

Organising Authority - Royal Cork Yacht Club
13 to 16 August 2026
IODAI National Championships
Event Safety Plan

Rev.	Purpose:	Date	Purpose	Key changes
1.0	For review	04/07/2026	Manage & Mitigate Event Risks	New document.
2.0	For review	10/07/2026	Incorporate event team feedback.	Non intent changes
3.0	For review	09/08/2026	Review with stakeholder	Non intent changes
4.0	For release	12/08/2026	Edits to capture input post review	Non-Draft

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Appendix A	Sailing Areas Chart
Appendix B	IS Concussion Protocols
Appendix C	Daily Risk Assessment form
Appendix D	Volunteer Contact Details

This document will be issued to each event team as an operational and reference document.

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It will be supplemented by a safety briefing and must be read in conjunction with the event NoR, MESI's and SSI's.

The Royal Cork Yacht Club Safety Statement can be viewed on the Club website by [clicking here](#)

1. Introduction

RRS Rule 1 and 4 as well as sailing instructions confirm that a boat accepts that it is entirely responsible for her own safety. Nevertheless, the Organising Authority for the IODAI National Championships has drawn up these operating procedures as guidelines for good practice in the overall management of the safety of all those competing in the event. The safety of the competitors, spectators and committee members is given the highest priority in the organisation and running of the event.

This event safety plan covers both activity leading and racing at the IODAI National Championships. The term PRO/Lead Activity Lead is interchangeable depending on whether the fleet is activity leading or racing.

2. Objective

The objective is to provide efficient, competent safety cover at the event to allow competitors and all those involved maximum enjoyment whilst minimizing the risks to the safety of the sailors and boats.

This document sets out the procedures to be used as the basis for managing the safety resources in order to reduce the inherent risks associated with sailboat racing to a level as low as reasonably practicable (ALARP).

3. Event Overview

This plan covers the IODAI National Championships 2026.

Hosted by the Royal Cork Yacht Club and raced in Cork Harbour Area.

Class/Event	Dates	Expected Competitors
Main Fleet (Senior)	13 th to 16 th August 2026	80 (56 Entered)
Main Fleet (Junior)	13 th to 16 th August 2026	60 (53 Entered)
Regatta Racing	13 th to 16 th August 2026	40 (31 Entered)
Regatta Coached	13 th to 16 th August 2026	30 (31 Entered)
		Total expected: 210 (177 Entries Total)

Source: <https://members.iodai.com/event/entered/95>

Event tides

Time/Height	13 th August	14 th August	15 th August	16 th August
HW Cobh	05:45 (4.04m) 18:57 (4.21m)	07:17 (4.11m) 19:39 (4.22m)	07:57 (4.09m) 20:18 (4.23m)	08:36 (4.01m) 20:55 (4.02m)
LW Cobh	00:44 (0.32m) 13:04 (0.35m)	01:28 (0.22m) 13:46 (0.15m)	02:09 (0.23m) 14:27 (0.19m)	02:48 (0.32m) 15:05 (0.31m)

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Source: <https://ntslf.org/tides/uk-network/tidepred?port=Cobh>

Racing will be facilitated on one of the sailing areas in Cork Harbour as outlined in Appendix A.

Racing will only be facilitated in the areas specifically set out in the Supplement Sailing Instructions (SSIs) for the event as published on the RCYC Event Page:

<https://www.royalcork.com/2026-irish-national-open-optimist-championships/>

4. Resources & Contacts Lists

Key External Organisations & Contacts		VHF	Telephone	Email
Irish Coast Guard - Valentia MRSC		16/67/02	066 9476109	JohnDRAPER@dtas.gov.ie
Port Operations (c/s Cork Harbour Radio) Harbour Master Nick Bourke		12/14	021 4811380	nbourke@portofcork.ie
Assistant HMPort Operations		12/14	021 4811380	DamienAllen@port.ie
Hugh Coveney Pier Manager - Kieran Coniry		12/14	086 3100095	
Anglesea Garda Station		N/A	021 4522000	
RNLI – Crosshaven Station		16/67	087 8126963	Patrick_Fegan@rnl.org.uk
Irish Coast Guard - Crosshaven CG Unit OIC Victor Shine		16/67	086 8501802	vshine2@gmail.com
Irish Coast Guard - Guileen CG Unit OIC Fergus Wall		16/67	086 8501801	oicguileencgu@rcg.gov.ie
Event & Race Management				
Admiral	Denis Byrne	NA	086 3326283	
Rear Admiral (Dinghies)	Dominic Daly	N/A	087 7163250	
Event Director (ED)	Stephen O'Sullivan	N/A	087 230 5701	
Event Safety Lead (ESL)	Jimmy Nyhan	71/72	086 3874429	
General Manager RCYC	Gavin Deane	N/A	087 289 9190	
Marina & Facilities RCYC	Mark Ring	37	087 283 5266	
Principal Race Officer (PRO)	Anthony O Leary	71		

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Main Fleet Course Safety Lead	Lexi Venner	71		
Regatta Fleet Race Officer (RO)	Barry Rose	72	086 8247623	
Regatta Fleet Course Safety Lead	Adam Walsh	72	083 0154565	
CSL Regatta Coached	Tim O'Neill	69		
Beachmaster	Ronan Duggan	71	087 9182655	
Tally	Aoife Buckley	71	086 1952878	
First Aid	Sheenagh MacNamara	71/72	086 1743772	
Back Up Channel RM Coms	Race Management	68		

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Key Risk Control Measures

1) Event Team

A competent, experienced and resourced team has been selected by the OA (Royal Cork Yacht Club) to run and manage the event. This includes an Event Director, Principal Race Officer, Event Safety Lead and two Course Safety Leads.

2) Safety Boats

Each fleet (Main and Regatta) within the event will have dedicated Safety Boats identified as Safety 1, Safety 2, etc.

Safety 1 will have the Course Safety Leader on board. In addition, fleets will have mark laying and jury boats afloat. These, along with motherships and other Race Committee vessels comprise the minimum safety cover. Each Safety Boat in the harbour racing area will have a minimum of 2 crew and Regatta Activity Leads may work as a single operator.

3) Medical Resources

All activity leads have a first aid qualification. A Duty First Aider will also be available at the Royal Cork or afloat in the race area to provide assistance if required.

4) Communications

All support boats, the beachmaster and Event Director will be equipped with VHF radios.

5) Regatta Coaching

Each group of 6-8 sailors in the regatta coached division will be under the direct supervision of a dedicated activity lead.

6) Motherships

Each fleet will be assigned a mothership to be on standby to support sailors that may need to retire or use the heads.

7) Tally System

All competitors will tally in and out to ensure competitors are accounted for. This is supplemented by the use of a beachmaster and launching team. At the point of tally there will be safety checks for Personal Flotation Device (PFD) and minimum equipment, bailer, painter, mast clamp, paddle, etc.

8) Risk Assessments

The PRO, ELS, ED and IODAI Rep will sign off on a daily risk assessment.

9) Additional Resources Afloat

It is expected that a significant number of support boats will be registered and briefed as to their role in the event of an emergency. Should conditions deteriorate or an emergency occur then these additional resources will supplement the Safety Boat team to ensure the safety of all competitors.

10) Registration.

All competitors will be register upon arrival at the regatta.

11) State Board.

Located in the dinghy centre to manage the numbers afloat, conditions, radios channels and resources etc.

5. Overall Organisational Structure

5.1 Activity Lead (Regatta Coached Fleet)

Overall safety management afloat is the responsibility of the ESL from the time the first sailor is permitted to go on the water until the time that all the sailors are off the water and have been accounted for. This responsibility is shared with the Lead Activity Lead.

The Beachmaster, under direction of the ESL/Lead Activity Lead, will facilitate overall control of the Activity Lead by signalling competitor launch instructions, overseeing tally on/off system for all sailors, monitoring movements of support and activity lead boats and providing shore communications and liaison to activity lead and support boats.

For the duration of activity leading, the activity lead boats themselves will also act as safety for their sailors. The Lead Activity Lead will have overall responsibility for the safety of sailors afloat.

The ESL and Lead Activity Lead perform a daily risk assessment (see Appendix D). This will also be signed off by the Event Director and a nominated IODAI representative. The ESL will lead the daily activity lead briefing in respect of safety including providing the output of the Risk Assessment. A standard SMEAC briefing format will be used - see Appendix C.

Each activity lead will check out with the Beachmaster as they leave the launch area, confirming their intended operating location and number of sailors supervised.

5.2 Racing (Main and Regatta Fleet)

Overall safety management afloat is the responsibility of the ESL from the time the first sailor is permitted to go on the water until the time that all the competitors are off the water and have been accounted for. This responsibility is shared with the PRO

The Beachmaster, under direction of the PRO, will facilitate overall control of the Regatta by signalling competitor launch instructions, overseeing tally on/off system for all sailors, and providing shore communications and liaison to race area committee and support boats as may be required.

The Safety Fleet will consist of dedicated Safety Boats and may be supplemented by the mark layers, pin end boats, jury boats, other official boats and registered activity lead/support boats as required at the request of the Course Safety Leader (CSL) or the PRO. They should then operate under the direction of the CSL until the need passes, where after they should be released. All Race committee boats including Safety and Mark ribs will display a distinct flag. Each registered activity lead/support boat will display an identification number.

The PRO will have overall responsibility for the safety of competitors on their course, with the CSL having operational responsibility. The CSL should communicate the safety cover plan with their race and safety team. The CSL should define and manage how cover should be handled on each course and should manage the movement of their competitors from shore to the course area.

The PRO and CSL will host a safety briefing for all the Safety Fleet drivers and crews at the beginning of the event. The CSL will attend the daily Race Management briefing and should thereafter brief the Safety Fleet before sailing to ensure adequate communication of weather data, daily organisational plans, etc. A standard SMEAC briefing format will be used - see Addendum B.

Safety Boats are assigned by and come under the control of the CSL (Call sign as designated on the day) who will assign them to patrol zones within their respective race area – refer to Appendix A.

The CSL will perform a radio check with each boat in their fleet as it leaves the shore. The person in charge of safety boat will be responsible for the seaworthiness of that vessel before leaving shore.

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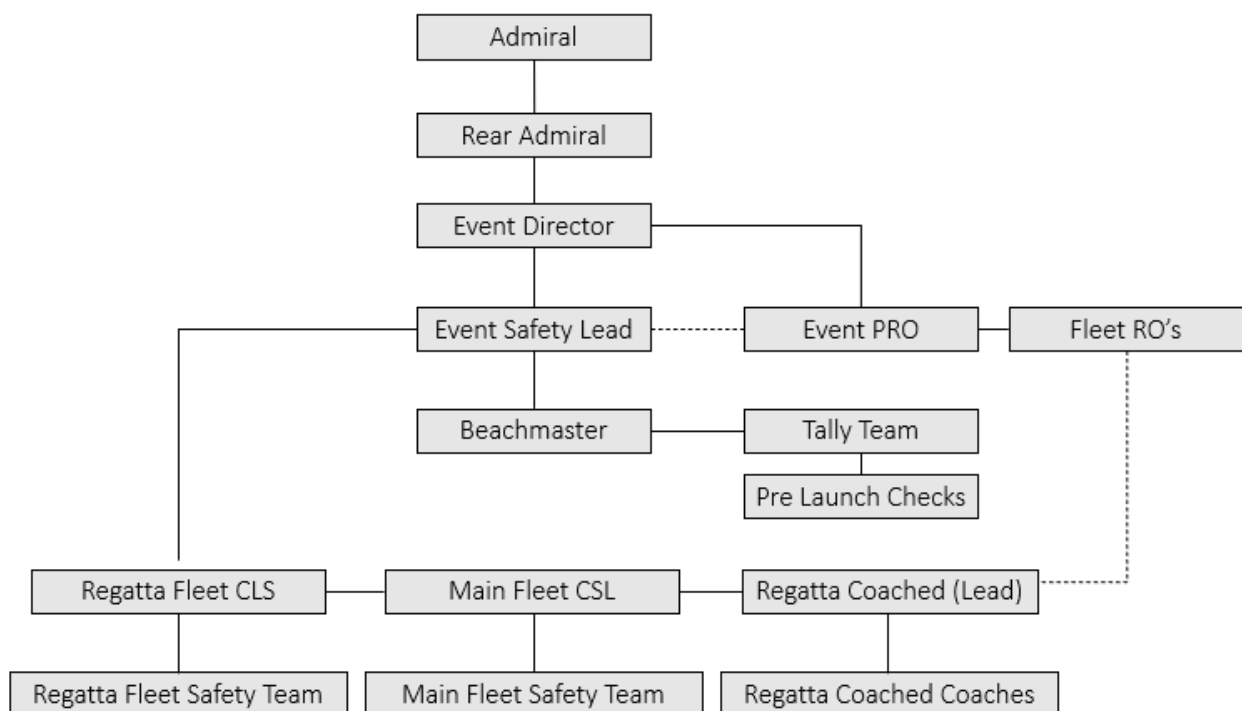
Each safety boat must carry the following equipment; notify the CSL immediately if any item is missing or defective:

- **Operational VHF radio**
- **Kill cord and spare**
- **Towline**
- **Anchor securely attached to the boat, with sufficient line**
- **Sufficient fuel for the day**
- **Paddle**
- **Fully inflated RIB tubes**
- **Engine operating as expected**
- **Safety Ribbons**
- **First Aid Kit**

The CSL should advise the Beachmaster when there is sufficient safety cover in position to shepherd their fleets to their respective race area. The CSL should then manage the fleets for that day's sailing from launch to return ashore at the end of the day.

As laid out in the Racing Rules of Sailing, the NOR and SIs, the decision to launch or continue sailing is the individual responsibility of competitors (or their guardians).

5.3 IODAI National Championships – General Chain of Command:



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5.4 Key Daily Tasks

Thursday

- **Risk Assessment – 09:30 (PRO, IODAI, ED, ESL,)**
- Safety Team Briefing – 10:00 (All support boats, persons and crews)
- Contact to Valencia CG – 10:50
- Estimated Best Case Launch Time – 11:00

Friday

- **Risk Assessment – 09:30 (PRO, IODAI, ED, ESL,)**
- Safety Team Briefing – 10:00 (All support boats, persons and crews)
- Contact to Valencia CG – 10:50
- Estimated Best Case Launch Time – 11:00

Saturday

- **Risk Assessment – 09:30 (PRO, IODAI, ED, ESL,)**
- Safety Team Briefing – 10:00 (All support boats, persons and crews)
- Contact to Valencia CG – 10:50
- Estimated Best Case Launch Time – 11:00

Sunday

- **Risk Assessment – 09:00 (PRO, IODAI, ED, ESL)**
- Safety Team Briefing – 09:30 (All support boats, persons and crews)
- Contact with Valencia CG – 09:50
- Estimated Best Case Launch Time – 10:00

6. Event Management Responsibilities

Admiral

- Coordinate with the Rear Admiral as required to ensure risks are identified, mitigated and managed and the values of the Royal Cork Yacht Club are embedded in the organisational structure, event management, race protocols and social / shoreside activities.

Rear Admiral:

- Appointment of a suitably competent and experienced Event Director.
- Communication with the Admiral as and when required depending organisational risk.

Event Director:

- Management of the event including preplanning, team assembly, on water and shoreside.
- Appointment of the PRO and ESL.
- Provide governance and oversight of event regarding compliance and risk management.
- Ensure the event plan includes detailed safety procedures and emergency protocols.
- Communication with the Rear Admiral as required based on risk.

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PRO:

- Overall responsibility for on water safety at the event.
- Conduct a comprehensive risk assessment on each day identifying potential hazards and implementing mitigation measures.
- Conduct a thorough safety briefing for all race officials, safety boat crews, and volunteers
- Coordinate with the ESL and ensure an adequate number of safety boats are on the water.
- Continuously monitor weather conditions and forecasts before and during the event. Be prepared to postpone, abandon, or modify the race if weather conditions become unsafe.
- Continuously monitor weather conditions and forecasts before and during the event.
- Be prepared to postpone, abandon, or modify the race if weather conditions become unsafe.
- Ensure compliance with Irish Sailing's safety policies and guidelines, including those specific to youth sailing events.
- Follow World Sailing's safety regulations and best practices, including guidelines for on-water safety and emergency response.
- Document and report any incidents, accidents, or near-misses in accordance with Irish Sailing and World Sailing procedures.
- Review safety protocols based on any incidents to improve future safety measures.

RO's:

- Overall Control of their racing area / fleet.
- Based mainly afloat during the event.
- Contactable on Course VHF channel and Mobile Phone.
- Responsible for the race management on their race areas, and overall race management issues.
- Will have overall responsibility for the safety of competitors on their course and will work with their Course Safety Leader (CSL) who has operational responsibility.
- Will advise Beachmaster when he is ready for the competitors to be launched.
- Will advise the Event Safety Manager in the event of extreme conditions, incidents or emergencies afloat or when race management resources have to be redeployed if CSL unable to do so.
- Responsible for competitor, activity lead and supporter briefings.
- Responsible for the overall management of Official boats and the Safety Fleet both on and off the water for their course, with operational responsibility sitting with the CSL.

Regatta Fleet Lead Activity Lead:

- Overall Control of the coaching.
- Based mainly afloat during the event.
- Contactable on declared VHF channel and Mobile Phone.
- Responsible for the overall management of coaching issues
- Will have overall responsibility for the safety of competitors and will work with the Event Safety Leader (ESL) who has operational responsibility.

Event Safety Leader

- Develop the Event Safety Plan
- Ensure adequate risk control measures are in place.
- Work with the PRO, RO(s), CLS and Beachmaster to ensure orderly launch and recovery.
- Support PRO, ED and CSL in their role.
- Coordinate the daily risk assessment with sign-off authorities.
- Provide support advice and guidance on decision making with regards to competitor safety.
- Be present at all planning meetings.
- Act as Safety Leader of the technical aspects of the arrangements in so far as they impinge on safety matters.
- Be present before, during and immediately after the event
- Attend the event itself to evaluate the efficiency of structural and safety arrangements
- Monitor first-aid and safety tactics for distressed patrons
- Continuously monitor the event weather, sailing conditions, competence of sailors and ability to continue racing.
- Deal with event safety operations, working closely with the Race Officer, ashore and afloat.
- In the event of an emergency, the Safety Leader may advise the Race Officer to consider abandoning racing. In this situation, the Safety Leader takes overall control for safety of the event until emergency services takeover, if necessary.
- Responsible for ensuring an event safety plan and risk assessment are suitable to the event and adhered to.
- Responsible for management and control of the events safety resources.
- Manage the on-the water team of Course Safety Leaders who each manage the patrol/safety boats on their individual course areas. In this situation, all activity areas are to be continuously monitored throughout the event.
- Transit Report (TR) to be sent to Coastguard before and after going afloat each day

Course Safety Leader (s) (CSL):

- Has operational responsibility for safety, reporting to the PRO and ESL.
- Liaison with other committee boats on their area, the mark layers, jury boats and any support boats on their area.
- Manage their respective fleets for that day's sailing from launch to return ashore at the end of the day including the process of shepherding retired boats ashore.
- Contactable on their area race or Back-Up safety channels.
- Performs a radio check with each safety boat in their fleet.
- Advise Beachmaster of the number of safety boats and personnel afloat.
- Manage the marshalling of the competitor's boats to slipways after racing.

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Beachmaster:

- Responsible for overall management of boat parking and launching facilities.
- Contactable by VHF (MF channel) (callsign "Beach") /mobile phone (087 918 2655 - Ronan)
No radio coverage beyond Curabinny pier (mobile phone beyond pier, No bridge)
- Shall inform Lead Coach/CSLs when all sailors launched and when all sailors are ashore and accounted for after sailing. (important CSL and BM confirm safe launch and recovery conditions prior to launch and safety standdown on recovery)
- Under direction of PROs, shall display flag signals ashore.
- Manages all slipway operations including coach ribs & support vessels and other slipway activity that may affect safe operation launch and recovery.
- Oversees tally system which will account for all sailors afloat.
- Account for all boats and competitors before concluding the event for the day.
- Ensure all competitors are wearing a suitable PFD at the time of launching. Liaise with Tally person (Aoife)
- Ensure all Optimists are visually acceptable for the conditions and as a minimum are equipped with 2 x bailers, painter, paddle, mast clamp that are compliant with class measurement at the time of launching.

RCYC General Manager

- Manages club resources including boats and employees to ensure safe and effective running of the event.
- Manages interface between event and ordinary club activities/ members needs are looked after.
- Ensures financial budgets are planned and optimized for the overall success of the event,
- Organisation of reasonable catering for both competitors, visitors and race management team.
- Ensure club premises are safe, and prepared to receive competitors, visitors and members during the event.

7. Radio Communications & Frequencies

Emergency Services - **CH16** (*or as directed by SAR Services*)

Irish Coast Guard - Valentia MRSC – **CH67 / CH02**

Main Fleet – **CH71**

Regatta Racing – **CH 72**

Regatta Coached Fleet - **CH 69**

Race Management Backup Channel – **CH 68**

8. Daily Planning, Briefing and De-briefing

Weather, Tides & Shipping

Each morning, the ESL & PRO will assess the weather conditions forecast for the day based on Met Eireann official forecasted, supplemented by other sources and local knowledge. Commercial shipping schedules will be obtained from the Port of Cork website. This will inform decisions about fleets, race areas and race management. Where events need to cross shipping channels, Port of Cork (Port Ops) will be notified of the race areas and expected dinghy traffic, and confirmation of the planned shipping schedule will also be obtained.

As this event expects >100 dinghies, the ESL will also contact Valentia MRSC daily to advise of the plan.

Careful consideration will be given to adverse forecasts. All factors will be considered including:

- Observed local conditions vs. forecast - both visually and by reference to Roches Point/Cork Airport weather stations, plus other observations available
- Sea conditions
- Tides
- Race Areas

A risk assessment as per Appendix D will be completed and revised during the day if required.

Briefing

The ESL/Lead Coach will conduct a morning SMEAC briefing once the sail / race areas have been decided. Coaches, Safety Team, PRO, and Beachmaster will attend.

The ESL will conduct an evening SMEAC debrief with the ED and PRO (separately or together).

State Board

A state board will be maintained by the ESL in the Dinghy Centre, with details of forecast, sea conditions, tides, number of boats afloat, key contact details, race areas, expected shipping and operating channels for each fleet/activity lead.

This will also serve as a control point for external agencies in the event of a major incident.

Adjacent to the state board will be a list of activity leads & their allocated sailors each day. A hard copy of this plan and sailor details will also be maintained.

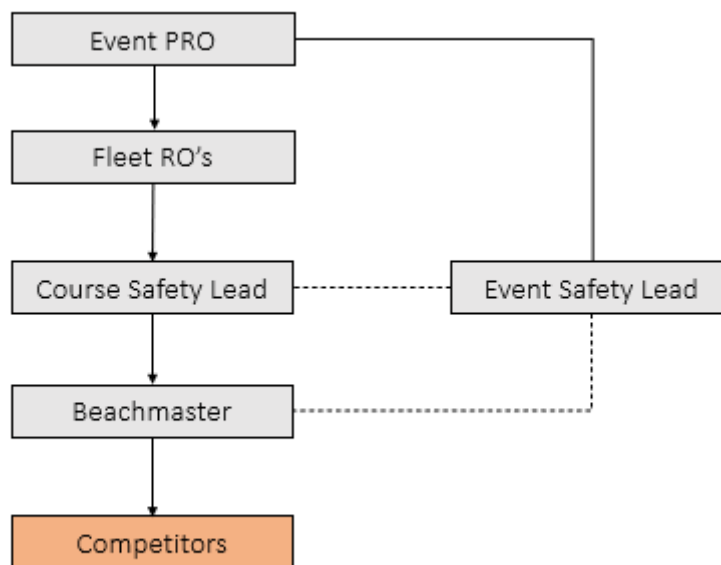
9. Instruction to Launch Procedure

The sequence of launching will vary depending on the schedule, conditions and distance to the racing areas.

No launching is permitted until the relevant launch flag (D) is displayed.

The authorisation to launch for racing will be given by the CSL to the Beachmaster after instruction from the RO, who will display the respective launch flag(s), after which the competitors may leave the shore.

9.1 IODAI National Championships – Launching Chain of Command:



10. Transit to and from Race/Activity Lead Areas

There are 3 principal areas that the event may take place in. The specific race areas will be set out in the SSI's.

Towing competitors to and from Race Areas is permitted under SSI 8.2. Use the "Daisy Chain" towing method. Do not tow unless familiar with it.

- 1) **Curlane Bank:** The Curlane Bank has safe and easy access from the launching area and does not require special safety considerations.
- 2) **Cuskinny:** Cuskinny is located on the far side of the harbour NE from Crosshaven. Competitors will cross the channel in a coordinated fashion while under the direct control of the Safety Boat team. The competitors will be escorted by Safety Boats (towed if necessary) while getting to and from the designated race area and the Safety Boats shall keep the fleet in view at all times. The fleet will be prevented from crossing the channel to prevent interference with commercial traffic. The proposed **crossing area will be between Buoy No.14 & No.9** (vicinity of Spike to north of Whitegate jetty) but depends on conditions.

Port Operations **must** be advised by VHF when the fleet is commencing the crossing and when it has safely completed it, and a listening watch on VHF Channel 12 will be maintained while the crossing is underway.

- 3) **Roches Point:** The Race Area East of Roches Point also requires competitors to cross the shipping channel. The channel splits into an Eastern & Western Channel at the Harbour entrance. Competitors will cross the channel in a coordinated fashion while under the direct control of the Safety Boat team. The competitors will be escorted by Safety Boats (towed if necessary) while getting to and from the designated race area and the Safety Boats shall keep the fleet in view at all times. The fleet will be prevented from crossing the channel to prevent interference with commercial traffic. Wind & tidal conditions will dictate the best crossing point, but it is often **between Fort Camden and Carlisle** that provides the best option.

Port Operations **must** be advised by VHF when the fleet is commencing the crossing and when it has safely completed it, and a listening watch on VHF Channel 12 will be maintained while the crossing is underway.

11. Positions of Safety Boats before, during and after racing

Each Safety Boat will be allocated a zone on the race area that they should assume for the duration of the race. These positions should be allocated in advance but can be modified by the CSL as necessary. Before and after racing, the CSL will arrange safety coverage spread out over the route that the competitors will sail to and from the race area.

For activity leading, activity leads will shepherd their allocated sailors to the activity lead area.

12. Procedure for retiring boats

A boat that wishes to retire from racing informs a safety boat and/or proceeds to a support boat, informs the coach/support boat of her intentions and stays in the vicinity of the safety or support boat. The Safety Boat or Support boat will immediately inform the Finishing Boat or Committee Vessel that the Boat is retiring, confirm its location and that of its crew and identify it by sail number.

Retired boats should be secured to the course mothership or mooring buoy laid in the coaching area for that purpose.

If conditions permit and the CSL is happy that a Safety Boat can be freed from its duties to escort the retiree/retirees ashore, Beachmaster is advised, the group is escorted ashore.

NB. Under no circumstances are Boats to proceed ashore unescorted from either racing or coaching.

13. Emergency guidelines

- a. In the event of an emergency occurring (injury to a sailor or anyone at sea supporting the event, structural damage endangering the safety of a boat in the event, etc.), the first boat on the scene will assess the severity of the situation.
- b. On assessment, the first responding safety /activity lead boat should inform Lead Activity Lead/CSL of their assessment and whether further assistance, including external assistance, is required. If further assistance is required, the nature of the emergency, assistance required and the location should be provided.
- c. The Lead Activity Lead/CSL, who should immediately assess the situation, may call appropriate support to the scene, assist in stabilizing it and, if appropriate, declare an Emergency Situation on the radio. During racing, if support boats are required to supplement the safety fleet, the CSL or PRO will display ICF "V" in accordance with the Racing Rules of Sailing and broadcast that fact on the race channel. All support vessels on the course will come under the direction of the CSL until released.
- d. Only the minimum numbers of boats are to remain involved with the Emergency, all other Safety/Activity Lead Boats are to continue to provide safety cover for the fleets in the normal manner.
- e. If necessary, the casualty should be recovered in accordance with 17 - Casualty Recovery plan - below.
- f. If the situation is considered by Lead Activity Lead/CSL to be hazardous to the rest of the fleet, CSL should request that the PRO abandons racing/activity leads cease activity leading. In this event, after the fleets have gathered, they should be instructed to make their way ashore under the control of the CSL/Lead Activity Lead - Beachmaster and PRO (when racing) should be kept fully informed by the CSL/Lead Activity Lead of progress.
- g. In a mass rescue scenario (where there are more casualties than safety boats), prioritise sailors over boats. Mark abandoned boats with red/white striped tape provided or a large "X" marked on the hull. Deposit sailors on an official boat and continue rescue operations.
- h. Any safety/activity lead boat should, if absolutely essential, request the statutory Emergency Services to attend; however, this is best done via the PRO/Lead Activity Lead or CSL.
- i. Communications will remain between the first informant and the statutory emergency services to provide a clear line of communications between the organisers and the emergency services. It is advised that the call sign "Royal Cork Safety" is adopted for comms on Ch 16/67 to avoid ambiguity.
- j. Where assistance from the statutory Emergency Services has been requested, the CSL/PRO/Lead Activity Lead will advise all vessels on the relevant race area VHF channel whether to remain there or move to a designated SAR channel. This will depend on the nature of the emergency.
- k. In the event of an incident which overwhelms, or is likely to overwhelm, all available resources, only the PRO, Lead Activity Lead or the CSL will declare a **MAJOR INCIDENT** and notify the relevant statutory emergency services (most likely IRCG).
- l. The PRO or CSL will confirm the declaration of a **MAJOR INCIDENT** on the course channel, and inform the Race Office and Beachmaster.

The entire Safety/Activity Lead Fleet is only able to stand down and to return ashore when the Beachmaster has confirmed that all boats and crews are safely ashore and permission to stand down is granted.

14. Guidelines for use in fog

- a. Fog (defined by Met Éireann as visibility of less than .5 nm or 1,000m), or other low-visibility conditions may adversely impact the safety of competitors and other vessels. These guidelines should be activated when the CSL and PRO/Lead Activity Lead believe conditions are such that safety on the affected course/activity lead area is compromised.
- b. If fog arrives prior to the start of a race – the PRO will postpone racing and CSL will request the Safety Fleet to implement Fog Guidelines. Fleets will be informed by the CSLs and Safety Boats to stay close to the Committee Boat and CSL will consider taking boats in tow.
- c. If fog arrives during a race – PRO decides to abandon racing and CSL requests the Safety Fleet to implement Fog Guidelines. Fleets are informed by the Safety Boats on each leg of the course to stop, stay close together near a known reference point such as a mark or safety boat. Safety Boats count competitor boats near them and report to the Finish Boat.
- d. If fog arrives during activity leading – the Lead Activity Lead decides to abandon activity leading and requests the activity lead fleet to implement Fog Guidelines. Sailors are informed by the Activity Lead Boats to stop, stay close together near a known reference point such as a mark or activity lead boat. Activity Lead Boats count competitor boats near them and report to the ESL/Lead Activity Lead their sailors are accounted for.
- e. The CSL, in cooperation with the Finish Boat, calculates the total number of Boats accounted for. If the total number does not equal the total of the boats that went afloat, a search will be commenced.
- f. The CSL makes the decision whether to tow home or not. If not towing, send the competitors ashore in small groups keeping in sight of accompanying RIBs. If one of the competitors capsizes, the group stops whilst the boat is being righted.
- g. If a competitor cannot see a Safety Boat or reference point, they are to STOP, stay with any other boats that they can see and use a whistle to attract attention.
- h. Boats should be tallied ashore as normal.

NB. Under no circumstances are Boats to proceed ashore unescorted.

15. Guidelines for use when strong winds arrive

- a. If strong winds arrive prior to the start of a race – PRO may postpone racing and request CSL to implement Strong Wind Guidelines. Fleets are informed by CSL and Safety Boats to stay close to the RIBs and to lie to or heave to.
- b. If strong winds arrive during a race – PRO may abandon racing and CSL requests Safety Fleet to implement Strong Wind Guidelines. Fleets are informed by the Safety Boats on each leg of the course to stop, stay close together and either proceed slowly ashore, to stay close to the RIBs and to lie to or heave to.
- c. If strong winds arrive during activity leading – the Lead Activity Lead decides to abandon activity leading and requests the activity lead fleet to implement Strong Wind Guidelines. Sailors are informed by the Activity Lead Boats to stop, stay close together near a known reference point such as a mark or activity lead boat. Activity Lead Boats count competitor boats near them and report to the ESL/Lead Activity Lead their sailors are accounted for.
- d. The Safety Fleet should either form a corridor to escort the boats ashore or gather competitors together in groups and once sensible groups are formed, CSL should request each Safety Boat to get the competitors to safely sail ashore. Each Safety Boat should be

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asked to escort approximately 10 boats in a group.

- e. In the event of a capsize, either a nearby safety boat stands by or the group should stop until the boat is righted and ready to sail again or another safety boat takes over looking after the capsized boat.
- f. Once ashore, competitors should be tallied ashore as normal.

NB. Under no circumstances are Boats to proceed ashore unescorted.

16. Boat missing or overdue

16.1 Coaching

If the Beachmaster finds that one or more boats are missing, they are to inform ESL & Lead Activity Lead immediately. The unaccounted-for sailor's allocated activity lead must first be contacted to determine location. If remaining unaccounted for, Lead Activity Lead should direct a number of Activity Lead Boats back to the Activity Lead Area to start a search and may declare a **MAJOR INCIDENT** and alert the emergency services.

16.2 Racing

If the Beachmaster finds that one or more boats are missing, they are to inform CSL immediately, who will immediately alert the respective PRO. CSL should direct a number of Safety Boats back to the Race Area to start a search and may declare a **MAJOR INCIDENT** and alert the emergency services.

17. Casualty Recovery Plan

The Safety boats will deal with casualties in the first instance. Responsibility for assessing the level of response necessary lies with the safety boat helm under the overall direction of the CSL/First Aider. The following guidelines establish the basic principles for the recovery: -

- a. **Minor injury.** Where minor injuries, cut, bruises, etc are notified to Safety Boat crews, basic first aid shall be applied directly using on board resources. Any person in the race area suffering injury of any kind is to be assessed by medical personnel on arriving ashore. Injured crew shall not be moved without medical advice.
- b. **Serious injury** Where there is a suspicion that a serious injury might have occurred, or a casualty is unresponsive, the CSL is to stand by casualty, assess situation, give location and immediate incident report to the PRO and Beachmaster, request the services of a First Aider if available, receive advice and arrange for transfer of casualty. Where an ambulance is requested, this shall be done via Cork Coast Guard Radio on the appropriate channels. Beachmaster/personnel ashore on call to be advised to clear the transfer point, prepare for ambulance and arrange for casualty transfer. The Race Office, ESL or ED will contact the coach/parent with regard to the situation and manage all external queries.
- c. **Shore-side Rendezvous for Emergency Services etc.**
 - RNLI station or as otherwise directed when Coastguard controlled incident requires medical assistance on coming ashore.
 - Floating Slip pontoon RCYC for general emergencies and for boat returning with minor injury. Access via main Crosshaven Road and the Dinghy Park gate (to be opened as required).
 - A dedicated medical area will be available at RCYC and the First Aider will be afloat or based at the RCYC.

Irish Sailing Concussion Protocols are attached as separate Appendix.

18. Media and Communications Guide

In the event of an emergency or accident which requires the assistance of the statutory emergency services, the Event Director shall handle all communications with the media.

The Event Director and no other person will make statements to the press and media, including on social media, unless requested to do so by the Event Director. All queries and requests for information should be referred to the Race Office.

Information that could identify casualties must not be released until the next of kin have been informed. Great care must be taken to ensure the accuracy of the information released and there must be no speculation regarding the cause of the emergency or accident.

19. Activity Lead/Safety Boat Crew Instructions

- a. Attend any briefings as instructed by your CSL/Lead Activity Lead
- b. Familiarise yourself with the procedures herein.
- c. It is the responsibility of the helm to check that all safety equipment is on board and the main anchor is securely attached to the bow of the rib.
- d. The helm must use the kill cord at all times and should be properly secured - around the wrist is inappropriate.
- e. Smoking is forbidden at all times onboard all ribs.
- f. Activity Lead/Safety Ribs are to be the first on the water and the last off the water. They are required to shepherd sailors/competitors to and from the different race areas. All ribs are to observe the speed limit of 6 Knots from C2 Westbound.
- g. All Activity Lead/Safety Ribs must use their Call Signs; these will be allocated at the briefing and remain in place for the duration of the event. The sole exception to this is the CSL - the "Safety 1" call sign remains with the CSL regardless of what vessel they are operating from. Any Safety Rib leaving the Race Area must first seek permission from the Course Safety Leader (CSL).
- h. While you are on the water you must respond to Radio Calls and maintain a watch on the competitors. If you are having your lunch it is still your duty to maintain a watch on boats in your area. If you attend any capsizes or competitors in trouble, stay a safe distance away and only give assistance to the crew if requested, as this will disqualify the boat. If the boat or crew is in grave danger, then you may have to intervene to save life and or the boat.
- i. All boats shall remain clear of commercial shipping including those using the anchorages.
- j. All Activity Lead/Safety Rib crew must be aware of commercial shipping and fishing traffic also using the harbour.
- k. Activity Lead/Safety Ribs do not leave the Activity Lead/Race Areas until activity leading/racing is over, and they are instructed to shadow the fleets ashore.
- l. The return of boats to slipways after activity leading/racing may be controlled by keeping the competitors sailing in a holding area in front of each slipway and allowing them to sail to the slip on the request of the Beachmaster. Activity Lead/Safety Ribs will act as coordinators between the Beachmaster and sailors and control access to ensure that the bottom of slipways do not become overcrowded with boats.
- m. Report any damage to the boat or missing equipment to your Lead Activity Lead/CSL at the end of each day.
- n. **The activity lead/safety ribs are for activity leading, safety and patrol and not sightseeing. We are operating a safe speed policy - all boats should operate at < 6kts (or wash free) when at slow speeds, and at no more than 20kts/cruising speed when transiting unless there is a justifiable need for anything faster.**

Appendix A – Sailing Areas.

Sailing Areas – fleets sailing at each location will be confirmed each day in the Bridge and in morning briefing

The Race Committee intends to use only the following three race areas:

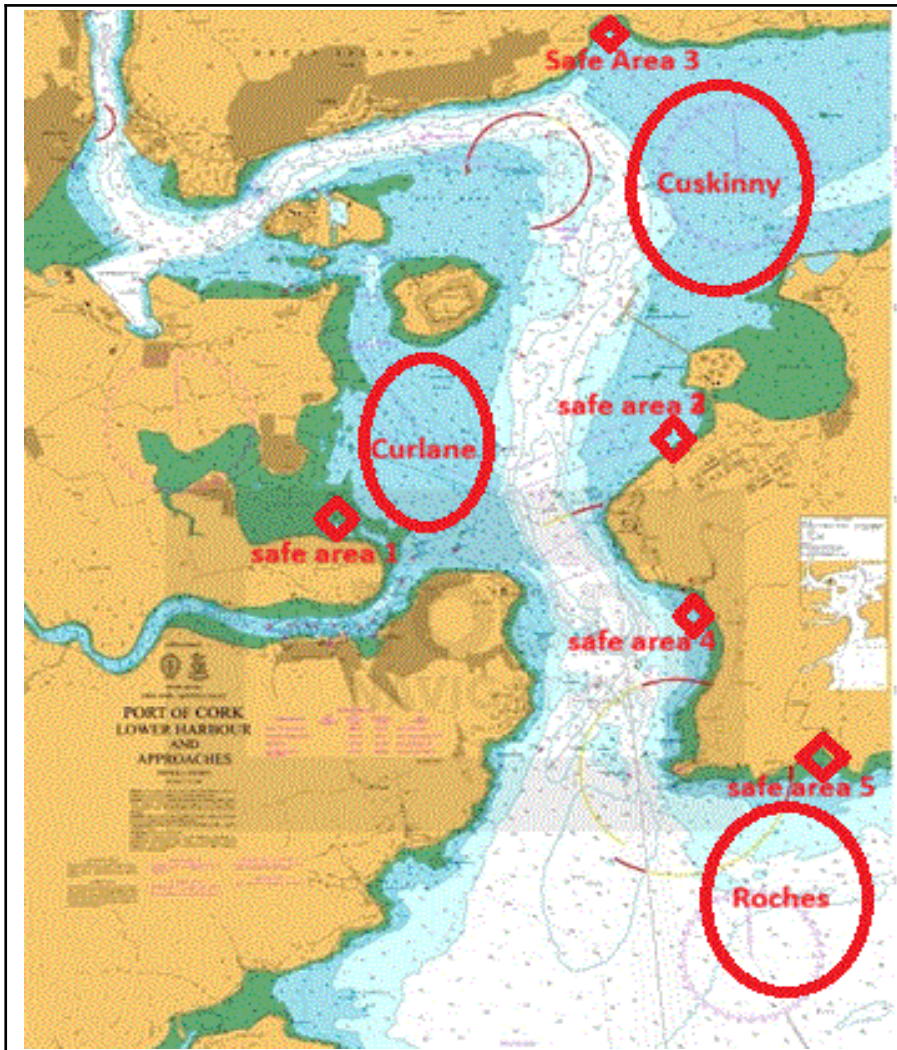
Designated race areas:

- a. Curlane Bank - Distance to race area 1.3 NM
- b. Cuskinny Bay - Distance to race area 3.5 NM
- c. Roches – Distance to race area 4 NM

Optimist Boat speed times in 8-12 Knots, reach speed 17 min/mile (3.5knots). Source [RYA Speed Charts](#)

Five designated safe areas are also available for sailors and safety boats during an emergency or when safety procedures are activated.

1. Safe Area 1 – West of Curlane bank Race Area. On East Shore, Curabinny.
2. Safe Area 2 – South of Cuskinny, Fox's Cover, on North Shore
3. Safe Area 3 – North of Cuskinny Race Area, on South Shore, Cuskinny
4. Safe Area 4 – East of channel, North of Roches, White Bay
5. Safe Area 5 - North of Roches Race area on South Shore, Trabolgan



Appendix B - CONCUSSION PROTOCOL FOR SAILING ACTIVITY LEADS

What is concussion?

Concussion is a brain injury and can be caused by a direct or indirect blow to the sailor's head or body. Concussion typically results in an immediate onset of short-lived signs and symptoms. Most concussions occur without a loss of consciousness.

However, in some cases, the signs and symptoms of concussion may evolve over a number of minutes or hours.

- Concussion must be taken very seriously.
- Any sailor with a suspected concussion **MUST** be removed immediately from the activity and made Safe.
- The sailor should be medically assessed.
- They **MUST** not be left alone.

What causes concussion?

Concussions can be caused by a direct blow to the head or body that can occur when the sailor is hit by the boom or in the case of a high-performance sailing when the body or head collide with any part of the boat.

Immediately following a suspected concussion, the brain is susceptible to further significant damage in the event of another impact, therefore the sailor **MUST** be immediately removed from the water.

What are the visible signs of suspected concussion? Presence of any one or more of the following signs & symptoms may suggest a concussion:

- Confusion
- Amnesia/short term memory loss concerning what just happened
- Blurred vision
- Dazed or blank look
- Dizziness
- Clutching head
- Pressure in head
- Headache
- Emotional/Sadness
- Irritability
- Suspected or confirmed loss of consciousness
- Loss of responsiveness
- Poor balance in the boat/ falling over
- Nausea/vomiting
- Tiredness/low energy
- Drowsiness
- Stating they “Don’t feel right”

Questions to ask

1. “What venue are we at today?” or “Where are we now?”
2. “Approximately what time of day is it?”
3. “How did you get to here today?”
4. “What was your last competition?”
5. “What were you doing this time last week?”

RECOGNISE AND REMOVE

What must happen the sailor after they have a suspected concussion?

- The sailor must be **IMMEDIATELY REMOVED** from the activity and must not return.
- The sailor must not be left alone.

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- The sailor must always be in the care of a responsible adult who is informed of the sailor's suspected concussion.
- The sailor must not drive a vehicle.
- The sailor should be medically assessed as soon as possible.

In order to implement correct procedure when running sailing activities the responsible person for the activity must have a system in place to ensure the safety of a sailor with suspected concussion.

- The coach must have the contact number of the ESL
- When a sailor has suspected concussion the coach phones/radios the on ESL and arranges to meet them at a designated rendezvous point on shore.
- The ESL on call should make arrangements for the sailor to receive further medical attention.
- Always remembering to never leave the sailor alone.
- The sailor must not return to the race , and specifically must not return to sailing on the same day of a suspected concussion.

In all cases of suspected concussion, it is recommended that the sailor is referred to a medical or healthcare professional for diagnosis and advice, even if the symptoms resolve.

ONGOING MANAGEMENT OF A CONCUSSION OR SUSPECTED CONCUSSION

REST THE BODY, REST THE BRAIN

Rest is the cornerstone of concussion treatment. This involves

1. resting the body, 'physical rest'
2. Resting the brain, 'cognitive rest'

Avoidance of:

Physical activities such as running, cycling, swimming, some work activities etc.

Cognitive activities, such as school work, homework, reading, television, video games etc.

Students with a diagnosis of concussion may need allowance for impaired cognition during recovery, such as additional time for classwork, homework and exams

Anyone with a concussion or suspected concussion should not:
be left alone in the first 24 hours

consume alcohol in the first 24 hours, and thereafter should avoid

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**alcohol until free of all concussion symptoms
drive a motor vehicle and should not return to driving until provided
with medical or healthcare professional clearance or, if no medical
or healthcare professional advice is available, should not drive until
free of all concussion symptoms**

**Most concussions resolve within 7-10 days, but it is advised that anybody who has
had a suspected concussion is reviewed and assessed prior to returning to sailing,
by a medical professional who has experience in dealing with concussion.**

Appendix C - Daily Risk Assessment

To be reworked on any given day if there is a substantive change in conditions or forecast

Venue:	Date:
Event:	Total # personnel afloat :
Race Officer:	Principal Safety Leader:
Number of Boats:	VHF Channel used: Back-up channel:
Daily Forecast:	Other factors (tide, sailing area, water temp, sailor competence etc)

PLEASE CIRCLE AS APPLICABLE*For risks that are in the **orange** or **red** sector, add controls to mitigate this risk. If the above items are not deemed as risks at your event, please note n/a in the control box

Risk	Low	Med*	High*	Controls
Wind Direction	Onshore	Cross Shore	Offshore	
Current Wind Strength	0-15 kts	16-28kts	28 +kts	
Forecast Wind Strength	0-15 kts	16-28kts	28 +kts	
Current Gust Range	0-15 kts	16-28kts	28 +kts	
Forecast Gust Range	0-15 kts	16-28kts	28 +kts	
Visibility	5 + NM	3 – 5 NM	< 3 NM	
Air Temperature	15 + Deg	10-15 Deg	< 10Deg	
Competence of Sailor	Advanced	Intermediate	Novice	
Current Sea State	No adverse factors	Mild adverse factors	Serious adverse factors	
Projected Sea State	No adverse factors	Mild adverse factors	Serious adverse factors	
Projected Time Afloat	0 – 3 hrs	3 – 5 hrs	5 + hrs	
Distance to race area	< 1 NM	1 – 3 NM	3 +NM	
Safety Boat Ratio	>1:10	1 :10	< 1: 10	

Risk Assessment performed & approved by (print name, sign & date):

PRO/Lead Coach	ESL	Summary of decision:
IODAI Rep	Event Director	

Appendix D – Volunteer Contact Details

CORK26 ROYAL CORK YACHT CLUB Irish & Open Optimist National Championships 2026			Event Coordinator Jury Head PRO / Main Fleet RO Ragatta Fleet RO Event Safety Lead (ESL) Club Secur IODAI Rep Beachmaster Results Officer Registration / Race Office Stephen O'Sullivan Craig Evans Anthony O'Leary Barry Rowe Jimmy Nyhan Tom Maguire Jim Hughes Roman Duggan Edward Cronin Lorraine O'Sullivan			Daily Risk Assessment Anthony O'Leary PRO Stephen O'Sullivan EC Barry Rowe RO Jim Hughes IODAI Adam Walsh RRC Jimmy Nyhan ESL												
			Main Fleet OD Anthony O'Leary David Harte Sally O'Leary Maritta Suwada		Main Fleet Fresh Tim McCarthy Kay Birmingham Edwin Cronin Siobhan Keane Huppert		Main Fleet Pin Aidan O'Connell Jon Rodgers		Ragatta Fleet OD Barry Rowe Dick Gibson Pauline McKechnie Roddy Hogan		Registration Lorraine O'Sullivan Abigail O'Sullivan							
Main Fleet - CH 71 - (~100 Optimists) Ratio 10:1			Thursday Helix Anthony O'Leary Tim McCarthy Aidan O'Connell Luke - Club Mark Layer Jon Gundersen Jimmy Nyhan Lail Vinner Denis Ryan Colin O'Sullivan Maurice Collins Barry Hayes TBC PV - NK PV - PS PV - AA Mother Ship 1 Mother Ship 2 Mother Ship 3 Jury Jury		Crew Crew As Above Crew As Above Crew As Above Zac - Club Mark Layer Brian Goggin Crew As Above Leeds Mate Crew As Above Paul Molloy Rob Scallan James Murphy Anne Marie NA Peter Crowley NA Michael McCann Derek Maynan		Friday Helix Anthony O'Leary Tim McCarthy Aidan O'Connell Luke - Club Mark Layer Jon Gundersen Henry Kingdon Jimmy Nyhan Lail Vinner Denis Ryan Colin O'Sullivan Maurice Collins Barry Hayes Noel Keating Patric Staffery Andrew Algoe Peter Crowley Peter Craghton Ian Vinner Michael McCann Craig Evans		Crew Crew As Above Crew As Above Crew As Above Zac - Club Mark Layer Sam Hunt Brian Goggin Crew As Above Leeds Mate Crew As Above Paul Molloy Rob Scallan James Murphy Anne Marie NA NA NA Michael McCann Derek Maynan		Saturday Helix Anthony O'Leary Tim McCarthy Aidan O'Connell Luke - Club Mark Layer Jon Gundersen Henry Kingdon Jimmy Nyhan Lail Vinner Denis Ryan Colin O'Sullivan Maurice Collins Barry Hayes Noel Keating Alan Sheridan James Murphy Andrew Algoe NA TSC Michael McCann Derek Maynan		Crew Crew As Above Crew As Above Crew As Above Zac - Club Mark Layer Sam Hunt Brian Goggin Crew As Above Leeds Mate Crew As Above Paul Molloy Rob Scallan James Murphy Anne Marie NA NA NA Michael McCann Derek Maynan		Sunday Helix Anthony O'Leary Tim McCarthy Aidan O'Connell Luke - Club Mark Layer Jon Gundersen Henry Kingdon Jimmy Nyhan Lail Vinner Denis Ryan Colin O'Sullivan Maurice Collins Barry Hayes Noel Keating Alan Sheridan James Murphy Andrew Algoe NA Peter Crowley Roman Kennelly Ian Vinner Michael McCann Derek Maynan		Crew Crew As Above Crew As Above Crew As Above Zac - Club Mark Layer Sam Hunt Brian Goggin Crew As Above Leeds Mate Crew As Above Paul Molloy Rob Scallan James Murphy Anne Marie NA NA NA Michael McCann Derek Maynan	
Ragatta Fleet - CH 72 - (~45 Optimists) Ratio 10:1			Thursday Helix Barry Rowe Paul O'Sullivan Gary O'Neill Adam Walsh Flann Daly Brian McElligott		Crew Crew As Above NA Glen Howe NA Lucy Maynan Aoife McElligott		Friday Helix Barry Rowe Paul O'Sullivan Gary O'Neill Adam Walsh Flann Daly Brian McElligott		Helix Crew As Above NA Glen Howe NA Lucy Maynan Owen O'Brien		Saturday Helix Barry Rowe Paul O'Sullivan Gary O'Neill Adam Walsh Flann Daly Brian McElligott		Helix Crew As Above NA Glen Howe NA Lucy Maynan Owen O'Brien		Sunday Helix Barry Rowe Paul O'Sullivan Gary O'Neill Adam Walsh Flann Daly Brian McElligott		Helix Crew As Above NA Glen Howe NA Lucy Maynan Owen O'Brien	
Ragatta Coached - CH 67 (~30 Optimists) Ratio 8:1			Thursday Helix Head Coach IODAI Coach 1 Club Coach 3 Club Coach 4 Club Coach 5		Crew NA NA NA NA NA		Friday Helix Head Coach IODAI Coach JP Curran Flann Hayes Daisy Walsh		Helix NA NA NA NA NA		Saturday Helix Head Coach IODAI Coach JP Curran Flann Hayes Daisy Walsh		Helix NA NA NA NA NA		Sunday Helix Head Coach IODAI Coach JP Curran Flann Hayes Daisy Walsh		Helix NA NA NA NA NA	
Shore Team Beach Master Assistant Beach / Flag Race Office Trackers All Days Roman Duggan Jim Hughes Lorraine O'Sullivan Piastra Rowen			Thursday Safety & Tally Aulie Buckley Louise O'Connell Brian Hurley Rosemary Clark Shred Barry Fergus Barry (HYC)		Launch Recovery Rory Buckley James Nyhan Dermagh Clarke (HYC) Pete Barren (HYC)		Friday Safety & Tally Aulie Buckley Louise O'Connell Brian Hurley Estelle Sheridan Alex Goggin Fergus Barry (HYC)		Launch Recovery Rory Buckley James Nyhan Dermagh Clarke (HYC) Pete Barren (HYC)		Saturday Safety & Tally Aulie Buckley Louise O'Connell Brian Hurley Estelle Sheridan Sam Hunt Fergus Barry (HYC) Dermagh Clarke (HYC) Alex Goggin		Launch Recovery Rory Buckley James Nyhan Josh Sweeney Sam Hunt Pete Barren (HYC)		Sunday Safety & Tally Aulie Buckley Louise O'Connell Brian Hurley Estelle Sheridan Sam Hunt Fergus Barry (HYC) Dermagh Clarke (HYC) Alex Goggin		Launch Recovery Rory Buckley James Nyhan Shred Crowley Sam Hunt Fergus Barry (HYC) Dermagh Clarke (HYC) Pete Barren (HYC)	

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Revisions

- 1.0 – Update from template TRI Nationals and IODAI Munster – Jimmy Nyhan
- 2.0 – Remove Race Areas not being used
- 3.0 - Review with RCYC/ISA safety (MW) 08/08)
- 4.0 – Final Publication post review (12/08)