

SAFETY PLAN EurILCA Master Series

Swedish Championship ILCA Master 6 & 7

The EurILCA Master Series and the Swedish Championship ILCA 6 Master respective ILCA 7 Master, will be held from the 16th to the 18th of 2024 in Oxelösund Sweden, by the Oxelösund segelsällskap, OXSS and authorized by the Swedish Sailing Federation, in association with ILCA Sweden.

It is also part of the **2024 EurILCA Master Series (EMS)** coordinated by EurILCA.

1. Safety organisation:

The safety organization is led by safety officer **Jonas Jensen +46 (0) 707296323**. It consists of a dedicated safety vessel marked with flag "R" [red/yellow] and other vessels and the race committee if necessary. All escort vessels or coach vessels must be prepared to assist the security organization. The security organization communicates via **VHF on channel 72**.

Name	Role	Vessel or place	Telephone number
Patrik Fällman	Race director	Race committee vessel	+46 (0) 705192269
Jonas Jensen	Safety manager	Safety vessel	+46 (0) 707296323
Peter Modin	Project manager	Race committee vessel	+46 (0) 706374646
Anna Thorburn	Regatta Expedition	Clubhouse	+46 (0) 703996133
Katarina Modin			+46 (0) 705134029

A complete crew contact list is found in the clubhouse.

2. Authorities

Concerned authorities that may need to be contacted are VTS (0771-630675) and VHF channel (09) which directs maritime traffic in the area.

If immediate help is needed, the person who sees the need, calls 112. The Security Manager is then notified, if the latter has not observed the need. The Safety Officer notifies the Sailing Director and the Race Director.

In case of urgent need in the track area: **position south of Femöre Huvud or south of Klasgrundet**.

In case of urgent need ashore: **OXSS Klubbhus, Ljungholmsvägen 8, Oxelösund**

In case of less serious injuries or illnesses, contact the health care service on 1177.

3. Responsibility

The sailing director is ultimately responsible for ensuring that safety is maintained for the entire competition.

The safety manager is, under the project leader, responsible for prepare an overall security plan, conduct daily security briefing with the security organization and report to the race leader when conditions exist that affect safety and suggest appropriate measures.

4. Special instructions

Security checks are carried out that ensure that all vessels that is part of the race committee have properly equipment that consist of:

- enough fuel for today's mission,
- possibility of connection via at least 1 vhf,
- possibility of connection via at least 1 telephone with the number indicated in the list,
- life jackets for everyone on board.

5. Daily safety briefing

- Weather briefing and assessment of the weather or other external factors and their impact on safety.
- Information according to the safety plan, adjustments are made if necessary
- The safety organization's staffing.

6. Safety instructions

- Always rescue people first and then equipment and dingies.
- A safety vessel must not actively intervene until assistance is requested or when it is deemed necessary.
- On the assumption that help may be relevant, first check if the dingies crew wants help.
- A person in water should generally be considered to be in danger. It is the duty of every participant and official to rescue a person in danger if necessary.

Picking up a person in danger from the water and returning him to his dingie should not normally be considered as assistance from outsiders within the meaning of the racing rules. It is therefore permitted for a person who has been taken out of the water to continue racing.

- General danger: If the safety officer assesses the current situation as dangerous, this is communicated via **VHF channel 72**.

7. Sea traffic or commercial traffic in the sail area

In the event that recreational traffic comes close to the track area, they must be asked to move away from the area by going around with a safety margin.

In the event that merchant shipping intends to anchor in the course area or has already anchored before the race, the course must be moved to an alternative location. In the event of such an event where merchant shipping comes to anchor during ongoing competition, the race must be suspended for relocation immediately.

ATTENTION! Nothing must be left at the anchorage!

8. Healthcare

First Aid Equipment is available at the racing area in the Safety vessel and the race committee vessel and on shore at the clubhouse.

The **Defibrillator** from the clubhouse will be brought to sea during the races and will be placed in the **Safety vessel**.

9. Communication.

Communication takes place primarily via **VHF channel 72** for the race management. A mobile phone is used as a backup routine, a contact list for the main crew is in the beginning of this list. A complete crew list is available in the Clubhouse.

10. Collection point on the water.

The race committee vessel is our collection point out on the course. It can conceivably be used e.g. in case of sudden fog or if we get many sailors in the water at the same time.

11. Collection point on land.

Outside, in front of the the Clubhouse.

12. When sailing to race course

When sailing to and from racing course, safety vessel follow the field so that all dinghies get to the competition area and back to the OXSS harbor plan safely and make shore nobody is left behind.