



## CORK SAFETY POLICY

**PURPOSE:** The objective of the CORK/Sail Kingston (CORK) Safety Policy is to provide the basis for efficient, competent safety cover for CORK events thereby allowing competitors, officials and all those involved maximum enjoyment whilst minimizing the risks to their wellbeing, having regard for both expected and unforeseen conditions.

It is acknowledged that meteorology is an inexact science and that changing weather conditions can be unpredictable in intensity, rate of development, velocity and direction. Subject to this unpredictability, the Operational Guidelines outlined below will be followed to the reasonable best of our ability.

### DEFINITION OF SAFETY:

For the purpose of this Policy, CORK defines competitors, coaches and officials as being **safe** when:

- All boats have returned to harbour,
- All competitor boats are reconciled with dollies or assigned docks,
- All competitors and coaches have checked in at the registration desk in accordance with the Sailing Instructions,
- All official boats have checked in with CORK Central, and
- All officials have been accounted for.

### CORK/SAIL KINGSTON SAFETY POLICY:

16.4 CORK/Sail Kingston will manage all its activities with concern for people and will conduct itself for the benefit of employees, members, stakeholders, volunteers, and the community.

Specifically, CORK/Sail Kingston will:

- A. provide appropriate information and/or training on the safe operation of its' equipment and any rented or borrowed equipment
- B. provide appropriate information and/or training on the safe operation and management of events (clinics, camps, regattas, etc.)
- C. encourage employee and volunteer initiatives that lead to improved and safer event management
- D. communicate openly about activities and report to members, volunteers and employees about safety performance

Source: CORK Policy Manual, approved by CORK Board May 16<sup>th</sup>, 2016

### ORGANIZATIONAL STRUCTURE, RESPONSIBILITY AND AUTHORITY:

#### **Safety Chief (SC) (To be incorporated in review of CORK Policy Manual)**

- Nominated by Safety Chair and approved by Operations Group Chair
- In charge of event safety, including:

- Executing CORK safety procedures via the dedicated safety team and any additional resources as might be assigned
- Allocating safety resources ashore to provide effective safety coverage,
- Allocating safety resources among courses to provide the most effective safety coverage, and
- Taking charge of any safety incident that may exceed the scope or resources of an S1
- Delegates authority to execute CORK safety procedures to S1s for safety operations on their assigned race course
  - SC retains authority to override S1 in decisions regarding overall regatta safety
- May appoint a Deputy Safety Chief (**Responsibilities to be developed as part of review of Policy Manual**)

#### **Safety 1:**

- Reports to SC
- Co-ordinates with CRO as to the safety to all competitors and support boats on the assigned race course

#### **Safety 2/Safety 3:**

- Implements CORK safety procedures at course level
- Reports to S1

### **OPERATIONAL GUIDELINES:**

#### **General Principles:**

- The foremost concern of all officials and volunteers involved in CORK events must be the safety of people. People come first, boats and equipment come second, particularly in extreme conditions
- While World Sailing gives a clear responsibility for safety to the CROs, it does not say it is a responsibility assigned only to CROs. It must be considered in the context of the CORK organization with our EC, PRO and SC. All of these officials would carry responsibility in the event of an accident, albeit to different degrees depending on the situation. While all of them carry that responsibility for safety, it remains an individual responsibility for each of them, although it is hoped that safety decisions would be taken in consultation via an appropriate means.
- The SC has a responsibility for the safety of individuals from the time competitors are released from Portsmouth Olympic Harbour (POH) until all competitors, coaches and officials are safely ashore. To this end, the SC, through the S1s and other Safety Officers will implement CORK Safety procedures, including (but not limited to):
  - Escorting competitors to and from POH and the race areas
  - Responding to any safety issues on a race course
  - Making recommendations to the CRO, PRO and EC on issues of safety
- The CRO also bears a responsibility for safety from the time that boats are released from POH until all safely return. The CRO will monitor weather conditions and other factors which provide for a safe racing environment
- An A1 may request that the CRO temporarily re-assign one or more mark boats to Safety to assist in dealing with a safety issue on his/her course

#### **Limits to Racing:**

- It is acknowledged that meteorology is an inexact science and that changing weather conditions can be unpredictable in intensity, rate of development, velocity and direction.

As a result of this unpredictability, these Operational Guidelines will be followed to the reasonable best of our ability.

- **STORMS.** If lightning strikes are detected in the vicinity of the racing area and determined to be approaching, racing will be abandoned, and all boats will return to POH. The intent is that the decision to abandon will be taken far enough in advance of an approaching storm so that all boats are ashore before a thunderstorm is within 10 miles of the harbour. In the event of an approaching squall line, racing will be abandoned and all boats will return to POH. The intent is that the decision to abandon will be taken far enough in advance of an approaching storm so that all boats are ashore before a squall line hits the harbour.
- **UPPER WIND LIMITS.** Unless specified in Class Rules, upper wind limits for racing for each class or course will be determined by the RAC in consultation with class representatives (if available) before racing commences. Competitors will not be released from POH, or racing will be abandoned and all competitors returned to POH when the sustained wind exceeds the upper wind limits over the racing area.
- **LOWER WIND LIMITS.** Unless specified in Class Rules, lower wind limits for racing on each course will be determined by the RAC in consultation with class representatives (if available) before racing commences. Competitors will not be released from POH until the lower limits have been exceeded over the course, unless the RAC decides that the lower limits will be exceeded within a reasonable time of competitors being released from POH. In the event that the wind falls below the lower limit while the competitors are on-water and under postponement, the SC or a S1 may recommend that competitors return to POH if conditions such as air or water temperature, humidity or secondary safety issues such as heat stroke or dehydration become a concern.

#### **Decision to Abandon Racing:**

- The CRO has authority to abandon racing on their course at any time
- Notwithstanding the General Principles above, the PRO and EC individually have the authority to call for abandoning all racing at any time
- An S1 may recommend to their CRO to abandon racing. The SC may recommend to the CRO, PRO or EC abandoning racing on any or all race courses
- Ideally and situation permitting, any recommendation or decision to abandon racing would come as a result of consultation among senior officials

#### **Immediate Abandonment Procedure:**

- The Immediate Abandonment Procedure is intended to be used to get all boats off the water as quickly as possible. This procedure may be implemented in the event that extreme weather which will likely exceed the Limits to Racing outlined above is imminent or observed rapidly developing
- The Immediate Abandonment Procedure will be implemented at the order of either the PRO, or the EC in consultation with the PRO and SC, and when ordered, the oversized safety flag will be displayed from all Signal boats accompanied by repeated series of five sound signals. All racing will be immediately abandoned and all competitors returned to POH (or a safe harbour such as Kingston Yacht Club if the situation warrants)
- When the Large Safety Flag is displayed, the SC has authority over all official and coach boats on-water to execute CORK safety procedures