



SAFETY & EVENT MANAGEMENT PLAN

RNLI NESS CUP PASSAGE RACE

Long Distance Race for Cruisers and Dinghies

Sunday 14th May 2017

Chanonry Sailing Club, The Harbour, St. Andrew's Walk, Fortrose, IV10 8TP

www.chanonry.org.uk

SITUATION	ACTION
<p>The Ness Cup is scheduled to take place on Sunday, 21 August 2016. The scheduled time of the warning signal for the race is 13:20 and the start 13:30 hrs local time. The event differs from normal club racing in that it is open to competitors from outside the club, runs over a much longer course than club dinghy racing and attracts entries from both dinghy and cruiser sailors with numbers somewhere between 15 and 25 boats total.</p> <p>The length of the course and the potential size of the entry requires the club to organize more than the single Safety Boat (RIB) that is normal for club dinghy racing; the greater number of safety assets generates the need for additional planning (to amend & supplement the information contained on the club website under Safety/Safety Information for All) as detailed here. The main challenge for the safety crews is being able to see all the dinghies as the differing speeds of dinghies and the tactical freedom allowed with long legs between marks generally results in the fleet becoming spread over several miles. This document should be read with the Notice of Race and Sailing Instructions.</p>	
<p>MISSION</p> <p>The mission of the Ness Cup Safety & Event Management Team is to provide management on the event day and safety support to competitors on the water within the limitations imposed by the length of the Ness Cup Race course and the limited number of RIBs available.</p>	
<p>EXECUTION</p> <p>PRE-EVENT DAY</p>	
<p>The Sailing Secretary will produce the Notice of Race, Sailing Instructions, sign-on/off sheets and event publicity. The Notice of Race will contain the following paragraph:</p> <p><i>The Ness Cup race is approximately 14 nautical miles long and for experienced sailors only. Safety cover is very limited and may not be in close contact with competitors. All sailors entering the Ness Cup must be confident that they and their vessel are capable of sailing the course in the weather/sea conditions of the day without requiring any assistance under normal circumstances. Safety Boats will not be able to engage in protracted towing until the event is over and boats that can no longer be sailed may have to be abandoned.</i></p>	<p>Sailing Secretary</p>
<p>The Sailing Secretary will nominate appropriate club members to run the event and alert the Safety Boat convenor, the fuel monitor, the radio monitor and Training Principal to check that club equipment is serviceable and available. The Sailing Secretary will task a club member to prepare the inflatable orange pyramid buoy. The Sailing Secretary will approve this safety & event management plan.</p>	<p>Sailing Secretary (+Safety Boat convenor, radio monitor, Training Principal)</p>

SAFETY & EVENT MANAGEMENT TEAM			
Function	Name (s)	Location	
Race Officer (RO) <ul style="list-style-type: none"> Race management Safety coordination 	Richard Jenner assisted by Roger McMichael	Starter's Box	RO
Safety Boat 1 (RIB)	Martyn Leslie Alan Hardie	Ness	RIB crews
Safety Boat 2 (mark layer RIB)	John Crossley Calum Pearson	Beaully (flying dayglow flag)	
Safety Boat 3 (RIB)	Helen Jenner Mike Duffy	Wiz	
Contingency Support (CS) <ul style="list-style-type: none"> Radio links At RO direction 	David Pocock	White Settler - not available	CS
EVENT DAY – PRE START			
<p>The RO, CS and RIB crews will meet at 11:30 hrs in the club room to confirm that all preparations are in place and to review the weather and the forecast. At this point the RO will decide to start the event as notified, postpone the start or if the weather or forecast is deemed unsuitable, abandon racing for the day. The RO will take particular heed of winds forecast to be F5 or greater or if reduced visibility is forecast during the anticipated duration of the race. The RO may also opt to alter the course – this constitutes a change in the Sailing Instructions and must therefore be posted at least 60 minutes before the race start. The RO will cover these points when briefing the safety crews.</p>			RO RIB crews CS
<p>The RO will ensure that entries are taken in the Race Office from 11.30hrs. The RO will keep a running total of numbers of 'souls' entering including crews on cruisers and RIB crews.</p>			RO
<p>The RO will brief competitors outside the club house at 12:30 Sunday; in the event of a postponement the RO will advise competitors of the revised time for it. The briefing will cover factual and safety matters including the direction of course, the intended location of the inflatable buoy, the abandonment signal, suggested actions in the event of poor visibility and strong winds and the location of the following dinghy safe havens depending upon the prevailing wind conditions:</p> <p>Alturlie beach Kilmuir beach Munlochy Bay – beaches depending on tidal state Avoch Harbour (also suitable for cruisers at high water)</p>			RO
<p>During the competitor briefing, Beaully will test its radios then depart to lay the orange tetrahedron mark as per the Sailing Instructions and final position decided by the RO then return towards the start line to await further instructions from the RO. Ness and Wiz will launch, test their radios then moor in the harbour. They will remain under the direct control of the RO after race start as dictated by radio connectivity. The RO will allow RIBs to act as water taxis until needed to re-lay Mark A or their primary role to act as safety boats for dinghies. White Settler should be ready to slip her moorings by race start minus 30 minutes to take-up position on course side.</p>			Beaully Ness & Wiz RO White Settler
<p>At close of entries (race start minus 30 minutes) the RO will inform Aberdeen Coastguard on 01224 592334 of the event and the total number of boats and 'souls' intending to be on the water. Keeping Tally. The RO will keep a running total of those still afloat once boats start to come ashore or return to their moorings.</p>			RO

Command & Control. A 3-tiered system will be used:

Tier	Responsible Person	Key Safety Responsibilities
Gold	RO	Decides to start, delay or abandon race. Keeps tally of competitors on the water. Takes control of shore based activities in event of a major incident. Summons ambulance if required. Initiates MAYDAY or PAN-PAN call to Aberdeen Coastguard if external assistance is required on the water. Coordinates the employment of RIBs on the water after race start.
Silver	CS	Relays messages as appropriate to boats on the water that may be out of range of the Race Office. Initiates MAYDAY or PAN-PAN call to Aberdeen Coastguard if the RO is out of contact (radio and mobile) and external assistance is required on the water.
Bronze	RIB Helms	Maintain a good lookout and respond to competitors requiring assistance. Keep the RO informed of capsizes or other safety related incidents witnessed or involving them.

RO

CS

RIB Crews

Communications. The working channel will be Marina 1/37A with all sets on high power. The RO and CS will monitor Channel 16 on dual watch whenever possible. In the event of any incident when external help is required, the RO will call the whole safety team to switch to Channel 16 and will initiate the appropriate emergency call to the Coastguard. While working Channel 16 or any other required by the emergency services, all are to pre-fix their call sign with the word "Chanonry".

RO and CS

Callsigns, Communication & Capabilities

Callsign	Communication Equipment	Capabilities
RO	Fixed VHF Handheld VHF (personal) Mobile 07777641436	
White Settler	Fixed VHF Handheld VHF(personal) Mobile 07824811652 + 07842823126	6 kts, RCD B for 8 Overload capacity 12 (mother ship)
Beauly	Handheld VHF x 2	24 kts, RCD C for 8. Overload capacity 10
Ness	Handheld VHF x 2	20 kts, RCD C for 8. Overload capacity 10
Wiz	Fixed VHF Handheld VHF (personal)	24 kts, RCD C for 6. Overload capacity 8

RO

White Settler

Beauly

Ness

Wiz

RIB Equipment. The RIB crews should prepare their boats in accordance with the standing club RIB instructions and list in the Side Store with the following additions for Beauly & Ness:

RIB Crews

Two handheld radios per boat
One handheld GPS per boat (these are the Training GPS and will be handed-out by the RO at the safety crew briefing)
Flag 'S' (Beauly only – from the Regatta set)

RO

<p>All 3 RIBs should carry an emergency rations pack (water & chocolate – to be handed-out by the RO at the safety crew briefing) and extra Fuel as detailed below</p> <p>RIB Crews shall familiarise themselves with the operation of the handheld GPS equipment.</p> <p>Fuel. In addition to a full main tank on launching, Beaully should carry a full spare tank; Ness should carry 20 litres of reserve fuel in cans and Wiz should carry 10 litres of reserve fuel in club cans as well as her normal reserve of 12 litres. RIB helms should be aware that any towing activities can triple normal fuel consumption.</p> <p>Anchors. White Settler will carry club light anchor sets in the event that a RIB crew need an anchor to secure a dinghy requiring assistance.</p>	<p>RIB Crews</p> <p>White Settler</p>
<p>DURING THE RACE</p> <p>The RO will broadcast the details of dinghies and cruisers that start for the benefit of the CS and RIB crews. The RO will order the disposition of the 3 RIBs. The general disposition will be one RIB with the leaders, one as a rear marker and the third at 'mid field'.</p>	<p>RO</p>
<p>RIB Reaction. RIBs should react to any incident they observe unless they believe there is another RIB in a better position to do so in which case they should report their observations to the RO. When reacting to an incident, the RIBs should give a brief 'situation report' to the RO. In the event that any RIB requires assistance, they should call the RO and failing that the CS.</p>	<p>RIB Crews</p>
<p>Dealing with Casualties. The priority is to assist people, not boats. It is highly unlikely that the RO will release RIBs to undertake towing while the event is ongoing. Therefore, RIBs should be prepared to take-off casualties and fix a 'crew taken off' buoy to the abandoned boats. If boats are abandoned the RIB crew must inform the RO (possibly via CS) who will in turn inform Aberdeen Coastguard on Channel 16. Any casualties requiring medical treatment should be given first aid and landed as soon as possible – this may mean taking them to Avoch rather than Fortrose. If an ambulance is required this should be relayed to the RO who will ensure that an appropriate 999 call is made. While the majority of incidents are likely to involve dinghy crews, cruiser crew can also sustain injury or be knocked overboard requiring RIB assistance.</p>	<p>RO</p>
<p>Unexpected Poor Racing Weather</p> <p>The RO will signal either race abandonment or shortening of the course:</p> <ul style="list-style-type: none"> • In the event that the wind drops and it is unlikely that any boat will finish within the time limit. • In the event that the wind freshens to the point where dinghies start to retire and it is clear that the number of dinghies in trouble exceeds the capacity of the safety team to cope in a timely manner. In this situation the RO will normally signal race abandonment unless the race is at a stage where it makes more sense to allow it to conclude. Should dinghies retire indicated either by notifying a RIB or by their actions, the RO may need to consider nominating a RIB to act as their shepherd. • In the event that visibility deteriorates to the point where the safety crew collectively are unable to maintain visual contact with the dinghies, the CS and RIB crews should advise the RO who may decide to signal race abandonment unless the race is at a stage where it makes more sense to allow it to conclude. <p>Cruisers should be prepared to standby by dinghies in difficulty following abandonment or after finishing a shortened course until relieved by a RIB (this will be included in the competitors' briefing).</p>	<p>RO</p>

<p>Race Abandonment Procedure. In the event of abandonment the RO will make the standard signal (Display flag N plus 3 sound signals) and will make a radio call on the working channel to all the RIB crews and CS to signal abandonment. All RIBs, including White Settler should make a sound signal (fog horn or whistle) of 3 long blasts repeated until it appears that all competitors are responding (by heading back to the starting area or closing towards a RIB). If poor visibility is the cause of abandonment, RIBs should continue making the sound signal and act as a focal point for competitors requiring navigational assistance. RIBs should then shepherd their flotilla back to Fortrose or another safe haven, keeping the RO informed.</p>	<p>RO</p>
<p>Shorten Course Procedure - Rule 32.2. The Sailing Instructions allow for the course to be shortened by displaying flag S and making 2 sound signals from a RIB, or other boat, at a rounding mark before the first boat reaches the mark. The finish line will be between the mark and the boat displaying flag S. Beaully will carry flag S and in the event that the RO decides to shorten the course Beaully should position herself as directed and make the appropriate signals. Should Beaully not be available to do this, the RO will request that another RIB or White Settler to collect the flag and make the signals. The boat on the shorten course finish line should identify each finisher by radio using either boat name or sail number and transmit "now" as they cross the line. Both the CS and RO should endeavour to note the boat details and finishing time (hours, minutes & seconds).</p>	<p>RIB Crews</p>
<p>Recovering the Mark. The RO will task a RIB to recover the orange tetrahedron mark either after the last competitor has rounded it or at a later time.</p>	<p>RO</p>
<p>POST EVENT</p> <p>The RO will telephone Aberdeen Coastguard once all dinghy competitors are ashore and the cruisers are either in the harbour or on their moorings. He will release RIBs for recovery when it is clear no safety issues remain on the water.</p> <p>The RO will then work out the provisional results using Sailwave and display them in the clubroom. All other race management issues will be as per the Sailing Instructions.</p>	<p>RO</p>
<p>KEY POINTS</p> <p>Key to safety at the event will be personal preparation, the maintenance of a good look out and clear communication of what you are seeing and what you are doing.</p>	

DISTRIBUTION:

Sailing Secretary

The Sailing Secretary shall distribute the final version of this plan to:

Webmaster (for publishing on the website with the Ness Cup documents & for archive in 'Box')

Social Convenor (preparation of emergency ration packs)

Training Principal (to make training GPS available to the RO)

RIB Convenor

Fuel Monitor

Radio Monitor

RO

Member responsible for preparing the inflatable mark

The Sailing Secretary shall further distribute the final version of this plan to the Safety & Management Event Team as nominated above