



**The Port of Plymouth Sailing Association
Dinghy Regatta
June 6th & 7th
2026**

Hosted by: **Hooe Point Sailing Club & Plym Yacht Club**

EVENT SAFETY PLAN

INFORMATION AND GUIDANCE FOR VOLUNTEERS

This document is compliant with:

The Dockyard Port of Plymouth Order 2020.

Cattewater Harbour Code of Conduct 2019

RYA Race Management Guide 2021-2024

RYA Race Training And Event Management (2018) - Legal Aspects

RYA British Youth Sailing Safety Policy.

RYA Racing Rules guidance for 'Support craft'.

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INTRODUCTION

THANK YOU for volunteering to support the **PPSA Dinghy Regatta 2026**, organised with the support of **HPSC** and **PYC**.

Mark Prue Event Director

Malcolm Wood Event Safety

Key Personnel

Event Director (ED) & Race Officer (RO)	Mark Prue	07447 900430
PPSA President	Mark Hanley	07599 247264
Event Safety Officer (ESO/S)	Malcolm Wood	07906 911931

EVENT TIMETABLE

Saturday 6th	1 st Warning signal	1055 - 3 races scheduled back-to-back	HW: 1008 4.57m LW: 1608 1.89m
Sunday 7th	1 st Warning signal	1055 - 3 races scheduled back-to-back	HW: 1053 4.45m LW: 1656 2.01m

No warning signal after **1455** on Sunday 7th.

SAFETY TEAM GUIDELINES

All water-based activities in the port are governed by the Port of Plymouth Dockyard Order 2020, with overall authority vested in the King's Harbour Master. He has control of all afloat activities within the Port and can have significant bearing on our operational activity. All support craft and competitors must operate within the requirements of the Port of Plymouth Dock yard Order 2020 and the Cattewater Harbour Code of Conduct.

It is important that the following guidelines are adhered to by all SB crew:-

- Buoyancy aids or life jackets are to be worn and correctly fastened at all times whilst afloat.
- Dry suits alone are not considered adequate personal buoyancy.
- **A member of the safety boat crew should be prepared to enter the water if necessary.**
- Safety boat crews must comply with the tally system for all on-water volunteers. This will be by attending the safety briefing with the Event Safety Officer.
- Alcohol is not to be consumed during safety boat operation and crews should be in a fit state to carry out their duties at all times.
- Smoking is not permitted on safety boats.
- It is essential that all safety crew are appropriately dressed for the conditions.
- **Engine kill cords must be worn at all times when engines are switched on.**

ORGANISATIONAL STRUCTURE

Daily Plan

A briefing for Safety Boats (SBs) crews will take place on the water, in front of MBC, at 0930 each day.

The briefing will cover tallying, radio/channel allocation, traffic information, course area, the operational plan and location of boats within the structure.

As competitors will come from several launch points and there is no official release time for them, It is anticipated they will launch at approximately 1000 (or later) to allow themselves sufficient time to be on the course area for their first warning signal each day. They will stay out and complete back-to-back races each day – see the timetable on p2. Safety cover will be in operation from 1000

It is **imperative** that we have details of all safety crews who are working in support. If you are not a member of HPSC or PYC could you please complete the **Volunteer Registration Form** which has been sent along with this Safety Document and return to mal52colm@gmail.com. The information will be destroyed immediately following the event.

It would be most helpful if you could contact SC if you are going to be late arriving or are not able to participate through illness etc. The contact is **Malcolm Wood 07906 911931**

RADIOS

The safety fleet will operate on **Ch72**.

Each rib will be allocated a call sign – see the table below, which will remain in place irrespective of where the rib is operating within the fleet.

Support Ribs & Call signs:

Vessel	Call sign	Role
Dart Off	Safety Control	Safety Control
HPSC ML1	Mark Layer	Mark Layer
Hilarity Too (PYC)	Hilarity Too	Safety/Media
HPSC Safety 1	Safety 1	Safety
Humber (PYC)	Humber	Safety
HPSC Safety 2	Safety 2	Safety

It is essential that radio traffic is kept to a minimum. Where boats are close to someone they need to talk to, face to face communication would be preferable to the use of radio.

All SB radio communications should be routed via **SC**, unless you have been specifically tasked to communicate direct with another rib or the RO.

Under **NO** circumstances should communication be made with any outside agency on any other marine frequency, or mobile phone, by members of the safety fleet. **All outside communication** will be initiated by the Event Director/RO or SC as appropriate.

This instruction applies particularly to communication with Port Control, the Coastguard or other emergency services.

SAFETY COVER OPERATION

The safety fleet is under the control of the RO, who works alongside SC, the latter taking responsibility for organisation of safety cover within the fleet. They work from separate boat platforms controlling independent resources in order to eliminate any compromise between race organisation and safety.

SBs will be allocated specific operational tasks throughout the event. A dynamic approach to safety will be used, deploying resources into areas where the risk is greatest. If there are no dinghies in your area of responsibility, move towards where the next boats will come from and move back with them.

There are five phases -

- Launch and progress to the race area.
- Pre-start and start
- During the race.
- Finish and regrouping for the next race.
- The finish and return to shore

SC will move you around as necessary to provide cover throughout the phases.

All SBs are reminded that during racing, including the start sequence, they must keep clear of all competing dinghies, unless engaged in a safety task or observing from the pin end for the RO.

Competitors are required to wear personal buoyancy, correctly fastened at all times whilst afloat, except briefly while adjusting clothing or personal equipment.

If competitors become separated from their boats, SBs may retrieve competitors from the water and return them to their boats without the boat being required to retire. Such action must be reported to SC, who will forward that information to the RO.

If a competitor informs a SB that they are retiring from a race, the SB should record the sail number and inform SC, who will pass the information to the RO. Also, ascertain if they are retiring from that race only, or following races.

Authority to tow boats back may only be given by the SC. and will normally only be given if they are

unable to proceed on their own.

If a number of boats retire, they may be grouped together and escorted back

Towing of competitors to or from the race area is not permitted except under direction from the RO/SC.

If people are lifted from boats and removed to shore, the boats must be marked by attaching marker tape to the transom area or rudder fittings of the particular boats. This should be in your safety pack and indicates the crew have been recovered. If this course of action is necessary the craft will be recovered by another SB; or if this is not possible anchor it. Recovery of the craft will then be organised by SC.

Only lift people from boats to shore if instructed by SC or in the event of a serious casualty situation. This will be expanded on under the section headed First Aid.

If observing an incident which compromises the safety of a competitor or leads to injury please note the details and inform your SO who will pass them to the RO for logging.

SB drivers are also reminded of the Dockyard Port of Plymouth Order that imposes speed limits on particular parts of the Sound. This is particularly important within the Cattewater and Sutton Channel where speed limits of 8 and 4 knots respectively are enforced. SBs are not exempt from these speed limits except under exceptional circumstances.

The Sound is a busy place and your priority is the event. **Do not be distracted** by any incident you observe which is external to the event. If assistance is necessary this will be co-ordinated through the ESO.

EMERGENCY ACTION PLANS

Deteriorating Weather

If weather conditions deteriorate rapidly and cause mass fleet capsize, the following system will be invoked:

- SC invokes abandon procedure in consultation with the RO.
- SBs endeavour to attend all capsizes to ascertain the condition of individual sailors.
- No time is spent helping individuals recover boats. Those able to right their own craft are instructed to sail with reduced sail back to the launching area.
- If sailors are recovered from the water, the boats are to be marked and left for recovery later. Under no circumstances should long discussions be had about the recovery of boats.
- Details of competitors recovered from the water should be passed to the SO as soon as possible.

Fog (see Appendix 3 for waypoints)

The international definition of Fog is when visibility is less than 1000 metres or 0.539Nm.

If fog arrives prior to the start of a race – SC/RO cancels racing and SBs instructed to cover return to the Cattewater from where competitors will disperse to their home base..

If fog arrives during a race – SC/RO shorten or abandon racing. SBs instruct competitors to return to the Cattewater; a sweep will be made from seaward. The competitors should be kept close together but if they are unable to sail directly towards the entrance to the Cattewater SC will instruct that competitors should be taken in tow to avoid them beating and spreading across the area. If the decision is made to tow, boats are to be instructed to drop their sails if possible or depower their

rigs. If a boat capsizes, all the group stop whilst the boat is righted. A count will be made of all boats returned to shore. If this does not match the number on the course area at the time of abandonment all SBs will be instructed to sweep the area.

NB. Under no circumstances should competitors proceed ashore unescorted, however, should they disregard instructions and advice from the SBs, they will be presumed to have removed all obligations from the safety fleet for their safety.

Strong Wind

Should SC/RO feel that the environmental conditions existing at the time (wind, wave, temperature etc.) are becoming challenging then the strong wind guidelines should be implemented.

ON THE WATER CASUALTIES

First Aid

Participants requiring first aid should receive immediate attention from the SB crew who should request further assistance as necessary from the SO.

If the casualty requires evacuation to shore, the SO should authorise this.

If the situation is not urgent, please attempt to recover the boat to shore at the same time as the casualty.

If the boat has to be abandoned, remember to mark with tape on the transom.

External Emergency Services

Calls to external Emergency Services are only to be made by SC/RO

Casualties will be landed at one of the Emergency Landing Points indicated on the map (see Appendix 5). This will normally be decided by the emergency services, based on the several factors which will determine the most suitable evacuation point.

CODE RED

This is declared over the VHF radio if a significant injury or accident occurs on the water.

If a **first aid emergency or entrapment situation** arises, where outside professional medical assistance is likely to be required, the attending safety boat must contact the SO using the designated code words –

- I. **"Priority Code RED", "Priority Code RED" and location, ie at the windward mark.**
- II. **The next nearest safety boat should immediately proceed to support the incident and inform the SO of the situation.**
- III. The SO will immediately inform the RO, who will then take over co-ordination, receiving details of the incident and alerting the appropriate support services.
- IV. **All other craft are to maintain radio silence** until the situation has been resolved. The SO will confirm when radio silence has been lifted. Once again it must be stressed that outside assistance should not be called except by the PSO/RO.
- V. If outside assistance is later required for a previously non-code red incident, the procedure outlined above would be implemented.

END OF DAY PROCEDURE

SBs will make their own arrangements for refuelling, according to their club's guidelines, but should ensure they have fuel for the following day. SBs are **NOT** stood down by **SC** until confirmation that **all** competitors have returned to shore.

A final sweep of the Sound and its associated waters will have been made from seaward to home, in order to provide a visual confirmation that no dinghies remain on the water.

and finally..... THANK YOU for taking the time to read this document, I hope it helps you better understand the SB operation for this event. Should you have any particular observations to make, please voice them at the safety briefings or privately to the SO.

Appendix 1

Fog: waypoints

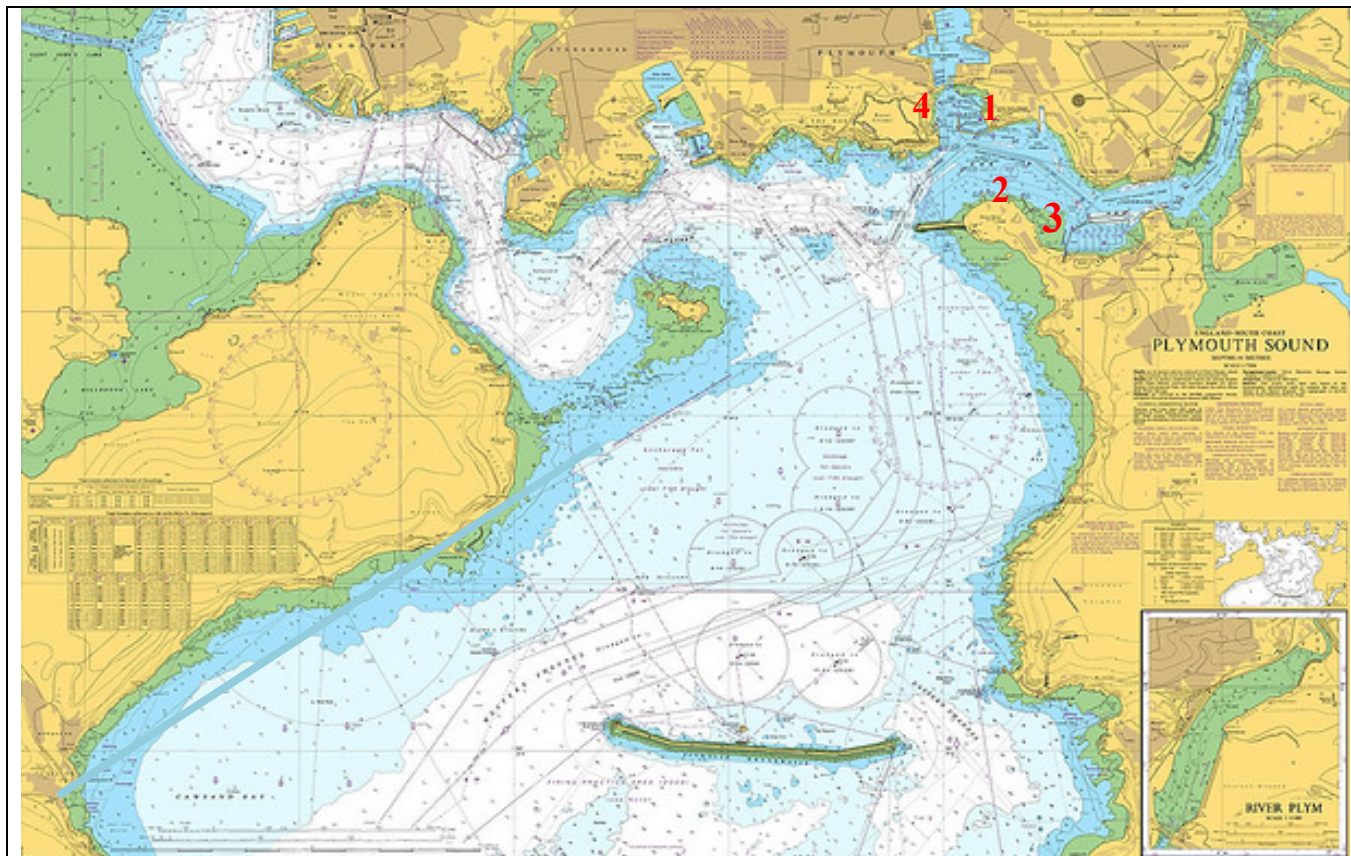


Waypoints for:

SSE of Drakes Island:	50° 21' N	04° 09' W
Entrance to Cattewater:	50° 21.7' N	04° 08.2' W
Eastern entrance to Plymouth Sound:	50° 20' N	04° 08' W

Appendix 2

Emergency Landing Points



Emergency landing points	Address	Phone number
1 Queen Anne's Battery	Commercial PI, Plymouth PL4 0LP	01752 671142
2 Water Taxi Pontoon @ Mount Batten Centre	70 Lawrence Rd, Mount Batten, Plymouth PL9 9SJ	01752 404567
3 Yacht Haven Marina	Shaw Way, Mount Batten, Plymouth PL9 9XH	01752 404231
4 Commercial Wharf	Commercial Road, Plymouth, PL4 0LE	