



Fastnet Marine Outdoor Education Centre (FMOEC), Schull Harbour, Co. Cork

Friday 4th to Sunday 6th April 2025

(Hereinafter referred to as “The Event”)

Schull Community College Sailing Club (Hereinafter referred to as “the organiser”)

Safety Plan

For the

Fastnet Trophy 2025

This **Safety Plan** has been specifically prepared because of the expected numbers of visitors to the host venue for the event, this Safety Plan should be read as supplementary to the Centre Safety Plan and the Centre Emergency Action Plan when and where appropriate.

EVENT PERSONNEL

Clodagh O’Driscoll	Event Co-Ordinator	086-1065930	clodagh.odriscoll@corketb.ie
Dave Harte	Race Manager	086-3717241	davidschullsailing@gmail.ie
Clinton Copithorne	Event Safety Leader (ESL)	086-2333186	clinton@copithorne.com
Daniel Cahill	Results Manager	087-6896521	
Sinead Scully	First Aid Ashore Event Designated Liaison Person Centre Assistant Manager & Safety Officer	086 – 1364611	sinead.scully@corketb.ie
Jon Hynes	Beachmaster First Aid Ashore	087-3931633	Jon.hynes@corketb.ie
Tim Lowney	Bosun & Fleet Operations First Aid Afloat	085 – 8365243	timothy.lowney@corketb.ie

GENERAL SUMMARY

THE PROMOTER

The Promoters of the Event are Schull Community College Sailing Club (“the organiser”). The Event has been formally approved by Irish Sailing Management.

THE EVENT - OUTLINE

Thursday 3 rd of April	Registration at FMOEC
Friday 4 th of April	Day one Fastnet Trophy, Schull Harbour, FMOEC
Saturday 5 th of April	Day two Fastnet Trophy, Schull Harbour, FMOEC
Sunday 6 th of April	Day three Fastnet Trophy, Schull Harbour, FMOEC

EVENT SITE

The event will take place at Fastnet Marine Outdoor Education Centre (FMOEC), Schull Harbour Co. Cork. The entire event takes place from, Friday 4th to Sunday 6th of April 2025.

ATTENDANCE

The profile of the expected attendance will be a broad range, but the majority will be persons in their early to mid-teens accompanied by their parents/guardians and teachers. The event entry is limited to 24 teams, i.e. 144 sailors. The estimated size of the event is expected not to exceed 200 persons.

EVENT OPERATION

EMERGENCY PROCEDURES

In the event of an Emergency, the event Co-ordinator will hand over operations to the appropriate Emergency Co-ordinator – An Garda Síochána/ Coast Guard.

FMOEC will notified the following in advance and provide them a copy of the Safety Plan:

- The Sergeant in charge at Schull Garda Station (028 – 28111)
- The Irish Coast Guard at Schull (999 or 112)
- Diarmuid Minihane, Harbour Master for Baltimore (087 – 2351485) will also be notified by FMOEC.
- Valentia Coastguard (066-9476109) will be provided a Transit report (TR) by FMOEC each day of the event.

DEFINITION OF A SERIOUS EMERGENCY

A serious emergency is defined as any event causing or threatening to cause death or injury to patrons at a venue resulting from natural disaster, serious crowd disorder, major fire, collapse of a section of a stand or terrace, toxic chemical spillage on the road, land, or car parks adjacent to or within the venue, explosion, bomb threat or other unforeseen event necessitating partial or total evacuation of the venue.

In the event of a serious emergency the Garda-in-Charge may activate the **Major Emergency Plan**.

EMERGENCY ACCESS ROUTE

The emergency access route is via the Colla Road which is to be kept clear for this purpose. Once into the centre property the access is along a preserved corridor to the water's edge.

The on-the-water emergency access route is via the slipway up to the centre. Alternatively, Schull Pier may be considered as an emergency access point.

MEDICAL & AMBULANCE COVER

There will be Medical First-Aid personnel with Medical First-Aid experience at the Centre and afloat during the Event. There will not be an Ambulance on standby at the centre. The person at the centre with first-aid experience shall call for further medical assistance and/or an Ambulance if and when necessary. There is no weekend doctor on call available in Schull. Bantry General Hospital (999 or 112), is approximately 30 minutes by vehicle from the Centre, is open 24 hours and has 24-hour ambulance cover.

CAR PARKING

There is no car parking available in the centre. There is parking available at Schull Community College. During school hours car parking is available within walking distance of centre on Colla Road, Pier Road, East End Carpark and Ardmanagh Carpark.

STEWARDING

Stewarding will be provided by the centre in the centre and school car park and the adjacent area as appropriate for the event. All stewards will be provided with hi-vis bibs and will report to the event coordinator.

EVENT COMMUNICATIONS

Designated members of the Event team will have mobile phones as per list on page 2. Communications on the water shall be primarily by VHF Radio Channel 73 (Channel 74 or 77 Alternative VHF Channel). The Event Safety Leader will also keep a listen out on CH16 for any regional transmissions that may affect the event.

EVENT CO-ORDINATOR

The Event Co-ordinator (as per page 2) will make themselves known to staff and any Emergency services on duty at the event. The Event Co-Ordinator will be assisted by other personnel, whether paid or voluntary, but will retain control unless a serious emergency occurs, at which time they will hand over responsibility to the Emergency services. The Event Co-Ordinator will at all times be able to contact the Event Safety Officer, the Beachmaster, and the Emergency Services.

Among the responsibilities of the Event Co-Ordinator are:

- Being involved in any necessary planning meetings with the relevant authorities, i.e., Local Authority, Gardai, RNLI, Coast Guard etc.
- Ensuring the provision of adequate personnel for the Event (e.g., stewards, safety cover etc.) including first-aid personnel.
- Providing for all pre-Event preparation and organisation.
- Having overall responsibility for the management of the event during the event.
- Remaining at the centre before, during and immediately after the event.

All staff and voluntaries should be aware of the identity of the Event Co-Ordinator and be familiar with the lines of communication.

EVENT SAFETY LEADER (ESL)

The Event Safety Leader shall assist the Event Co-Ordinator with safety issues and shall work with the Centre's Safety Officer.

The Event Safety Leader will ensure that the safety details and conditions agreed for the holding of the event are implemented and that the clearly defined terms of reference for their post are: - The Event Safety Leader must:

- be present at all planning meetings,
- act as Event Safety Leader on behalf of the centre / organiser,
- act as Event 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, • take any necessary action to alleviate any perceived risks,
- Ensure emergency procedures are adhered to.

It is very important to evaluate the effectiveness of the safety arrangements for the event. The Event Safety Leader must assert their authority in this area. By being central to all the pre-Event arrangements and maintaining an active presence at the site during the build-up to the event and on the day(s) of the event, they can ensure that arrangements are adhered to, and that public safety has a high profile in the eyes of the centre.

Effective site management is an essential element in achieving safety. The Event Safety Leader should constantly seek to improve standards. S/he should have a direct reporting responsibility to the Centre and the Event Co-Ordinator.

BEACHMASTER

A Beachmaster reporting to the Event Co-Ordinator will be appointed to supervise the stewarding arrangements. They should have effective communication with the Event Safety Leader and Event CoOrdinator and will have mobile phone and VHF contact in an emergency if required.

The Beachmaster has well defined role with a clear understanding of their responsibilities and reporting function within the management structure. Beachmaster is to ensure that all boats launching have presailing checks in place as per Crew Briefing.

Beachmaster makes sure the area is clear to accept the Emergency Vehicles.

Launch and Recovery

The ESL will advise the Beachmaster as to when the competitors should launch. Safety boats should be positioned along the route to the race area and competitors advised to stay within the monitored area. Depending on conditions a safety boat may be stationed at the end of the slip.

Safety boats will be positioned along the route to the shore as racing ends. One safety boat will be nominated as sweeper to cover the back end of the fleet until the last competitor has reached the slip area. Unless otherwise instructed by the ESL/ PRO, all race management boats will remain afloat until all competitors are accounted for by the Beachmaster and until they are released by the ESL. Competitors may be asked to wait in a holding area to avoid congestion at the slip.

Risk Assessment

A risk assessment will be filled out each day for each course by the Race Manager and the Event Safety Leader. The completed risk assessment will be kept in the centre event office.

FIRE PRECAUTIONS (WITHIN THE CENTRE)

Emergency doors at the Centre are clearly labelled and indicated by signs. The escape routes will be checked to ensure that there are no obstructions.

Adequate fire extinguishers will be provided in the Centre.

A list of emergency phone numbers will be held in the centre office.

Emergency Guidelines

- In the event of an emergency occurring, the first safety boat on the scene should inform all stations using the phrase **CODE RED** and its location.
- The event safety coordinator will direct the safety boats nearest to the Code Red Location to aid, all other safety boats are to remain in their allocated positions.
- The event safety coordinator will assess the situation and call for outside assistance if necessary.
- The event safety coordinator will keep the race officer informed of the remaining safety boat cover available for the racing fleets.
- If the situation is considered to be hazardous to the remaining members of the fleet, then the Event Safety Leader should advise the Principal Race Officer to consider abandoning racing (in accordance with the RRS) until the emergency is over.
- The event safety coordinator should inform all stations that the 'CODE RED' is cleared when the situation has been safely resolved.

Guidelines in the event of Fog

- If fog is present prior to the start of a race, the Principal Race Officer should postpone racing and the event safety coordinator shall implement these fog guidelines.
- Fleets are to stay close to the committee boat which shall make occasional sound signals.
- The event safety coordinator should consider tethering the competing boats.
- If fog appears during a race the Principal Race Officer should consider abandoning racing. The Event Safety Leader implements these guidelines.
- Competing boats are then requested to stop at their next mark or at a safety boat.
- Event Safety Leader requests a count of competing boats and if the number counted is not the same as the number afloat then a recount and a search is to be initiated by the Event Safety Leader.
- The Event Safety Leader in consultation with the Principal Race Officer decides whether or not the fleet should be sent ashore as an escorted group.
- The Event Safety Leader should consider using the support boats as an outer perimeter around the racecourse area, or as reference points along the route back to the centre.
- If a competitor cannot see a safety boat or reference point when the racing is abandoned, they are to stop and stay with any other boats that they can see and use a whistle to attract attention.

Guidelines for use if strong winds arrive

- If strong winds arrive prior to the start of a race the Principal Race Officer should consider postponing racing and requesting the Event Safety Leader to implement these Strong Wind Guidelines. The fleets are then informed by the safety boats to 'heave to' and to stay close together.
- If strong winds arrive during a race, the Principal Race Officer should consider abandoning racing (in accordance with the RRS). S/he should then request the safety coordinator to implement these strong wind guidelines.

- When the safety coordinator advises either proceed slowly ashore or stay close to the safety and support boats.
- The safety boats and support boats should follow the directions of the Event Safety Leader if the fleet are to be escorted ashore. A guideline of up to 5 competitor boats per escort boat is advised.
- If a competitor capsizes whilst being escorted ashore, the group should stay together until the capsized boat has been righted, or another safety boat is available to attend to the capsized boat.

Guidelines in the event Lightning

Things to consider in the event of a risk of lightning:

1. Check multiple sources for information on possibility of Lightning.
2. If lightning is forecast before launch takes place the Principal Race Officer will consider postponement of racing.
3. If lightning arrives during time on the water, all sail boats will be asked to invert with sailors remain on the upturned hull.
4. Met Eireann to be contacted directly about the forecast.

If the risk is low, sailing could go ahead, but extra vigilance to be exercised by the safety and race management team.

Err on the side of caution: Preference will be to be criticized for not running a race, than running one with serious consequences.

Boat missing or overdue

- If the Beachmaster finds that one or more boats are missing, they should inform the Event Safety Leader immediately.
- The Beachmaster should liaise with the Event Safety Leader: re check the 'spare' competitors' trolleys and confirm the number and identity of competitors on the water.
- The Event Safety Leader should request the Principal Race Office to confirm the number of competitors on the water.
- If there are one or more boats missing, then the Event Safety Leader declares a '**Code Black**' emergency and starts a search of the race area using all available safety and support boats.
- As the search progresses the Event Safety Leader should consider contacting the Coastguard to request assistance.
- When all of the competitors' boats have been accounted for, the Event Safety Leader should declare the 'Code Black' cleared and advise all safety and support boats to return to shore.

Casualty Recovery Plan

The safety boats will deal with any casualties on the water in the first instance. The responsibility for initially assessing the level of response required lies with the attending Safety Boat. The attending safety boat should keep the Event Safety Leader informed of any decisions that they make in relation to the casualty. All injury to be recorded in the centre accident report book.

The following guidelines establish the basic principles for the recovery: -

- a. **Minor Injury.** Where minor injuries, cuts, bruises, etc. are notified to the Safety Boat crews, then basic first aid shall be applied directly using on board resources. The safety boat crew shall note the sail number of the boat to which they have given medical assistance.
- b. **Serious Injury.** When a serious injury is suspected, the Event Safety Leader is to assess the situation, give the casualties location, and initial condition report to the Principal Race Officer and to the Beachmaster.

The Event Safety Leader/ First-Aid/ Medical First-Aid person ashore is to determine the most appropriate method of transferring the casualty ashore or to hospital and is to advise the Event Coordinator / Principal Race Officer / Beachmaster / Coastguard accordingly.

In the event of the casualty coming ashore at the centre, the Beachmaster is to clear a suitable area to receive the casualty and transfer them to an ambulance.

The Event Coordinator or Beachmaster is to contact the casualties' emergency contact person and advise them of the situation.

Media and Communications Guide

In the event of an emergency, or incident during the event, the **Event Co-Ordinator** at the centre shall handle all communications with the media.

Only a member of the Management Team (SCCSC / FMOEC) shall make statements to the media in relation to the accident/ emergency.

All queries and request for information should be directed to the **Event Co-Ordinator**.

No information shall be released that could identify potential casualties until their next of kin have been informed.

Great care must be taken to ensure the factual accuracy of the information that is released. There should be no speculation released regarding the cause of the accident/ emergency.

SCCSC Fastnet Trophy, 4th to 6th of April 2025

Crew Briefing

INTRODUCTION

Fastnet Marine Outdoor Education Centre are hosting the SCCSC Fastnet Trophy 2025 in Schull Harbour.

Event Co-Ordinator:	Clodagh O'Driscoll
Race Manager:	Dave Harte
Event Safety Leader:	Clinton Copithorne
First Aid Afloat:	Tim Lowney
First Aid Ashore:	Sinead Scully/ Jon Hynes
Beachmaster:	Jon Hynes
Bosun & Fleet Operations:	Tim Lowney
Centre Safety Officer:	Sinead Scully
Designated Liaison Person:	Sinead Scully

FMOEC and Cork ETB as the host for the event, and Schull Community College Sailing Club, as the organising authority for the event, extend honorary/ temporary membership of the organisation to all visiting race officials, competitors and support persons engaged for the event.

Safety Boats

- The Safety Boats will be allocated duties around the course so that no part of the course is more than 3 min from coverage
- The number of persons on a safety boat to reflect their size. Up to 5m no more than two persons onboard. Safety boats over 5m no more than 3 persons onboard
- Safety Boats may have mark laying duties
- Safety Boats will support the Committee boat if required
- Where possible each safety boat should have one Safety Boat qualified person onboard
- It is essential that all safety boat crew have a National Power Boat qualification
- All safety boat crews **must** wear buoyancy aids at all times

- All safety boat crews **must** be properly dressed according to weather conditions
- The 'Kill Cord' **must** be used at all times
- The engine of a Safety Boat **must** be switched off once physical contact is made with a sailor in the water, or if the sailor drifts to the stern of the boat
- Priority is People First, Boats second. People in the water take priority over people in their dinghy
- If a sailor is removed from their craft the vessel is to be tagged with a length of safety tape (supplied to every safety boat). This signifies to all that the occupant has been rescued and a search for that person is not necessary
- No safety boat or crew may leave the water until everyone is accounted for. This instruction will be given by the Event Safety Leader.

Committee Vessel

- The Committee Vessel crew and race officials are responsible for setting the course
- Overall control of the race on the water
- In the event of a major emergency the Committee Vessel will hand over all control of the event to the Event Safety Leader.

Mark Boats

- Will be directed by the Race Manager
- In the event of a major emergency mark boats will revert to safety boats
- The 'Kill Cord' **must** be used at all times

Umpire Boats

- Will be directed by the Race Manager
- In the event of a major emergency Jury boats will revert to safety boats
- The 'Kill Cord' **must** be used at all times

Support / Spectator Boat

- Will follow the advice of the safety boats
- In the event of a major emergency will be asked by the Event Safety Leader to help out with safety duties
- The 'Kill Cord' **must** be used at all times
- Stay 100 meters outside the race unless requested to by the Event Safety Leader or the Race Manager

SAFETY BOAT/MARK BOAT EQUIPMENT

Description	Other
Handheld Radio	Use Channel 73 / Alternative VHF Channel 74 or 77
Full Tank of Petrol	Checked at the start of the day and during the day.
Oar / Paddle	
10 Meter Line and Anchor	
10 Meter Line for Towing	
Hand Towel	
Bow and stern lines	
Bolt Cutters	Lead Safety Boat only
First aid kit	
Supply of fresh drinking water	Provided by Safety Boat Helm/ Crew
Adequate clothing	Provided by Safety Boat Helm/ Crew
Knife	Provided by Safety Boat Helm/ Crew
Compass and burgee (Mark Boats) GPS	
Red Tape 5 meters	
Kill cord plus spare	

Radios available for all Safety Boats, Committee Vessel, and Beachmaster.
Spares to be kept charging

Safety Boats/ Mark Boats and Committee Vessel will use Channel 73. If channel 73 becomes blocked because of an open mike the Race Officer will move the operating channel to Channel 74 or 77 by use of a high-power announcement to all craft. All chat **must** be kept to a minimum.

Please ensure that the LOW power setting is used for transmissions whilst using channels 73/74/77. If you need to call the coastguard on channel 16, please ensure that the radio has switched to High power. **Not all radios do this automatically.**

The TR to coastguard

The Coastguard will be contacted and given a TR as all craft go afloat so that event numbers are accurate, and not closed until everyone is accounted for, including Safety crew. It includes competitors, support, Race Management, and safety crew. Number of boats and number of persons on the water.

SAFETY CHECKS

All boats competing in the Event must have the following to be the responsibility of each sailor personally but reminders to be issued by Beachmaster prior to launching:

1. Bung must be fitted and secured
2. All sailors to be wearing buoyancy aids
3. Toe straps must be in operational state in the boat
4. Rudder must be secured so it does not come off with an upward pull

SAFETY BOAT POSITIONING

The Event Safety Leader will direct each Safety Boat prior to the event as to their required location, before, during and after the racing.

All Safety Boats shall position themselves close to their designated area outside of the racing area unless directed by the Principal Race Officer or Event Safety Leader.

All race management support vessels (including umpire, mark laying and safety boats) must be crewed and afloat before competitors launch and are not to recover until all competitors are ashore and are accounted for.

EMERGENCY ON LAND

Locate Beachmaster or Changeover Shore Crew (High-Vis vest).

If no one can be immediately found use the nearest phone

Medical Emergency call **999 / 112**

Our location: Fastnet Marine & Outdoor Education Centre
Schull
Co Cork
Eircode P81 X398

Schull Garda 028 28111

Beachmaster makes sure the area is clear to accept the Emergency Vehicles. Event Co-Ordinator or Event Medical Coordinator contacts parents/guardians/emergency contact using registration information.

EMERGENCY ON THE WATER

Advise the Event Safety Leader and Beach Master of the situation via VHF Radio at earliest opportunity

SAFETY CHECKLIST

Check weather	
Confirm that each boat has:	
Fuel for full day	
Radio set on Channel 73 (it may change to 74 or 77)	
Safety Boat Briefing	
Assign/reassign safety boats	
Weather forecasts	
Expected safety problems	
Assign duties	
Radio channel and protocol	
Details of race area and course	
Wake and Fuel consumption	
Support/spectator boat briefing	
Outline support boat rules and enforcement	
Review the above safety boat information	
No interference with racing or safety boat functions	
Prior to Launch	
TR to coastguard	
Meet with Beachmaster - agree launch/recovery arrangements	
Do a radio-check with the Beachmaster and ALL Safety Boats	
Dispatch all safety boats before sailors leave the slip	
Maintain safety ratios at all times	

IMPORTANT NUMBERS

EMERGENCIES

999 or 112

Garda (Local)

028 – 28111 085-8063499 (Jonathan)

Schull Harbour Master

087 – 2351485

Coastguard

066 – 9476109 or 01 – 6620922

Bantry General Hospital

027 – 50133 (or dial 999 or 112)

Fastnet Marine & Outdoor Education Centre

028 – 28515

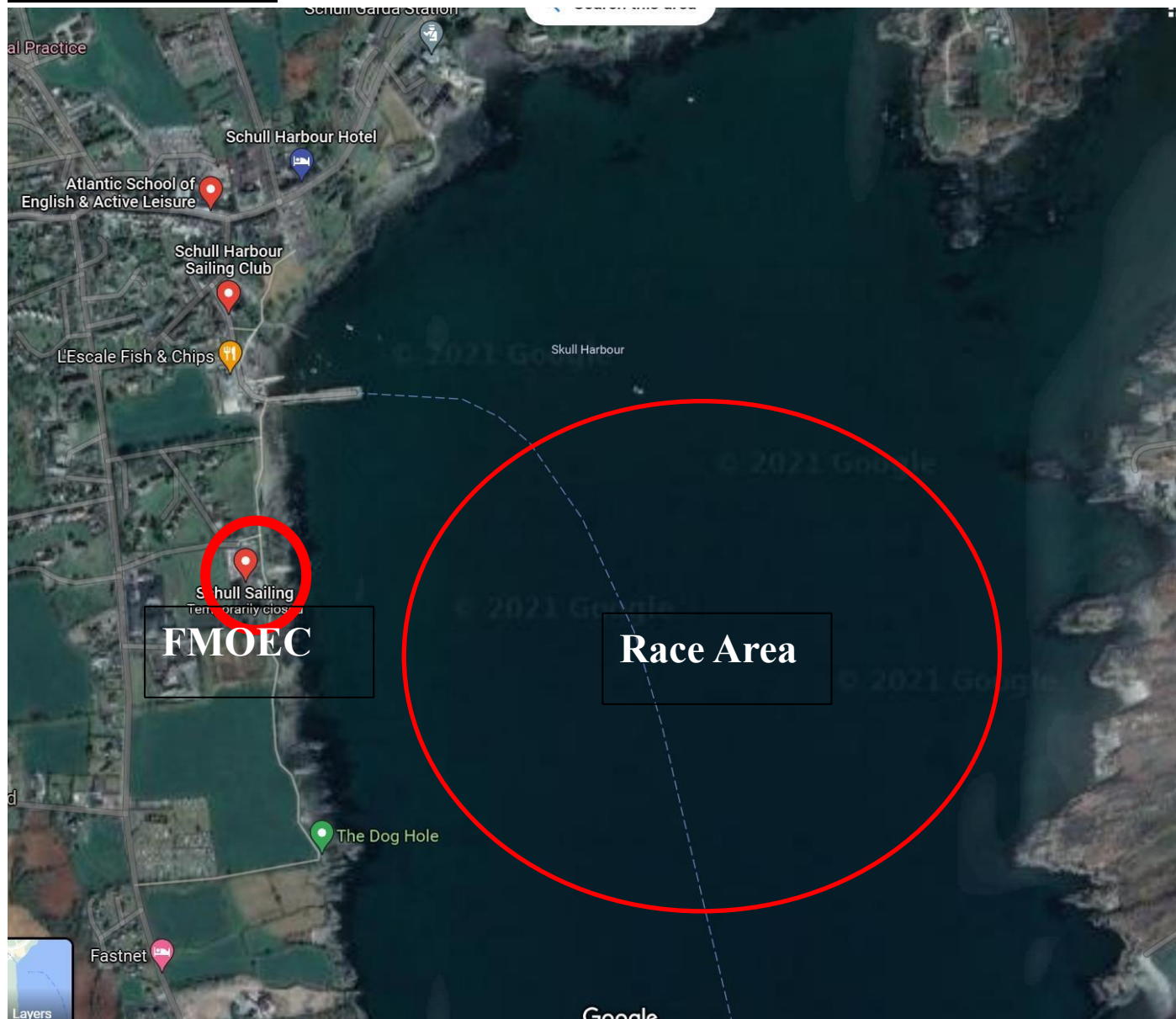
All Radios VHF Channel

CH 73

Alternative VHF Channel

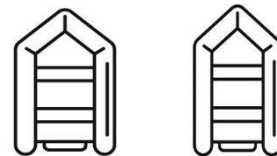
CH 74 or 77

Centre Aerial Picture

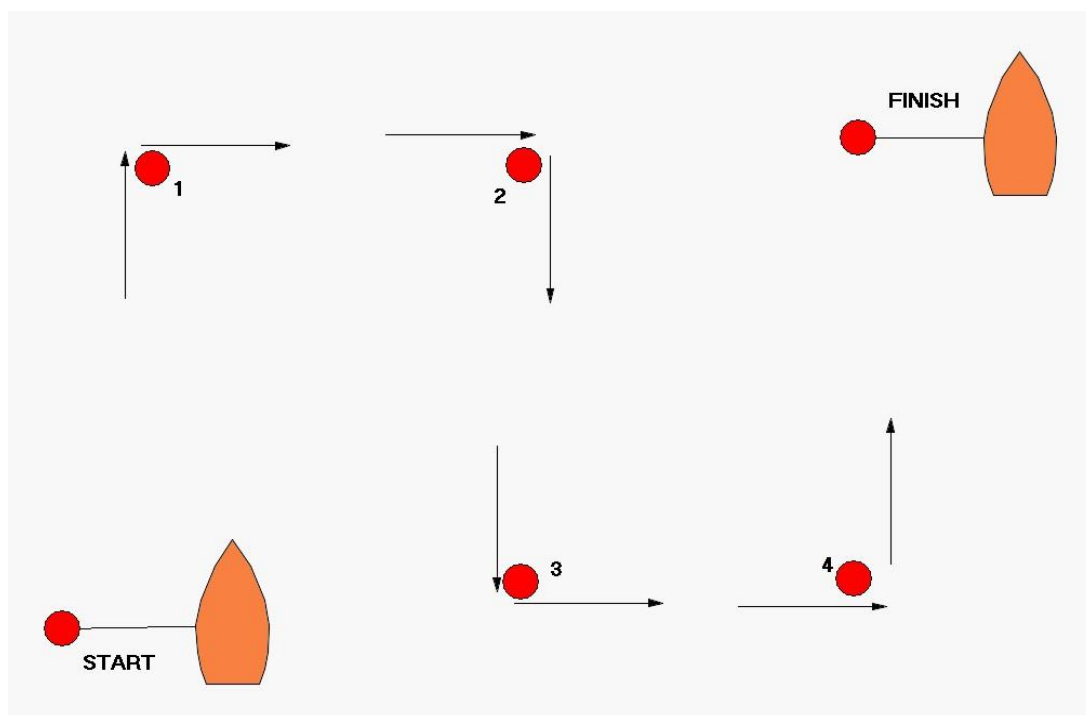


Racecourse

The sailing course will be a "Digital N" configuration, as described in the Sailing Instructions.



CHANGE OVER BOATS



This plan has been prepared in line with IRISH SAILING Major Event Guidance

The Event Co-ordinator has hereunder signed their name to this Safety Plan on behalf of the Organising Committee

Event Co-Ordinator Clodagh O'Driscoll

The Event Safety Leader has hereunder signed their name to this Safety Plan on behalf of the Organising Committee

Event Safety Leader Clinton Copithorne

The Centre Manager has hereunder signed their name to this Safety Plan on behalf of the Centre and Organising Committee

Centre Manager Sinead Scully

The Race Manager has hereunder signed their name to this Safety Plan on behalf of the Organising Committee

Race Manager Dave Harte