EVENT MANAGEMENT PLAN

RNLI NESS CUP RACE

Long distance race for Cruisers and Dinghies

Saturday 18th JULY 2026

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

www.chanonry.org.uk

SITUATION The Ness Cup is scheduled to take place on Saturday 18th JULY 2026. The scheduled time of the warning signal for the race is **13:05** and the start **10** minutes later. 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. 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.	**ACTION**
MISSION 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 course and the limited number of RIBs available.	
EXECUTION **PRE-EVENT DAY**	
The Event Organiser will ensure that the Notice of Race, Sailing Instructions, sign-on/off sheets and event publicity are produced. The Notice of Race contains the following paragraph: *The race is approximately 14 nautical miles long and for experienced sailors only. Safety cover is limited and may not be in close contact with competitors. All sailors entering the Ness Cup must be confident that they and their vessel can sail 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.*	**EO**
The EO 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 Event Organiser will task a club member to prepare the inflatable orange pyramid buoy. The EO will approve this safety & event management plan.	**EO**

CANCELLATION PRE-EVENT DAY — **EO & RO**

A decision to cancel will be taken jointly by the EO and the RO before **12:15** on the day before the event. The event is likely to be cancelled if, at **10:00** hours on the day before the event, the Met Office weather forecast for Fortrose (Highland) shows a mean wind speed and/or gusts exceeding F5 (19mpg, 17 kn) during the period of 12:00 to 18:00 hrs for Saturday 18th JULY.

Cancellation will be notified by **13:15** on the day before the event as follows:

- Club website home page – chanonry.org.uk and the event page.
- Email to those that have entered online.
- DutyMan, Email or phone/SMS to those volunteering for duties on the day.

SAFETY & EVENT MANAGEMENT TEAM

Function	Name (s)	Location	
Race Officer (RO) • Race management • Safety coordination	Helen Morgan	Starter's Box	**RO**
Assistant Race Officer (ARO)	Mike Wilson	Gregor Fisher's RIB	**ARO**
ARO transport	Gregor Fisher's RIB		
Skipper Contingency Support boat	James Dargie	**North Rising**	
Safety Boat manning.	Refer to the DutyMan Duty Rota	www.chanonry.org.uk/duty-rota.html	

EVENT DAY – PRE-START

The RO, ARO 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 heed of winds forecast to be F4 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. — **RO RIB CREWS ARO**

Registration, to confirm a boat's intention to start, opens on the day of the event at **11:30** in the Race Office at the Clubhouse and may be achieved in person with social distancing or by radio channel M1. The RO will keep a running total of numbers of 'souls' entering including crews on cruisers and RIB crews. — **RO**

The RO will brief competitors outside the club house at **12:15**; in the event of a postponement the RO will advise competitors of any 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: — **RO**

Alturlie beach, Kilmuir beach, Munlochy Bay beaches depending on tidal state, Avoch Harbour (also suitable for cruisers at high water)

During the competitor briefing, Beauly 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 Pioner 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 — **Beauly**; **Ness & Pioner RO**

needed to re-lay Mark A or their primary role to act as safety boats for dinghies. **North Rising** should be ready to slip her moorings by race start minus 30 minutes to take-up position on course side.

North Rising

At race start minus 30 minutes the RO will inform **Aberdeen Coastguard** on **01224 592334** about the event and the total number of boats and 'souls' intending to be on the water.

RO

Keeping Tally. The RO will keep a running total of those still afloat once boats start to come ashore or return to their moorings.

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.	**RO**
Silver	ARO	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.	**ARO**
Bronze	RIB Helms	Maintain a good lookout and respond to competitors requiring assistance. Keep the RO informed of capsize or other safety related incidents witnessed or involving them.	**RIB Crews**

Communications. The working channel will be Marina 1/37A with all sets on high power. The RO and ARO 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 ARO

Callsigns, Communication & Capabilities

Callsign	Communication Equipment	Capabilities
Race Officer	Fixed VHF Handheld VHF (personal) Mobile	
North Rising	Fixed VHF Handheld VHF (personal) Mobile	Hunter Sonata 5 kts, Capacity 12 ("mother ship")
Beauly (mark layer)	Handheld VHF x 2 Flying a dayglow flag	24 kts, RCD C for 8. Overload capacity 10
Ness	Handheld VHF x 2	20 kts, RCD C for 8. Overload capacity 10
Cobalt	Fixed VHF	45 kts, RCD for 12.

RO

North Rising

RIBS

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:

Two handheld radios per boat
Flag 'S' (Beauly only – from the Regatta set)

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.

RIB Crews

Fuel. In addition to a full main tank on launching, Beauly should carry a full spare tank; Ness should carry 20 litres of reserve fuel in club cans and Pioner 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.

RIB Crews

DURING THE RACE

The RO will broadcast the details of dinghies and cruisers that start for the benefit of the ARO 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'.

RO

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. If any RIB requires assistance, they should call the RO and failing that the ARO.

RIB Crews

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 ARO) 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 most incidents are likely to involve dinghy crews, cruiser crew can also sustain injury or be knocked overboard requiring RIB assistance.

RO

Unexpected Poor Racing Weather The RO will signal either race abandonment or shortening of the course: • If the wind drops, and it is unlikely that any boat will finish within the time limit. • If the wind freshens to the point where dinghies start to retire and 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. • If visibility deteriorates to the point where the safety crew collectively are unable to maintain visual contact with the dinghies, the ARO 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. 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).	**RO**
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 ARO to signal abandonment. All **RIBs**, including North Rising should make a sound signal (foghorn 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 place of safety, keeping the RO informed.	**RO** **North Rising**
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. Beauly will carry flag S and, in the event, that the RO decides to shorten the course Beauly should position herself as directed and make the appropriate signals. Should Beauly not be available to do this, the RO will request that another RIB or North Rising to collect the flag and make the signals. The boat on the shorten course finish line should use its radio to transmit either boat name or sail number of each finisher and transmit "now" as they cross the line. Both the ARO and RO should endeavour to note the boat details and finishing time (hours, minutes & seconds).	**RIB Crews and North Rising**
Recovering the Mark. The RO will task a RIB to recover the orange tetrahedron mark at any time after the last competitor has rounded it.	**RO**

POST EVENT 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. 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.	**RO**
KEY POINTS 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.	

DISTRIBUTION: by Event Organiser

The EO shall ensure distribution of the final version of all event documents to:

- Race Officer
- Assistant Race Officer
- Contingency Support boat skipper
- Safety boat crews nominated above
- Webmaster (for publishing on the website with the other documents for the event & for archive)
- Social Lead (preparation of six emergency ration packs (2 per RIB))
- RIB Convenor (ensure RIBS are operational)
- Fuel Monitor (ensure all fuel containers and tanks are full)
- Radio Monitor (ensure all radio batteries and signal horn are charged and items are operational)
- Member responsible for preparing the inflatable mark – named S on the courses

EVENT RISK ASSESSMENT

Event RNLI NESS CUP RACE		**Dates** **Saturday 18th JULY 2026**	
Race Officer	**Safety Officer**	**Assistant Race Officers**	
	Event Day		**Comments**
HW Time and Height			
Wind direction/ strength			
Weather conditions (Wind/Wind Chill/ Visibility)			
Sea State (wind against tide)			
Safety cover			
Types of boats competing			
No. of competitors			
Age range of competitors			
Experience of sailors (relative to expected conditions)			
Special considerations (disabilities/medical)			
Briefing Issues			

RO **Safety** **Date signed**