



Mersea Cadet Week 2026

Safety Plan V1.1

Document item	Detail
Document status	Final
Version	Draft V.05 updated with confirmed radio call signs for Event Chair, Safety, Beach, Tally and Fleet Leads & Ch.69 for emergency. V1.0 Final Plan Issued 13/07/26. V1.1 Change to Liz Simpson as Diamond Safety
Primary source document	Draft 2026 Safety Plan V1.0.pdf
Supporting sources	Dabchicks Sunset Series 2026 Safety Brief.pdf used for common operating detail only; Racing chart dinghy and MFOB's.pdf; RYA safety management action plan template.
Prepared for	Cadet Week 2026
Review owner	Event Safety Officer / Outside Safety Officer: Ifor Bielecki
Next review point	Post Event

Contents

1. Safety policy and intent.....	3
2. Event overview and scope	3
3. Safety management framework aligned to RYA guidance	3
4. Organisation, roles and authority	4
5. Fleets and operating areas	5
6. Communications plan	7
7. Tally and accountability system	7
8. Daily operating cycle	8
9. Risk assessment and decision-making	8
10. Safety boats, support boats and equipment	9
11. On-water operating principles.....	10
12. Towing procedures	10
13. Capsize, turtle and entrapment procedures	10
14. Emergency and casualty procedures	11
15. Weather and contingency actions	11
16. Safeguarding, welfare and personal data.....	12
17. Training, competence and volunteer briefing	12
18. Incident reporting, learning and review.....	12
Appendix A - Pre-sailing coordination brief checklist.....	13
Appendix B - Safety boat pre-launch checklist	13
Appendix C - Quick reference messages	13
Appendix D - Issue checklist before publication	14

1. Safety policy and intent

Dabchicks Sailing Club will manage youth sailing activities using a documented safety management approach that identifies responsibilities, assesses hazards, controls risk, uses competent people, communicates the plan, records lessons, and updates procedures when required.

- The safety of people takes priority over racing, equipment and programme delivery.
- No boat shall launch until the relevant Safety Officer has given the OK to the Beach Team by radio, and the tally process and fleet controls are in place.
- Every sailor must be accounted for by the mandatory tally band system.
- On-water decisions must be continuously reviewed using daily and dynamic risk assessment.
- Safety concerns can be raised by any volunteer, participant, parent, fleet lead or safety boat crew and must be acted on without delay.

2. Event overview and scope

Area	Plan detail
Event	Cadet Week 2026 - standalone one-week youth sailing event at West Mersea.
Programme	One week of cadet sailing and fleet racing; one day may convert to a Fun Day of combined activities.
Expected participants	Approximately 130 sailors, including Diamond, Emerald, Ruby, Gold and Outside Fleet sailors.
Expected support craft	Approximately 40 support boats, including safety boats, coach/support boats and mark-layers as allocated.
Committee boats	Three, one per primary fleet area.
Mothership/refuge vessels	Two, used for refuge, holding and support.
Primary launch/recovery	Main beach launching point with full Beach Department control and casualty reception.
Secondary launch/recovery	Town Hard may be used for larger Outside Fleet boats when directed/approved. Town Hard has limited facilities; users must be self-sufficient and follow marshal instructions.

3. Safety management framework aligned to RYA guidance

RYA safety-management element	How this plan addresses it
Systematic approach	Defines governance, daily operating cycle, decision authority, fleet controls, communications and review.
Attitudes and behaviours	Sets safety of people above racing, requires challenge of unsafe acts, and encourages volunteers to speak up.
Documents	Identifies the safety plan, risk assessment, safety briefing, racing chart, safeguarding policy, incident records and volunteer/competence records as controlled documents.
Scope and responsibilities	Defines the organisation, fleet areas, Beach Department, safety leadership, PRO interface and participant responsibilities.
Hazards and risks assessed	Requires written pre-event risk assessment, daily risk assessment and dynamic risk assessment during

	sessions.
Controls and procedures detailed	Includes launch/recovery, tally, communications, towing, capsize, emergency, weather and stand-down procedures.
Competent people	Sets expected competence for safety boats, fleet leads, first aiders and named safety roles.
People know what to do	Requires pre-event briefing, daily brief, radio discipline, Team App volunteer allocation and read/understood acknowledgement.
People accept the risks	Requires participant/parent information, medical/support information, data protection controls and no-launch rules.
Facilities and equipment	Defines launch points, safety boat equipment, personal safety equipment and equipment checks.
Learning and improvement	Requires accident/near-miss reporting, post-sailing close-out and end-of-event review.

4. Organisation, roles and authority

Role	Named person / source	Responsibilities
Event Chair	Simon Cook - 07894 412644 Call sign: Chairman RIB	Overall event chairperson. Provides event-level coordination and support to the ESO, Beach Master, Tally Station, PROs and organising team. Operates as Chairman RIB and is not assigned to any particular fleet. Escalation point for event-management matters not requiring immediate on-water safety control.
Event Safety Officer (ESO) and Outside Fleet Safety Officer	Ifor Bielecki - 07507 349366 Call sign: Outside Safety	Event Safety Officer and Outside Safety Officer. Overall safety responsibility; final decision-maker on safety matters; direct safety control of Outside Fleet area; cross-area resource control.
Inside Safety Lead	Joe Lovegrove - 07813 126095 Call sign: Inside Safety	Safety control for Inside Safety group: Emerald, Ruby and Gold unless Gold is moved to Outside for racing. Deputy support to ESO for continuity as required.
Diamond Fleet Safety Lead	Liz Simpson - 07522 335427 Call sign: Diamond Safety	Safety control for Diamond as a separate standalone fleet, with its own Diamond safety lead and allocated safety/support boats. Diamond uses the Inside channel unless changed by the ESO.
Beach Master	Phoebe Fuller - 07590 928433 Call sign: Beach	Controls launching and recovery, beach congestion and shore-side beach operations. No boats launch until the relevant Safety Officer gives the OK to Beach by radio. Coordinates with Tally Station and shore/casualty reception.
Tally Station	Clare Blackmore - 07890 889492; Darcy Hurst - 07986 748325 Call sign: Tally	Runs tally issue/return and reconciliation. Maintains records linking sailor, sail number, fleet and tally identifier. Immediately escalates unreturned or unaccounted tallies to Beach Master, relevant Fleet Safety and ESO.
Fleet Leads	By fleet - Diamond, Emerald, Ruby, Gold and Outside Call signs: Diamond Lead, Emerald Lead, Ruby Lead, Gold Lead and Outside Lead	Manage fleet readiness, sailor welfare, fleet-specific risk decisions and communication with Safety.

PROs / Race Officers	One per primary fleet area	Run racing; coordinate with Safety; shorten, postpone or abandon as appropriate with safety input.
Mothership skippers	To be confirmed	Refuge/holding/support; maintain a simple temporary embarked/alongside log.
All safety/support boats	Allocated by Fleet Safety / ESO	Keep watch, support sailors, follow radio instructions, report issues early and remain on duty until released.
Welfare Officers	Liz Simpson and Lizzy Kingsford per safety briefing	Safeguarding support and escalation route.

- **Authority principle:** Each Safety Officer/Lead has autonomy within their area. The ESO has the final call if there is disagreement, resources are shared or strained, or conditions require a whole-event decision.
- **Command-and-control principle:** Safety Officers/Leads are not to be routinely tasked with rescue or towing work. They may intervene directly in an emergency, but control should be handed to a deputy as soon as practicable.

5. Fleets and operating areas

Fleet / Area	Description	Control
Outside Fleet	Older cadets in mixed dinghy classes, generally grouped Slow / Medium / Fast. Separate area and committee boat. The ESO is also Outside Safety Officer.	Outside Safety (Ifor Bielecki). Primary VHF Ch77 unless amended at daily brief. Fleet leader call sign: Outside Lead.
Inside Safety group	Emerald, Ruby and Gold fleets grouped under Inside Safety. Gold may sail with Outside for better racing if directed on the day.	Inside Safety (Joe Lovegrove). Primary VHF Ch72 while under Inside Safety. Fleet leader call signs: Emerald Lead, Ruby Lead and Gold Lead.
Diamond Fleet	Separate standalone fleet with its own Diamond safety lead and allocated safety/support boats; nearshore and conservative operating constraints for youngest/least experienced sailors.	Diamond Safety (Tim Crisp). Uses same VHF channel as Inside Fleet: Ch72. Fleet leader call sign: Diamond Lead.
Gold with Outside - likely/contingency	Gold Fleet will likely move to sail with Outside Fleet to give better racing, subject to daily decision by ESO/Outside Safety with Inside Safety and relevant PROs.	When moved, Gold is under Outside Safety control and normally uses Ch77, while retaining Gold tally bands and separate accounting. Gold Fleet leader call sign remains Gold Lead.

Local racing area chart - for planning reference only, not for navigation:

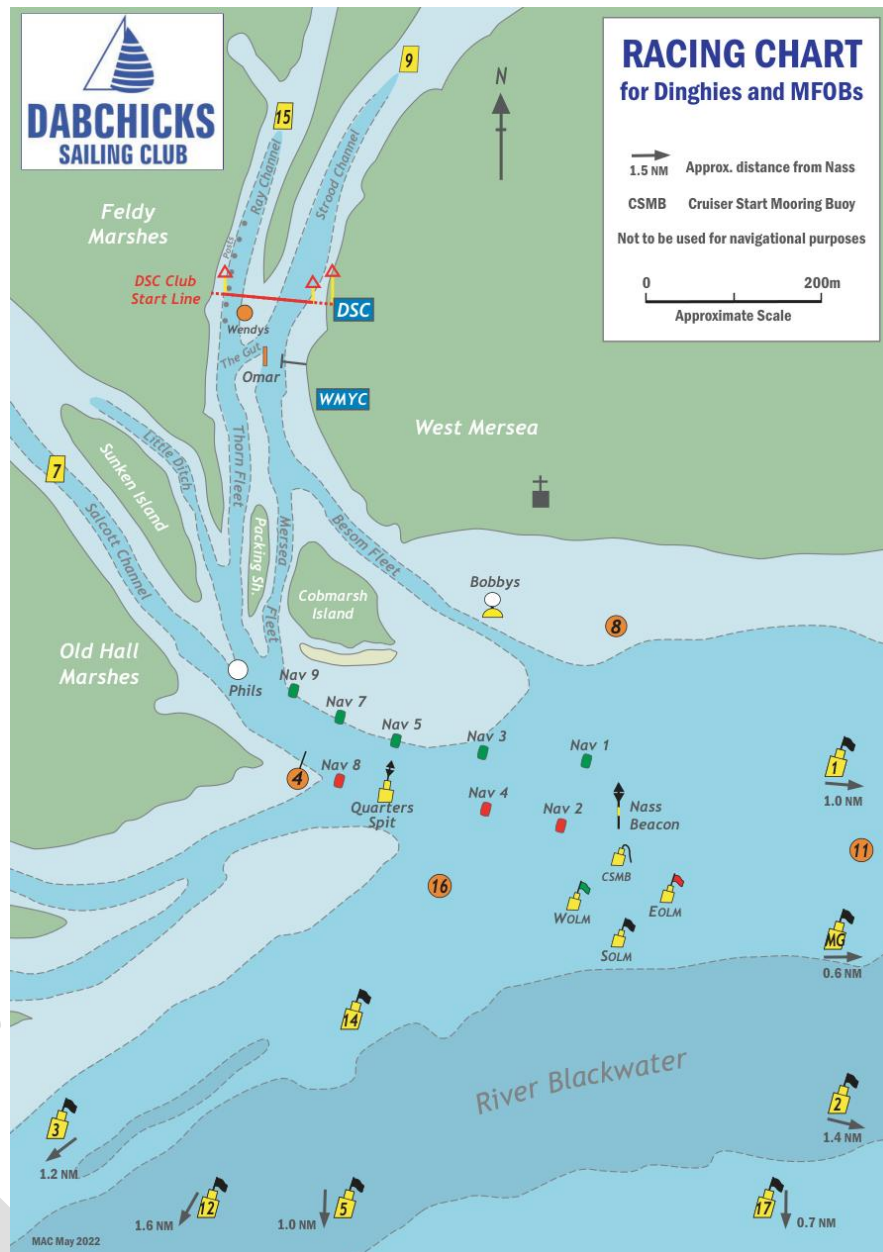


Figure 1 - Dabchicks Racing Chart for Dinghies and MFOBs. The chart marks West Mersea, the Gut, Besom/Mersea/Thorn fleets, Nass Beacon, Quarters Spit and dinghy racing marks. It states that it is not to be used for navigational purposes.

6. Communications plan

Use	Channel / procedure	Notes
Inside Safety group	VHF Ch72	Primary coordination channel for Emerald, Ruby and Gold while under Inside Safety.
Diamond Fleet	VHF Ch72	Diamond uses the same channel as Inside Fleet and must be monitored by Beach and ESO.
Outside Fleet	VHF Ch77	Primary coordination channel for Outside Fleet, and for Gold if/when Gold moves to Outside.
Incident phrase	Priority Code Red	Use twice to indicate an emergency or urgent safety incident. Non-essential traffic must stop.
Discrete incident working channel	As directed by Safety -Ch 69 to be used Ch 16 to be used where coastguard contact is required	Safety may move involved incident units to a discrete channel but must still monitor the primary fleet channel.
Beach monitoring	Beach monitors fleet channels	Beach must receive the relevant Safety Officer OK by radio before permitting launch and prepares casualty reception when tasked or on Priority Code Red.
Primary safety call signs	Outside Safety / Inside Safety / Diamond Safety	Use for the three area safety leads. Outside Safety is also the Event Safety Officer.
Beach and tally call signs	Beach / Tally	Beach = Phoebe Fuller. Tally = Clare Blackmore and Darcy Hurst. Launch must not start until Beach has received relevant Safety Officer OK by radio and tally controls are live.
Event Chair call sign	Chairman RIB	Simon Cook. Not assigned to any particular fleet; provides event-level coordination/support.
Fleet lead call signs	Diamond Lead / Emerald Lead / Ruby Lead / Gold Lead / Outside Lead	Fleet leaders are named after their respective fleet. Example: Emerald Fleet Leader uses Emerald Lead.

- Speak clearly and slowly; keep messages brief and to the point.
- Do not chat on working channels.
- Check volume, squelch, wind noise and water in the microphone.
- Fleet leads, Beach, Tally, Safety and Chairman RIB use agreed call signs; other boats use designated names.
- Safety and fleet leads should confirm radio checks before launching.

7. Tally and accountability system

Rule	Requirement
No tally band = no launch	Every sailor must collect and wear a fleet-specific tally band before launching.
Immediate return	Tally bands must be returned immediately on coming ashore.
Records	Tally Station records must link name, sail number, fleet and tally identifier, and be managed by Clare Blackmore / Darcy Hurst or their nominated deputies.
Stand-down	All safety boats assigned to a fleet remain on duty until all tally bands for that fleet have been returned.
Fleet accounted for	Fleet Safety confirms to ESO that the fleet is accounted for before stand-down.

Unaccounted tally	Treat as an unaccounted person: freeze stand-down, inform Beach Master, relevant Fleet Safety and ESO, conduct shore sweep, check PRO/finish and escalate to on-water search/emergency response as required.
-------------------	--

8. Daily operating cycle

Stage	Required actions
Pre-sailing planning	Confirm weather, tide, operating areas, fleet boundaries, channels, launch points, mothership positions, safety boat allocation, Town Hard use and casualty reception readiness.
Pre-launch fleet check	Relevant Safety Officer confirms conditions are suitable for that fleet/area. Diamond and lower fleets may require more conservative limits than Outside/Gold. Safety Officer must give Beach explicit radio OK before launch starts.
Launch control	No sailors or support craft launch until the relevant Safety Officer gives the OK to Beach by radio, Beach Master confirms launch control is ready, and the Tally Station is open and issuing/recording tally bands. No tally band = no launch.
On-water operations	PRO runs racing; Safety monitors risk and welfare; fleet safety craft keep watch and report concerns. Safety may recommend shorten/abandon; ESO has final safety call if needed.
Recovery	Beach controls landing flow. Safety boats remain active until all sailors are ashore or otherwise accounted for.
Close-out	Tally Station reconciles returns; Fleet Safety confirms fleet accounted for; Beach Master and ESO confirm shore/on-water close-out; collect incident/near-miss notes; release safety craft only after tally clearance.

9. Risk assessment and decision-making

- A generic pre-event risk assessment must be reviewed before the event and retained with this plan.
- A daily risk assessment must be completed by the Safety Lead/ESO before each session.
- Fleet-specific risk decisions must reflect age, experience, boat type, tide, weather, water temperature, race area and safety cover.
- Dynamic risk assessment must continue throughout launch, sailing, racing, towing, recovery and stand-down.
- Any volunteer who sees a weather, welfare or safety concern must raise it immediately rather than assuming Safety already knows.

Decision point	Minimum considerations
Go / no-go	Wind strength, gusts, direction, tide, visibility, temperature, forecast trend, thunder risk, support boat availability, fleet competence.
Fleet-specific launch	Diamond/Inside/Gold/Outside may have different constraints. A condition acceptable for Outside Fleet may be unsuitable for Diamond.
Shorten / abandon	Deteriorating weather, reduced visibility, safety resource strain, multiple capsizes, cold-water exposure, traffic hazards, incident in progress.

Gold to Outside likely/contingency move	Likely for better racing but decided daily by ESO/Outside Safety with Inside Safety and PROs; confirm channel, safety control, start group, leg length and tally continuity.
Fun Day Plan	Maintain tally, zoning, channels, Priority Code Red protocol and Beach casualty reception.

Daily Risk Assessment Dinghy Racing						
Event Date	Race Officer	Wind strength and Direction	Number of safety boats	Number of boats	Safety Channel	
Risk Value	Low	Low - Medium	Medium - High	High	Risk Level	Points
Risk Level	1	2	3	4	High Risk take action to severely reduce the risk level	40
Wind Strength (Knots)	0-8	9 -14	15-22	23-30		
Wind Direction	South	North or East/South West	South West/West	West/North West		
Tide	Flooding Spring Tide	Flooding	Ebbing	Spring Ebb		
Sea State	Slight	Slight to Moderate	Moderate to Rough	Rough		
Water Temp	Greater than 16	11 to 16	6 to 10	below 5	Medium Risk. Consider possible actions to reduce Risk	29
Air Temp oC	25 - 20	19 -15	14 - 10	9 - 0		
Wind Chill oC	20 - 15	14 - 10	9 - 5	+4 to -5		
Sailing Area	Creeks	Creeks and Quarters	Nass Bank Area	Wiser Estuary		
Standard of Sailor	Club Racer	Competent	Beginner sailors	First time or disabled sailors	Low Risk. Ensure all mitigating efforts are in place	21
Safety Cover Ratio	1 Rib to 6 boats	1 Rib to 12 boats	1 Rib to 15 boats	1 Rib to 20+ boats		
Sailing Time (hrs)	1	2	3 to 4	5 or more		
Risk Value Total						

Signed		Date	
--------	--	------	--

Figure 2 - Dabchicks std risk assessment

10. Safety boats, support boats and equipment

Item	Requirement
Safety boat definition	Vessel capable of over 15 mph, carrying at least two people, operating in Force 5 at the location, manoeuvring alongside without likely material damage, and remaining on station for the duration plus two hours.
Crew	Minimum two crew aged 16 or over. One person should hold a current first aid certificate and PB2 or equivalent course/experience.
Minimum safety boat equipment	First aid kit; knife; pliers/wire cutters; two 15 m tow ropes; VHF radio; spare kill cord; suitable fuel reserve.
Support boats	Boats without the required safety equipment or radio are support boats, not safety boats. If a support boat lacks VHF, hand signals must be agreed with the Fleet Lead and the Fleet Lead must carry VHF.
Fleet coverage	At least one safety boat per fleet, with additional ratios set by daily fleet allocation and conditions.
Personal safety equipment	Warm/dry clothing, suitable footwear, correctly serviced lifejacket with crotch strap, sailing knife for helm and crew, food/water, and any required medication.
Kill cord	Helms must wear and use the kill cord.

11. On-water operating principles

- Maintain a good lookout at all times and know the fleet you are covering.
- Keep speed and wash to the minimum necessary, especially around fleets, near moorings and when towing.
- Know the race course, start area, upwind/downwind legs and likely problem areas, especially gybe marks and straight downwind sections.
- Never get in the way of racing boats or the start area during the pre-start sequence.
- Count heads first when approaching any boat with people in the water.
- When assisting a capsized boat, stop the engine where safe and keep the propeller away from sailors and ropes.
- Do not stand down without clearance from Fleet Safety and confirmation that tallies are reconciled.
- Do not yell at children or adults. Clear, calm communication is expected.

12. Towing procedures

- A safety boat must have two people on board to tow: one to drive and one to observe.
- Maximum of four boats in a daisy chain unless specifically authorised in exceptional conditions.
- Keep speed low, avoid circles, avoid excessive wash and be careful around moored boats.
- Adults tie knots and connect tow lines; children are not to be expected to hold tow lines.
- Check hands, feet and tow lines are clear and that no sailor can become entangled.
- For Optimists, unclip mainsheet and remove daggerboards where appropriate; ask sailors to steer at the back of the safety boat.
- For Feva S, tow around the mast low by the mast gate; if mast failed, tow from front lifting handle; lower/stow mainsail and raise/remove daggerboard.
- For Feva XL, tow around the tack bar; lower and stow all sails; raise/remove daggerboard.
- For Laser/ILCA type boats, the sailor should unhook/remove mainsheet as appropriate. Use bow eye/mast arrangements cautiously and follow fleet guidance.
- For 29ers/skiffs, tow with windward wing/rack over the RIB tube, half daggerboard, steer towards the RIB, crew partly in RIB, and tow carefully around hog or mast as briefed.

13. Capsize, turtle and entrapment procedures

Scenario	Procedure
Capsize - general	Approach calmly; count heads; make voice contact; stand off by about two boat lengths while sailors attempt recovery; assist only when required or when the fleet level demands it.
Cold/tired sailors	Consider water and air temperature; children tire quickly in cold water. Bring sailors aboard if needed, with engine off where practical and propeller/lines controlled.
Abandoned boat	Mark the boat with tape and tell Fleet Lead and Safety. Ensure sailors are accounted for by tally and transferred safely.
Turtle / mast in mud	Approach bow-forward from uptide/upwind, keeping propeller furthest away. Watch for trailing lines. Use steady pulls aligned with the mast where necessary; avoid snatching and mast damage.
29er/skiff entrapment	Go to the bow and lift the bow onto the safety boat to create airspace. Get the other crew member to right the

	boat if possible. If the trapped crew does not appear, try to lift boat onto RIB and call for help immediately.
--	---

14. Emergency and casualty procedures

Step	Action
Identify	Use Priority Code Red twice for emergency situations such as medical incident, injury, person trapped under boat, missing sailor or serious collision.
Control radio	Non-essential traffic stops. Safety directs involved units and may move them to a discrete channel while maintaining monitoring of primary channels.
Maintain fleets	Fleet leads keep control of their fleets and continue as directed unless ordered to recover or abandon.
Allocate resources	Safety Officer/Lead directs nearby safety boats. ESO controls cross-area redeployment.
Casualty to shore	If a casualty needs to go ashore, a safety boat is released by Safety. Beach and shore team meet the casualty and coordinate immediate medical support.
First aid	All safety boats should have a trained/current first aider onboard. Each fleet should have a first aider assigned. Notify Fleet Lead and Safety when first aid is required.
External emergency services	ESO and Beach Master coordinate emergency-service contact, access point, casualty location, nature of injury and receiving person ashore. Event Chair to support event-level liaison and parent/club communications where appropriate.
Record	Record accident/incident/near miss after immediate safety actions are complete.

15. Weather and contingency actions

Condition	Actions
Fog or reduced visibility	Gather boats together and tow or escort in. Keep boats in sight. Record sail numbers and pass to Fleet Leads and Safety. No boats come ashore unescorted.
High winds	Fleet Leads and Safety decide whether boats sail in or are towed in. Gather boats and be prepared to reduce power, including removing sprits on Optimists where appropriate.
Deteriorating conditions	Increase reporting, consolidate fleets, shorten/abandon racing, move fleets closer to shore or recover as appropriate.
Safety resource strain	ESO may pause racing, reallocate resources, combine fleets, move Gold to Outside if planned, or recover fleets.
Town Hard use	Only for larger Outside Fleet boats when directed/approved. Main beach remains the primary support and medical reception point.

16. Safeguarding, welfare and personal data

- Welfare Officers are Liz Simpson and Lizzy Kingsford according to the safety briefing; confirm before issue.
- Club Child Protection/Safeguarding policies must be available to all volunteers and referenced in the pre-event brief.
- Lanyard system to be used; volunteers may challenge anyone working in the event environment without the correct lanyard.
- Adults should not enter changing rooms except in an emergency and should go in pairs if entry is unavoidable.
- Adults should use upstairs toilets in the club as briefed.
- Avoid being alone with children wherever possible.
- In loco parentis arrangements must be documented where parents are not able to attend.
- Medical and support information must be shared only on a need-to-know basis with Fleet Leads, Safety and first aiders. Do not collect information that does not serve a safety purpose.

17. Training, competence and volunteer briefing

Requirement	How to manage
Volunteer allocation	Use Stack Team App / event volunteer system to capture availability of volunteers, children and support boats by the stated deadline.
Safety briefing	All safety/support boat crews and key volunteers should receive the safety briefing before the event or before their first duty.
Read and understood	Maintain a record that key volunteers have read this safety plan and attended/received the briefing.
Competence records	Record safety boat helms/crew, PB2/equivalent experience, first aid, VHF/SRC where applicable, and any local knowledge constraints.
Radio check	Confirm radio operation, channels and call signs before each on-water session.
Skills refresh	Use pre-event or first-session practical refreshers for towing, capsize approach, tally process, radio phraseology and casualty handover.

18. Incident reporting, learning and review

- Accidents, incidents and near misses must be recorded, including date/time, fleet, location, people involved, conditions, actions taken and lessons identified.
- The ESO and relevant Safety Leads should review incidents at the end of each day and update the next daily brief if any lessons affect operating controls.
- At the end of the event, the safety team should report key lessons and any recommended changes to the Club Committee or event organising committee.
- Changes to this plan should be version-controlled and communicated before the next activity.

Appendix A - Pre-sailing coordination brief checklist

- Weather forecast, observed conditions, tide, visibility and forecast trend.
- Fleet areas, boundaries, race courses and any restricted areas.
- Safety boat allocation by fleet and named control leads, including Event Chair, ESO, Inside Safety, Diamond Safety, Beach Master and Tally Station.
- Radio channels and call signs: Inside/Diamond Ch72; Outside Ch77 unless amended by ESO. Confirm Outside Safety, Inside Safety, Diamond Safety, Beach, Tally, Chairman RIB, and fleet lead call signs in the brief.
- Mothership/refuge vessel positions and log method.
- Launch/recovery plan and any Town Hard use.
- Tally Station open and staffed by Clare Blackmore / Darcy Hurst or deputies; no tally band = no launch.
- First aid cover, Beach Master, casualty reception point and emergency access route.
- Safeguarding/welfare contacts and lanyard requirements.
- Known medical/support requirements shared on a need-to-know basis.
- Decision thresholds and any fleet-specific restrictions.

Appendix B - Safety boat pre-launch checklist

- Two crew aboard; helm/crew appropriately competent and dressed.
- Lifejackets worn, serviced and fitted with crotch straps.
- Kill cord fitted, spare kill cord carried and kill cord worn by helm.
- Fuel sufficient for expected duration plus reserve.
- VHF working, charged, correct channel and radio check completed.
- First aid kit onboard.
- Knife and pliers/wire cutters onboard.
- Two 15 m tow ropes onboard and accessible.
- Medication required by crew carried.
- Fleet plan, course, likely problem areas and stand-down procedure understood.

Appendix C - Quick reference messages

Situation	Suggested call format
Routine call	"Safety, this is [Boat name], [short message]. Over."
Emergency start	"Priority Code Red, Priority Code Red, this is [Boat name/location]. [Nature of incident]."
Casualty transfer	"[Fleet Safety], this is [Boat name]. Casualty requires transfer ashore. Request Beach reception."
Fleet accounted for	"ESO, this is [Fleet Safety]. [Fleet name] accounted for, all tallies returned. Request stand-down."
Unaccounted tally	"ESO, this is [Fleet/Beach]. Unaccounted tally: [name/sail number/fleet]. Stand-down frozen."
Call sign examples	"Outside Safety, this is Beach..." / "Inside Safety, this is Emerald Lead..." / "Tally, this is Gold Lead..."
Launch authorisation	"Beach, this is [Outside/Inside/Diamond] Safety. [Fleet/Area] is cleared to launch."



Appendix D - Issue checklist before publication

- Confirm event dates, daily programme, fleet allocations and whether Gold will sail Inside or Outside for that session.
- Resolve VHF channel mismatch and update all copies of the safety briefing and safety plan consistently.
- Confirm fleet names and allocation structure.
- Confirm deputy arrangements for Event Chair, ESO, Inside Safety, Diamond Safety, Beach Master and Tally Station; call signs are now listed in this plan.
- Confirm Diamond Fleet channel and fallback channel.
- Confirm safety boat ratios and minimum reserve boat policy for each fleet.
- Attach or reference current risk assessment, safeguarding policy, incident form, volunteer competence log and daily risk assessment template.
- Confirm insurance, permissions and any partner-organisation arrangements.
- Committee/event approval and sign-off.

FINAL