

# FARALLON ISLAND FIELD TRIAL SAFETY PLAN

## FALL 2012



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### Version History:

VERSION	DATE	AUTHORS	REASON FOR CHANGE
1	10-24-2012	AA, RG	First Draft
2	11-1-2012	DG, MP	Second Draft
3	11-15-2012	DG, MP	Final Plan

## Contents

<b>1. Scope of Work .....</b>	<b>3</b>
<b>2. Field Personnel Training.....</b>	<b>4</b>
<b>3. Hazards and Hazard Management.....</b>	<b>5</b>
<b>4. Aerial Operations Safety .....</b>	<b>8</b>
<b>5. Aerial Operations Emergency Response .....</b>	<b>9</b>
<i>a) Bird Strike .....</i>	<i>9</i>
<i>b) Helicopter Emergency Response .....</i>	<i>10</i>
<b>6. Emergency Communications .....</b>	<b>11</b>
<b>7. Medical Emergency Response .....</b>	<b>11</b>
<i>a) Personal Injury Emergency Procedures .....</i>	<i>11</i>
<i>b) Emergency Physician Services .....</i>	<i>11</i>
<i>c) Evacuation Services .....</i>	<i>12</i>
<b>8. Building Evacuation Procedures .....</b>	<b>12</b>
<i>a) Fire evacuation and emergency procedures .....</i>	<i>13</i>
<i>b) Earthquake procedures .....</i>	<i>13</i>
<b>9. Personal Protective Equipment .....</b>	<b>14</b>
<b>10. Policy on the use of Alcohol and Drugs .....</b>	<b>14</b>
Appendix A: Personnel Acknowledgement Form .....	15
Appendix B: Injured Persons Action Plan and SOAP Note .....	16
Appendix C: Emergency Contacts .....	<b>Error! Bookmark not defined.</b>

## 1. Scope of Work

The purpose of this safety plan is to assign responsibilities, establish personnel protection standards, specify safe operating procedures, and recommend a course of action for responding to the significant incidents most likely to arise during field operations.

A gull hazing trial will be undertaken at the Farallon Islands (Figure 1) from November 27, 2012 through December 17, 2012. Eighteen personnel from six organizations are involved in the field trial: Island Conservation, US Fish and Wildlife Service, PRBO Conservation Science, Oiled Wildlife Care Network, USDA-APHIS and CDFG-OSPR.. The main activities include wildlife monitoring, testing the efficacy of a variety of avian hazing techniques, and performing a bait availability study. Staff will traverse the island frequently on foot and travel occasionally by small boats. At times, a helicopter will be used to ferry personnel and equipment and monitor wildlife. The Incident Commander and Safety Officer have joint responsibility for implementing and enforcing the safety plan.

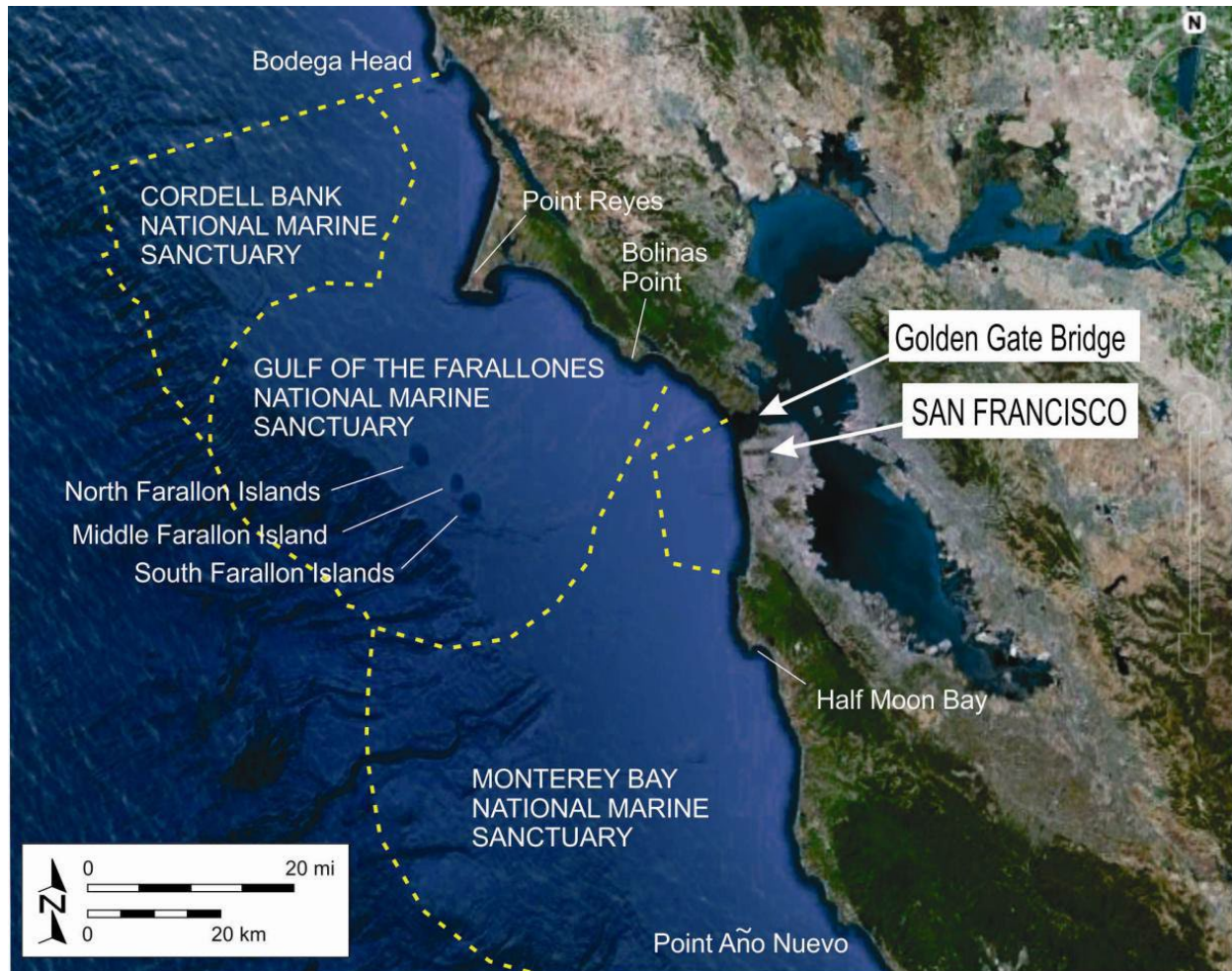


Figure 1. Location of the South Farallon Islands: 30km west of San Francisco, California.

## **2. Field Personnel Training**

All personnel involved in project activities in the field will be provided an orientation and safety briefing prior to commencing work. All personnel directly involved in field activities will be fully trained in the use of pertinent equipment and technical procedures, especially those related to helicopter operations, pyrotechnics, and boat operations. Safety briefings will be conducted by the Safety Officer (or Incident Commander) for the field team members as they arrive on island on Nov. 27<sup>th</sup> and Dec. 5<sup>th</sup>. Safety briefings will cover the following:

### ***a. Island Orientation***

- On arrival to the island personnel will receive an orientation which will identify site specific hazards, areas that are off limits, location of fire extinguishers, evacuation plans, routes and stations etc.

### ***b. Medical Response***

- Personnel will be instructed on how to respond to a medical emergency using the Injured Persons Action Plan (Appendix B).
- The Safety Officer will interview team members to gauge experience and identify staff willing to act as designated first responders.

### ***c. Special Hazards and PPE***

- Pyrotechnics: Personnel involved in potentially hazardous operations such as pyrotechnics will be briefed on appropriate techniques to be used, and precautions to follow.
- Helicopter Ops: All staff will be provided orientation and training in helicopter safety and individual duties and responsibilities during operations.
- Small Boat Use: Personnel will be instructed in the safe operation of the small boats protocol currently in use at the Farallon Islands.

### ***d. Communications***

- Personnel will be informed of means for normal and emergency communications including the location and operation of internet phones, landlines, satellite phones, hand-held and base station radios. All participants will be briefed in radio protocol, etiquette, and check in schedules.

### ***e. Acknowledgement***

- All field personnel involved in the operation were provided with the Draft Safety Plan on Nov. 1<sup>st</sup>, 2012, and were given the opportunity to ask questions, submit comments and requests for changes or to clarify or modify procedures. An email acknowledgement and acceptance was requested at this time. Safety briefings will be conducted on the boat and on the island, and all personnel involved will be expected to sign the Personnel Acknowledgement form provided in Appendix A once on the island.



- The designated Safety Officer (SO) for Nov. 27 – Dec. 8<sup>th</sup> will be Jim Tietz, PRBO Biologist; and for Dec. 8 – 17, the SO will be Ryan Berger, unless other assignments are made in the field by the Incident Commander (IC) or Deputy IC.
- Designated medics will be Winston Vickers for the period Nov. 27 – Dec. 5<sup>th</sup>; and Derek Milsaps for Dec. 5- 12.

### 3. Hazards and Hazard Management

Project safety demands adherence to regulatory requirements and implementation of operational practices that reduce risks of illness, injury, death, and property damage. Safety and accident hazards can often be identified and reduced or eliminated. The following procedures and recommendations have been instituted in preparation for foreseeable hazards.

Description of hazard	How the hazard will be managed
<i>Physical Hazards</i>	
<p><b>General.</b> General physical hazards concerning all tasks include slips, trips, falls, and exposure to the elements including temperature extremes, large swells and ocean waves and jagged, slippery, rocky terrain.</p> <p>Even with appropriate precautions, accidents can happen while engaged in activities such as hiking, or boating.</p>	<ul style="list-style-type: none"> <li>• Use precaution at all times.</li> <li>• Hiking boots are the preferred footwear for traversing the island.</li> <li>• Crew members will remain in contact via radio when working independently.</li> <li>• Dangerous areas such as the base of cliffs and areas of loose scree are to be avoided.</li> <li>• Crew members will act with caution along the coastline and be aware of sea conditions. Use buddy system or spotter in hazardous areas</li> </ul>
<p><b>Fatigue.</b> Personnel may experience days with long working hours and intense exposure to the elements.</p>	<ul style="list-style-type: none"> <li>• All personnel are encouraged to monitor their physical condition and work within their limits.</li> <li>• Staff will be expected to work an 8-hour day between the hours of 0530 and 2200.</li> <li>• Several break periods have been designated throughout the day and staff are encouraged to take advantage of periods between hazing periods to rest.</li> </ul>
<p><b>Heat and Cold Emergencies.</b> Hyper and hypothermia can be significant field site hazards, particularly for non-acclimated personnel operating in the new environments or restrictive PPE. If untreated, thermal emergencies can be fatal.</p>	<ul style="list-style-type: none"> <li>• Personnel should drink water, wear appropriate clothing to avoid exposure, take breaks, and be conscious of how they feel and the condition of others.</li> <li>• If hyperthermia is suspected, cool the victim, treat for shock, and give water slowly.</li> <li>• If hypothermia is suspected, prevent heat loss, remove wet clothes, give warm fluids, insulate and bundle.</li> </ul>
<p><b>Dehydration.</b> It is important to stay hydrated in any</p>	<ul style="list-style-type: none"> <li>• Drink plenty of non-alcoholic, non-caffeinated fluids to</li> </ul>

outdoor working situation. Good hydration will prevent many heat-related illnesses.	<p>maintain hydration (water is best).</p> <ul style="list-style-type: none"> <li>• When working in the field, carry enough water to last all day plus extra.</li> <li>• Recommended amount of water consumption is 3 to 4 liters per day.</li> </ul>
<i>Disease</i>	
<p><b>Wildlife Handling.</b> Mice and birds are known to bite or scratch and carry a variety of diseases. Personnel might have occasion to handle wildlife, either individuals which have been live captured or the carcasses of non-target species.</p> <p>Tetanus is a bacteria that can enter the body through external injuries like puncture wounds, lacerations, or burns.</p>	<ul style="list-style-type: none"> <li>• Gloves should be worn to protect the hands and forearms from bites &amp; lacerations when handling live mice.</li> <li>• After handling wildlife, wash hands thoroughly and frequently, for 15-20 seconds with soap and hot water.</li> <li>• Clean and disinfect any suspected infected areas</li> <li>• Personnel should have a current tetanus vaccine.</li> </ul>
<i>Pyrotechnics</i>	
<p><b>Pyrotechnics.</b> Use of pyrotechnics can expose the body, limbs, eyes or face to hazards from flying particles, molten metal, liquid chemicals, acids or caustic liquids, and chemical gases or vapors. The person operating the device and bystanders are at risk of burns or wounds.</p>	<ul style="list-style-type: none"> <li>• All personnel will be informed of the location of MSDS datasheets on-island (in magazines and informational binder) and informed of the proper handling and use of pyrotechnic devices before application.</li> <li>• All personnel handling pyrotechnics will wear appropriate PPE (see section 9).</li> <li>• Personnel will ensure there are no other personnel or flammable devices within 25 ft of the device.</li> <li>• No smoking around the devices</li> <li>• Personnel to wash hands prior to consuming any food or water.</li> </ul>
<i>Boating</i>	
<p><b>Boat use.</b> Even on calm days, there exist risks with small boat use.</p> <p>Personnel may need to navigate the rocky shore and considerable surge to get on and off the Farallones by boat.</p>	<ul style="list-style-type: none"> <li>• Weather and sea conditions will be checked prior to departure.</li> <li>• Personnel travelling by small boat will always wear life jackets.</li> <li>• When travelling by small boat, personnel will inform other team members of their movements.</li> <li>• Fuel levels will be checked prior to departure to ensure that sufficient fuel is carried for transport.</li> <li>• Load limits will be respected.</li> <li>• Boating will only be undertaken during the day, and only certified skippers will operate small boats.</li> <li>• Only experienced and highly capable staff will be asked to undertake rocky shore landings.</li> </ul>

<i>Flammables</i>	
<p><b>Flammables.</b> There will be fuel kept on island which can present both a fire and poisoning hazard.</p>	<ul style="list-style-type: none"> <li>• Aviation gasoline will be stored in or near the Powerhouse or designated Landing Zone (Helo pad)</li> <li>• All hazardous material will be stored in appropriate containers and labeled appropriately</li> <li>• Containers will be sealed after use.</li> </ul>
<i>Helicopter use</i>	
<p><b>Landing and Take Off.</b> Personnel are at moderate risk of eye injury (dust or dirt), hearing damage, serious injury or death from rotor strike or burns from exhaust vents.</p> <p><b>Passenger Transport.</b> Personnel are at low risk of serious injury or death</p> <p><b>Aircraft Refueling.</b> Personnel are at low risk of burns or explosion injuries.</p> <p><b>Attachment and transport of under-slung loads.</b> Personnel are at low risk of serious injury or death</p> <p><b>Emergency Landing.</b> Personnel are at moderate risk of cuts, abrasions, possible serious injury or death.</p>	<ul style="list-style-type: none"> <li>• All personnel will be briefed on safe aircraft operations on the first day.</li> <li>• Wear appropriate PPE (see section 9)</li> <li>• Non-essential staff will remain clear of aircraft (30 meters or 90 feet).</li> <li>• Do not approach helicopter unless authorized by pilot.</li> <li>• Always approach helicopter from the front and stay away from the tail rotor at all times.</li> <li>• Ensure that emergency equipment and fire extinguishers are available and staff know their location.</li> <li>• Landing at any site remains at the pilot's discretion.</li> <li>• Passengers will receive a safety and mission briefing by pilot prior to take-off.</li> <li>• Ensure all doors are properly closed and seatbelts fastened.</li> <li>• Limit conversation with pilot during take-off and landing.</li> <li>• Keep clear of and do not touch controls</li> <li>• Keep alert to hazards (e.g. seabirds)</li> <li>• USFWS employees will not be transported by helicopter.</li> <li>• Select personnel will be briefed on safe refueling procedures and practices</li> <li>• Eliminate all ignition sources, no smoking.</li> <li>• Use non-sparking equipment and ground metallic nozzles before use.</li> <li>• Ground aircraft before refueling starts</li> <li>• Use appropriate spill containment equipment.</li> <li>• Maximum allowable weight limits will be calculated by the pilot prior to missions and will be updated as necessary.</li> <li>• Loads will be weighed and maximum allowable weight limits will not be exceeded.</li> </ul>

<p><b>Other Aircraft.</b> The helicopter, pilot and passengers are at slight risk of collision.</p>	<ul style="list-style-type: none"> <li>• Only experienced staff will work underneath the helicopter and attach loads.</li> <li>• Use of experienced pilot, ground staff, and well maintained equipment.</li> <li>• Consideration of weather forecast and existing conditions, to be monitored during operations.</li> <li>• Prevention of pilot error due to fatigue</li> <li>• Availability of wash-down facilities to reduce buildup of salt.</li> <li>• Provision of adequate fuel to complete operations.</li> <li>• The FAA and Coast Guard will be notified of the dates of potential helicopter operations at the Farallon Islands for this project by the Refuge Manager prior to any such flights.</li> </ul>
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#### 4. Aerial Operations Safety

Awareness of helicopter safety is the responsibility of every individual on the project. Standard Operating Procedures (SOP) for this project are provided in the document *Island Conservation Helicopter Operations SOP, January 2012* which details helicopter safety procedures, flight following, and emergency or crash response procedures. All safety protocols and procedures will follow standard FAA guidelines. The Aerial Operations Supervisor (AOS – Tommy Hall) will manage personnel safety and other risks to the helicopter and pilot, in and around the helicopter operating zones. The AOS will work with the pilot and the IC to maintain a safe environment in and around the helicopter and Landing Zone and refueling area.

The following will be checked daily prior to air operations:

- *LZ safety established:*
  - ✓ Crash kit
  - ✓ Fire extinguisher
  - ✓ Flags up
  - ✓ Hot zone announced
- *Communication established:*
  - ✓ Radio check
- *Personnel Safety Briefing:*
  - ✓ Risk assessment
  - ✓ Nature of the mission
  - ✓ Location
  - ✓ Terrain
  - ✓ Weather
  - ✓ Landing areas
  - ✓ Communication
  - ✓ Individual responsibility



- ✓ Hazards
- ✓ Safety considerations
- ✓ Emergency procedures
- *Final risk assessment:*
  - ✓ Determine Go / No Go (IC, AOS and pilot)
- *Flight personnel safety check:*
  - Check themselves for PPE
  - Check each other (buddy check)
    - ✓ Head protection- flight helmet
    - ✓ Ear protection- muffs and radio communications working
    - ✓ Eye protection- visor
    - ✓ Chin strap
    - ✓ Rescue knife
    - ✓ PFD
    - ✓ PPE (flight suit, boots, gloves)
- *Inspection of helicopter and rigged equipment:*
  - ✓ Pilot inspects helicopter and rigged equipment
  - ✓ Final buddy check conducted immediately prior to flight
  - ✓ Final communications check once all personnel are in machine

## 5. Aerial Operations Emergency Response

### a) Bird Strike

Bird strikes in helicopters are common because of the slow airspeed and high inertia rotor system of the helicopter. Although damage as a result of bird strike to the integrity of the helicopter is rare there is a potential safety concern wherever flights are undertaken and birds are present. In the event of bird strike the procedures outlined below will be followed.

Three possible situations could occur in the event of a bird strike:

- The event of the strike is unknown by the pilot, and only identified after landing during an inspection. Termed “Unknown”
- The event is felt or observed by the pilot during a flight but has not affected helicopter operations to the pilot’s knowledge. Termed “Known”
- The event triggers an operational failure of the helicopter. Termed “Strike Emergency”

In the event of an Unknown or Known strike:

1. The pilot will notify the AOS of a strike occurrence.
2. The AOS will notify the Incident Commander (directly or by radio).
3. At the earliest opportunity, the helicopter will be inspected for structural integrity and flight integrity according to established protocols, by the AOS, and verified by the pilot.

4. Any mechanical irregularities will be documented and corrected by a qualified mechanic.
5. Documentation of the incident and mechanical repairs implemented will be available to the Incident Commander.
6. The Incident Commander will determine the go/no go status of aircraft.

In the event of a Strike Emergency:

1. Pilot will radio in MAYDAY to AOS.
2. Emergency Response is initiated.
3. Incident is reported to the Incident Commander.
4. Documentation of the incident will be available to the Incident Advisory Group.

*b) Helicopter Emergency Response*

Helicopter Crash	
All operations will come to a FULL-STOP until further notice	
Response	
1.	AOS notifies IC immediately
2.	IC notifies all personnel to STOP and standby
3.	IC notifies US Coast Guard: (415) 399-3530 or Ch. 16
4.	AOS notifies Specialized Helicopters: (831) 763-2244
5.	IC meets with USFWS and PRBO representatives on island to determine response action
6.	IC delegates response tasks to staff
7.	If personnel are injured, Injured Persons Action Plan is implemented

- Time is a critical factor in responding to an emergency situation. Immediate positive action is necessary; delay may affect someone's survival.
- Preserve life.
- Secure the area (deny access except to credentialed officials).
- Do whatever is necessary to extricate injured occupants, and to extinguish fires.
- Deactivate the ELT/EPIRB if no longer needed.
- Determine if HazMat is onboard and request appropriate assistance.
- Utilize PPE and protective devices for potential exposure to hazards such as flammable and toxic fluids, and sharp or heavy objects.
- Do not exceed personal physical limitations.
- Treat the area like a crime scene. Wreckage and cargo should not be removed or disturbed. Document and/or photograph the location of any debris which must be

disturbed in order to carry out rescues or fire suppression. Document perishable evidence and witness information.

## **6. Emergency Communications**

In the case of an injury or emergency on the island, the following steps should be followed to get assistance and report the situation. Always call the Coast Guard first if there is injury or potential for injury and immediate assistance is required. If the house phone is not working, take the emergency cell phone from the phone room and make calls from East Landing. The IC should be made aware of any emergency situation as soon as possible.

- 1) Hail Coast Guard on Channel 16 on the VHF Radio. You can do this on handheld VHF radios in addition to the House radio or the Lighthouse radio. After making contact with the Coast Guard, go to 5). If no response then,
- 2) Use the House Phone or cellphone to call Coast Guard District Command Center 415-399-3530. If no response then,
- 3) Call Coast Guard Air Station 650-808-2902. If no response then,
- 4) Call 911
- 5) Contact and inform USFWS Refuge Manager (Gerry McChesney) 510-792-0222 ext. 222, cell 1-510-435-9151.
- 6) Contact and inform PRBO staff 1-707-781-2555. If you cannot reach staff at the office try 707-338-1609 (Jaime Jahncke – California Current Group Director)

## **7. Medical Emergency Response**

### *a) Personal Injury Emergency Procedures*

See Appendix B- Injured Persons Action Plan for detailed procedure.

- Assess ABC's (Airway, Breathing, and Circulation).
- Contact the IC/SO, report incident location, injury, when it happened, patient status.
- Stabilize patient and advise SO to report to site.
- SO will then communicate with a remote physician and evacuation services if necessary.

### *b) Emergency Physician Services*

- **Remote Medical International (RMI) (206) 734-3430**

RMI provides telephone access to emergency physicians experienced in the delivery of remote medical care in environmental extremes via Remote Medical International. All

project participants may call freely for medical advice, not just in the case of emergencies.  
This is not an evacuation service.

*c) Evacuation Services*

- **Coast Guard: (415)-399-3530**

This is the primary evacuation service to be used for emergencies during the field trial.

- **MedEx: (410) 453-6330**

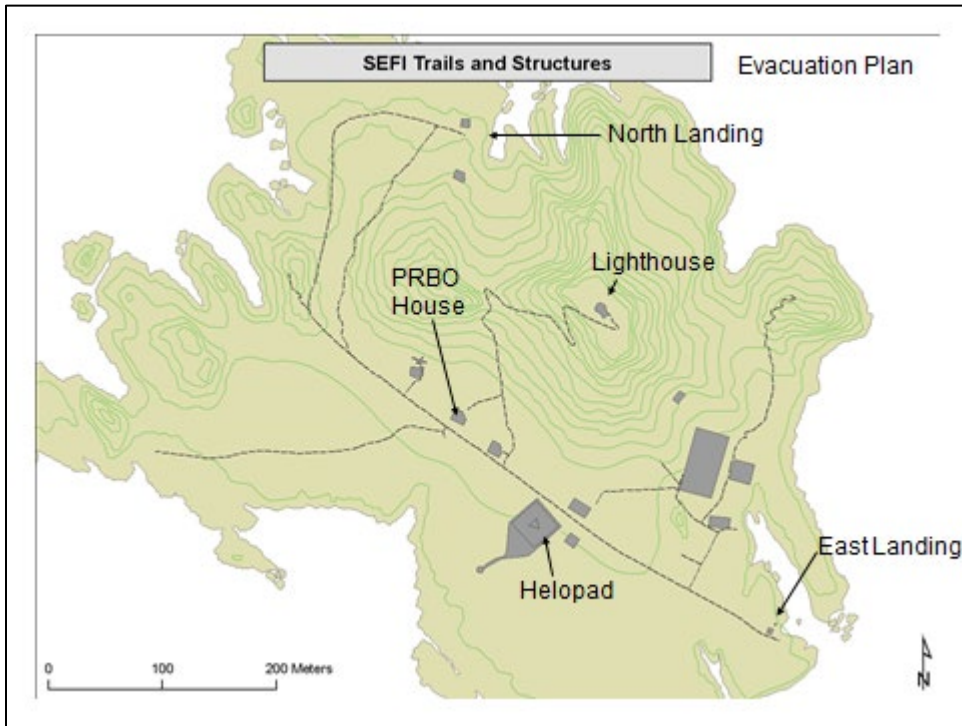
In the event that the Coast Guard cannot respond, Med Ex will evaluate the transport requirements, identify qualified aero medical escorts or air ambulances, and coordinate ground transportation and hospital admittance. This should be considered a secondary option.

## **8. Building Evacuation Procedures**

Evacuation routes and assembly area maps are posted at the locations listed below. Two alternate evacuation routes and assembly areas are included. Project participants should become familiar with all evacuation routes and assembly areas.

Evacuation points are:

- Water evacuation: East or North Landing ,
- Air evacuation: Helopad
- Tsunami Evacuation: Lighthouse for
- Fire, earthquake or other emergency: Marine Terrace in front of the houses.



*a) Fire evacuation and emergency procedures*

- Evacuate quickly—without running—to the nearest exit specified in safety training or in the posted facility diagram. Use an alternate route if the nearest one is blocked.
- Proceed to the nearest assembly area and stay there until accounted for and authorized to leave the premises.
- Until authorized, do not return to the workplace.

*b) Earthquake procedures*

- Remain calm.
- If indoors, find shelter under a desk or sturdy table. A doorway may provide some shelter if a piece of furniture is not immediately available. Avoid places where objects may fall from overhead storage, (i.e. from bookshelves or data shelves), or near outside walls and windows. Wait for shaking to stop, and then follow evacuation route(s) quickly. Once outside, stay away from buildings, trees and electrical lines.
- If outside, quickly and calmly move to a safe area away from potential falling rocks and other hazards (i.e. Marine Terrace or Lighthouse). Do not attempt to leave the blinds until shaking has stopped, then proceed to the nearest safe assembly area.
- Follow instructions from the IC and the supervisory PRBO biologist.



## 9. Personal Protective Equipment

All personnel that work near helicopters or pyrotechnics in the field will meet or exceed all requirements for personal protective equipment (PPE) described below. Wearing of PPE is not optional.

Situation	PPE protocol
Anyone working around helicopters	<ul style="list-style-type: none"> <li>▪ Fire resistant or all-natural fiber clothing (long-sleeved shirt &amp; pants) or flight suit</li> <li>▪ High-visibility safety vest (ground personnel only)</li> <li>▪ Hardhat with chin strap or flight helmet</li> <li>▪ Leather boots (extend above the ankles)</li> <li>▪ Fire resistant leather gloves</li> <li>▪ Eye protection</li> <li>▪ Ear protection</li> <li>▪ Personal Flotation Device (flight personnel only)</li> <li>▪ Rescue knife (flight personnel only)</li> </ul>
Pyrotechnics Handlers	<ul style="list-style-type: none"> <li>▪ Long sleeved shirt and long pants</li> <li>▪ Shoes and socks</li> <li>▪ Leather (or non-melting) Gloves</li> <li>▪ High-visibility safety vest</li> <li>▪ Eye Protection (sunglasses/safety glasses)</li> <li>▪ Ear Protection</li> </ul>
Zon Gun Propane Cannon	<ul style="list-style-type: none"> <li>▪ Ear Protection</li> </ul>
Operating and using small boats	<ul style="list-style-type: none"> <li>▪ Life jacket</li> <li>▪ Closed toed shoes</li> </ul>

## 10. Policy on the use of Alcohol and Drugs

A number of safety factors on the Farallon National Wildlife Refuge demands that the use of drugs or alcohol do not interfere with the Hazing Team's ability to conduct an efficient and safe operation. Consequently, consumption of alcohol will be limited to one drink per evening outside of any working shift, and never within eight hours prior to any scheduled work shift. No one at any time shall report for work under the influence of any drug or alcoholic product.

Funding sources and agency policies do not permit for the purchase of alcohol using project funds. Thus the purchase of alcohol, if any will have to be made using personal funds. During the extended period of time on the island, there may be an opportunity to have an evening off because of weather. On such an occasion, the one-drink maximum alcohol restriction may be temporarily lifted at the discretion of the Incident Commander. Recreational drugs will not be tolerated on the Farallon National Wildlife Refuge.



## Appendix B: Injured Persons Action Plan and SOAP Note

### **Step 1 Assess Incident:**

1. Assess situation, ensure it is safe before responding.
2. Alert the Safety Officer (SO). Convey to SO:
  - a. Number of patients
  - b. Location of incident
  - c. Additional resources required
  - d. If the SO cannot be reached, contact the secondary SO or ask a team member to dispatch SO.
3. Put on PPE.
4. Initiate life-saving measures to the injured person if required: Airway, Breathing, Circulation (bleeding), Disability (spinal injury). Do not move injured person unless there is danger of further harm or exposure.
5. If injuries are life threatening (problems with ABCD), proceed to Step 2.
6. If injuries are non-life threatening, but require stabilization,
  - a. Complete a head to toe exam
  - b. Take vital signs
  - c. Take SAMPLE history.
  - d. Compile a SOAP note and be prepared to relay this information to remote physician.
7. Protect patient from exposure.
8. Proceed to Step 2.

### **Step 2 Stabilize Patient:**

1. Contact the Coast Guard on CH. 16 or at **415-399-3530**.
2. Tell them you are in an emergency situation.
3. If by telephone, provide them with the PRBO house phone number: **(415) 367-7482** in case the call is disconnected.
4. Give the operator the following information:
  - a. Emergency location: Farallon Islands, off San Francisco, U.S.
  - b. What the emergency is & how it happened.
  - c. SAMPLE history & vital signs.
  - d. Relevant medical history (obtained from SO).
5. Follow instructions for patient stabilization.
6. If the Coast Guard recommends patient evacuation, initiate evacuation.

### **Step 3 Notify Point of Contact**

1. Use Emergency Numbers sheet (Appendix C) to alert the appropriate organizational point of contact.

2. Describe the type of emergency, patient's name, current status and describe how the person was injured.
3. Inform them what measures have been taken to assure patient's well-being (such as contact with Coast Guard /RMI/MedEx) and what the next steps are.
4. Once all arrangements have been made for further care, proceed to Step 4.

#### **Step 4 Continued care and reassessment**

1. Continue to care for the patient as per the Coast Guard's advice.
2. Although the patient may be stabilized, periodically reassess the patient.

### SOAP NOTE

**Subjective:** age, sex, name, MOI, C/C, Illness, LOR LOR= level of responsiveness

Age/Sex: \_\_\_\_\_ Name: \_\_\_\_\_

MOI = Mechanism of Injury/Illness \_\_\_\_\_

Chief Complaint = "In the patient's words" \_\_\_\_\_

**Objective:** vital signs, patient exam, SAMPLE history

Vital Signs at time: \_\_\_\_\_

LOR: \_\_\_\_\_

SKIN: \_\_\_\_\_

HR: \_\_\_\_\_

RR: \_\_\_\_\_

PUPILS: \_\_\_\_\_

BP: \_\_\_\_\_

**Trauma:** Patient exam: locations of pain, tenderness and injuries

\_\_\_\_\_  
\_\_\_\_\_

**Medical:** Onset (sudden/gradual) \_\_\_\_\_  
Provocation/Palliation \_\_\_\_\_  
Quality \_\_\_\_\_  
Region/radiating \_\_\_\_\_  
Severity (0-10) \_\_\_\_\_  
Time (since onset) \_\_\_\_\_

SAMPLE History: \_\_\_\_\_

Signs and Symptoms: \_\_\_\_\_

Allergies: \_\_\_\_\_

Medications: \_\_\_\_\_

Past pertinent medical history: \_\_\_\_\_

Last oral intake/outputs: \_\_\_\_\_

Events leading up to accident/illness: \_\_\_\_\_

**Assessment:** (problem list)

1 \_\_\_\_\_

2 \_\_\_\_\_

3 \_\_\_\_\_

4 \_\_\_\_\_

**Plan:** (corresponding plan for each problem on the problem list; plan for getting to help)

1 \_\_\_\_\_

2 \_\_\_\_\_

3 \_\_\_\_\_

4 \_\_\_\_\_



## Appendix C. Emergency Contact Numbers

Emergency Numbers						
Evacuation Services				Physician Services		
<b>U.S. Coast Guard District Command center:</b> 415-399-3530 <b>U.S. Coast Guard Air Station:</b> 650-808-2902 <b>Frontier MedEx:</b> (410) 453-6330				<b>Remote Medical International (RMI)</b> (206) 734-3430 ID: Island Conservation <b>Poison Control Center (PCC)</b> 1-800-222-1222		
Personnel Contacts			Organization Points Of Contact		Media Points of Contact	
<b>Dan Grout</b>	<b>(831) 420-7825</b>	<b>IC</b>	<b>Fish &amp; Wildlife Service:</b>		<b>USFWS: Doug Cordell:</b>	
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Kyra Mills	(530) 979-7690	OWCN	Mike Ziccardi: Director		<b>Jim Robertson "Outer Limits"</b>	
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