

29er

Event Safety Plan

World / European Championships

Objective

To provide a safe on-the-water environment for Competitors, Volunteers, and Staff having regard for both expected and unforeseen conditions including:

- Minimum safety requirements for the conduct of races
- A coordinated emergency plan for events
- Recommended responses by personnel involved.

All competitors have been made aware of the following 'Risk Statement':

Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate.
- e) The provision of a race management team, safety boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- f) The provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or this event and to attend any safety briefing held at the venue.

Key Event Personnel Contact Details

Event Principal Race Officer PRO Contact detail VHF Radio Channel

Event Safety Officer ESO

Course A Safety Leader CSL

Course A Race Officer CRO

Course B Safety Leader

Course B Race Officer

Course C Safety Leader

Course C Race Officer

Risk Assessment

A Risk Assessment has been prepared for the Event.

Medical and First Aid

The event has a designated First Aid room, The Event has a volunteer Medic, who will be shore based. The role is to provide on shore medical cover to competitors, on water teams and shore teams.

Casualties

Requirements

This Plan should be produced taking account of the Class Safety Requirements and the Class Safety Considerations documents published on the 29er Class website.

These requirements should also be read in conjunction with the Class Race Management Guidelines and the Class Support Boat Regulations. These requirements are important for Organising Authorities, Safety Officers and coaches to understand the possible problems in 29er Championships. The guidelines are necessary to follow at World Championships and Continental Championships. It is recommended that these guidelines also are used at 29er EuroCup events with 45 boats and more. It is the responsibility of the Organising Authorities that the safety of the sailors is of paramount importance so that sailors and parents feel sure that participating in the event is "safe".

- An Event Safety Officer should be appointed.
- The minimum number of dedicated safety boats required at a Championship is ONE per course area.

- Each course area should have a Course Safety Leader, coordinating rescue on that area and communicating with the Event Safety Officer.
- At least ONE person on each safety boat is trained in First Aid and rescuing sailors (documentation is needed).
- Mark boats and coach boats are not part of the safety organisation.
- Mark boats and coach boats are prepared to assist during a rescue operation, coordinated by the Course Safety Leader in conjunction with the Course Race Officer.
- The ratio of sailing boats to safety boats is very much dependent on the experience of the sailors taking part in the 29er championship and coaches are an important component of safety and should be included as part of the safety fleet and must be briefed and prepared for this important responsibility.
- The boat is designed to turn turtle quite easily and when inverted there is not an air pocket underneath the boat unlike a 420 which can have an air pocket underneath the boat when it is inverted. So the “two heads” principle of the safety boat immediately checking whether he can see the two crew members in a capsize is very important.
- In a capsize, unlike a 420 the 29er has only a small amount of buoyance around the gunwale, so in the event of a capsize it is important that a crew member is on the centreboard quickly to prevent the boat turning turtle.
- The crew weight is important in that a very light crew will have little effect on preventing the boat turning turtle, this is why as a result of the review into the incident at the Worlds in Long Beach sailors of age 12 years and under are not permitted in World and Continental championships.
- In the event of a capsize it is important for the crew to disconnect from the trapeze wire as quickly as possible to avoid the possibility of being trapped underneath the boat.
- It is important to make sure that there is no loop in the elastic where the elastic joins with the trapeze hook where the trapeze hook can become entangled in the loop. Using a bobble to attach the elastic to the hook is a much safer option.
- Masthead floats can be used in National events but not in World or Continental championships, there is no standard recommended float but these can be useful in preventing a boat turning turtle particularly in windier conditions.

EVENT SAFETY REQUIREMENTS

The Organising Authority, in conjunction with the Event Principal Race Officer and Event Safety Officer, shall appoint a qualified Course Safety Leader on each race course.

The Safety team should operate on a dedicated VHF channel separate from the Race Management channels.

All Safety boats should be fully equipped with

- Life jackets / buoyance aids for the driver and all passengers,
- Engine kill cord (also known as a safety lanyard or automatic engine immobiliser)
- VHF radio capable of receiving instruction from Safety or Race Committee
- First-aid kit
- Device for making a sound signal
- Compass
- Adequate anchor and tackle for conditions and depth
- Tow rope (minimum 15m long and 10mm thick)
- Knife

An Emergency meeting point should be set up to bring any casualties ashore in such a place that an ambulance can have very close access.

The Safety Officer on each course should have with him or very close by a person with full knowledge of CPR with the ability to render immediate assistance in case of emergency

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Updated January 2026