



SAFETY & EVENT MANAGEMENT PLAN

RNLI NESS CUP PASSAGE RACE

Long Distance Race for Cruisers and Dinghies

Sunday 3rd June 2018

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 3rd June 2018. The scheduled time of the warning signal for the race is 13:50 and the start 14:00 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 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.</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 Evans	Starter's Box	RO
Safety Boat 1 (RIB)	Liz Duncan Hamish Boag	Ness	RIB crews
Safety Boat 2 (mark layer RIB)	Paul Davidson Gordon Macleod	Beaully (flying dayglow flag)	
Safety Boat 3 (RIB)	John Crossley Alison Parfitt	Wiz	
Contingency Support (CS) <ul style="list-style-type: none"> • Radio links • At RO direction 	Malcolm Morrison Ian Cameron	Stroma	CS
EVENT DAY – PRE-START			
<p>The RO, CS and RIB crews will meet at 12:00 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 12.30 hrs. 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 13:00 on 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> <ul style="list-style-type: none"> Alturlie beach Kilmuir beach Munlochy Bay – beaches depending on tidal state Avoch Harbour (also suitable for cruisers at high water) 			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. Stroma 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 Stroma
<p>At 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.</p>			RO
<p>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>			

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 capsize 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 07777670525	
Stroma	Fixed VHF Handheld VHF(personal) Mobiles 07835414161 (Ian) 07880332553 (Malcolm)	25 kts, RCD C for 6 Overload capacity 6 (mother ship)
Beaully	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

Stroma

Beaully

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 Beaully & 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' (Beaully only - from the Regatta set)

RO

<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 Stroma 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 Stroma</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. Beauy will carry flag S and, in the event, that the RO decides to shorten the course Beauy should position herself as directed and make the appropriate signals. Should Beauy not be available to do this, the RO will request that another RIB or Stroma 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 and Stroma</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