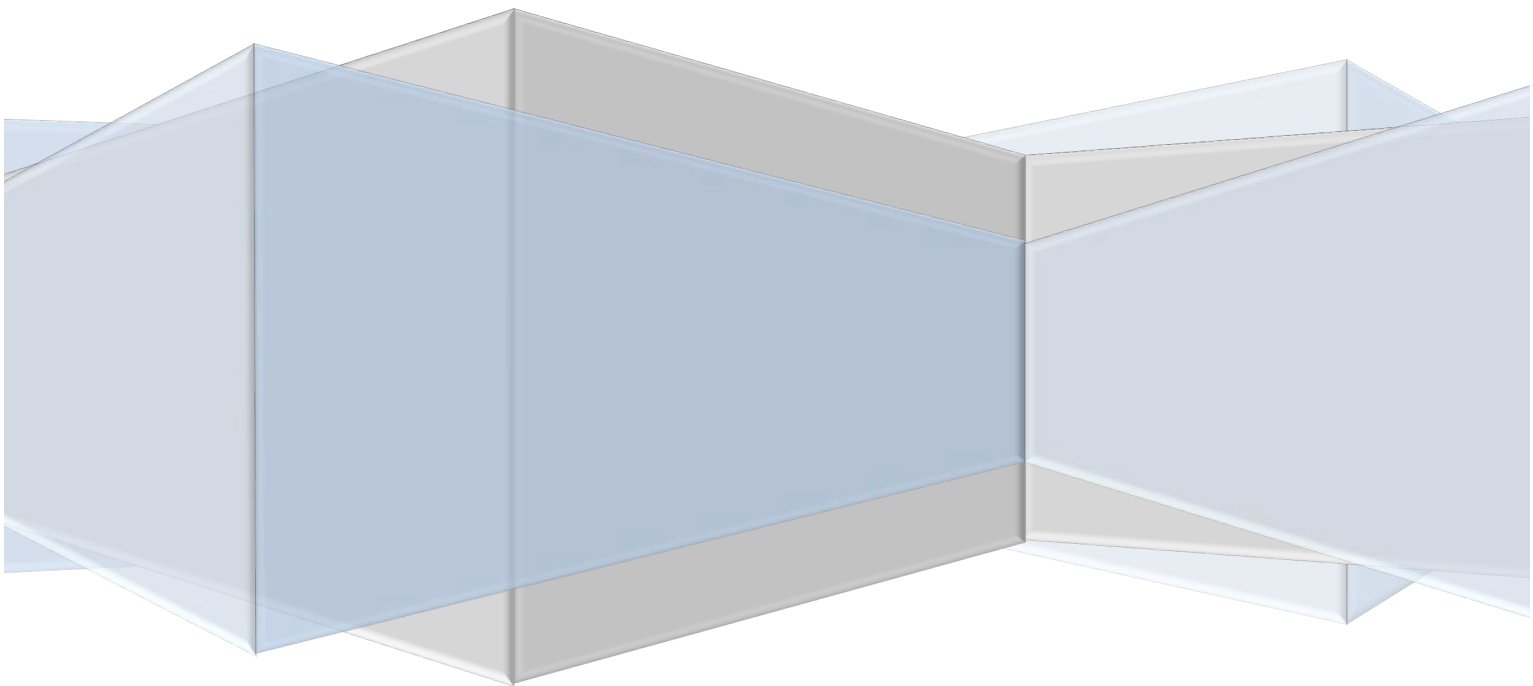


RS:X Youth World Windsurfing Championships 2016

Event Safety Plan

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Safety Plan

All crew of all RIBS related to the competition they go in the water first and they go off the water last.

Race Committee (RC) working channel – VHF 71

Safety Issues

If a board next to us is in trouble we first make sure that the sailor is not in danger and then we ask from a rescue boat to come and take over.

- We do not assist or touch a board if the sailor doesn't ask for it or the sailor is in real danger.
- If the sailor is unconscious or injured then the nearby rib informs the RC that we have a << CODE RED >> situation, the location and we wait for instructions.
- All RIBS respond immediately to a << CODE RED >> situation.
- All RIBS respond immediately to a << CODE BLACK >> situation.

Check In/Check Out - Competitors

S.I. 20

1. [DP] [NP] SAFETY REGULATIONS

- 1.1 [SP] In accordance with Class Rules C.1.2 competitors shall carry a whistle and a 5 m tow rope.
- 1.2 [SP] Check-Out; Check-In:
 - 1.2.1 When going out to race each competitor intending to race shall personally sign against their name and / or sail number.
 - 1.2.2 On returning ashore, even after the display of AP/H, AP/A, N/H or N/A when no race has been completed after launching, each competitor shall personally sign, against their name and / or sail number, within the protest time limit or within 60 minutes of the display of AP/H, AP/A, N/H or N/A.
 - 1.2.3 Check-Out Lists and Check-In Lists will be available at the RC Beach Desk.
- 1.3 A competitor that retires from a race shall notify the Race Committee as soon as possible and shall complete a Retirement Declaration Form, available from the Race Office, within the protest time limit.
- 1.4 Competitors not racing for any of the racing days shall inform the Race Office.
- 1.5 When flag V is displayed with repetitive sounds, coach and other support boats shall monitor the Race Committee VHF channel and assist in search and rescue operations.

- 1.6 Competitors shall wear a personal flotation device at all times while afloat, except briefly while adjusting clothing or personal equipment. Flag Y will not be displayed. This changes RRS 40.

Check In/Check Out - Coaches

- All coaches are asked to Check In and Check Out in the form on the Race Committee Beach Desk.
- All coaches are asked to respond immediately to a << CODE RED >> situation.
- All coaches are asked to respond immediately to a << CODE BLACK >> situation.

Swimming Area

The swimming area as well as the entry points to the sea and the << corridors >> from and towards the shore are clearly marked in appendix A. The swimming area is a marine police restricted area.

Positions of Safety Boats during a Race

Each Safety Boat will be allocated a zone on the race area that they should assume for the duration of the race – see Appendix B. 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.

Procedure for retiring boards

- a. Retiring board shall inform a Safety Boat or any Race Committee boat.
- b. The Safety Boat or coach must immediately inform the RC that the board is retiring, confirm its location and that of its crew and identify it by sail country code.

<< CODE RED >> situation

In case of a << CODE RED >> situation all ribs included coaches are considered << Safety boats >> and they put themselves under the command of the RC.

A. Injured person

- 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 should inform all stations using the code words “**CODE RED**” and its location.

- The safety or mark boats nearest to the “CODE RED” boat’s location should immediately proceed to help. All other stations should minimize radio traffic.
- The RC, who should immediately assess the situation, may call appropriate support to the scene.

B. FOG

Guidelines for use in fog

The RC puts the flag << V >> and initiates the emergency plan calling from VHF that we have a << CODE RED>>

a. If fog arrives prior to the start of a race – RC postpone racing and requests the Safety Fleet to implement Fog Guidelines. Fleets are informed by RC and Safety Boats to stay close to the Committee Boat and to consider taking boats in tow.

b. If fog arrives during a race – RC decide to abandon racing and 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 RC.

c. The RC calculates the total number of boards and informs the Beach master. If the total number does not equal the total of the boards that went afloat, the Beach master will inform the RC so that a << CODE BLACK >> emergency plan can commence.

d. The RC makes decision whether to send ashore or not. If sending ashore, it must be in small groups and keeping in sight of accompanying RIBs.

e. If a competitor cannot see a Safety Boat or reference point, they shall STOP, stay with any other board that they can see and use a whistle to attract attention.

f. Boards should Check Out ashore as normal.

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

C. STRONG WIND

Guidelines for use in fog

The RC puts the flag << V >> and initiates the emergency plan calling from VHF that we have a << CODE RED>>

- a. If strong winds arrive prior to the start of a race – The RC postpone racing and requests from all RIBS to implement Strong Wind Guidelines. Fleets are informed by the Safety Boats to stay close to the RIBs and to lie to or heave to.
- b. If strong winds arrive during a race – The RC agree to abandon racing and 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. Safety Fleet should either form a corridor (Appendix C) to escort the boards ashore or gather competitors together in groups and once sensible groups are formed, the RC should request each Safety Boat to get the competitors to safely sail ashore. Each Safety Boat should be asked to escort approximately 10 boards in a group.
- d. In the event of a capsize, either a nearby safety boat stands by or the group should stop until the board is up-righted and ready to sail again or another safety boat takes over looking after the capsized board.
- e. Once ashore, competitors should Check Out ashore as normal.

NB. Under no circumstances are boards to proceed ashore unescorted!

<< CODE BLACK >> situation

In case of one more people are missing the RC puts the flag << V >> and initiates the emergency plan calling from VHF that we have a <<CODE BLACK>>.

In case of a << CODE BLACK >> situation all ribs included coaches are considered << Safety boats >> and they put themselves under the command of the RC.

- The rest of the fleet are guided safely ashore.
- The RC allocates to each RIB a search and rescue area.
- In case that the RC decides that the Search and Rescue operation cannot be handled, he informs the << Search and Rescue Center >> to get involved.
- In this case the command for the search and rescue operation is transferred to the search and rescue officer.

In all of the above cases if a sailor is recovered in the RIB and the board is in the water a safety tape must be tied on the top of the mast.

A person's life is a priority