



Optimist Leinster Championships – 9/10th September 2017

SAFETY PLAN

The safety of the competitors, spectators, committee members is given the highest priority in the organisation and running of this event by the organising club NYC on behalf of the Optimist Class Association.

The purpose of this document is to describe the procedures actions and responsibilities necessary to run the event safely for organisers and competitors, in compliance with NYC and Optimist Class Guidelines.

It is intended also to act as a resource reference document in the event of adverse weather causing major concern for competitor safety or the sight of a distress situation or sailor in difficulty.

The type of incident covered by this plan includes:

- a. Adverse Weather causing major concern for competitor safety and or Abandonment.
- b. Sight of a distress situation or sailor in difficulty.
- c. Request from a competitor for assistance – injury or damaged boat.
- d. Capsize or Crew in difficulty / Man Overboard (MOB).
- e. Request from the Coastguard for assistance.



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1. Contacts Lists

Key Organisations		VHF	Telephone
National Y.C.		37a	01 2805725
Coastguard		16	01 6620922
Dun Laoghaire Harbour		14	01 2801130
RNLI		16	01 2802667
Dun Laoghaire Marina			01 2020040
Dun Laoghaire Motor Y.C			01 2801371
Dublin Port		12	01 8550888
Dunlaoghaire Gardai			01 6665000
Event & Safety Management			
Event Organisers	Rebecca Hall Sarah Gorman	69	■ 087 2073457 ■ 087 2486549
Beach Master	Susan Spain	69	087 8166010
Safety Officer	Pat Donnelly Adam Winkelmann	69	087 2572481 (Sat.) 086 2470040 (Sun.)
Principle Race Officer	Con Murphy	69	087 2439843

1. Event Overview

The racing area will be outside the Harbour held in the environs of Dublin Bay. It is likely to be Seapoint or Scotmans Bay subject to wind and tidal conditions. This will be confirmed at the PRO and SO Briefings.

The Sailing Instructions (SI's) are published on the IODAI website.

2. Event Management Responsibilities

(a) Event Organiser

- Overall Control of the Event
- Based ashore during the event
- Contactable on Mobile Phone

(b) Principle Race Officer

- Control of mark laying ribs, committee boat and overall conduct of event on the day
- Based afloat during the event
- Contactable by VHF CH 69

(c) Safety Officer

- Control of all safety ribs during event
- Based afloat during the event
- Contactable by VHF CH 69 or VHF CH 77

(d) Beach Master

- Shore based in each club for the duration of the event
- Responsible for launching and tallying of all sailors on and off the water
- Responsible for communication sailor and boat numbers to PRO and SO
- Responsible for contacting parents should that be necessary
- Contactable by VHF CH 69

3. Key Principals and Procedures

This incident Contingency Plan relates only to the Sailing Areas and NYC Club House/Deck Area.

It is a fundamental rule of sailing (Racing Rules of Sailing (RRS4) that the responsibility for a boat's decision to participate in a race or to continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the person in charge.

BRIEFINGS

The PRO and SO will brief the Beach Masters and Safety Ribs prior to each days racing.

The PRO will advise the SO when he is ready for the competitors to be launched. If the SO is satisfied that there is sufficient safety cover, he will advise the Beachmaster to allow the competitors to leave the shore.

All participants are requested to attend the PRO and SO Briefings

SAILOR TAGGING

Prior to launching all competitors shall tally out at the launch slip, placing the tally band on their arm or wrist - and on return to shore all participants shall tally back in.

SAFETY RIBs

A Safety RIB is a boat dedicated to the safety of sailors and all other persons on the water in connection with the event

Safety RIBs will be under the direct control of the SO

Each Safety Boat will be allocated a position on the course that they will assume for the duration of the races. These positions will be allocated in advance but will be modified by the SO as necessary. Under no circumstances should a safety RIB leave the race area unless agreement has been sought from the SO that they can leave.

Each Safety RIB will have a minimum of 2 responsible people on board with the helm having had the necessary training and will be briefed on their duties at the SO Briefing, prior to the event starting.

All Safety RIBs shall carry the equipment specified in Appendix 1

MARK LAYING & SUPPORT RIBs

A number of RIBs will be assigned primarily assigned to mark laying duties under the control of the PRO but will be available to be diverted to Safety support in the event of deteriorating circumstances as directed by the PRO.

SUPPORT RIBs

A registration process will be in place, to inform the PRO and Safety Officer of the number of Support RIBs on the water at any given time during the event. On registration, Support RIBs will be requested to declare their availability to support safety activities as directed by the SO, in the event of deteriorating circumstances. Support RIBs shall carry numbered flags placed at the stern for identification.

All retirements from racing are to be notified to the PRO.

COMMUNICATIONS

All Safety RIBs shall have operating VHF radios and appropriate checks made to ensure efficient communication when on the water.

A dedicated working channel shall be assigned across PRO, SO, Beachmaster, Safety and Support RIBs

4. Types of Incidents

(a) Adverse Weather causing major concern for participants' safety and or Abandonment of Sailing

- PRO and SO to agree the course of action in the case of adverse weather or other emergencies on the course.
- Use all available RIBs to assist bringing participants and boats ashore
- In the case of Fog affecting the Sailing Area the Safety Ribs will round up the Participants' Boats in their level/module and conduct an

ongoing head-count

- Maintain contact on the Course VHF channel
- Confirm with SO that all participants have returned safely to shore
- Send RIBs to safety once the area has been cleared.
- If Coastguard or RNLi are in attendance they will assume the role of On Scene Commander.

(b) Sight of a Distress situation or sailor in difficulty.

- In the case of a damaged boat, without affecting instruction, send a RIB to assist. No responsibility will be accepted.
- In the case of a sailor in difficulty (e.g. injury or man over board) a RIB to standby distressed boat and if necessary recover sailor.
- In the case of serious injury lifeboat / helicopter assistance may be required call the Coastguard Directly on VHF CH 16 also advise SO
- Standby RIB if available to take control of disabled boat or put at anchor away from race area until it is possible to return it ashore.
- Minor injuries a RIB is to be used to return competitor to the Clubs – SO to be informed
- If a boat is being left capsized with the crew removed, then the Rescue RIB must place a marker of safety tape on the transom / rudder to indicate that the boat has been checked and is now abandoned but the crew are safe.
- If possible get details of the boat, sail no and crew names and advise SO of this.

(c) Request from a participant for assistance – injury or damaged boat

- SO to decide on course of action to be taken.
- If the competitor can sail ashore unsupervised get details of boat class, sail no and competitor name and report to Beach Master on route.
- In the case of a dis-masted boat if conditions allow the boat can be towed with its crew ashore or if conditions do not allow then the boat should either be secured to a Mother Vessel or put at anchor until such time as it is suitable to tow it ashore.
- Minor injuries / Hypothermic Cases - a RIB is to be used to return competitor to the Club – SO to be informed.

- If a boat is being left capsized with the crew removed then the Rescue RIB must place a marker of safety tape on the transom / rudder to indicate that the boat has been checked and is now abandoned but the crew are safe.
- If possible get details of the boat, sail no and crew names and advise SO of this.

(d) Capsize or Crew in difficulty / MOB

- In the case of a Capsize, MOB or crew in difficulty a RIB is to stand off the boat and if necessary recover the crew and return them to their boat.
- Priority is to be given to the crew over the boat.
- If assistance is requested from the boat, then the RIB is to assist with the righting of the boat and to remain on station until the crew are safely aboard and are able to resume sailing the boat.

Casualty Recovery Plan

Casualties in the Sailing Areas will be dealt with by the safety rib in the first instance. The following guidelines establish the basic principles for the recovery:

- a. **(a) Minor injury.**
- b. Where minor injuries, cut, bruises, etc are notified to SO, basic first aid shall be applied directly using onboard resources.
- c. **(b) Serious injury**
- d. Where there is a suspicion that a serious injury might have occurred the safety RIB is to be directed to stand by casualty, assess situation and take whatever immediate action deemed necessary. Safety rib to relay immediate incident report to SO and PRO, to receive advice and arrange for transfer of casualty. Beach Master to be advised to clear transfer point, prepare for ambulance and arrange for casualty transfer. Beach Master to contact family with regard to the situation.

- e. **(c) Boat missing or overdue.**
- f. BM to establish that boat is missing. BM to check other waterfront venues for missing boats. SO to organise search of Sailing Area and last known location of missing boat.
- g. **(d) General Instructions**
- h. The SO shall be the co-ordinator of the rescue operation within the racing area until it concludes.
- i. **(e) Casualty transfer of casualty to transfer point.**
- j. The casualty transfer arrival point shall be on to the inner Floating Dock at The National Y.C The ambulance bay shall be on the boat platform.
- k. **(f) Casualty transfer procedure.**
- l. In advance of arrival of casualty the BM shall delegate personnel to secure transfer area and prioritise it for use by medical services. The transfer procedure shall commence when casualty arrives at the transfer arrival point. The transfer shall be supervised by the BM. The transfer shall be affected by ambulance crew. The BM is to provide whatever personnel required by medical officer to assist transfer.
- m. **(g) Shore-side Rendez-vous for Emergency Services etc**
NYC Platform.

APPENDIX 1 : Safety RIB Equipment

- VHF Radio
- Anchors and Warps
- First Aid Kit
- Fire Extinguisher
- 10 metres of warp
- Towing Line
- Safety Tape (abandoned boats clear of sailors)
- Paddle
- Fuel and spare tank
- Knife
- Whistle
- Compass