liaise with the media if required.
 - Coordinate Radio communication where required.
 - Manage the First Aid resources required.
 - Coordinate resources required by the response.
 - Review the effectiveness of the response after the incident
- Coordinate Club Physical and Human resources required.
- Decide if upcoming events should be Postponed and/or Cancelled.
- Decide on a meeting time to review the response and any follow up action that may be necessary.

Stage 3 - Information Dissemination:

Information to be distributed must be CLEAR, FACTUAL and CONSISTENTLY DELIVERED. Ensure that:

- **Facts are given.**

If a Club member is seriously injured or killed:

- Determine who are the closest colleagues and/or those who may need particular support.
- Inform these people privately wherever possible.
- Use a network system if possible to inform other members personally.
- Clarify who will contact who.
- **Ask members not to talk to the media.**
- Offer members some options for seeking personal counselling if needed.

Stage 4 – Follow Up Action:

- Memorial Service – a decision is required if a Memorial Service is appropriate at the Club.
- Funeral Service – a decision as to whether members or those involved with the incident are welcome by the family at the funeral needs to be ascertained. If so members need to be notified of arrangements.
- Recognition in Sandbar – who will write and what.
- After the event – Club routine should return to normal as soon as possible.

It is important that the Club realises that the aftermath of a Critical Incident can be long lasting and individuals involved will differ considerably in the time it takes to work through their feelings.

Critical Incident Shock also needs to be considered for any member involved, ensure that they are checked up on and are able to seek the relevant help if needed.

The Club should ensure it monitors the emotional health of key Club personnel involved in the incident response.

5. On Water Emergency

5.1. Roles

Rescue Coordinator (Radio Operator) – Officer of the Day (or nominee)

- In charge of the overall management of the emergency situation.
- Maintains Radio Contact with all on water assistance resources.
- Collects and evaluates information related to the development of the incident and status of resources.
- Makes key decisions about allocating resources and personnel to incident management.
- Makes decision about calling in Emergency Services assistance (Fire/Police/Ambulance).

Assistant Rescue Coordinator (telephone operator) – nominated by the OOD – (preferably also an Experienced OOD)

- Ensures that response is carried out with a safety focus for all personnel.
- **Makes the call to Emergency Services 000 or other outside assistance if required.**
- Will liaise with outside agencies and press if required.
- Will respond to *outside requests for information* if necessary.
- Collects and evaluates information related to the development of the incident and status of resources.
- **Will assign personnel available to the roles below where appropriate.**

First Aid Coordinator – (if required) – nominated by OOD

- Coordinated First Aid assistance where necessary.
- Will ensure that First Aid Kit/s is/are available when needed.

Beach Recovery / Patrol – (if required) – nominated by OOD

In conditions where boats, equipment and/or may come ashore OR be washed ashore away from the immediate vicinity of the Clubhouse – Club Personnel must be assigned the task of watching the area downwind (and/or tide) until all boats, personnel and equipment is accounted for.

- These personnel need to be allocated the role and maintain radio (or mobile phone) contact with the Tower.
- Multiple teams may be required if the situation is severe enough.
- First Aid Kits should be carried if injuries to personnel are a possibility.

Boat Recovery Coordinator - On Water – (if required) – OOD or nominated by the OOD

If conditions and/or the situation require personnel to be removed from boats at sea:

- Boat crews should attach a “Crew Removed” marker to the boat. (All Rescue Boats carry “Crew Removed” markers.)
- The boat should be anchored if possible. (All Rescue Boats carry extra anchors to anchor abandoned yachts.)

If multiple boats are left at sea without crew aboard:

- The Race Control staff should make every attempt to record the position of any boat left without crew. (Through radio contact with Rescue Boat.)
- When the situation allows, the OOD (or nominated Boat Recovery Coordinator should send an available Rescue Boat to locate and recover each abandoned boat.

Relief Rescue Boat Crews

If conditions are severe and several rescues are taking place, the OOD should consider:

- Finding a reserve crew and sending out an extra rescue boat.
- Possibly using sailors who have returned to shore safely to man an extra rescue boat.
- Having a relief crew and/or crews ready to replace crews who have been at sea for an extended time in difficult rescue conditions.
- Club members not in attendance may be called from the membership list to assist.

During the running of titles or for large fleet events – a reserve crew should be on standby.

Lookout / Spotters

Lookouts in the Control Tower have a good coverage of the Club racing area and should in most circumstances be able to adequately locate any boat or boats needing assistance.

If visibility was drastically reduced by a sudden weather change, it may be necessary to locate several spotters in boats DOWNWIND of the racing area to ensure boats needing assistance did not go unnoticed.

Messenger

In any serious emergency situation, a messenger/gofer could be useful to relay messages and/or get information or other items needed in the Control Tower by those in charge of Incident Management.

Chart Plotter

If multiple boats are being left without crew aboard in a large scale rescue situation, a person allocated to plot the positions of the abandoned boats will significantly assist those later given the task to recover the boats.

5.2. Planned Response to Specific On Water Emergency Situations as recognised by Risk Management Plan

Collision of boats during racing resulting in serious injuries or death of personnel:

The Officer of the Day shall be the manager / coordinator of the response should this situation occur.

Critical Incident Management Procedures should be followed.

Issues to be considered:

- Extent of injuries to crew and to boats involved
- Conditions on the day
- Size of the fleet on the day
- Number of Trailable Yachts that could assist if needed
- Is Green Fleet on the water – if so extra RIB's can assist if required

The nearest Rescue Boat must be immediately sent to assist.

A quick assessment of the situation by those at the scene is vital:

- How many people have injuries
- How significant are their injuries
- What "First Aid" is required
- Is it necessary to remove people from boats and return them to shore for medical attention
- How seaworthy are the boats following the collision
- Can the situation be easily managed by the Rescue Boat on the scene

This information should provide the OOD with the knowledge of what resources are required to manage the situation.

Extra on water resources can be provided if required by:

- A second Recue Boat.
- Nearby competitors – (Fundamental Rule 1)
- The OOD calling on boats from the Trailable yacht division involved in racing.
- The OOD arranging to launch an extra Rescue Boat with volunteers from ashore to assist.
- The OOD calling on assistance from the RIB's running Green Fleet on the day.

Outside resources can be called upon if required:

- | | |
|--|--------------|
| • Emergency Services Police/Ambulance/Fire | 000 |
| • Maritime Air/Sea Rescue | 1800 641 792 |
| • Australian Volunteer Coast Guard | 5981 4443 |
| • Water Police | 9399 7500 |

The OOD's decision as to cancel or to continue with the race should be made as soon as the situation is initially assessed.

The health and safety of participants is the primary objective.

If crew are removed from boats and the boats either anchored to be retrieved later or left for later recovery – a CREW REMOVED marker must be attached to the boat.

Fire / explosion on Rescue Boat resulting in injury to, or death of personnel:

The Officer of the Day shall be the manager / coordinator of the response should this situation occur.

Critical Incident Management Procedures should be followed.

Issues to be considered:

- Extent of injuries to crew.
- Extent of damage to Rescue Boat
- Conditions on the day
- Size of the fleet on the day
- Number of Trailable Yachts that could assist if needed
- Is Green Fleet on the water – if so 2 RIB's can assist if required

The nearest Rescue Boat must be immediately sent to assist.

A quick assessment of the situation by those at the scene is vital:

- **How many people have injuries**
- **How significant are their injuries**
- **What "First Aid" is required**
- **Is it necessary to remove people from the boat and return them to shore for medical attention**
- **Can the situation be easily managed by the Rescue Boat on the scene**
- ***Secondary in consideration* is what can be done about the fire on the Rescue Boat involved**

This information should provide the OOD with the knowledge of what resources are required to manage the situation.

Keeping the area around a burning boat clear is essential once personnel have been removed to minimize the risk to other boats from possible explosion.

Ideally one boat assisting should deal with helping the people involved and another can be set the task of dealing with the Rescue Boat involved, but only after the injured personnel are taken care of.

Extra on water resources can be provided if required by:

- **A second Recue Boat.**
- **Nearby competitors – (Fundamental Rule 1)**
- **The OOD calling on boats from the Trailable yacht division involved in racing.**
- **The OOD arranging to launch an extra Rescue Boat with volunteers from ashore to assist.**

- The OOD calling on assistance from the RIB's running Green Fleet on the day.

Outside resources can be called upon if required:

- | | |
|--|--------------|
| • Emergency Services Police/Ambulance/Fire | 000 |
| • Maritime Air/Sea Rescue | 1800 641 792 |
| • Australian Volunteer Coast Guard | 5981 4443 |
| • Water Police | 9399 7500 |

It is likely that the best course of action will be to ABANDON ALL RACING including Green Fleet – indicate all competitors not assisting should return to shore – N over A and THREE SOUND SIGNALS.

Boat/s and/or Person/s being lost at sea:

The Officer of the Day shall be the manager / coordinator of the response should this situation occur.

Critical Incident Management Procedures should be considered.

Issues to be considered:

- Are we looking for a single person in the water separate from a boat
- Are we looking for several people in the water separate from a boat
- Are we looking for a person (or persons) where the boat cannot be located also
- Are we looking for a person (or persons) where the boat is still afloat
- Conditions on the day
- Size of the fleet on the day
- Number of Trailable Yachts that could assist if needed
- Is Green Fleet on the water – if so 2 extra RIB's can assist if required

It is vital that the OOD has accurate information of the situation as soon as possible in a “lost at sea” situation.

In the above issues the OOD needs to ascertain:

- What was the last known location of the Person / boat
- Who may have been in the area that could provide information
- Have all possibilities that the person has returned to shore unnoticed been checked

Once a reasonable time has elapsed to locate the person / persons / and/or boat, the OOD needs to make a decision as to whether to CANCEL or ABANDON the race if it is still underway and call on resources other than our Rescue Boats that are available on the Course. The weather situation should be another consideration as adverse conditions can severely hamper a search and contribute toward hypothermia for a person in the water for an extended time.

Extra on water resources can be provided if required by:

- Nearby competitors – (Fundamental Rule 1)

- The OOD calling on boats from the Trailable yacht division involved in racing.
- The OOD arranging to launch an extra Rescue Boat with volunteers from ashore to assist.
- The OOD calling on assistance from the RIB's running Green Fleet on the day.

Outside resources can be called upon if required:

- | | |
|--|--------------|
| • Emergency Services Police/Ambulance/Fire | 000 |
| • Maritime Air/Sea Rescue | 1800 641 792 |
| • Australian Volunteer Coast Guard | 5981 4443 |
| • Water Police | 9399 7500 |

If other resources other than the rescue Boats on duty are brought in to help locate missing sailors and/or boats a GRID SEARCH should be implemented in order to cover to search area most effectively.

Severe weather change creating multiple rescue situation beyond the capacity of Rescue Boats on duty:

The Officer of the Day shall be the manager / coordinator of the response should this situation occur.

Critical Incident Management Procedures should be considered.

Issues to be considered:

- Size of the fleet on the day
- Number of Rescue Boats on the water
- Number of Trailable Yachts that could assist if needed
- Is Green Fleet on the water – if so 2 extra RIB's can assist if required

The response to a situation with an unexpected adverse weather change is dependent on the ability of the Rescue Boats to assist competitors in need of help.

If there is a sudden change in weather the OOD needs to:

- Assess the new weather conditions on the water (Rescue Boats reports)
- Assess the capability of the sailors involved to handle the new conditions
- Assess the ability of Rescue Boats to handle the assistance that may be required by boats in difficulties
- Obtain up to the minute information that may be available (via computer and/or other local clubs) as to the weather situation

The OOD may need to first look at whether to CANCEL or ABANDON Green Fleet as this group is less likely to handle adverse weather – so it may be the first group to bring ashore – Once Green Fleet is ashore – two additional RIB's will be able to assist the main fleet if required.

The OOD may then need to assess whether to CANCEL or ABANDON for the main Club Race Fleet if:

- The Rescue Boats are unable to provide adequate assistance to boats in need of help
- Competitors are having significant difficulty handling the conditions safely
- The weather is likely to deteriorate further

Extra on water resources can be provided if required by:

- The OOD calling on boats from the Trailable yacht division involved in racing.
- The OOD arranging to launch an extra Rescue Boat with volunteers from ashore to assist.
- The OOD calling on assistance from the RIB's running Green Fleet on the day.

Outside resources can be called upon if required:

- | | |
|--|--------------|
| • Emergency Services Police/Ambulance/Fire | 000 |
| • Maritime Air/Sea Rescue | 1800 641 792 |
| • Australian Volunteer Coast Guard | 5981 4443 |
| • Water Police | 9399 7500 |

Injury to person from Rescue Boat Propeller:

The Officer of the Day shall be the manager / coordinator of the response should this situation occur.

Critical Incident Management Procedures should be followed.

Issues to be considered:

- Location and timing of the incident
- Extent of injuries to the person injured

It would be most likely that an Ambulance would need to be called immediately - CALL 000

If the incident happened on the Race Course it is likely that both Rescue Boats would need to be in attendance to assist - therefore serious consideration by the OOD needs to be given as to whether to CANCEL or ABANDON the race.

Treatment for this type of injury needs to be:

- Treat for shock
- Limit blood loss by pressure to the wound where possible
- Elevation of the limb injured where possible

6. Local Contacts

Group	Phone Number	
Police	Life threatening or time critical emergency	000
	Non-life threatening incident	000
	Woods Point Police Station	(03) 5777 8235
	Hastings Police Station	(03) 5970 7800
Rescue Services	Air/Sea Rescue Maritime	96743001 1800 641 792
	Australian Volunteer Coast Guard Marine Drive Safety Beach	5981 4443
	Water Police – Squad and Rescue	9399 7500
	Point Leo Surf Life Saving Club	13 SURF (13 7873) (Then ask for Point Leo Surf Rescue)
Contact Water Police by Radio – via VHF Channel 16 to “Water Police” or “VKC Marine”		
Ambulance	000	
Fire Services Authority MFB/CFA	000	
Country Fire Authority	9262 8444	
Shoreham Fire Brigade - CFA	0459 767 527 (for non-emergencies. Call 000 for emergencies)	
Balnarring Fire Brigade - CFA	Call 000 in an emergency	
Victorian Bushfire Information	1800 240 667	
State Emergency Service	132 500	
Hospital - Rosebud	5986 0666 (24 Hours)	
Hospital - Frankston	9784 7777 (24 Hours)	
Doctor – Balnarring Medical Centre	5983 1355 (Mon-Fri 08:30-17:30, Sat 09:00-12:30, Sun Closed)	
Poisons Information Centre	131 126 (24 hours)	
Bureau of Meteorology	96694916	
South East Water	132 812	

7. 000 Contact Sheet

Call 000 and ask for Ambulance / Police or Fire Brigade	
Be ready with the following information:	
Club Address	Point Leo Boat Club Off Western Parade, Point Leo VIC 3916
Melways Reference	Page 257 C6
Nearest Intersection	Western Parade and Nobby St
Your Name	
Exact Description of Incident	<p>Exact LOCATION - (Building, beach, on water)</p> <p>For Ambulance</p> <p>Number of persons injured</p> <p>Type of injuries</p> <p>For Fire Brigade</p> <p>Type and of fire:</p> <ul style="list-style-type: none"> • Buildings - electrical - petrol/garage etc • Boat on shore/on water • Bushfire • Tent/Caravan etc. <p>For Police</p> <p>Type of incident - missing person, drug/ alcohol issue, violent incident - etc.</p>
Best Foreshore Access	Turn LEFT off Western Parade onto a side road 20 meters South West of Nobby St Intersection. (Approximately 400 meters AFTER foreshore entrance gate and Ranger's office.)
Who will meet ES Vehicle -	Nominate responsible member
Speak clearly and slowly – be ready to repeat information if asked.	

8. Closest Medical Centre

Group	Phone Number		Address
Rosebud Hospital	Life threatening or time critical emergency	000	1527 Point Nepean Rd, Capel Sound VIC 3940
	Non-life threatening incident	000	
	Rosebud Hospital Phone	(03) 5986 0666	
Frankston Hospital	Life threatening or time critical emergency	000	2 Hastings Rd, Frankston VIC 3199
	Non-life threatening incident	000	
	Frankston Hospital Phone	(03) 9784 7777	