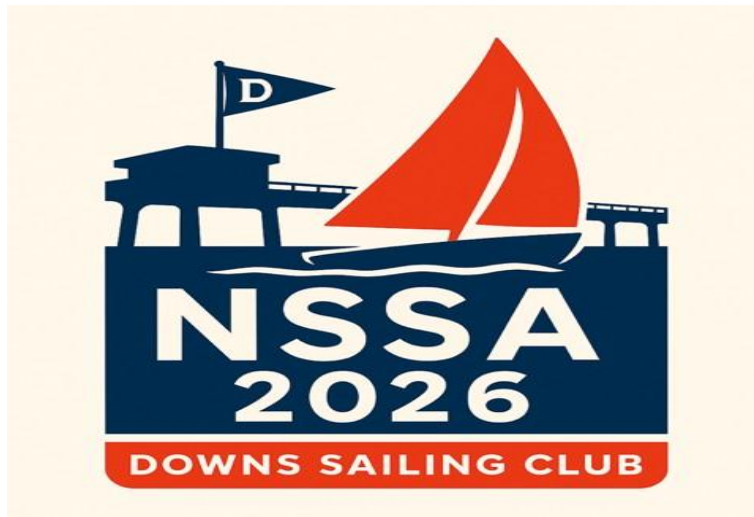




NATIONAL SCHOOL SAILING ASSOCIATION

NATIONAL YOUTH REGATTA 2026

Hosted by Kent Schools Sailing Association
and Downs SC Walmer, Deal

20th - 24th July 2026

EVENT SAFETY PLAN

Tim Waite, Event Safety Officer
Dave Webb, Deputy Event Safety Officer (Comms)

Index

1. Intro
2. Event Detail
3. Safety Overview
4. Organisational Structure
5. Control
6. Operational Structure
7. Event Radio/Communication Protocols Beginning of Each Day
8. Beginning of Each Day
9. Decision to Launch (Risk Assessment)
10. Safety Cover Operation
11. Beach Master (Dinghy)
12. Course Safety Leads
13. Local Hazards
14. Transiting to and from Race Area
15. Tally System
16. Abandonment of Racing due to Deterioration in the conditions
17. First Aid
18. Urgent Assistance - Code Red
19. Major Incident
20. Local Medical Facilities
21. End of the Day
22. Protests

Appendix A - Course Locations

Appendix B - Daily Risk Assessment

1. INTRODUCTION

This will be the fifth time that the NSSA National Youth Regatta has been held at Downs SC. The other occasions were in 1981, 1992, 1999 and 2014. The Downs SC has also hosted the Topper Nationals in 1996 and 2002. Therefore, within the Club there is a wealth of experience of handling youth sailing events.

Above all our aim is to give the young people a safe and positive sailing experience.

2. EVENT DETAILS

This event attracts sailors ranging in age from 8 – 18 years from all over the country coming from a variety of sailing venues. Many regularly sail on inland waters and are not familiar with tidal sea conditions. The youngsters will sail a variety of classes of dinghies, both single and double handed.

The waters of Deal are safe and highly suited to our sport but there are some factors that we need to take into consideration, e.g., a strong tidal flow across the beach, launch and recovery from a shingle beach when we have an onshore breeze.

There is a tidal flow north wards towards the pier starting approximately two hours before high water until approximately four hours afterwards. The tide then turns and flows south towards Dover.

The sailing ability of competitors will be particularly broad. This means that the standard of sailing competence at the front of the fleet may be high (championship level). At the other end of the spectrum, we have the 'Regatta (Rookie) Fleet'. This event may be the competitor's first experience of big fleet championship sailing. Accordingly, there will be many youngsters who may have a lower skill level and thus a much smaller sailing weather window than would be expected in any other event of this nature. Those safety boat crews covering safety on the Regatta Fleet course will be presented with additional challenges to the other fleets. The way safety boat crews provide safety cover and assistance should reflect this. The Regatta Sailing Instructions change Rule 41 to allow advice and coaching to a limited degree to the Regatta Fleet.

3. SAFETY OVERVIEW

This range of ability and experience of the competitors presents specific difficulties for the safety boat crews, who on the one hand are required to stand off and allow competitors to self-rescue, in order to continue within the event, where on the other hand they may have to make a decision about helping a competitor who may not be fully aware of the predicament in which they find themselves. This dilemma is the most difficult to resolve of any situation within the safety procedure. Individual crews can only assess each situation and make decisions in the best interest of people's safety.

The Regatta organising committee will support any reasonable decisions made by individual boat crews during the event. Under the RYA Racing Rules of Sailing Rule 41 Outside Help support given to competitors in the water does not mean that the competitor will be disqualified unless they have gained a significant advantage.

There will be an initial briefing for safety boat crews in the Downs SC lounge at 16.30 on Sunday 19 July 2026.

There will be a daily briefing at the Downs SC and Dover Marina for safety boat crews each morning. Crews should be prepared to be on the water for a full day. A packed lunch will be provided free of charge.

Safety Boat Requirements - to ensure that the safety fleet functions professionally, it is essential to adhere to the instructions below:

1. Anyone who will be driving a safety boat should have RYA Powerboat Level 2 certificate
2. At least one person on each safety boat must have a RYA First Aid certificate.
3. **Engine kill cords.** A kill cord must always be worn and attached to the helm around the thigh.
4. Buoyancy aids are to be visibly worn and correctly always fastened whilst afloat. Dry suits on their own are not considered adequate personal buoyancy and must be worn with a buoyancy aid.
5. One member of the safety boat crew must be dressed and prepared to enter the water if necessary.
6. Each safety boat should have at least two suitable towing lines, spare kill cord, wire cutters and safety knife, anchor with chain and warp, bailer, boat hook and survival bag.
7. Each safety boat should carry a basic first aid kit (RYA).
8. Each safety boat will carry a set of flares. (Any inland safety boat will be issued with these at the first briefing)
9. Each safety boat will carry marker tape, red/white diagonal stripes two metres in length. (This will be issued at the first briefing)
10. Each safety boat will carry a functioning marine band VHF radio. The event radios (non-marine band G5) will be issued at the first briefing and must be returned at the end of each day for recharge.
11. Each safety boat should have a waterproof note pad and pencil.
12. Those safety boats that are going afloat each day from the beach at The Downs SC must have a painter no longer than a foot short of reaching the propeller. However, a good rule of thumb would be the painter two thirds the length of the RIB a minimum of 12mm thick with an eye splice or a bowline at the end. This is to allow a winch wire with a hook to be attached to aid recovery of the boat up the beach.
13. Safety boat crews should comply with the instructions and requests from their specific Course Safety Lead, and they must not 'stand down' at the end of racing until given the stand down signal from them.

14. Prompt attendance of one safety boat at capsizes is required, standoff and count heads, go in if heads are missing or signaled for help by the sailors.
15. Alcohol is not to be consumed during safety boat operations.
16. Smoking and vaping are not permitted on safety or committee boats.
17. Boats berthed in the Port of Dover must adhere to the port's Bylaws.
18. Dover berthed boats must have a marine band VHF radio to enable them to talk to Dover VTS.
19. Unserviceable RIBs must be reported to the Event Safety Officer (Downs Base) as soon as possible.

4. ORGANISATIONAL STRUCTURE

4.1 Management Team

The Event Director (ED) is in overall charge of Regatta. He delegates responsibility for activities on the water to the Principal Race Officer (PRO) and Event Safety Officer (ESO). The PRO is in overall charge of racing and leads the race committee to run the racing and manage the race courses as well as having responsibility for safety of those on the water. The Event Safety Officer oversees safety matters from launch until recovery. All three individuals are involved in any decision to race.

Key Personnel

Event Director – Simon Cory
 Principal Race Officer – Daniel Fox
 Event Safety Officer – Tim Waite
 Deputy Event Safety Officer (Comms) – Dave Webb
 Simon Cory – Race Officer– Yellow Fleet - Handicap
 Brian Mumford – Race Officer– Green Fleet – Topper
 Andrew Baker – Race Officer– Blue Fleet – Laser
 Lee Goodey – Race Officer– Orange Fleet – Rookie
 Course Safety Lead – Chris Danican – Yellow Fleet - Handicap
 Course Safety Lead – Tony Cook/Julian Irons – Green Fleet - Topper
 Course Safety Lead – Elliot Marks – Blue Fleet - Laser
 Course Safety Lead – Rick Clemence – Orange Fleet – Rookie
 Beach Master (Dinghies) - Alasdair Baker
 Beach Master (RIBs) – Ian Sheppard
 Tally Master – Diane Dyer
 First Aid – John Sharvill & Dr Kate Grilli
 Dover RIB Convoy Master – Chris Danican
 Welfare – Sara Sheppard

4.2 Major Incident Personnel

Incident Control Officer – Chris Shelton

Friends & Relatives Officer – Jim Stokes/Julia Blackman

Press Liaison – Chris Shelton & Phil Haldron

5. CONTROL

Each race fleet is under the control of a Course Race Officer who has a responsibility for safety in conjunction with a Course Safety Lead. The latter take responsibility for the daily disposition and control of safety within their course area. The Course Safety Leads and Course Race Officers work from separate boats and on separate radio channels controlling independent resources to eliminate any confusion between race organisation and safety.

The Course Race Officers will work in collaboration with the Principal Race Officer.

Course Safety Leads are responsible to the Event Safety Officer who will be ashore at the Event Safety Control. The Event Safety Control will be situated on the Bridge at Downs SC with the call sign 'Downs Base.'

Each sailing area will be defined, and safety boats will remain with their allotted sailing fleet throughout the event unless directed otherwise by their respective Course Safety Lead.

A dynamic approach to safety will be implemented; deploying resources into areas where the situation dictates depending on the greatest risk within fleets should there be a significant change in conditions.

6. OPERATIONAL STRUCTURE

6.1 All boats will operate as safety boats. However, two boats on each course will be assigned to mark laying duties under the control of the respective Course Race Officer. When not required to be mark laying, they will operate as safety boats under their respective Course Safety Leads. In addition, there will be a First Aid Afloat Boat which will operate across the entire Regatta area.

6.2 Each group of boats will be directed to operate around a particular mark or a particular area by the Course Safety Leads of each fleet.

6.3 The fleet division is as follows (see Appendix A): -

Blue Fleet (Bank Buoy Course) - Lasers, Standard, Radial and 4.7. Competitor number - TBA

Green Fleet (Pier Course) – Toppers. Competitor number - TBA

Yellow Fleet (Walmer Course) - Handicap, Fast and Slow. Competitor number - TBA

Orange Fleet (Club Course) – Regatta (Rookie). Competitor number - TBA

Purple – First Aid Afloat Boat (Roving Brief)

6.4 Entries have been capped at 230 dinghies. Racing will be supported by a minimum ratio of one safety boat to ten dinghies. (NSSA requirement).

6.5 The Course Safety Leaders for Orange, Yellow, Green and Blue fleets will be in direct control of their respective safety boats.

6.6 The transfer of assets between fleets will be agreed by the Event Safety Officer and Course Safety Leaders in conjunction with the respective Race Officers.

6.7 Any boats assigned to mark laying/race management duties will have an overriding primary safety responsibility under the control of the respective Course Safety Lead.

7. EVENT RADIO/COMMUNICATIONS PROTOCOLS

The event radios will be issued as appropriate daily. These radios will operate on private, non- marine band (G5) wave lengths. All event communication will be conducted through these radios.

In the event of communications being lost due to an event radio malfunctioning or being lost overboard and particularly if there is an emergency or major incident, a marine band radio Ch 37 or mobile phone may be used to call Event Safety Control (Downs Base) (07983 112 140). Marine Band VHF radios will not be issued by the Event Organisers.

7.1 Individual Race Course Channels - each individual race course will have its own radio channel, and all boats assigned to that course (including the Race Officer/Committee Boats) will operate on that channel.

7.2 Reassigning a Safety Boat - if it becomes necessary to reassign an individual safety boat from one course to another (e.g. Blue Safety 2 reassigned to Yellow Course) this will be coordinated by the Course Safety Lead through Downs Base, and the transferred

boat will manually change the channel on their handset as instructed by Downs Base. They will retain their original Call Sign.

7.3 Fleet Channels

Blue Fleet, Bank Buoy Course (Lasers) – Channel 2

Green Fleet, Pier Course (Toppers) – Channel 3

Yellow Fleet, Walmer Course (Handicap) – Channel 4

Orange Fleet, Club Course (Regatta) – Channel 5

Shoreside – (Brown) Channel 6

7.4 First Aid Afloat Boat - the four Course Safety Lead boats will have the facility to press a single button that will give them a priority 1-1 conversation with the First Aid afloat boat (Purple 1) for assistance or advice. All “Purple” exchanges (**Purple – Channel 1**) will be monitored by Downs Base, and Beachmasters /First Aid Ashore personnel will be advised accordingly.

As well as the four afloat channels plus the first aid channel, there will also be a dedicated shoreside channel (**Brown – Channel 6**).

7.5 Call Signs - boat names will not be used as call signs. Individual call signs will be assigned in advance of the Regatta in the format of COURSE COLOUR & NUMBER e.g. Yellow 1, Yellow Committee. Boats will retain the same call sign for the duration of the event.

7.5 Minimise Radio Traffic - with upwards of 40 radios operating in support of this event, it is essential that radio traffic is kept to a minimum. Where boats are operating in clusters or are close to someone they wish to talk to, face-to-face communication would be preferable to the use of radio.

7.6 Course Safety Leads - will need to carry a marine band VHF radio to be able to communicate with a RNLI Lifeboat or coastguard asset.

7.7 Coastguard Asset Communication - in the event of a ‘Code Red’ emergency and there is a need for a safety boat to communicate with a RNLI Lifeboat or coastguard asset a marine band VHF radio will need to be used. Initially Ch 16 until told to change channel.

8. BEGINNING OF EACH DAY

The Course Race Officers will each conduct a daily risk assessment for discussion with the Event Director, Principal Race Officer, and Event Safety Officer - see Decision to Launch.

Dover Based RIBs

8.1 Radios - Radios for Dover based RIBs will be collected by Yellow Course Safety Lead/ Dover Convoy Master (Chris Danican) each morning and handed out at the Dover Briefing.

8.2 Convoy - All Dover-based RIBs will depart and go in convoy under the leadership of the Dover Convoy Master (DCM). On arrival at Downs SC the DCM will report the safe arrival or otherwise of the RIBs to Event Safety Control (Downs Base)

8.3 Briefing - The Dover-based RIB crews briefing will be held in Wetwheels SE office in the Dover Sea Sports Centre. This briefing will be led by the Dover Convoy Master Chris Danican at a time to be notified.

Downs SC Based RIBs

8.4 Briefing - There will be a daily briefing for Downs based RIB crews at Downs SC each morning at a time to be advised. This will be done by the ESO or his deputy in the Downs SC club lounge.

8.5 Radios - Radios for Downs based RIBs and Dover based RIBs will be collected from the Downs SC boat house.

9. DECISION TO LAUNCH (RISK ASSESSMENT)

9.1 Course Race Officers will complete a daily risk assessment and consult their Course Safety Lead on the adequacy of safety cover. See Appendix B for Daily Risk Assessment Form.

9.2 The Course Race Officers will present their risk assessment and plan for the day to the Event Director, Principal Race Officer and Event Safety Officer. At this daily meeting will also be the two Beach Masters (Dinghy and RIB).

9.3 The final decision to launch the fleets will be made by the Principal Race Officer in consultation with the Event Safety Officer and Event Director.

9.4 Following this permission every Race Officer will consult with their respective Course Safety Leads and, together, determine when there is adequate safety cover on the water for their course.

9.5 Once this has been decided, the Course Race Officers will inform Event Safety Control (Downs Base) and ask for their fleet to be launched. Event Safety Control will inform the Beach Master (Dinghy) and the Tally Master.

A dynamic risk assessment will be conducted by Course Race Officers, Course Safety Leads as well as the Principal Race Officer and Event Safety Officer to check if sailing can continue or a decision should be made to shorten, postpone or abandon racing.

10. SAFETY COVER OPERATION

10.1 Capsizes – At least one safety boat from within each fleet must endeavour to attend each capsize to ascertain the condition of individual sailors and whether they need assistance.

10.2 Retirements - If a competitor informs a safety boat that they are retiring from a race, the safety boat should record the type of craft and sail number, then inform their Course Safety Lead of the sail number of that boat. The Course Safety Lead should pass this information on to the Committee Boat for that fleet at the next available opportunity.

10.3 If several boats retire, they should be grouped together and shepherded back to their appropriate launch sites.

10.4 Towing - Authority to tow boats back to launch sites will be given by individual Course Safety Leads.

10.5 Boats should only be towed back to their launch sites if they are unable to proceed on their own. If possible, boats should be towed in groups rather than individually to ensure adequate cover is maintained.

10.6 Abandoned Dinghies - If competitors are lifted from dinghies and removed either to shore or to a committee boat, the dinghies must be marked by attaching the abandoned boat marker tape (red/white diagonal stripes), at the pintle of the dinghy. This will indicate that the crew has been safely recovered.

10.7 There will be two round yellow marks laid at intervals across the sailing area to which abandoned boats can be tied. Abandoned dinghies attached to these marks should have their sail numbers noted and given to the attending safety boat's Course Safety Lead.

10.8 Competitor Recovery - In the event of a serious injury only lift competitors from boats to take them ashore when instructed by the First Aid Afloat Boat (Purple 1) or the RNLI. This will be expanded upon in the section headed First Aid.

10.9 Returning to Shore - To ensure the beachmaster and team are not overwhelmed, safety boats will hold back competitors near the shore, releasing them in small groups that are easier for the beach crew to handle. Those who are youngest or feeling cold will be given priority to go in first.

11. BEACH MASTER (DINGHY) – Specific Instructions

11.1 The right boat **must** match the right trolley. Under **NO** circumstances should returning boats be placed on any random trolley. (This is to ensure, particularly in the event of a Major Incident, boats still at sea can be readily identified by unoccupied labeled trolleys on the beach).

11.2 It is the Beach Masters (Dinghy) responsibility to ensure all the beach team are aware of the above stipulation.

12. COURSE SAFETY LEADS

a). Role

1. Each Course Safety Lead is responsible for ensuring that their safety fleet is afloat with sufficient time to allow the fleet to launch and get to the race area ahead of the first scheduled race.

2. The Course Safety Leads are responsible for managing the disposition of their safety boats to ensure they can respond quickly to incidents.

3. The Course Safety Lead must do a head count to determine the number of sailors and dinghies on their respective courses and pass this information to Event Safety Control (Downs Bridge) and their respective Race Officer or assistant.

4. Course Safety Leads will take control of the immediate situation in a Code Red Emergency.

5. Course Safety Leads will act as a link between the Race Officer and safety boats on their course.

6. Course Safety Leads will continually monitor what is happening on their course to ensure the safety of competitors.

b). Course Safety Leads Equipment (items 1-3 will be issued at the first safety briefing).

1. Course Safety Lead RIBs will each have one buoyant smoke float.
2. Course Safety Lead Boats will each carry an additional First Aid kit which will include thermal protection aids, resuscitation pocket masks, trauma dressings and medical gloves.
3. The Yellow Course Safety Lead will have five mast head floats for use on any 29er dinghy or other dinghy likely to invert. These will be distributed among the yellow course safety fleet.
4. A marine band VHF radio.
5. A compass

13. LOCAL HAZARDS

There are several local hazards in the racing area.

13.1 The outfall pipe on the beach is directly off the Downs Sailing Club indicated by a red metal basket on a metal post (you can't miss it).

13.2 Rocks just offshore of Deal Castle (the castle nearest the pier) especially at low spring tide when turbulence can be seen.

13.3 There are some light traffic movements, including fishing boats and yachts.

13.4 Fishing takes place from the beach throughout the regatta sailing area. Fishing also takes place from Deal Pier. Safety boat drivers should give anyone fishing a wide berth and endeavour to keep dinghies clear of fisherman's lines. NB: the fisherman cast much further than you think!

13.5 The racing area is also an active commercial fishing ground. It is highly likely that lobster pots will be found in the area. A good lookout will be required to avoid a rope becoming entangled with props, rudders and dagger boards.

14. TRANSITING TO AND FROM RACE AREA

To ensure that adequate safety cover is provided for boats transiting to and from the race area, the dinghies will be held in manageable groups and then proceed with a safety boat per group. An alternative arrangement is to provide safety cover spread out over the route that the dinghies sail to the race area.

15. TALLY SYSTEM – COMPETITORS AND SAFETY BOAT CREWS

15.1 Tally Wrist Band - all competitors at the event will when afloat wear a tally wrist-band. The tally band will have a unique number which will allow Event Safety Control (Downs Base) to identify the competitor.

15.2 Confirming numbers afloat - if a competitor has not tallied off or notified race management they are not sailing, the Tally Master must verify they have not gone afloat.

15.3 Return from Racing - on return from racing, the Tally Master shall tally all competitors as they come ashore. The Tally Master shall inform, Event Safety Control (Downs Base), when all competitors in each fleet have been accounted for.

15.4 RIB Arrival and Departure - for Dover based safety boats, the Convoy Master must check out with Event Safety Control (Downs Base) when the RIBs leave the race area to return to the marina and check back in upon safe arrival at Dover.

15.5 RIB Crewing - the Event Safety Officer will maintain a schedule of the names of safety crew afloat each day. **NB** It is the responsibility of the safety boat skippers to inform the Event Safety Officer or his representative at the daily briefing of any crew changes.

16. ABANDONMENT OF RACING DUE TO DETERIORATION IN THE CONDITIONS

If sailing conditions deteriorate to the extent that competitors' safety is put at risk e.g. a significant deterioration in visibility, rapid increase in wind strength causing a mass fleet capsize the following action will take place.

a). Fog (Poor Visibility) and strong wind

Fog or strong wind arrives prior to start of a race (once the fleet has been released from the shore).

1. The Principal Race Officer and Event Safety Officer agree to postpone racing.
2. The Event Safety Officer (Downs Base) will inform the Race Officers and Course Safety Leads.
3. The Course Safety Leads will inform their safety fleets to implement the Fog/Strong Wind Guidelines set out below.

Fog or strong wind arrives during a race.

1. The Principal Race Officer and Event Safety Officer will consider shortening or abandoning racing.

2. The Event Safety Officer (Downs Base) will inform the Race Officer's and Course Safety Leads.
3. The Course Safety Leads to inform their safety fleets to implement the Fog/ Strong Wind Guidelines set out below.

b). Fog Guidelines.

1. Competitors to be informed by the safety boats either at the finish or 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 will count competitor boats near them and report the number to their Course Safety Lead.
2. The Course Safety Lead will count the total number of boats on their course and inform Event Safety Control (Downs Base). If the total number does not equal the total of the boats that went afloat, Event Safety Control (Downs Base) will inform the Course Race Officer and the Course Safety Lead. The Course Safety Lead will start a search. Event Safety Officer will inform the Principal Race Officer.
3. The Course Safety Leads in conjunction with the Event Safety Officer and Principal Race Officer will make the decision whether to tow ashore or not. If not towing, sailors will be sent ashore in small groups keeping in sight of accompanying safety boats. Safety boats are to continually count the number of dinghies that they are escorting to shore.
4. If a dinghy capsizes all the group will stop whilst the boat is righted.
5. If it is decided to tow, then boats should be instructed to drop their sails if possible.
6. All competing sailors should be reminded to tally off as soon as they reach the shore in order that confirmation can be made that all people are accounted for. Only then should effort be made to start recovering any abandoned boats.

c). Strong Wind Guidelines

1. Prior to the start of a race competitors will be told by their nearest safety boat to stay close and heave to.
2. If strong winds arrive during a race competitors will be told by the safety boats either at the finish or on each leg of the course to stop, stay close together and either proceed ashore, to stay close to the RIBs or to heave to.
3. Safety Boats within each fleet must endeavour to attend all capsizes to ascertain the condition of individual sailors.

4. In the event of a capsize, either a nearby safety boat will stand by or the group should stop until the boat is righted and ready to sail again.
5. No excessive time is to be spent helping individuals recover boats. Competitors should be recovered from the water and boats abandoned if they cannot be recovered quickly. Under no circumstances should long discussions be had about the recovery of boats. Competitor's safety must come **FIRST**.
6. Sailors recovered from the water must have their abandoned boats marked with the abandoned boat marker tape (red/white diagonal tape).
7. Dinghies are to be marked and left for recovery later. As far as it is practicable, dinghies should be tied to one of the two round yellow buoys anchored in the sailing area. However, in practice only a couple of dinghies can be secured to the buoys.
8. Some competitors may have to be transferred onto Committee Boats. The details of these competitors should be sent to Event Safety Control (Downs Base) as soon as possible by mobile phone 07983 112 140) to save overwhelming the radio network.
9. If a dinghy is abandoned the attending safety boat crew should inform their Course Safety Lead of the competitor's sail number. The Course Safety Lead will inform Event Safety Control (Downs Base).
10. All competing sailors should be reminded to tally off as soon as they reach the shore in order that confirmation can be made that all people are accounted for. Only then should effort be made to start recovering abandoned boats.

These instructions may seem very prescriptive, but this type of situation has arisen in the past at The Downs and other sailing venues, and it is only by following these clear guidelines that all sailors can be quickly accounted for.

17. FIRST AID

There will be a H.M. Coastguard Officer presence at Downs SC in the club house during sailing each day of the Regatta. The CG Officers will be FREC 3 (First Response Emergency Care) trained with access to a defibrillator and other medical equipment. They will be able to stabilize and treat serious injuries while awaiting the South East Coast Ambulance Service Paramedics. In addition, it will allow a more rapid response to any "Big Sick" episode than would be otherwise be the case.

17.1 Casualty Landing Zone - the designated landing place for mobile casualties will be the RIB launch and recovery zone. The landing place will be identified by a silver colour

transit post with a yellow diamond shape on top. The post will be positioned on the crest of beach just north of the RIB launch and recovery zone.

17.2 Medical Conditions - a list of competitors with known medical conditions will be held with the Event Safety Team (Downs Base), the Medical Safety Boat (Purple1), the Course Safety Leads and the shore side First Aid Team.

17.3 First Aid Kit - all Safety Boats will carry a basic first aid kit (RYA)

17.4 First Aid Certificate - at least one person on each safety boat must have a RYA first aid certificate or equivalent.

17.5 First Aid Afloat Boat - the Downs SC First Aid Lead will be on the First Aid Afloat Boat (Purple 1) and will be present on the water able to attend any casualty.

17.6 First Aid Post - a shore based first aid team will be available at Downs SC contacted through Event Safety Control (Downs Base).

17.7 Minor Injuries – for minor injuries where the sailor feels able to continue with the event the safety boat crew will offer first aid.

17.8 Evacuation to shore - if the casualty requires evacuation to shore, the Course Safety Lead should be informed and they in turn inform Event Safety Control (Downs Base).

17.9 Boat Recovery - if the situation is not urgent, attempts should be made to recover the boat to shore at the same time as the casualty.

17.10 Abandoned Boats - if a boat has to be abandoned, it must have red and white diagonal marker tape attached at the pintle to indicate the crew is safe. As far as practicable, dinghies should be tied to one of the two round yellow buoys anchored in the sailing area.

17.11 Communication about abandoned boats - if a dinghy is abandoned the attending safety boat crew should inform their Course Safety Lead of the competitor's sail number. The Course Safety Lead will inform Event Safety Control (Downs Base).

Head Injury/Sailing Concussion

Any person displaying symptoms of concussion must be taken ashore. A potentially concussed individual should not go ashore unaccompanied and, where possible, should not sail their own boat. The Shoreside First Aid Team must notify the Team Manager and advise both the individual and the Team Manager that the individual should be assessed by a medical professional. Subsequent care by Team Managers/parents should follow the RYA Sailing Concussion Protocol – RYA Sailing Concussions.

18. URGENT ASSISTANCE – CODE RED

If urgent assistance is required such as a first aid emergency, an entrapment or where outside professional medical assistance is needed the attending safety boat must contact their Course Safety Lead on their fleet channel, using the designated code words:

“Code Red, Code Red, Code Red.” Your call sign e.g. Blue One. Give a clear location, e.g. on the Pier Course at mark 4, the nature of the problem e.g. entrapment, urgent assistance required.

Subsequent radio calls should be prefixed with a single “Code Red” to signify the situation is still ongoing.

ACTIONS

1. The next nearest safety boat should immediately proceed to support the incident and inform the Course Safety Lead of the situation.
2. The First Aid Afloat Boat (Purple 1) will be directed to the incident by the Course Safety Lead
3. The Course Safety Lead will attend immediately and assess the situation.
4. The Course Safety Lead will brief the Event Safety Officer/Control (Downs Base) of the “CODE RED”, its location, the situation and any assistance required.
5. Event Safety Control (Downs Base) will then take over co-ordination, receiving details of the incident and alerting the appropriate support services if required. This may include the shore side first aid team and/or calling for outside assistance. Event Safety Control will also inform the Course Race Officer and Principal Race Officer.
 - 5.1 Event Safety Control (Downs Base) will contact the onsite Coastguard Officer advising them of a potential emergency.
 - 5.2 The First Aid Afloat Boat (Purple 1) will confirm or reject the need for outside assistance by contacting Event Safety Control (Downs Base). ESC (Downs Base) will then inform the onsite Coastguard Officer.
6. Outside assistance should not be called except by Event Safety Control (Downs Base).
7. All other stations should not make any radio calls unless urgent until the Code Red Cleared message is made.

7. Only the minimum numbers of boats are to remain involved with the emergency, all other safety boats are to continue to provide safety cover for the rest of their course fleet.

8. When the emergency has been resolved the Event Safety Officer/Control (Downs Base) will inform all stations that Code Red is cleared.

“All Stations, All Stations, All Stations, this is Downs Base, Code Red is Cleared, Code Red is Cleared, Code Red is Cleared.”

19. MAJOR INCIDENT

If any incident occurs on the water which cannot be dealt with or managed by the Safety Fleets alone then a Major Incident will be declared. Examples include.

- Serious injury or illness requiring medical evacuation.
- A squall or other incident at sea that leaves more sailors needing assistance than the available safety boats can support.
- People separated from their boat and cannot be found.

19.1 Major Incident – Declared

The Event Safety Officer, having assessed the situation with the Principal Race Officer (if there is time) will be responsible for declaring a Major Incident. The Event Safety Officer will ring the mobile number of the onsite Coastguard Officer requesting assistance using the ETHANE protocol. (Emergency Services protocol for passing incident information).

19.2 Major Incident – Partial Implementation

In some instances, it may not be necessary to implement the Major Incident Plan in full e.g. in the case of a single casualty. In this situation only the Friends & Relatives Officer role may need to be enacted.

19.3 Major Incident Plan

More information and instructions are in the Major Incident Plan held by Event Safety Control.

19.4 Landing Point for Injured Persons

All minor casualties who are independently mobile rescued by a safety boat will be brought ashore to the beach at the designated Casualty Landing Point (RIB launch and recovery zone). This is identified by a silver colour transit post with a yellow diamond shape on top. The post will be positioned on the crest of beach just north of the RIB

launch and recovery zone at the top of the beach. This will be the single point of landing for all casualties EXCEPT in the following circumstances. If an injured person is recovered onto a safety boat, who isn't independently mobile providing there is no immediate threat to life the RNLI Lifeboat MUST be requested via Event Safety Control (Downs Base) to be launched to enable safe transfer to an ambulance.

If the RNLI Lifeboat is launched to bring ashore an injured person, the Lifeboat Casualty Landing Point is the Walmer Lifeboat station.

19.5 Stand Down

19.5.1 Event Safety Control (Downs Base) will inform Course Safety Leads that all dinghies are accounted for, therefore allowing safety boats to stand down.

19.5.2 No safety boats are to stand down from their fleet operation until instructed by their Course Safety Lead. No safety boat may go ashore until released by their Course Safety Lead.

19.5.3 A final sweep of the sailing areas and associated waters will be made from up tide/ from windward to home, to provide visual confirmation that no dinghies remain on the water.

19.5.4. Course Safety Leads are responsible for accounting for their individual safety boats and crews within their fleets.

20. LOCAL MEDICAL FACILITIES

20.1 Deal Hospital – Urgent Treatment Centre (minor illness and minor injury) open 08:00 hrs. – 20:00 hrs. 7 days a week. (1mile from Downs SC).

20.2 Buckland Hospital, Dover - Urgent Treatment Centre (minor illness and minor injury) open 08:00 hrs. – 20:00 hrs. 7 days a week. (9 miles from Downs SC).

20.3 QEQM Queen Elizabeth, The Queen Mother Hospital, Margate. Emergency Department, open 24/7. (16 miles from Downs SC)

4. William Harvey Hospital, Ashford. Emergency Department, open 24/7. (28 miles from the Downs SC).

21. END OF THE DAY

21.1 Dover Convoy - All Dover-based RIBs will depart and go in convoy under the leadership of the Dover Convoy Master. On arrival at Dover the Dover Convoy Master will report on the safe arrival or otherwise of the RIBs to Event Safety Control (Downs Base).

21.2 Radios - Dover based RIB crews will hand their radios to the Dover Convoy Master after berthing at Dover. He will then bring the radios back to Downs SC and hand them to the Deputy Event Safety Officer (Comms) for recharging.

21.3 Refueling - As far as practicable all Safety Boats should refuel the evening after the day's activity. Refueling for Downs SC based RIBs will be from the mobile fuel cell located in the RIB park. Dover based RIBs will refuel from the Hammonds fuel berth located at the Dover Marina entrance. The fuel berth is open in the summer 06:00 hrs. – 18:00 hrs. seven days a week.

21.4 Coming Ashore at Downs - Coming ashore in a RIB at the Downs SC can be a challenge in adverse weather. Whatever the conditions, instructions on the procedure to follow will be given at the daily safety boat briefings. **NB** Do not in any circumstances throw the RIB's painter; pass it to a member of the shore party waiting for you.

21.5 Winch Safety - After landing, safety boats crews must not stand behind a RIB while it is being winched up the beach, this is to prevent serious injury should the winch wire slip or fail.

22. PROTESTS

Any competitor wishing to register a protest must not do so by contacting a safety boat. It is not a role assigned to the safety boat fleet.

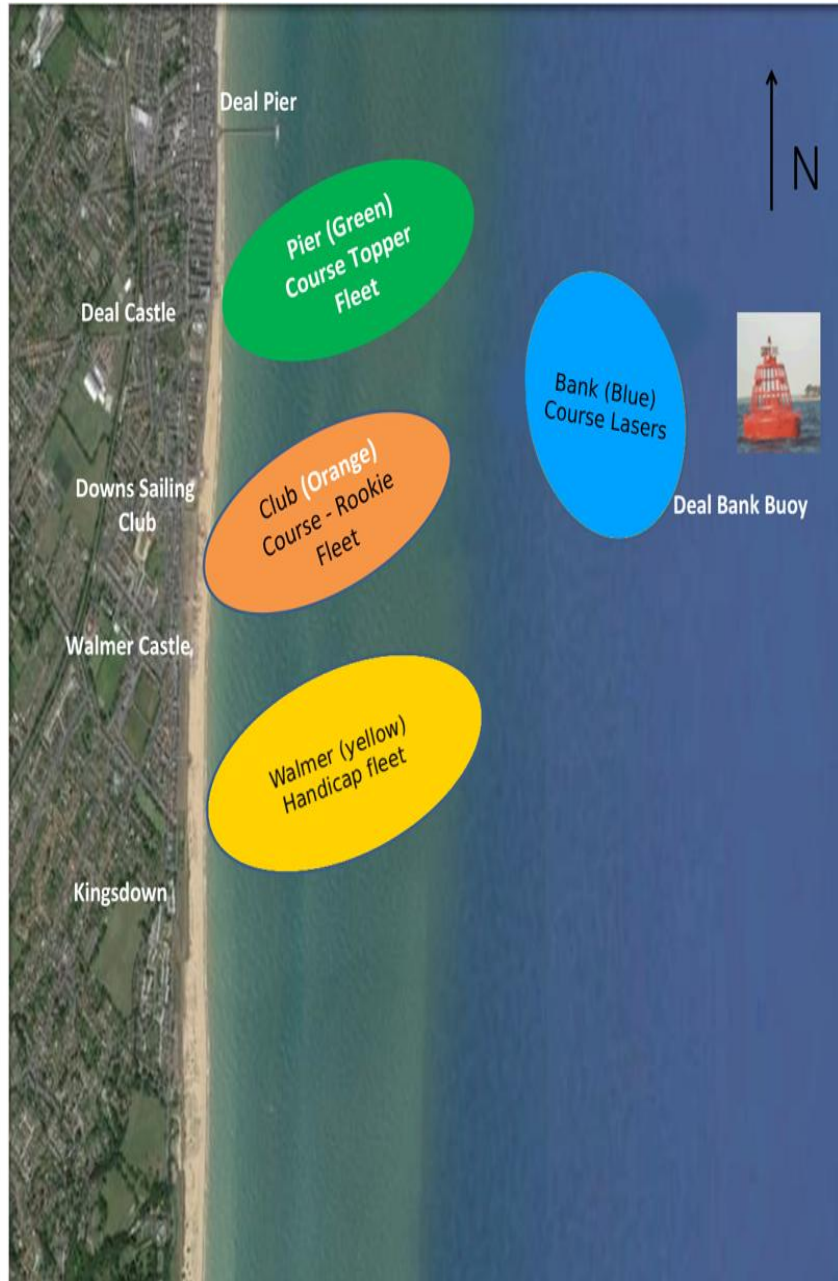
Thank you to all the safety team volunteers for giving up your time without your support the Regatta would not happen. Let us have a safe and enjoyable event.

Tim Waite
Dave Webb

Sources.

- 1.National Youth Regatta Downs SC 2014 Safety Fleet Manual.
- 2.RYA Race Management Guide 2025 – 2-28 Ed 1 Dec 2024.
- 3.RYA Racing Event Safety Standard Operating Guidelines.
- 4.RYA Summary and Response to the serious incident at the Youth National Championships 2025.
- 5.RYA Guide to risk assessments.
- 6.RYA Event Safety Management Course Nov 2025

Appendix A



Appendix B

Event	NSSA National Youth Regatta 2026	Date	
Name of Race Officer		Mobile Number	
Organising Authority	KSSA / Downs SC	Number of Boats	
Weather		Number of Safety Boats	
Venue Telephone No.		Number of Sailors	
Primary Radio Channel		Primary Safety Radio Channel	

Risk Value	1	2	3	4
Wind Strength	0 to 8 knots	9 to 14 knots	15 to 22 knots	23 to 30+ knots
Risk Level	Low	Low / Medium	Medium / High	High
Tick Here				
Wind Direction	E	S / NE / SE	N / NW / SW	W
Risk Level	Low	Low / Medium	Medium / High	High
Tick Here				
Air Temp	More than 20 C	19 to 15 C	14 to 10 C	Less than 9 C
Risk Level	Low	Low / Medium	Medium / High	High
Tick Here				
Wind Chill	More than 15 C	14 to 10 C	9 to 5 C	Less than 4 C
Risk Level	Low	Low / Medium	Medium / High	High
Tick Here				
Sea State	Flat	Slight	Moderate	Rough
Risk Level	Low	Low / Medium	Medium / High	High
Tick Here				
Beach Wave Conditions	None	0-5 metre	1 metre	1.5 metre
Risk Level	Low	Low / Medium	Medium / High	High
Tick Here				
Standard of Sailor	Olympic / Professional Sailor	Club / Experienced Sailor	Intermediate Sailors	Disabled / Beginner Sailors
Risk Level	Low	Low / Medium	Medium / High	High
Tick Here				
Visibility	Clear	3 miles	1 mile	<1 mile
Risk Level	Low	Low / Medium	Medium / High	High
Tick Here				
Safety Cover Ratio	1 RIB to 6 Boats	1 RIB to 12 Boats	1 RIB to 15 Boats	1 RIB to 20+ Boats
Risk Level	Low	Low / Medium	Medium / High	High
Tick Here				
Sailing Time (Hours)	1	2	3	4+
Risk Level	Low	Low / Medium	Medium / High	High
Tick Here				
Risk Value Total				

High Risk Area	34
	32
	30
	28
Medium Risk Area	26
	24
	22
	20
Low Risk Area	18
	16
	14
	12
	10
	8
	6