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**Comhairle Contae
Fhine Gall**
Fingal County
Council



Skerries Sailing Club

Safety Plan

for

Optimist Leinster event

At Skerries Sailing club

18th/ 19th June 2022



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Introduction

The Optimist Leinster event to be held at Skerries Sailing Club on Saturday and Sunday 18th and 19th June 2022 will consist of competitors of varied experience

Purpose of this plan is to document resources allocated, Roles and Responsibilities, Safe operating procedures and Emergency procedures for the above event.

Please note: “The responsibility for a sailor’s decision to participate in a race or to continue racing is his or hers alone”.

Therefore, in the case of this SSC Optimist sailing event, it is the ultimate responsibility of the parents / guardians to determine whether or not the sailor for whom they are responsible may sail.

Nonetheless, with the primary objective of striving to provide safe and enjoyable sailing, the **Principal Race Officer (PRO)** has the overall authority to restrict various categories of sailors from launching or continuing to compete.

The objective of the **Safety Officer** and the fleet of Safety Boats is to endeavour to maintain that all sailors are safe at all times.

This documents is not prescriptive and does not intend to be an instruction manual to override tried and tested systems and procedures already in place by other rescue services and/or organisations that maybe assisting during the event, e.g. Civil Defence, Fingal County Council, etc.

This Safety Plan and procedures may be reviewed the morning (at the Safety Briefings) of the 18th June, it is important therefore that all rescue volunteers attend safety briefings scheduled each morning (see briefing time below in Safety Briefing Section).

- This plan pertains only to the SSC Optimist Leinster Regatta 2022 event and dates above.
- This Safety Plan owner is Skerries Sailing Club



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General Safety Guidelines and Rules

The following Safety Guidelines and Rules assist in providing safe sailing and creating a structure to manage any issues or emergency on the water should it arise. These guidelines are intended to supplement the Racing Rules of Sailing. Where there is conflict the Racing Rules should apply.

1. SSC Optimist Leinster Regatta 2022 racing may not take place if forecasted weather is to exceed F6 during racing. See **Sailing Limits** Section. (This may be less for the “Regatta Fleet”)
2. There must be at least **1** (one) Safety Boat per **10** (ten) Junior Sailing Dinghy’s/boats. All boats must not be launched until this criteria has been met. See **Launching and Beachmaster Duties** Section.
3. A standard Boat Tagging system will be in operation for the full event. (See **Boat Tagging** Section).
4. All Safety Boats must be manned by 2 persons, of whom at least one must have completed the ISA National Powerboat Certificate. (See **Appendices 3 & 4**).
5. A Safety/Operational review must take place before sailing on each day chaired by the Event Safety Officer and all Safety Boat personnel must be attendance, ideally in conjunction with the Principle Race Officer (PRO). (See **Safety Briefing** Section).
6. The PRO will be responsible for the management of safety on the water assisted by the Event Safety Officer. (See **Assignments** Section).
7. Channel **71** will be used for fleet (main and regatta) management. Channel **72** will be used for all safety activities. (See **Safety Communications** Section).
8. **Back up resources** – The Club punt will be available (channel 72) and may be requested by either the PRO or Safety Officer. Support (“parent” Safety Boats) may be called upon by the PRO via channel 72 in times/situations of particular distress to lend assistance. (See **Support Boats** Section).
9. All Race management personnel must wear a life jacket/ buoyancy aid at all times.
10. In setting race courses the PRO shall give due consideration to wind strength and direction and their possible impact on “time to recover” distressed boats by the Safety Boats allocated. (See **Sailing Limits** Section).
11. An **Escalation Document and Emergency Plan** listing relevant resources and procedures is attached to this document. (See **Appendix 1 & 2**).
12. A basic need-to-know / training document entitled “**Safety Boat Essential Knowledge**” is also attached to this document. (See **Appendix 4**).



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Boat Tagging

SSC Optimist Leinster Regatta 2022 sailors should be familiar with the system and should know their responsibilities. Nonetheless, a tally board will be situated as described in the Supplementary Sailing Instructions.

Before going afloat, each competitor must take his / her allocated identification (tag) prior to launching. When launching competitors must take correct tag from tagging board, the number of the tag will correspond to the number associated with the boat – tagged to the boats trailer.

At the first reasonable opportunity after coming ashore, which is normally immediately, each competitor must ensure that their tag is returned to the tally board in the appropriate position.

Each competitor is responsible for understanding the correct procedure, e.g. via competitor briefing, safety briefing, etc on the day, as failure to tag in/our may result in a penalty.

Launching and Beachmaster Duties

The Beachmaster shall not allow competitors to launch until he/she has permission from the PRO and Safety Officer.

The Safety Officer will ensure that there are a sufficient number of Safety Boats in the water. Safety boats should be positioned to cover the launch area and route to the race area.

The Beachmaster should inform the PRO and Safety Offices of the number of boats launched and the sail numbers of any boats who have not launched.



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Safety Briefings

- **Saturday 18th June 2022 @ 10:30 hrs**
Location: SSC Front Room (subject to change)

Core safety reminders that will be restated at each Safety Briefing shall be:

- The Safety Boat crews are under the direction of the Safety Officer until they are advised to stand down by the Safety Officer
- Each Safety Boat crew to confirm that their Safety Boat contains items listed in Appendix 3 have been checked and are on-board.
- The Kill-cord attached to the outboard engine system shall be worn by the driver at all times whilst the engine is running.
- Confirm Position of each Safety Boat at launch and prior to racing
- Confirm which Safety Boat will be in position in sight of the slip and bring the tail end of the fleet to the course.
- Position of each Safety Boat during racing
- Confirm Safety Boat(s) to act as sweeper at the end of sailing for the day
- Confirmation from the crews of the ability to daisy-chain a number of dinghies to be towed
- Full fuel tank at start of day
- Local and No-Go Zones
- Reconfirm the VHF channel to be used as the Safety Channel for the day/event.

Please note:

Each Safety Boat crew must check they have their VHF radios working and sufficient radio batteries for the day

Each Safety Boat crew should confirm to the Safety Offices they are in attendance, on the water and ready as soon as possible

Safety Boats must remain on the water throughout the races and accompany all sailors ashore after the race.

All safety crews stay on the water until told they can stand down by the Safety Officer



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If any safety crew feels that outside emergency services should be called in, they should make their opinion known to the Safety Officer first.

Safety Communications

All Safety Boats shall have operating VHF radio (ideally in a waterproof bag) and appropriate radio checks will be made by the Safety Officer periodically to ensure efficient communication when on the water.

Channel 71 shall be dedicated to Safety Boats. In an emergency all communications shall be on this channel. The Beachmaster shall be equipped with a VHF radio to enable communication with the PRO and Safety Officer. The PRO or safety officer should request support boats to switch to safety channel when conditions dictate such.

Safety Boat Duties

While competitors are on the water safety crews are required to keep constant watch on the fleet. All capsizes should be attended to immediately to ascertain the wellbeing of the sailor.

Such attendance is particularly important in the case where the dinghy has turned turtle to ensure the sailor is clear of all impediments and is above the surface of the water.

The first thing is to ask the competitor if they are OK to continue. Many competitors will want to continue. The Safety Boats should provide close supervision without interference until the competitor resumes sailing or requires assistance. Safety boats should also be mindful not to impede other competitors.

If a sailor requires assistance which involves towing ashore, it may be prudent to hand this task over to a Support Boat thus allowing a dedicated Safety Boat and crew to remain on the race course. The safety priority is the sailor – not equipment. Only when sailors are safe can equipment be recovered.

Safety Boats should not leave the race area until racing is over unless permitted by the Safety Officer. If circumstances dictate the Safety Officer may also require all Support Boats to similarly remain on the water.



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Support Boats

Support boats will generally be manned by parents of sailors. They are there as spectators and to support sailors in between races.

Support Boats should not encroach onto the racing area, creating wash and getting too close to the action.

Support boats will assume the role of a Safety Boat and follow directions when called upon to do so by the Safety Officer.

Support Boats should register and/or inform the PRO and Safety Officer of their intention to attend the event as a Support Boat.

Other non-Safety Boats, e.g. mark laying boats, motherships, etc may also be asked to assume the role of a Safety Boat and follow directions when called upon to do so by the Safety Officer.

Sailing Limits

An upper limit of circa 25 knots (Force 6) will apply for starting SSC junior racing. However the PRO may decide not to race in wind conditions less than this. Factors such as weather forecasts, temperature, sea state, visibility and the capability of his safety procedures to ensure safe racing should all be taken into consideration. The PRO may also consider his observations of the sailing skills of the competitors in any racing that has already taken place.



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Assignments

- Liam Dineen (mob 082438675) assisted by Micheline Shiels (mob # 086 327 5673) and Helen Ryan (mob # 085 726 3885) will be the Principle Race Officers.
- Stan Pyke (086-2558683) will be the Event Safety Officer.
- Safety Boat drivers list is available from the Safety Officer.
- Race Office will be manned throughout the event and available on Chanel 71.

Roles and Responsibilities:

The Principle Race Officer (PRO)

- Management of safety on the water in all aspects including determining whether racing proceeds or not and directing via the Safety officer any Safety priorities.
- Delegates logistical control of Safety Boats to the Event Safety Officer but retains overall responsibility for safety
- Communicating to the Race Office when additional resources are required.
- Determine and direct the use of VHF channels.

The Event Safety Officer

- Under direction of the PRO, the Safety Officer will control and direct the operation and prioritise the activities of all Safety Boats throughout and post racing.
- The Safety Officer will direct Safety Boats to attend distressed boats and provide assistance as required.
- The Safety Officer will (in conjunction with the PRO) allocate Safety Boats for mark laying duties and any ancillary duties as will be required.
- Will escalate and secure via the PRO all additional resources – see attached escalation procedure/resources.
- Will advise and give input to the PRO on all safety matters throughout racing.
- Will, in agreement with the PRO, determine if and when Safety Boats may be used to secure competitors equipment and communicate same to individual Safety Boats.

Safety Boat Personnel



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- See APPENDICES 2 & 3

APPENDIX 1 - Emergency Reception Facilities

Support on the water:

Dublin Coastguard	VHF Ch 16
Skerries RNLI	as above.
Skerries Coastguard	999 or 112
Skerries Punt	VHF Ch72

Minor incidents excluding broken bones & head injuries:

DOCTOR	LOCATION	CONTACT	INFO
Dr. Seamus Mulholland	7 Strand St	086-2547054	

Minor incidents requiring X-rays etc.

CENTRE	LOCATION	CONTACT	INFO
VHI Swiftcare	Airside Retail Pk	1890 866 966	7 days 8am-10pm

Major Incidents.

Ambulance Service	Skerries/Swords	999/112	24hr
Beaumont Hospital	Beaumont Rd	809 3000	24hr

GARDA

Skerries	849 1211
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APPENDIX 2 - Emergency Plan

Waterborne Emergency Rescue - *An emergency is defined as one in which a sailor has been injured and/or becomes sick to such an extent that medical attention is required, or suffers water inhalation and/or hypothermia, etc where medical attention is mandatory.*

In all cases the rescue objective is to preserve life.

The following rescue principles apply:

- Attend to the casualty immediately.
- Recover the casualty to a Mothership or ashore as quickly as possible depending on the circumstances.
- Advise the Beachmaster, as early as possible, of the condition of the casualty and his medical requirements (doctor, ambulance, cardiac ambulance, etc). Note: The recommendation of a number of medical sources is to call an ambulance as the local hospital A & E is regarded as the most appropriate way of dealing with the majority of injuries/illnesses in an emergency. The decision on how to best deal with a casualty can only be decided by people on site /in communication at the time.
- The Beachmaster/ Safety officer should call the appropriate medical service. The Beachmaster will coordinate rescue activities ashore and is the 1st on shore Point Of Contact. This official will ensure that an accurate record is kept of sailors recovered and returning to the shore.
- Should the situation arise where it is the view of the PRO in consultation with the Safety Officer that the fleet of Safety Boats (including Support Boats) are considered by the PRO to be insufficient to complete the objective of bringing all competitors safely ashore, the PRO will request that outside emergency services be called to assist.

Accordingly, the Principal Race Officer (PRO), the Safety Officer (Safety Officer) or the Beachmaster must immediately request whatever additional emergency services that are required from the Coast Guard (via CH 16 or telephone), the RNLI Lifeboat, or other appropriate service.



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If any race official feels that outside emergency services should be called in, if at all possible, they must first seek the advice of the person with overall responsibility for co-ordinating the fleet's return ashore.

APPENDIX 3 - Safety Boat Personnel & Equipment

At least two crew, one of whom should hold an RYA / ISA Level 2 Powerboat Certificate or equivalent (see point 4 under general safety rules above). Best practice is that one person drives and the other person use the radio.

Note: Items can be used in an emergency situation to show that a dinghy has been abandoned and the sailor has been safely taken ashore. An abandoned boat status tagging (by use of Coloured Ribbon or Coloured Cable Ties or Coloured plastic tape) will be in operation for the event. You will be briefed on this procedure at the first morning safety/operational meeting. The ribbon should be attached to the traveller or horse so that it is accessible whether or not the boat is upright. **If you are unclear ... ask!**

Safety Boat Equipment

- VHF Radio (Check your radio is working **prior** to leaving your mooring)
- Anchors and warps sufficient for the depths and forecasted operating conditions.
- Bow Rope & Towing Rope
- Towing bridle, if available
- Paddles
- Crew must have adequate clothing for the current/forecasted weather conditions.
- Adequate Petrol for the day
- Knife
- Whistle / FogHorn
- Compass (or equivalent)

When attending safety incidences – recognise that they are always “developing” situations and matters can change quickly. **Stay alert!**

Prime responsibility is the safeguard and protection of “Life and Limb” while giving due cognisance to your ability and safety. In attending a situation where Life and Limb are at risk do all that is reasonably possible without endangering yourselves.



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If necessary call on any additional assistance via the Safety officer or nearest Safety Boat, immediately - **do not delay**. If necessary escalate see Appendix 1 (and Appendix 2 in an Emergency Only!)

- In non-serious situations (e.g. equipment damage, etc.) – assistance (such as towing, etc.) may only be supplied with the permission of the Safety Officer or PRO.
- Do not leave the race area without permission of the Safety Officer or PRO.

APPENDIX 4 - Safety Boat Essential Knowledge

- Know that safety is a priority and that under no circumstances should any competitor be allowed sail to or back from the race area unaccompanied.
- Know which Safety Boat & what duty you are assigned to – ref Safety Officer and morning Safety/Operational meeting.
- Know how & where to sign out the boats and sign back in after use.
- Know communications - What VHF channel & other means of communications are available to other safety boats & PRO.
- Know numbers - How many competitors have launched (from briefing and PRO information once all launched) - Beach-master should inform PRO of numbers.
- Know the chain of responsibility - Overall responsibility lies with the PRO, they will via the safety officer co-ordinate the safety boats.
- Know righting arrangement - How to right a dinghy from the Safety Boat.
- Know towing arrangements - How to tow individual and multiple Dinghys
- Know the safety boat & equipment. Ensure safety boat is operational and fully equipped as required, see checklist on Safety Boat console.
- Know not to leave the race area until the PRO gives permission to do so.



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- Know how to safely transport, deploy and recover the appropriate race marks (buoy first followed by the line and then the anchor). Approach from downwind.
- Know what to do during the race - Shadow the fleet, encourage the less experienced, be mindful of your speed & wake and do not drive through the fleet.
- Know the effects - Sailing can be tiring, being cold and wet will tire a child quicker, in Ireland the water is always cold (~12C) and there's nearly always a wind chill factor (it's always colder on the water). Being cold and wet means the child may be less capable of helping themselves.