Cork Week 2026

Event Safety Plan

6-10th July 2026

Rev 2

July 2026

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Scope of this Event Safety Plan

This Event Safety Plan outlines the arrangements put in place by the event organisers for the Cork Week 2026 sailing regatta. This event includes both on the water racing and on shore related activities.

The Cork Week 2026 event takes place between 6th and 10th July and includes both on water and shore-based activities. The physical on-site boundaries for this Safety Plan are the clubhouse, dinghy centre, car park and club marinas (including the recently added Eastern Marina).

While this safety plan may contain information relating to racing activities on the water and to activities external to those areas mentioned above, the Royal Cork Yacht Club will accept no responsibility for those activities.

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1. Introduction and Scope

The Royal Cork Yacht Club, which is the oldest yacht club in the world, is based in Crosshaven and has an international reputation for its ability to host major sailing events to the highest standards.

Cork Week as an event has grown considerably since its inception in 1986. This year's event will run from 6th to 10th July and is expected to attract up to 120 yachts and approximately 600 crew and supporters.

The Cork Week event includes top class racing on the water during the day and social activities ashore in the tented village during the evening. While the event is primarily organised for competitors, other club members and their guests may enter the tented village and join the social activities. The event also attracts visitors to Crosshaven village and the surrounding bays to observe the sailing spectacle.

The Royal Cork Yacht Club recognises that an event of this size must be carefully planned. It recognises that particular attention must be paid to ensure the Safety, Health and Welfare of all those coming onto its premises, be they employees, visitors, competitors, supporters or club members.

To this end the Club has drawn up this Safety Plan. The clear intention of this document is to ensure that all foreseeable hazards are either eliminated or reduced and that plans are put in place to deal with the unexpected.

This document should be read in conjunction with the Club's Safety Statement, Safety Policies & Procedures along with the associated Risk Assessments. Where a variation exists, this document will take precedent during the event.

Denis Byrne, Admiral, RCYC

The Royal Cork Yacht Club

The Royal Cork Yacht Club is located on a tidal section of the Owenabue River in the village of Crosshaven, County Cork. The river links with Cork Harbour, one of the biggest natural harbours on the planet and a super sailing area.

The club has a magnificent history going back to 1720 and is the oldest yacht club in the world. The club facilities include a large marina in two parts, adjoining clubhouse, dinghy centre, dinghy park and car parking facilities. The club has a large mix of racing and cruising members and has a long history of producing world class sailors able to compete successfully at international level.

The Oldest Yacht Club in the World

The Event

Cork Week is an international sailing regatta that takes place every two years and is hosted by the Royal Cork Yacht Club in Crosshaven. The event started in 1978 and has gone from strength to strength developing a reputation for wonderful hospitality and world class racing.

This year the event will consist of 5 days of racing in which approximately 120 boats are expected to participate. In the evening and nighttime, it is anticipated that between 600 and 1500 patrons will be on site depending on the night (Thursday and Friday will traditionally have the most people on site) and other factors such as the weather conditions. This year's event will incorporate the 2026 ICRA National Championships, the Beaufort Cup and the Etchells Europeans.

Full details of the racing schedule are included in the event Invitation to Race and Sailing Instructions that are available on the CW2026 website.

The shore side element of the event in 2026 will involve only competitors, members and guests. The event is significantly below the threshold for an Outdoor Public Event Licence.

Cork Week is organised by a committee of club members supported by a large number of volunteers during the event itself. The co-operation of the local community and other related services has also contributed to the event's success. Considerable experience has been built up within the club in regard to hosting this event from both an on shore and offshore perspective.

2. Responsibilities for Safety – Event Organisers

Safety Management

The Safety Management of the Event will be under the direction of:

Co-Chair/Race Director	Roscoe Deasy
Co-Chair/Shoreside, Admiral RCYC	Denis Byrne
Vice Admiral RCYC	Rob Foster
Rear Admiral Keelboats	Tom McGrath
RCYC General Manager	Gavin Deane
Event Safety Officer	Gavin Deane

There is an extensive team providing further support to the organising authority. The Event Organisation Chart shown in Appendix 1 outlines the command-and-control structure from a Health & Safety viewpoint. Contact Details are provided in Appendix 6.

Responsibilities and Duties of Event Personnel

The Joint Event Co-Chair (Director of Racing):

The Event Co-Chair (Racing) for Cork Week 2026 will be Ross Deasy.

Duties of the Event Co-Chair (Racing) include:

- Organising racing in line with the Racing Rules of Sailing including provision of adequate race officials, support and rescue boats
- Be involved in any necessary planning meetings with the relevant authorities, i.e., Port of Cork, RNLI, Coast Guard etc.
- Responsible for ensuring the provision of adequate resources and personnel for the racing each day including emergencies
- Ensuring there is a risk assessment conducted before racing to take account of conditions on the day in conjunction with the PRO and Event Safety Officer
- Ensuring the race organising teams on each course are fully briefed

The Joint Event Chair (Shoreside):

The Event Co-Chair (Shoreside) for Cork Week 2026 will be Denis Byrne.

Duties of the Event Chair (Shoreside) include:

- The overall responsibility for the management of the event, specifically shoreside.

- To be involved in the event planning meetings with the relevant authorities and stakeholders i.e. Gardai, Cork County Council, Coast Guard, etc.
- To ensure sufficient resources and finance are made available to the Event Safety Officer to enable the required duties to be effectively met.
- To ensure the provision of adequate personnel for both routine and emergency situations for the event.
- To ensure that an adequate Safety Plan is developed for the event and to ensure that the arrangements of the plan are adequately communicated to all relevant stakeholders.
- To conduct a post event meeting with the relevant personnel and bodies and prepare a report on the event.
- To delegate duties as required.

Event Safety Officer

The Cork Week Event Safety Officer will be Gavin Deane.

Duties of the Event Safety Officer include:

- Partake in relevant committee and planning meetings.
- Lead in the preparation of the Event Safety Plan.
- Provide safety support on site when the marquees and other temporary structures are being erected to ensure that work, materials, site lay-out and safety arrangements are in accordance with specifications and agreements, insofar as they impinge on safety matters.
- Act as co-ordinator of the technical aspects of the arrangements insofar as they impinge on safety matters.
- Liaise with the Event Chair and other relevant personnel on matters of Health & Safety.
- To ensure Security personnel and other people with a responsibility for safety are adequately trained.
- To ensure that Security and other personnel with a responsibility for safety have adequate written work instructions to ensure the Health, Safety and Welfare of the people attending the event.
- To ensure that all emergency escape routes are kept clear and free from obstructions at all times.
- To ensure that all combustible materials are removed safely before they present a fire hazard.

Duties and Responsibilities of Security Personnel

The safety and security of event participants, club members, visitors and members of the public is of the highest priority to the organising committee. A specialist security contractor will be engaged to provide security services for this event.

The level of security support changes as the week progresses, starting with a very small number of personnel for overnight security early in the week and leading to a larger team on Friday night. A proposed schedule will be attached to the plan.

The duties of the Security Supervisor/Manager include:

- Co-ordinating with the Event organisers.

- Supervising the security personnel on site and ensuring all required security posts are maintained by competent personnel.
- Ensuring all security personnel are fully briefed on their routine role, what to do in an emergency and the event/club rules and protocols.
- Liaising on a continuous basis with the Event team.
- Ensuring all incidents that arise are recorded in writing and communicated to the Event Chair and Event Safety Officer.
- Ensuring that the system for recording the numbers of patrons on site is operating satisfactorily.

The role of all security personnel:

- Security personnel will wear distinctive clothing and identification markings while on duty.
- Each security person will be fully briefed on his/ her duties and issued with clear instructions. They will be permitted to familiarise themselves beforehand with the particular area of the site which is relevant to their responsibilities.
- Each security person will be familiar with the Emergency Procedures, their part in its operation and specified duties to be undertaken in the event of an emergency.
- While on duty they will not be engaged in other activities which would prevent them from carrying out their functions. They will not leave their posts without the permission of their supervisor.
- They will be courteous to Club Members, event competitors and general public alike.
- Be aware of the position of fire-fighting equipment, life buoys and arrangements for medical facilities, first-aid and ambulances.
- Be familiar with the Event Safety Plan, their part in its operation and specified duties to be undertaken in an emergency.
- Give immediate access to Gardai and other emergency services in the event of an emergency and also when requested by the Gardai.
- Be positioned at all exits, entrances and key points as directed by the Security Supervisor where control is most needed e.g. Access to the marinas at night, in the large marquees when entertainment is in progress etc… as per site plan.
- Exercise proper control over competitors and visitors; their primary duty is to take care of, to assist and not to use excessive force in dealing with any member of the public.
- Ensure that all emergency exit routes, passageways etc. are kept clear and free from obstruction at all times.
- Minimise any significant horseplay etc. likely to lead to accidents or injuries. If in difficulty they should immediately contact their supervisor.
- Ensure that any outbreak of fire is promptly detected and after first raising the alarm, they should immediately assist in evacuating the affected area, if considered necessary, and take all possible steps to eliminate the hazard safely.
- Handheld radio sets will be of uniform specification to facilitate compatibility and will use the same frequency. The working channels to be used will be decided close to the event.
- Security personnel will not consume alcohol at any time while they are on duty or report on duty while under the influence of alcohol.
- Investigate promptly any disturbance or other incidents coming to notice.

- Report immediately to his/her supervisor, Event Safety Officer or Gardai if any fire or other emergency incident comes to notice.
- Be capable of recognising potential hazards and suspect packages, reporting such findings to their supervisor, Event Safety Officer or the Gardai.
- A signed log of all incidents shall be kept, recording all incidents, complete with names, circumstances, time and location.
- Operate a "Glass exchange barrier" when directed by the Security Supervisor.
- Assist Gardai in restraining persons suspected of committing an offence.

Specific Duties of Security Personnel Manning the Main Gate (Gate/Fire Escape No. 1):

- Undertake member and competitor pass checks on entry to site.
- Facilitate the entrance of Royal Cork Yacht Club members and other VIP persons onto the site in a friendly and expeditious manner.
- Do not allow anyone, in possession of alcohol or any offensive weapons or those who have consumed excessive alcohol to enter the site.
- Direct members of the public leaving the site towards the exits.
- Security personnel manning this gate are to ensure that it is fully opened in the event of an emergency and that all locks chains and other fastenings have been removed before the public are allowed onto the site.
- Use the 'Bean Counters' to count people on and off of the site when entry is by event pass only, i.e. After 19.00 hrs Thursday & Friday evening and keep a written record of the number of people on site every 30 minutes after the 19.00 hrs deadlines.
- Refuse access to individuals who maybe likely to cause disturbance on site.

Specific Duties of Security Personnel Manning the East (Gate/Fire Escape No. 2) Gate (Additional Duties):

- Direct members of the public leaving the site towards the exit at site close time.
- Ensure the gate is used only for exit for pass holding members and competitors only after the evening arrangements commence.
- Ensure that the gate is fully opened in the event of an emergency and that all locks chains and other fastenings have been removed before the public are allowed onto the site.

3. Cork Week – Security Plan

Objective

The objective of the plan is to provide effective security and stewarding for Cork Week 2026, and to ensure that security and safety arrangements for the above event are implemented as per the Event Safety Plan. On-site Security Supervisor will report to the Event Safety Officer and will be contactable by two-way radio.

Security personnel will be familiar with the Event Safety Plan and will endeavour to ensure that the plan is implemented at all times. Every effort will be made to co-operate with and assist the Emergency Services, Gardai, etc...

Operation

Security personnel will be operational in accordance with the schedule agreed with the contractor. Security personnel will be suitably attired in distinctive clothing and easily identifiable. Access to and from the site will be controlled during evening times during this period. During the periods of entertainment on Thursday and Friday, a higher security presence will be very visible to ensure the safety and security of personnel and property on site and to aid the smooth running of the event.

Manning and Location of Personnel

Security personnel will be posted at a number of fixed locations and there is also an allowance for roaming personnel. Security personnel will be suitably qualified with recognised professional training as required by legislation. They will be briefed as to the security and safety protocols for the event. A Site Layout drawing is included in Appendix 2.

Marinas

Access to and from the marinas will be strictly controlled by Security personnel from 18:00 hrs Thursday to Friday evening to ensure only boat owners/crew have access to the marina. Security personnel patrolling on the marinas will wear Personal Flotation Devices (Life Jackets). Persons entering the site via the waterfront will have their passes for the event checked and verified prior to entering the shore side area. Any very intoxicated members or competitors will not be allowed access to the marinas by the security personnel unaccompanied.

Gardai

There is no formal arrangement for the presence of Garda resources on site. Gardai external to the site may enter and patrol on site in both uniform and plain clothes. The RCYC and Cork Week personnel including the security supervisor will liaise at all times with the Gardai. The organising committee have consulted with the Gardai in the lead up to the event.

4. Shore Side Arrangements

Site Layout Philosophy

The site layout has been designed taking into account anticipate numbers of competitors and visitors along with historical experience of previous Cork Week events.

There is one main entrance/exit gate and one secondary emergency/exit gate for the event this year.

- The main entrance (Gate No.1) is the main entrance located to the west of the dinghy centre. This will be both an entrance and exit gate. A large area is provided outside the main entrance to facilitate queuing and drop off.

- The secondary emergency exit is located:
    - East of the main club pavilion (Gate No.2). This gate is an alternate route for competitors and members accessing from the village side during daytime and for exit only during the nighttime (Thursday & Friday).
- The permanent entrance into the main car park is located at the extreme western end of the site and will be used for access to the car park only. There will be no direct access from the car park into the event site during the evening period.

The entry facilities have been designed to allow the safe passage of personnel from the site in normal use and in the event of an emergency.

From the main entrance Gate No.1 there a circulation route that runs the entire length of the site terminating at the eastern end of the club grounds at Gate No. 2. Along this route are located the temporary structures containing bars, retailers, administration areas, toilets etc...

This circulation route is the main escape in the event of an emergency. There are 2 main escape routes from the site on the site boundary as per the outline above.

- The escape route to Gate no. 1 is 5 meters in width.
- The escape route at Gate no. 2 is 5.5 meters in total width (1.1m side gate also used for normal access/egress).

The Safe Holding Capacity of the site has been calculated by allocation varying densities to each particular area of the village. A site layout plan is attached in Appendix 2.

Gate No 2 will be manned at all times by Security personnel from 19.30 hrs to 02.00 (Thursday and Friday) to ensure free passage when needed in the event of an emergency.

Escape routes from buildings through adjoining public areas will be kept free of obstruction.

The overall layout has been designed in accordance with accepted fire safety standards and precautions. In particular, areas of high fire risk, such as fast-food outlets, are separated by not less than 6 meters from any surrounding structures. Adequate means of escape have been provided from each place of assembly, in accordance with accepted Codes of Practices.

Site Capacity

The following is an assessment of the maximum number of persons, which can be safely accommodated in the Cork Week 2026 site in the Royal Cork Yacht Club Crosshaven.

The assessment incorporates the following.

i) Maximum design occupancies for each individual Assembly Marquee.

ii) Maximum design occupancies for open air eating venues.

iii) Maximum design occupancy for public circulation areas around the complex.

iv) Calculation of minimum required Exit widths for each individual marquee.

v) Calculation of minimum required Exit widths for entire complex evacuation.

The calculations are based on current site layout drawing. See Appendix 2.

The following documents have been used for reference purposes.

i) Technical Guidance Document B to the Building Regulations.

ii) Code of Practice for Safety at Sports Grounds issued by the Department of Education 1996.

iii) Fire Safety Requirements for Domes, Marquees and similar structures Amended Aug 13th, 2019 (Cork County Fire Service)

iv) Code of Practice for Fire Safety of Furnishings and Fittings in Places of Assembly, (DoE)

v) Code of Practice for the Management of Fire Safety in Places in Assembly. (DoE)

Calculation of Persons on Site

A Safe Holding Capacity will be calculated for the site based on the site layout, circulation capacities and escape routes. Note that as it is not anticipated the numbers on site will ever exceed the threshold. The event does not meet the threshold for a public event license from the local authority.

During the daytime there will be free access and egress to the site. For Thursday & Friday, free access to the site is stopped usually at between 19.00-19.30 hrs and the Security Supervisor and /or security personnel will conduct a sweep of the site and calculate the numbers present at that time. The number on site will be considered the base site load for the evening. When the gates are secured, 'bean counters' will be used by security personnel to count people on and off the site. At approximately 1-hour intervals the site numbers will be tallied by the Security Supervisor to take account of persons entering and leaving the site and to calculate the current numbers on site.

If the calculated figure on site reaches 500 persons less that the agreed safe holding capacity, a more frequent review of site numbers will take place (every 15 mins). At no point shall the club exceed the agreed Maximum capacity figure. The Security Supervisor will inform the Event Safety Officer when this action is taken.

The nominal Maximum Capacity of the Cork Week 2026 site is set at **2,000** and this figure is not to be exceeded at any time.

Maximum Design Occupancies of Individual Assembly Areas.

The following maximum design occupancies have been calculated based on Section 1.1 of Technical Guidance Document B 1197(TGD B).

Location	Area (m^2)	Occupant Load Factor	Occupant Level
Retail *Marquee*	36	4	9
Clubhouse Dining Clubhouse Bar Upstairs Bar Main Marquee *(night, standing room only)*	189-8 =181	0.5	140* 150* 50* 362**
Outside Marquee	75	1 (seating area)	75
Circulation Routes	687	1.7	404
Open Standing Areas	650	0.7	730
Open Air Seating Areas	449	1	449
Total			**2369**

*Fixed predetermined figure by CCC Fire Officer.

**Excludes stage area of $8m^2$

Total design occupancy of complex

Occupants of Assembly Areas:	1441 persons
Occupants of open-air eating venues:	524 persons
Occupants of circulation areas:	404 persons
Total Occupancy Level:	**2,369 persons**

Exit Capacity Calculations

The event site exit capacity calculation is based on the formula below:
Exit capacity = Number of people divided by Flow rate x escape time

The calculation is made using the following assumptions:

- A flow rate of 109 people per meter per minute
- Based on the event as a low risk non seated outdoor event
- Setting 8 minutes as the target maximum exit time

The calculation is as follows:

- Exit capacity = Number of people divided by flow rate x escape time
- Exit capacity = 2000 divided by 109 x 8
- Exit capacity = 2.29m

=> Total width of exits required from the complex = 2.29m

This requirement is exceeded by the planned exit widths:

- Gate no. 1 = 5000mm exit
- Gate no. 2 = 4400mm (plus Gate no. 2a at 1100mm)

Total exit width from site = 10.5m

Width of smallest emergency gate = 4400mm
4.4m @109 persons/m/minute = 480 persons per minute
480 persons at 8 minutes = 3840
This provides for an exit capacity of 3840 persons from the site in 8 minutes through smallest of 2 gates.

Note: *The calculations exclude other routes to the marinas and an exit from the inner car park that can be opened if required.*

Summary

The calculated occupant capacity for an event is the lower of the occupant density for the event or the amount of people that can safely leave the event site given the available exits.

Occupancy Density:	2,369 persons
Exit Capacity:	3,840 persons

The nominal Maximum Number of persons allowed on site is therefore 2,369 however the figure for CW2026 is to be set as 2,000 persons for comfort.

5. Traffic Management

Traffic Management

The purpose of this plan is to allow a free flow of traffic in and around the Crosshaven village so as to minimise inconvenience to local residents while at the same time allowing unhindered access and egress to all emergency vehicles. In the event of an emergency, all emergency vehicles will be allowed free access and egress into the Cork Week site.

With this in mind the principal control measure for of traffic management is the provision of suitable parking facilities, taking into account the anticipated numbers of both daytime and evening patrons to the event. These are outlined below. It is not anticipated with the current numbers of patrons expected that road closures or one-way systems will be required.

Car Parking

The site layout is designed to facilitate a large amount of parking on the existing grounds of the RCYC. The number of car spaces provided in the main riverside site is c220. Some additional parking is located in the Eastern Marina fo c20 cars.

Restricted set-down parking will be permitted at the main event entrance during the build-up days and in the mornings of the sailing days. A number of parking spaces will be designated to disabled permit holders on the main road adjacent the main site access. Car parking will be controlled by Cork Week staff and volunteers.

Disabled Parking Spaces will be allocated at either end of the site and access to bring a vehicle inside the gates can be granted on request.

6. Site Build and Dismantling

Safety of Club Members, Visitors and Members of the Public

The safety of all Club members, visitors and members of the public is of paramount importance to the RCYC and event organisers. It is planned that club sailing activities will be curtailed during the event however limited sailing activity will be maintained in the last week prior to the event and the week post event. At all times during site set up and dismantling the work areas will be segregated so far as reasonably practicable. Consideration will be given in particular to the presence of juvenile members of the club and the scheduling of their activities during these works.

Provision of Information

All relevant information shall be provided to the contractors to ensure safety during the site build and dismantling. The main RCYC site has been provided with temporary electrical and water points. There are also foul drain manholes located across the site.

The underground routes of these services are marked on a site service drawing, and this will be made available. Contractors should however take account of the HSA Code of Practice for Avoiding Underground Services if any excavation is required or if driving stakes into the ground to secure marquees.

Contractors and suppliers

The services of contractors and sub-contractors will be utilised to undertake such tasks as the construction and teardown of temporary structures and the installation and maintenance of services to the site. The event organisers will ensure that suitable contractors are engaged.

The following documentation should be requested from all contractors:

- A copy of their company's safety statement
- Proof of insurance
- Work method statements and risk assessment of the work they will be carrying out
- Certification for materials used e.g. fire certificates for marquees etc.
- Documentation as required under the construction regulations

Any persons driving vehicles and machines on site will be suitably trained and qualified.

The Royal Cork Yacht Club staff engaged in event related activities will be supervised by club management to ensure their safety.

7. Emergency Arrangements

Key Personnel

The responsibilities of the key event personnel are outlined in Section 2 however in summary for the purposes of emergency planning they are the:

Event Co-Chair/Director of Racing

- The Event Director of Racing, Roscoe Deasy, is responsible with his team for the organisation of racing on the water each day. The Director of Racing will liaise with the Principal Race Officer and course Race Officers each day taking account of weather forecasts and other factors, to ensure the safety of all competitors or event personnel, so far as is reasonably practicable. While the racing is planned and scheduled across various fleets, changes in arrangements will be made at the discretion of the Director of Racing, on daily assessment of conditions, and in consultation with Race Officers, the Event Chairperson and the Event Safety Officer.

Event Co-Chair / Shoreside

- The Chair (Shoreside) is Denis Byrne. He is the person who has overall responsibility for management of the event. The team of the Event Safety Officer/Club General Manager and all Security personnel will assist.

Club General Manager

- The club General Manager is Gavin Deane. He is the person responsible for the management of all club staff and facilities. He will liaise with the Event Chair and Event Safety Officer to ensure the smooth running of the event.
- The General Manager will be supported by the Marina, bar & catering and administration staff who will have duties delegated accordingly.

Event Safety Advisor

- The Event Safety Advisor is Gavin Deane He is responsible for all matters in relation to Health & Safety. He will liaise with the Event Co-Chairs, Club Manager and all security and medical personnel to ensure the safe running of the event.

Principal Race Officer (PRO) and Race Officers (RO)

- The PRO will be responsible for assessing conditions daily for suitability each day in conjunction with each course RO, the Director of Racing and Event Safety Officer.
- The RO, along with a team of assistants, rib and work boat resources, are responsible for the organisation of racing in each particular course.
- A risk assessment will be completed each morning in advance of racing by the PRO and Event Safety Officer

Control Arrangements

The event organisers are committed to ensuring the safety of all competitors and visitors to the event. The following arrangements shall be provided for safety as outlined overleaf.

Royal Cork Safety Communications

Royal Cork Yacht Club staff will monitor the VHF during daytime racing hours. They will monitor racing fleet channels where possible and Channel 16/M37. They will be fully briefed on the emergency arrangements and the contents of the Event Safety Plan.

The club marina staff will also liaise with the Port of Cork operations on an at least daily basis to ensure the safe co-ordination of racing activities and port traffic entering or leaving the harbour.

The PRO and ROs shall be kept informed on harbour traffic movements in advance of each day of racing.

The radio base will be the Marina Managers office. If there is a largescale emergency event the communications may be shifted to the facility of the Crosshaven unit of the Irish Coast Guard located nearby, on request from the Irish Coast Guard.

The course details and designated VHF Channels as follows:

Course	VHF Channel
Harbour **Various**	71
Laid Course A **Approx. 2nm ESE of Roches Pt**	68
Laid Course B **Approx. 1nm SW of Roches Pt**	69
Laid Course C (Coastal) **Various**	72
Beaufort Cup Fleet **Fastnet Race Monday 6th**	71
Laid One Design **Approx. 0.5nm SE of Roches Pt.**	74

Emergency Procedures Afloat

SERIOUS EMERGENCY: Use VHF Channel 16 and broadcast a 'MAYDAY' or 'PAN PAN' as appropriate.

OTHER DIFFICULTIES: Call the Race Officer/Committee course VHF Channel (see Course SI's) and advise your Course Race Committee Vessel of your problem.

IN EVERY CASE STATE:

a) yacht name and position
b) number of persons aboard
c) the nature of the incident or injury
d) the nature of assistance required

All boats shall comply with World Sailing Offshore Special Regulations (OSR) Appendix B (except One Design classes).

In addition, the following must be carried aboard and be in working order:

- Permanently installed manual bilge pump

- A handheld waterproof marine VHF radio

- A second marine VHF (which may also be a handheld VHF)

- A first-aid kit and manual

- Two orange smoke flares

- An effective means to quickly disconnect or sever the standing rigging from the boat

One Design classes must carry a VHF Radio Transceiver and comply with the safety requirements of their respective Class Rules.

Additionally, for participation in the Beaufort Cup (an OSR Category 3 event), each yacht is required to carry sufficient liferaft capacity to cater for the total number of crew onboard and hold a valid in-date service certificate. Each vessel shall have the correct equipment on board as mandated by Category 3. All such required safety equipment shall remain onboard for the duration of the event. Safety inspections may take place before the start of the Offshore Race, and at any stage during the event.

Other Resources for Emergencies

The event organisers will have at their disposal the following resources:

- First Aiders c/w emergency medical equipment
- Ambulance (Friday eve) and car transportation
- Site Security Personnel (evening and night)
- RCYC rescue boats (RIBs) and ferry boats
- RCYC Marina staff

External local resources not under the direct control of the RCYC and Cork Week include:

- The Gardai
- The Crosshaven Unit of the Irish Coast Guard (which uses the RCYC as a waterside base and launch point all year round).
- The assistance of the Crosshaven Unit of the RNLI should a serious emergency require such support and a request to launch from the Irish Coastguard.
- The local Crosshaven unit of the Cork County Fire Brigade who will familiarise themselves with the site physical arrangements.

A list of additional external medical and marine support services is attached in the Appendices and available online on the event website.

Definition of Serious Emergency

A serious emergency is defined as any event causing or threatening to cause death or injury to people attending the event resulting from major fire, extreme weather conditions, drowning, serious crowd disorder, explosion, bomb threat or other unforeseen event necessitating partial or total evacuation of the site.

Event Emergency Procedures

A set of procedures to address potential emergency situations will be held on site to guide the Event Controller and Event Safety Officer including:

1) Action in the Event of a Person Falling into the Water
2) Action on Discovery of Fire
3) Action in the Event of a Bomb Threat
4) Action in the Event of Crowd Disturbance
5) Evacuation Procedure
6) Procedure for Water Based Emergencies Away from the Marina
7) Procedures for Casevac through Naval Base
8) Priorities for Evacuating Casualties

These procedures will be communicated, along with the Event Safety Plan, to all relevant stakeholders.

8. Event Medical Arrangements

Shoreside

The following is a summary of the proposed provision of medical assistance at Cork Week 2026.

- The provision of first aid ashore for casualties off the water (Marine Medical Emergency).
- Emergency First Aid and AED trained personnel are outlined below.

Afloat and Ashore:

Gavin Deane
Mark Ring
Dave Coveney

Ashore only:

Miriam McMahon
Anne Lordan
Amy Hyde
Joanne Carroll
Others as available

A First Aid Post will be set up in the security cabin at the main entrance, but the first aid personnel will be essentially mobile and on call.

First Aid support ashore can be contacted by:

- Requesting assistance on VHF Ch37 if Marina related during the day
- Contacting any Event Organiser or member of staff
- Directly via mobile phone numbers posted at the security post or event office.
- Contacting Security

Marine Medical Emergency

On the water approximately 600-800 people will be racing in boats within a 10-mile radius of Cork Harbour (with the exception of the Beaufort Cup fleet Fastnet Race). The potential problems here are intrinsic to each boat, and collisions with each other, as in head injuries, fractures, lacerations etc. heart attacks or severe haemorrhages require that the patient would require attention as soon as practicable. There is a remote possibility of multiple boat collision especially with the bigger boats. Persons recovered from a man overboard or sinking incident may require treatment for hyperthermia/cold shock.

All water sports contain certain elements of risk, and the risks of sailing are well known to all our competitors. We will accept that with water sports in general it is impossible to provide immediate care to every situation. It is wise however to minimise the risk and in particular to reduce the gaps in the survival chain as much as possible.

The facilities/arrangements available are as follows: -

- For minor incidents the skipper may contact the race Committee Vessel/Race Officer on the relevant fleet designated VHF channel. The Race Officer may designate the fleet workboat or RIB to provide support if required. The Committee Vessel/Race Officer may contact the club by VHF or mobile phone for additional support to be provided.
- For major emergencies onboard a vessel VHF channel 16 should be used to broadcast a 'MAYDAY' or 'PAN PAN' call.
- There will be a Rigid Inflatable Boat (RIB) held on standby at the club marina or afloat available to provide some additional assistance if required.
- First Aiders can be brought out to a vessel if absolutely required however it is preferred that they stay ashore in general.
- The Coastguard provides co-ordination radio links and helicopter evacuation should they deem appropriate.
- The RNLI will launch a lifeboat only on request from the Coastguard should it be needed. The minimum time between call and arrival at the scene for both of these is estimated between 15 and 25 minutes.
- It is expected that all competitor boats will have trained and experienced personnel on board, with a clear command structure and an ability to use VHF radio equipment correctly.
- All must have VHF radios and it should be possible for them to notify the Coastguard of any emergency they have on board, while at the same time transporting the patient to the nearest evacuation point.
- It is to be expected that other competing boats will be available to provide assistance to another in distress in the event of a serious situation.

NOTE: If at all possible, transfer of a casualty from a yacht or motor vessel to a RIB while at sea is to be avoided. If it is required, it must be done under the supervision of a trained and experienced casualty care provider or Doctor or experienced SAR coxswain.

It should always be remembered that in regard to yacht racing:

"The safety of a yacht and its crew is the sole and inescapable responsibility of its skipper"

In the event of a serious medical or vessel emergency the skipper/crew should not hesitate to contact the emergency services using VHF radio on Ch16 (or mobile phone, if necessary, 999 or 112).

Major Emergency

In the event of a major emergency requiring emergency evacuation or multiple casualties, the following is proposed:

- A "Casualty Collection Station" will be established in the main Marquee.
- Club and Security staff secure the area and ensure the emergency services are directed to the area on arrival.

Nearest Hospital

The nearest Emergency Department is Cork University Hospital 23kms from the RCYC a with an approximate travel time of 27 minutes.

Alternatively, the Mercy University Hospital is 26kms and approximately 32minutes by road. The Emergency Department is open 24 hours for all types of emergencies, apart from critical paediatric cases and major trauma.

For minor cases, and where the person can make suitable accompanied travel arrangements, the VHI Swiftcare Clinic in Mahon is 19km and approximately 23 minutes by road.

A list of hospital and clinic options is included in the Skippers pack and available at the event office.

Regional Emergency Management Office – HSE South

The Regional Emergency Management Office for this region is located at:

Emergency Management Office
Eye, Ear and Throat Hospital
Western Road
Cork
Tel: 0214921622
Fax: 0214921637
emo@hse.ie

9. Fire Safety Management Plan

Fire Safety Plan

The purpose of the Cork Week Fire Safety Management Plan is to ensure the safety of Club members, visitors, members of the public & staff members this is taken as our first priority. Compliance with all safety requirements in our procedures is vital and these include:

1) Taking all reasonable measures to guard against the outbreak of fire on the site.
2) Provide reasonable fire safety measures for the site and prepare and provide appropriate fire safety procedures for ensuring the safety of persons on the site.
3) Ensure that the fire safety measures and procedures are applied to at all times, and
4) Ensure as far as is reasonably practicable, the safety of persons on the site in the event of an outbreak of fire whether such an outbreak has occurred or not.

Fire Prevention

Waste Materials

Rubbish and other waste materials will not be allowed to accumulate; such materials will be removed from the site on a daily basis. A continuous patrol will be maintained during busy evening periods. The site will be thoroughly cleaned at least once a day (early morning) and continually during evening social activities. A cleaning contractor has been employed to do this work.

Smoking Areas

In external areas where smoking is permitted, a plentiful supply of non-combustible ashtrays will be provided.

Flammable Materials and Gases

Flammable liquids, gases and other potentially dangerous substances will be used in as small quantities as possible and will be handled with extreme care and will be stored in suitable, clearly labelled containers. Cages will be used to store spare flammable gas bottles and those located away from the point of use.

Smoking will be prohibited where gas and other flammable liquids are handled.

All food concessions on site must be in possession of electrical and gas installation compliance certificates and provide the certification to the Event Safety Officer. Electrical and gas appliances and associated fittings will be inspected before the event begins by a competent person. All LPG installations shall be certified and evidence of such provided to the organisers for inclusion in the Fire Safety Register.

Members of the public will not be permitted to enter ‘restricted’ areas other than those to which they are intended to have access. In particular, members of the general public will not be allowed access to the Club Marinas after dark. Only sailors who have boats on the Marina will be permitted onto the Marina after dark.

The site will be inspected each night by the security supervisor and security personnel after patrons have left. The purpose of this inspection is to remove any potential fire hazards. Security personnel will be on patrol throughout the site after each night’s entertainment is over and the site has been substantially cleared.

Training and Instruction

Informing the Public.

Members of the public will be made aware of the safety procedures that apply in the event of a fire or other emergency. This will take the form of Fire Instruction Notices and announcements over the P.A. system in the Main marquee.

A copy of the Fire Instruction Notice, which will be used for the event, is included in Appendix 6. The emergency announcements are outlined in Appendix 6.

Calling the Fire Brigade

In the event of an outbreak of fire, the Event Safety Officer will be notified by radio. He will call for the Fire Brigade using a mobile phone, or from a landline on the site. The Fire Brigade can be contacted by dialling 112 or 999.

Escape Routes.

Escape routes from Marquees and from the open site will be kept unobstructed and immediately available for use. The senior bar staff will be responsible for ensuring this within the Marquees. The security personnel will ensure that all site emergency exits are kept free from obstructions and ready for use.

On marquees without fixed exit doors in place shown on the site drawing as zig zag lines the agreed amount of exit openings will be maintained by tying back the marquee canvas to the agreed size shown on the drawing should the need arise i.e. in bad weather.

The minimum number of exits to be provided shall be based on the area of the marquee as set out in the guidance note 'Fire Safety Requirements for Domes, Marquees and similar structures last amended 2019'.

For the main marquee the exits will be as follows:

1. Main Marquee – 189m^2 max area – while in use, a minimum of 5m of folded back flaps of marquee fabric open, held securely tied.

The circulation area marked in on the layout drawing will be kept clear of all obstructions and vehicles at all times. Security personnel are responsible for ensuring this.

No exit doors shall open directly onto a step. A door must open onto a level landing area. Any difference in level between the floor and the ground level shall be made good by a ramp at a slope of not more than 1 in 12 leading from the landing.

Escape routes will be clearly sign-posted and adequately illuminated.

A security guard will be on station at each of the 2 no. operational gates at all times to ensure these are fully opened in the event of an emergency evacuation of the site.

Provision, Inspection & Maintenance of Fire Protection Equipment.

Fire Extinguishers

A fire extinguisher company will be contracted to supply an adequate number of suitable fire extinguishers to be distributed in various fire points throughout the site. The selection, installation and maintenance of fire extinguishers will be in accordance with I.S. 291. All fire extinguishers will be thoroughly inspected by a competent person before the event begins. Suitable signage will be arranged for the fire extinguishers.

Emergency Lighting

Emergency lighting will be installed in each Marquee being used for entertainment or retail purposes and in any marquee to be used during the hours of darkness. This will operate automatically on failure of the normal power supply to the lighting circuits and will have an endurance of at least 3 hours. Emergency lighting will be designed, installed, commissioned and serviced in accordance with I.S. 3217. A completion certificate will be issued by the Electrical Contractor and retained on the premises for inspection purposes.

Adequate normal lighting shall be provided outside each final exit door, and on external escape routes. The lighting shall be kept alight during the whole time, as it might be necessary for escape purposes. The emergency lighting system shall cover all areas in use by the patrons or public. The emergency lighting system shall also cover the escape routes and the areas outside each final exit door.

Assisting the Fire Brigade

Access routes to be used by fire appliances will be kept clear at all times. The main accesses for appliances onto the site are as follows: -

- The event main entrance - Gate No.1 (adjacent the dinghy centre)
- The egress and fire escape route at the east (village end) of the site - Gate No.2

Gates or temporary barriers that are likely to obstruct fire-fighting operations will be removed when the fire alarm is raised.

The Event Safety Officer or Security Supervisor will meet the officer-in-charge of the Fire Brigade and provide information on: -

- The approximate number & location of persons still on the premises
- The location of the fire
- Any special hazards e.g. LPG tanks, cylinders and flammable liquids etc.
- Entry points to buildings / marquees

A copy of the site layout plan will be available to the officer-in-charge of the Fire Brigade. Copies will also be with Security and Event Safety Officer.

The local fire brigade unit will be invited to complete site familiarisation prior to the event commencing.

Gas mains and gas from bottles will be shut-off when the fire alarm is raised. Electricity should be shut-off if requested by the officer-in-charge of the Fire Brigade.

10. Food Safety

Catering Services

The provision of food on site will be provided by a mixture the Club restaurant team and individual food stalls (trailer/stall type).

All food stall holders will be appropriately licensed and provide such evidence to the event organisers. Details and certification for any gas supply equipment shall be supplied to the event organisers in advance. There will be no cooking in the main marquee during the event.

Locations

Locations for food service providers are indicated on the site plan. The separation of outlets will be in accordance with the requirements of the fire legislation and guidance i.e. 6m minimum separation if cooking with gas or 3m separation of units if cooking with electric power.

Gas Storage

Gas will be used for cooking in some food stalls on site. All gas bottles in reserve and those located a distance from where the gas is used will be stored in appropriate storage containers/cages.

11. Environmental Management

Waste Management

It is the event organisers desire to ensure the site is maintained in as clean and litter free condition as possible. It is also the vital for the RCYC that impact of litter on the neighbouring area is kept to an absolute minimum to maintain good relations with the nearby residents.

The waste management arrangements for the event are as follows:

- A cleaning contractor is appointed to keep the facility clean and litter free. This includes external areas outside the boundary of the RCYC.
- An adequate number of bins will be provided across the site and particularly near the food concessions.
- Frequent litter patrols will take place throughout busy periods to reduce litter build up
- Frequent glass bottle patrols will also take place to minimise the risk of broken glass on the site
- A full site clean and wash down will take place early in the morning
- A licensed waste disposal contractor will be used for waste disposal.
- All waste disposal arrangements will be in compliance with local authority requirements

12. Welfare Facilities

Sanitary facilities

Sufficient sanitary facilities for the anticipated numbers will be installed and the locations are indicated on the site layout plan.

In summary these are:

- Temporary portaloos* to the west of the Dinghy Centre (Thursday & Friday only)
- A disabled toilet in the dinghy centre
- A disabled toilet located in the adult changing rooms
- The permanent Male and Female toilets in the main club building
- The permanent Male & Female facilities in the Dinghy centre
- The permanent Male & Female facilities in the Adult changing rooms

These facilities will be maintained by the appointed cleaning contractor for the duration of the event.

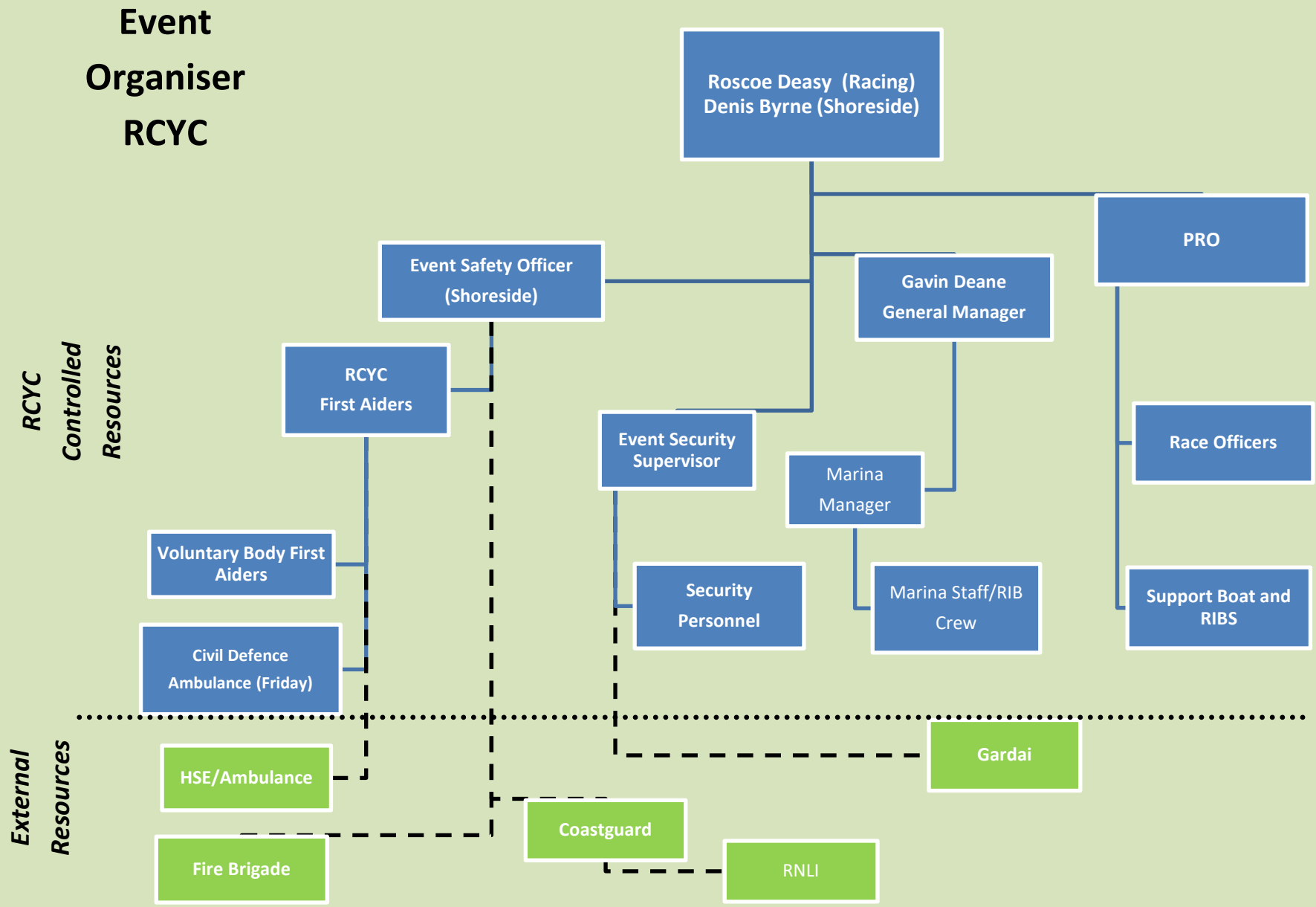
*All temporary portaloos will be provided by a contractor with appropriate waste management licences.

Appendices

Appendix 1	**Event Organisation Chart**
Appendix 2	**Site Layout Drawing**
Appendix 3	**Cork Week Sailing Instructions**
Appendix 4	**Daily Risk Assessment Format**
Appendix 5	**Risk Assessments**
Appendix 6	**Emergency Contacts**
Appendix 7	**Supplementary Medical and Marine Emergency Information**
Appendix 8	**Accident Incident Reporting Form**

Appendix 1 Event Organisation Chart

Cork Week 2026 Safety Organisation



Appendix 2 Site Layout Drawing

SLIPWAY BAR

SLIP

SEA WALL

ROCK

ROCK ARMOUR

99.301
99.488

PLATFORM

WALL

R3000

VENTS

PUMP

R4450

TANK

GULLY

GULLY

Exclusion zone

RETAIL MARQUEE
(9mX4m)

Coffee Unit (3mx3m)

Rebel Burger (4.5mx4.6m)

Wok'n'Roll (4.5mx4.6m)

Portable Stage 6 x 2

Play Ground

Bar 4 x 2

Cooler unit

CHANGING

Disabled WC

CLUB HOUSE DINING

CLUB HOUSE BAR

FIRE ESCAPE No. 2

Golf Room/ (3mx3m)

CLUB STORE

BOTTLE BANK FACILITIES

GATE No. 2

Position of security fence to define site boundary along edge of road

CMH

ROAD EDGE

FOOTPATH

FOOTPATH

TOP OF PATH

Disabled WC

RACE OFFICE

River Control 3x12m

BAR / FUNCTION
21m X 9m

Ramp

EVENT OFFICE

ANNEX TO BAR (6mX3m)

Cold room (6mX3m)

FIRE ESCAPE No.1

Road Deck 3m x 3m

MAIN ENTRANCE GATE No.1

North Sails

UK Sailmakers

MH

WALL

EOR

WALL

Pedestrian Gate from Carpark

20.358
20.758

EOR

KERB

Position of existing gates held open during event to be main entrance and escape gates and be manned at all times

set down

set down

set down

Limited Mobility Set Down Area

BARRIER

MH

GARAGE

STONE WALL

TARMAC ROAD

STONE WALL

DWELLINGS

RG

1

FH

ACCOMODATION TYPES

- Bar, Lounge Bar
- Restaurant, Dining Room
- Retail
- Toilet Blocks, existing Disabled WCs available to public
- Mobile Fast Food Units & Offices
- Containers, Vans, Lorrys, Cold Storage etc
- Open front to Marques

CORK WEEK 2026

PROPOSED SITE LAYOUT PLAN

V1 - For information
RL 01/06/2026

CORK WEEK
6th to 10th July
17 20
2026
Royal Cork Yacht Club

Appendix 4 Sailing Instructions

Appendix 4 Daily Risk Assessment Format

DAILY RISK ASSESSMENT - EVENT NAME: .....

Risk Value	*1 - Low Risk*	*2 - Low/Medium*	*3 - Medium/High*	*4 - High*	*Score*
Wind Strength (mean)	Less than 10 Kts	11 to 15 Kts	16 to 24 Kts	25 Kts +	
Sea State	Calm	Slight	Moderate	Rough	
Air temp (note wind chill)	18 - 22 C	12 - 17 C	5 -12 or 23 - 28 C	Less than 5 or above 28 C	
Visibility	Good Visibility	Moderate Visibility	Poor Visibility	Fog	
Standard of Competitor	Very Competent	Competent	Limited Competence	Novice	
Type of race boat	Yacht with engine	Dayboat with engine	Yacht without engine	Dayboat without engine / Dinghy	
On water assets	1 Rib: 6 dayboats / dinghies	1 Rib: 6-10 dayboats / dinghies	1 Rib: 10-15 dayboats / dinghies	No Ribs in attendance	
Race Team / Mark laying team experience	Very Competent	Competent	Limited Competence	Novice	
Sailing time (hours)	Less than 3	3 - 4	5 - 6	6 or more	
				Initial Risk Score	

Additional Mitigating / Aggravating Factors (adjust risk score)					
Score	< 15	16 - 21	22 - 36	Final Risk Score	
Risk					

IF RISK SCORE IS RED THEN THE RACE OFFICER SHOULD CONSIDER FURTHER MITIGATIONS OR ABANDONMENT

Forecast Wind & Tides
Race Start Time:
HW: LW:
Height: Spring / Neap
Wind Direction:
Strength:

Expected Ship Movements:

DECISION:

Race officer confirms race team briefings conducted and shipping movements checked with Port of Cork (VHF CH 12 or 021 4811380).
Please supply copy of this to race office before leaving the Club and email a photograph to racing@royalcork.com

V2 - 17/7/25

Name: Signature: Date:

Appendix 5 Risk Assessments

CORK WEEK 2026 Event Risk Assessments

1.0 Shore Based Activities

2.0 Marinas and Marina Operations

3.0 Marine and Racing Activities

Risk Rating

The risk of a hazard causing harm is a measure of the likelihood or probability of an accident coupled with the severity of the injury or loss. The simplest form of a risk assessment uses the common categories of High, Medium and Low.

Risk assessments for Cork Week have been completed using the following format:

Severity		Likelihood		Risk Rating	
High	Fatality-major injury causing long term disability	Low	Very seldom or never	Low Risk	1
Medium	Injury-an illness causing short term disability	Medium	Reasonably likely	Medium Risk	2
Low	Other injury or illness	High	Certain or near certain	High Risk	3

1.0 Shore Based Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
1. Unprotected edges on water side of land site	Trips and Falls - broken limbs. Drowning	Low	1. Guard-rails will be provided along the water's edge in the main areas, in the absence of permanent handrails, prior to the opening of the event 2. Only competitors and club members have access to the marinas with security personnel in place Thursday and Friday 3. Security monitor along shore front
2. Diesel Storage Tank and refuelling	Spillage leading to fire. Danger to life and property. Environmental Risk	Low	1. Purpose built 6000ltr storage tank. Bund wall can contain 110% of tank's total volume. Filling of vessels is carried out by pump on a marina hammerhead by trained Marina staff only. 2. The tank area on shore will be fully cordoned off from visitors.
3. Petrol Storage and refuelling	Fire and explosion.	Medium	1. Purpose built underground storage tank and dispensing pump 2. Fuelling of vessels is carried out by pump adjacent to a floating berth (tidal) 3. Refuelling of RIBs will be carried out of hours where possible and petrol containers will not be brought through the event site during social activity periods. 4. Fire extinguishers in place. 5. An exclusion zone is placed around the underground tank access. Nothing to be stationed over this. See site plan for location.

1.0 Shore Based Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
4. Car park lighting	Slips trips and falls in the dark	Medium	1. Some additional temporary lighting will be provided for the dinghy park car park area.
5. Glasses and bottles from Bars	Injuries from broken glass, use as projectiles	Medium	1. Plastic glasses will be used for the event with the exception of the main club dining room 2. The cleaning contractor and club staff will collect discarded bottles and [plastic glasses around the site. All bottles will be put into a skip or suitably recycled. 3. No bottles or glasses will be allowed onto the site. 4. RCYC first aiders available
6. Fire	Fire in occupied marquees and temporary structures Burns - Death	Medium	1. Event Emergency Plan in place 2. Fire extinguishers will be installed in all temporary structures 3. Certificates of compliance will be required for all temporary covered structures supplied. All materials will be fire retardant to B.S.5438 4. Emergency lighting fitted in all temp structures used in hours of darkness to IS3218 5. No cooking or BBQ planned in the main event marquee 6. Security personnel patrolling site at night 7. Spaces will be monitored for their capacity to prevent overcrowding 8. Capacities of each individual section of the clubhouse and the marquee will be posted.

1.0 Shore Based Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
7. Fire	Break out of fire in the existing club facilities and permanent structures Smoke inhalation, burns, death	Medium	1. Event Emergency Plan in place 2. Fire extinguishers are installed to IS290 3. Fire detection and alarm system fitted and maintained to IS3217 4. Emergency lighting systems fitted and maintained to IS3218 5. Staff trained in use of fire extinguishers 6. Fire Register maintained 7. Capacity numbers for each bar or area (as stated in event safety plan) will be controlled by security and will not be exceeded.
8. High Winds	Collapse of marquees, retail units and sheeted fencing. Flying and falling objects	Medium	1. All tented structures are supplied by marquee contractor and must be suitable for wind speeds up to 50 mph minimum. 2. Event structures shall be erected by competent persons and well secured for adverse weather. 3. Weights and straps will be monitored for the duration of the event. 4. Event safety officer will monitor forecasts to identify potential adverse weather in advance

1.0 Shore Based Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
9. Access and Egress	Congestion, injury	Medium	1. Site entry and exit strategy in place. The site is open to all until approx.17.30. After this time specific entry and exit gates will be used. 2. Adequate circulation and escape routes provided 3. Methodology for control of numbers in place using security personnel and 'bean counters' for Thursday & Friday. 4. Security personnel on site to ensure control of numbers 5. Event Safety Plan developed and site drawing completed. 6. Nominal site capacity number is 2000 7. The individual capacity of each marquee or room as calculated must not be exceeded 8. Walkways and evacuation routes will be kept clear at all times 9. Cleaning contractor to keep site clean and tidy and ensure a good standard housekeeping is maintained.
10. Slips, Trips, Falls on site, in marquees etc.	Slip and falls causing broken limbs, etc...	Medium	1. Where required grass or uneven surfaces will be covered with matting or temporary flooring 2. The condition of the ground and internal floors will be inspected frequently by cleaning personnel 3. In the event of spillage of drink or the presence of slippery material the area will be cleaned up as soon as possible 4. Signage will be available and cordoning off of temporarily unsafe areas will take place 5. First aid/Civil Defence will be on site (ambulance and crew Fri) 6. Additional temporary lighting will be put in place 7. Security will monitor behaviour of attendees if necessary 8. No standing on beaches or chairs permitted 9. Flagstaff plinth cordoned off

1.0 Shore Based Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
11. Access and Egress to temporary structures	Slip and falls causing broken limbs, etc...	Medium	1. No exit doors shall open directly onto a step, a level landing must be in place 2. Any difference in level between the floor and the ground level shall be made good by a ramp at a slope of not more than 1 in 12. 3. Steps must be in compliance with the Building Regulations 4. Openings to temporary structures must be as shown in event plan drawing 5. Emergency lighting will be provided outside each temporary structure used in the hours of darkness
12. Electricity	Contact with electricity in permanent and temporary structures	Low	1. Electrical installation in temporary structures installed by competent electrical contractor 2. Temporary installation will be tested and certified and records maintained in the fire register
13. Electrical Power failure.	Falls, panic, crush, crime, etc...	Medium	1. In the event of a mains failure the event electrician or other authorised personnel will restore power as quickly as possible 2. During any power failure, independent Emergency lighting will be illuminated automatically inside all structures, both temporary and permanent, and along the exit routes.

1.0 Shore Based Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
14. Gas cooking and bottles on site	Explosion, fire	Low	1. Bottles in storage or in use remote from where connected will be kept in cages. 2. Vendors using gas must provide certificates for their installations to the event safety officer for inclusion in the fire register 3. Food units will be separated according to fire regulations and guidance i.e.6m from other structures if using gas for cooking and 3m if using electric power.
15. Major emergency with multiple casualties.	Life threatening conditions.	Low	1. A Casualty Collection station will be established in the large Marquee in the event of a major emergency. 2. This will allow evacuation via Gate 2 by ambulance. Other areas will be commandeered as necessary.
16. Communications in Emergencies.	Communication failure.	Medium	1. Key emergency personnel will be in contact via walkie talkie including links between security personnel, civil defence and event safety officer 2. Security personnel will bull horns to evacuate patrons in the event of an emergency

1.0 Shore Based Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
17. Evacuation of the Site during an emergency	Panic, congestion, emergency services unable to gain access.	Medium	1. Emergency Exits will be clearly sign-posted and must be kept free from obstruction at all times 2. Security personnel will open emergency gates during an evacuation to ensure a swift evacuation of the site 3. The security staff will direct the public to the assembly areas (a) The caravan park (b) Crosshaven Village. The Glen area may be in use by the emergency services. 4. An event plan has been developed complete with full emergency evacuation arrangements
18. Robbery of cash, etc...	Injury to life and limb.	Medium	1. Cash sales minimise with POS card/tap devices 2. Cash will be collected from the site at frequent intervals to keep quantities low 3. Other confidential security measures will be in place. 4. There will be no payments taken at the gates. 5. Security personnel will be on site
19. Violence and aggression	Risk of aggression from persons on site	Medium	1. Only trained and certified security personnel will be used for positions interacting with the public. 2. Security personnel will receive briefing from CW organising personnel on gate protocol 3. RCYC members will operate on the main entrance in support of security personnel 4. Security personnel will all be equipped with radios to call for support if required

1.0 Shore Based Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
20. Children's Playground	Injury from horseplay, large numbers using	Medium	1. Purpose built childrens playground 2. Daytime for children only 3. Will be locked and secured for night time periods and monitored by club staff and security Thursday & Friday night
21. Powered gates	Crush, entrapment	Low	1. The main powered gate adjacent the Dinghy Centre will be isolated and used only in manual mode 2. Car pack gate will be in noral mode.

2.0 Marinas and Marina Operations			
Hazard	**Risk**	**Rating**	**Control Measures**
1. High Winds - potential for rafted yachts to make hull to hull contact.	Danger to life and property.	Medium	1) A berthing plan is prepared by RCYC marina staff 2) Rafting will be relatively limited as event numbers are comfortably accommodated on the club marina 3) Marina has been inspected and repaired where required prior to event
2. Marina fingers - end edge difficult to distinguish at times.	Falling in to water - Drowning	High	1) Marina lighting is in place and in good order 2) Ladders are located in various parts of the marina to assist people climb out of the water 3) Life rings placed on the marina
3. Deep Water around marina	Falling in to water - Drowning	High	1) Ladders are attached at strategic points on the marina. 2) Unauthorised access to the marinas by non competitors/members will be controlled by security during the evening 3) Very intoxicated people will not be allowed on marina unaccompanied 4) Night security presence in the club
4. Fire on board yachts or on the marina.	Danger to life and property.	Medium	1) Fire extinguishers and water hoses are provided on the marina. Additional extinguishers held in the security office and elsewhere ashore. 2) All racing vessels required to carry fire extinguishers. 3) Fresh water hoses are located on the marina.
5. High Speed craft on the river.	Collision - Danger to Life, limb and craft.	Medium	1) A speed limit of 6 knots has been imposed by the Port of Cork Authority and will be enforced by the Coastguard if required 2) RCYC ferries and RIBs shall observe the speed limit. 3) Speed limit signs have been erected in prominent locations on the marina.

2.0 Marinas and Marina Operations			
Hazard	**Risk**	**Rating**	**Control Measures**
6. Night RIB operations	Collision, falling in water - Danger to Life, limb and craft.	High	1) Ribs will not be operated after dark unless equipped with Navigation lights. 2) Only authorised and suitably qualified personnel will drive club Ferry Boats and R.I.B.s'. (Minimum level 2 powerboat) 3) Competitors are almost entirely on the RCYC marina so limited ferrying required.
7. Petrol pump and refuelling	Fire and explosion during handling of petrol	High	1) Purpose built petrol refuelling station 2) Refuelling operations restricted and completed by trained staff 3) Area around petrol dispenser fully cordoned off and exclusion zone setup. 4) Fuelling of boats at the fuel berths will be carried out under the control of the marina staff. 5) Purpose built diesel refuelling system

3.0 Marine and Racing Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
1. Racing in Cork Harbour and area outside (daytime)	Sinking, collisions, mechanical failures or injuries while racing	Medium	The general arrangements are as follows: 1) The RCYC is experienced in the running of this event and running other regattas in this area. 2) An Event Safety Plan has been prepared and circulated to all relevant parties. Emergency arrangements are also outlined in the Sailing Instructions 3) All racing under the Racing Rules of Sailing and all IRC boats shall comply with the ISAF Special Regulations Governing Offshore Racing for Category 4 races 4) Sports Boat's & One Designs shall comply with the ISAF Special Regulations Governing Offshore Racing for Category 5 races. 5) Officials may inspect any competing yacht and crew at random at any time before or during the event. 6) A work boat and RIB will be attached to each race course area 7) Designated racing areas are planned to minimise traffic issues 8) Club staff will communicate and co-ordinate with the Port of Cork – via Cork Harbour Radio on VHF and direct phone contact. 9) The PRO may postpone or make alternate arrangements for racing in the event of adverse weather conditions 10) A daily risk assessment will be undertaken by the PRO in consultation with the relevant RO and event safety officer and recorded

3.0 Marine and Racing Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
2. Overnight Fastnet race for Beaufort Cup fleet	Adverse weather, incident offshore, night racing	Medium	1) All IRC yachts shall comply with the ISAF Special Regulations Category 4. 2) In addition all Beaufort Cup Yachts shall comply with the ISAF Special Regulations Category 3 which includes a liferaft. 3) Boats will have mandatory trackers 4) Officials may carry out scrutiny on any competing yacht and crew at random at any time before or during the event.
3. Racing in adverse weather	Adverse weather conditions may lead to collision	Medium	1) Event Chair, PRO and race management team will review weather forecasts and issues arising each morning and complete a written risk assessment 2) The PRO may postpone or make alternate arrangements for racing See also note 1 Owners Responsibility below.
4. Racing in poor visibility	Poor visibility, fog, rain etc... may lead to a collision with other yachts, commercial traffic or land	Medium	1) PRO and race management team will review any visibility issues each morning 2) The club will liaise daily with the Port of Cork. This will include sharing of information on race course location and commercial traffic 3) Racing vessels must carry a sound signalling device
5. Racing in Cork Harbour and area outside	Crew falling in the water, injury during racing	High	1) The wearing of lifejackets is compulsory on board any boat of seven metres or less by law. 2) All vessels must be in compliance with the relevant ISAF Special Regulations Governing Offshore Racing for Category 3, 4 or 5 depending on relevant category (Offshore Fastnet race is Cat 3, other fleets are Category 4)

3.0 Marine and Racing Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
			3) All sailors are encouraged to wear Personal Flotation Devices (PFDs) 4) Emergency arrangements are set out in the Event Safety Plan and SIs 5) Yachts should have drilled man overboard procedures for the crew racing the vessel 6) All vessels should be suitably equipped to prevent man overboard events and loss of crew. If they do occur the vessel should have equipment to assist with the recovery of the crew, suitable to the particular vessel. 7) Most racing will be undertaken in daytime in fleet scenarios with competitors, workboats and ribs on the course. 8) Vessels must have first aid but can request further assistance from the race course support RIB if required.
6. Use of Work Boats	Injury, collision during mark laying operations	Medium	1) Large commercially licenced workboats used for mark laying / towing 2) Licensed operators of workboats hired 3) Minimum crew of 2 required 4) Work boats can provide assistance to competitors in the event of an emergency
7. Use of RCYC RIBs	Falling overboard, collision, fire, engine failure and Injury during mark laying	Medium	1) RCYC Club RIBS suitably equipped with first aid kit, throw rope, fire extinguisher and VHF radio. 2) Authorised and suitably competent personnel to crew RCYC RIBs 3) Minimum 2 man crews for RIB operation on race courses 4) Helm shall wear engine kill cord when the engine is running

3.0 Marine and Racing Activities			
Hazard	**Risk**	**Rating**	**Control Measures**
8. Vessels in crowded or confined area	Collision	Medium	1) Racing boats must observe the Racing Rules of Sailing and avoid collision where possible 2) Racing vessels shall not obstruct commercial traffic operating in the navigation channels under any circumstance

Risk Assessments

Note:

1. **Owners Responsibility**

The safety of a yacht and her crew is the sole and inescapable responsibility of the owner, who must do his best to ensure that the vessel is fully found, thoroughly seaworthy and manned by an experienced crew, each of whom are physically fit and properly clothed to face bad weather. He must be satisfied as to the soundness of the hull, steering equipment, spars, rigging and sails and all gear. He must ensure that all safety equipment is properly maintained and stowed, and that the crew know where it is kept and how it is used. It is the sole and exclusive responsibility of each skipper to decide whether or not to start or continue to race.

2. **Insurance**

It is the duty of each yacht owner to have his yacht adequately insured against any risk, including civil responsibility to Third Parties and to confirm that insurance remains valid for the duration of Cork Week 2026.

Appendix 6 Contacts

CORK WEEK 2026 - EMERGENCY CONTACTS

Organisation/Name	Position/Role	Mobile No.	Landline No.	Security Radio/Marine VHF
Denis Byrne	Admiral/Chair Shoreside	086 3326283		n/a
Ross Deasy	Event Chair Racing	087 2134498		n/a
	Event Safety Officer			n/a
Gavin Deane	General Manager RCYC	087 2899190	021 – 4831023	
Ann Lordan	Club Steward	086 1630256	021 – 4831023	n/a
RCYC Main Office No.	Office, kitchen & bar	n/a	021 4831023	n/a
Mark Ring	Marina Manager	087 2835266	021 – 4831023	16/37
Dave Coveney	Senior Marina Staff	087 9850509	021 – 4831023	16/37
Sarah O'Connell	O'Connell Cleaning	086 6058835	tbc	n/a
Coastguard	Marine Rescue Valentia	066 9476109	01 - 6620922	16/02
Crosshaven Coast Guard	Marine emergency	n/a	112/999	16/02/67
HSE Ambulance Control	Medical Emergency	n/a	021 4546633	n/a
Naval Base	Haulbowline	n/a	021 4378777	16
Haven Electrical	Site Electrical Contractor	087 2576749	tbc	n/a
Jess O'Sullivan	AOS Security Manager	086 6001054	021 - 2393490	Security radio
Port of Cork	Port Ops (Cobh)	n/a	021 4811380	Ch 12

Course Details

Course	VHF
Harbour Various locations	71
Laid Course A Approx. 2nm ESE of Roches Pt	68
Laid Course B Approx. 1nm SW of Roches Pt	69
Laid Course C Various locations	72
Beaufort Cup Fleet Fastnet Race Monday 11th	71
One Design Laid **Approx. 0.5nm SE of Roches Pt.**	74

Emergency Services	**112 or 999 /VHF Ch16**	**Fire, Gardai, Ambulance, Coastguard**

Appendix 7 Supplementary Medical and Marine Emergency Information

Supplementary Medical and Marine Emergency Info

External Emergency Contacts:

Trauma Centre

Cork University Hospital, Wilton, Cork	+353(0)21 4920200

Emergency Depts

Mercy University Hospital, Cork City	+353 (0)21 4271971
Mercy Urgent Care Centre, Gurranabraher, Cork City	+353 (0)21 4926900

Private Hospitals

Mater Private, Cork, Mahon, Cork	+353 (0)21 601 3333
Bons Secours, Cork, College Rd., Cork	+353 (0)1 661 9822

Minor Injuries & Illnesses Walk-In Clinics

Affidea, The Elysian, Cork City Centre,	+353(0)21 496 6162 (10am-8pm Mon-Sun).
Vhi Swiftcare Clinic, City Gate, Cork,	+353(0)1 4482450 (10am-8pm Mon-Sun).

GP Practices

Bridge Medical Practice,Crosshaven	+353(0)21 4831315
Bridge Medical Practice at Carrigaline Primary Care Centre	+353(0)21 437 2663
Owenabue Medical Centre	+353(0)21 437 4997

Pharmacy

Crosshaven Pharmacy	+353(0)21 483 1200
Note also Carrigaline based pharmacy options	

Dentist

Lydendental, Cork Rd, Carrigaline	+353(0)21 484 8017
Church Hill Dental Practice, Carrigaline	+353(0)21 437 1240

Marine Support:

Coastguard/Port of Cork

Irish Coastguard	999 or 112
Cork Coastguard Radio	VHF Channel 16, 67,02, DSC70
Port of Cork Port Ops	+353(0)21 481 1380 VHF Ch 12

Marina & Boatyards

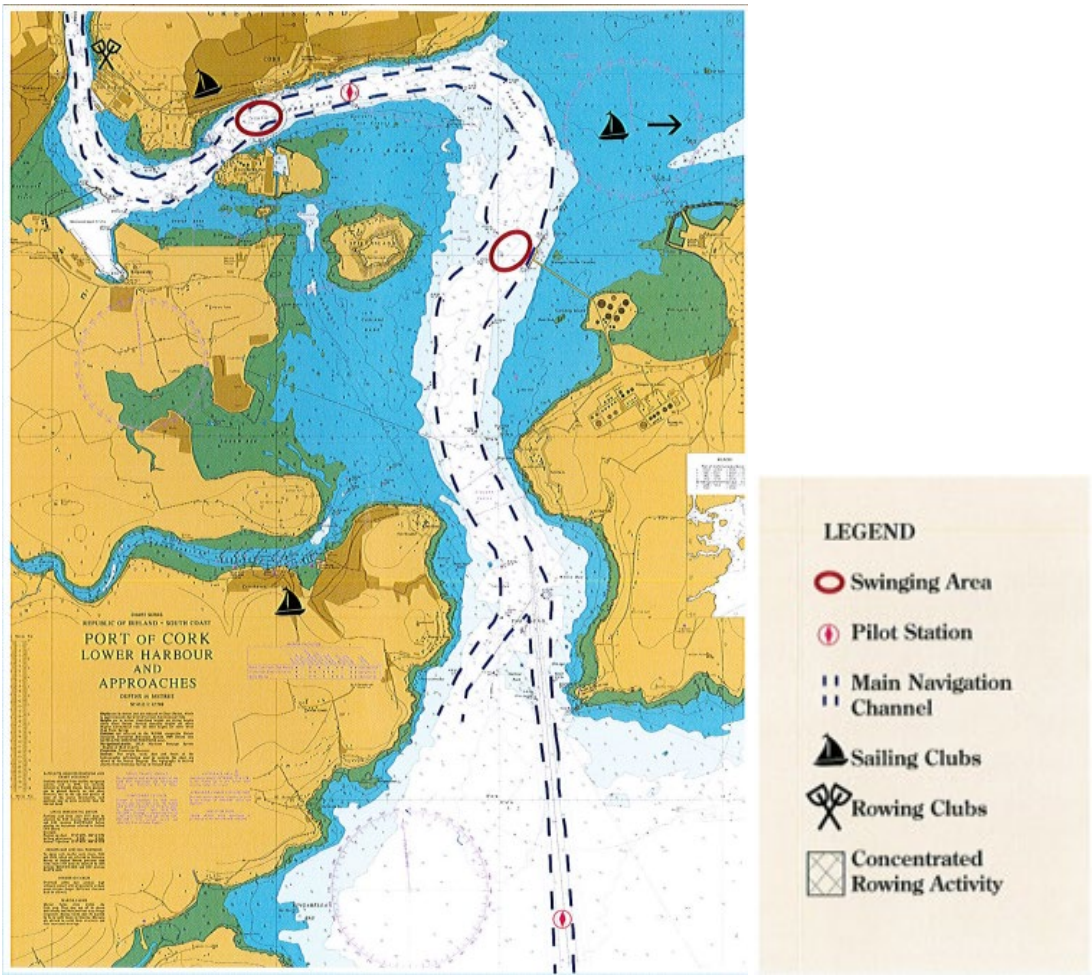
Marina, Boatyard, Rigger & Boat Lifts	Crosshaven Boatyard	+353 (0)21 483 1161
Boatyard and Boat Lift	Castlepoint Boatyard	+353 (0)21 483 2154
Marina, Boatyard & Craneage	Salve Marine	+353 (0)21 4831145

Chandlery

CH Marine, Frankfield Industrial Estate, Cork (Also onsite)	+353 (0)21 431 1042
Rope Dock - Rigging, Splicing, Ropes & Hardware (onsite)	

Crosshaven/Cork Harbour Notes

Cork Harbour is a busy commercial port. All yachts, whether racing or otherwise, must give way to all commercial traffic entering or leaving the Port of Cork. Do not underestimate the speed of approaching commercial vessels. Additionally, all yachts shall keep at least 50 metres clear of the Oil Refinery Jetty. Note the Event SIs in relation to the above. If you need to contact Port of Cork Port Ops the working channel is Ch 12 or call +353 21 4811380.



The Port of Cork diagram above shows approximate channel boundaries.
Source: Guidance for Leisure Craft (Port of Cork, 2010) available at:
https://www.portofcork.ie/index.cfm/page/guidancenotesetc

When entering the Owenabue River/Crosshaven the speed limit from Currabinny Pier/Nav. Buoy C2 westward is 6 knots. Please minimise wake on the river.

Please note it is a legal requirement in the Republic of Ireland that:
All persons on board any craft of less than 7 m in length must wear a personal flotation device (PFD), or a lifejacket while on board an open craft or while on the deck of a decked craft, other than when the craft is made fast to the shore.

The master or owner of a pleasure craft must not operate or control or allow another person to operate or control the craft while under the influence of alcohol or drugs or any combination of drugs or of drugs and alcohol.

Appendix 8 Accident Incident Reporting Form

Accident/Incident Report Form

Name and contact details of people directly involved. (accurately identify the people involved to contact them later if necessary)	
Name and contact details for Parent / Guardian. (A must if a minor involved)	
Date and time of incident (When it occurred as accurately as possible and when & to who the incident was reported)	
Description of incident (note next questions also)	
What was happening immediately before the accident?	
What was happening when the incident occurred?	
What is the initial suspected cause of the incident?	

Accident/Incident Report Form

What happened immediately after to the incident?	
Injury/damage as a result of incident? Injuries known or damage done to facility, boats or equipment?	
Any action taken following incident? (What actions and by who?)	
Consequences of incident? **(**Could participants continue with their activity etc?)	
Witnesses to the incident and their contact details (Name, phone, email)	
Signed By	