

# DUN LAOGHAIRE MOTOR YACHT CLUB

West Pier  
Dun Laoghaire  
County Dublin



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## DMYC Kish Race 2023

### EVENT SAFETY PLAN- KISH RACE 2023

**Sunday 24<sup>th</sup> September 2023**

This Race is an Annual Event organised by DMYC (with the Kind Co-Operation of Dublin Port, Dun Laoghaire Harbour and the DBSC). Entry is open to all boats with an Echo Handicap. The DMYC puts the safety of the participants at the highest level in regards to this event and wishes all participants to enjoy their race in a safe manner.

The purpose of this document is to describe the procedures actions and responsibilities necessary to run safe small craft sailing and racing for both organisers and competitors. 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 would include:-

- 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 (All to be checked)**

<b>Key Organisations</b>			<b>Telephone</b>
Coastguard			01 6620922
Dun Laoghaire Harbour			01 2801130
RNLI			01 2802667
Dun Laoghaire Marina			01 2020040
Dun Laoghaire Motor Y.C			01 2801371
Dublin Port			01 8550888
Dublin Port VTS			01 8876070
Dunlaoghaire Gardai			01 6665000
<b>Event &amp; Safety Management</b>			
Event Organisers	DunLaoire Motor Yacht Club		01 2801371
Safety Officer on duty	Patrol Officer	VHF Channel	0830600867
Principle Race Officer		VHF channel	As below

**VHF Agreed Radio Channels, Dublin Bay.**

in co-operation with Dublin Port.

Dun Laoghaire Motor Yacht Club

Ch. 68

Dublin Port - VTS

Ch. 12

## **2. Event Overview**

This is an Annual Race which is organised by the DMYC and consists of a race from the West Pier DBSC Starting Hut (By Kind Permission) around the Kish Lighthouse and finishing at the West Pier. It is open to all boats with an ECHO Rating.

## **3. Event Management Responsibilities**

The Race Officer of the day is responsible for the safe running of the race and is in charge of Racing. There is a requirement for one Mark Laying RIB at the start of the race. This RIB will be the Patrol RIB on hand during the race.

### **(a) Event Organisers**

- Overall Control of the Event: DMYC Sailing Secretary .
- Contactable on Mobile Phone 083 0600867

### **(b) Principle Race Officer**

- Control of mark laying rigid inflatable boats, Committee boat and overall conduct of the event on the day.
- Based in DBSC Hut during the event
- Contactable by VHF as on the day.

### **(c) Safety Officer**

- Control of the safety ribs during event
- Based afloat during the event
- Contactable by VHF as above listings depending on the day.

## **2. Key Principals and Procedures**

This incident Contingency Plan relates only to the Sailing Areas and 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.

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

All retirements from racing are to be notified to the Principle Race Officer.

### **3 Types of Incidents**

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

- Principle Race Officers to agree the course of action in the case of adverse weather or other such emergency on the course.
- In the case of Fog affecting the Sailing Area the Race Officers will make contact with the Participants' Boats by VHF to ascertain their whereabouts and safety.
- Maintain contact on the Course by VHF relevant Channel.
- Send RIBs to safety once the race has been abandoned
- If Coastguard or RNLI are called for emergency 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 (Rigid Inflatable Boat) 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 Safety Officer.
- Standby RIB if available to take control, if necessary, of disabled boat.
- For minor injuries a RIB is to be used to return competitor to the Clubs – SO to be informed
- If possible, get details of the boat, sail no and crew names and advise PRO of this. who will enter in the Committee vessel's incident report form.

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

- Race Officer and Safety Officer to confer and 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 Race Officer on route.
- Minor injuries / Hypothermic Cases - a RIB is to be used to return competitor to the Club or to the Committee vessel.

#### **(d) Crew in difficulty / MOB**

- In the case of an 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.

**Any Incidents to be followed up with a call to Dublin Port VTS on conclusion.**

## **5. Casualty Recovery Plan**

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

**(a) Minor injury.**

Where minor injuries, cut, bruises, etc are notified, basic first aid shall be applied directly using onboard resources.

**(b) Serious injury**

Where there is a suspicion that a serious injury might have occurred the Patrol RIB is to be directed to stand by casualty, assess situation and take whatever immediate action deemed necessary. Patrol RIB to relay immediate incident report to PRO, to receive advice and arrange for transfer of casualty. Club to be advised to clear transfer point, prepare for ambulance and arrange for casualty transfer. Club Officials to contact family with regard to the situation.

**(c) General Instructions**

The Safety Officer shall be the co-ordinator of the rescue operation within the racing area until it concludes.

**(d) Casualty transfer of casualty to transfer point.**

The casualty transfer arrival point shall be on to the Floating Dock of the relevant Club. The ambulance bay shall be on the boat platform.

**(e) Casualty transfer procedure.**

In advance of arrival of casualty, the Club Official 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 Club Official. The transfer shall be affected by ambulance crew. The Club Official is to provide whatever personnel required by medical officer to assist transfer.

Signed.....

Neil Colin

Sailing Secretary , DMYC