

Emergency Action Plan (EAP)

Royal Escape Race

Course: Brighton to Fécamp passing West of Greenwich Meridian Light Vessel

Organising Authority: Sussex Yacht Club Date of Race: Friday 22 May 2026

HW Dover - 03:49 BST 6.1m & 16:15 BST 6.1m

1. Key Contacts (see appendix A)

Race Officials		abb.	Base
Race Officer (Start):	Ian Odell	RO	UK
Asst. RO (Start.Comms):	Dorian Woolger	RCC	UK
Principle Race Officer:	Lou Carr	PRO	FR
Race Officer (Finish):	Lou Carr	RO	FR
Race Director:	Louis Browne	RD	FR
SYC Duty Manager:	Paula Fox	DM	UK
Event Safety Officer:	Phil Methold	ESO	UK

Start Committee Boat: **Watchful** “Royal Escape Race Control” VHF Channel 72

Emergency Services, Port Authorities and Clubs

UK Coastguard (Solent) VHF16	+44 23 9255 2100	Sussex Yacht Club	+44 1273 464868
CROSS Jobourg (French MRCC) VHF16	+33 2 33 52 72 72	Fécamp SRF	+33 2 35 28 23 50
Fécamp Port Authority VHF12	+33 2 35 10 60 00	Brighton Marina (HO) VHF 80	+44 1273 819919
Shoreham Port Authority VHF 14	+44 1273 598100	Dover VTS VHF 11	+44 1304 206063

Emergency Services (UK): Dial 999

Emergency Services (FR): Dial 112

2. Introduction and background

This Emergency Action Plan (EAP) has been written to formalise actions to be taken in the event of an incident or emergency during the Royal Escape Race. It sets out procedures to be followed in the event the EAP is invoked. It should be read in conjunction with the Port Marine Safety Risk Assessment for the Royal Escape Race. Sailing is a self-regulating sport in which each boat owner/skipper is ultimately responsible for the safety of their vessel and crew. Mutual support between competing boats is a fundamental part of Race Safety.

3. Risk Assessment Overview (see Royal Escape Race PMSRA for details)

Potential risks include:

- Man Overboard (MOB)
- Collision (with vessel or object)
- Medical Emergency
- Adverse Weather
- Mechanical or Steering Failure
- Capsize or Swamping
- Navigation Error or Grounding

4. Principle operation and Invocation of EAP

The Race Alert Status (RAS) at any time is **Green**, **Amber** or **RED**.

- Green** - Normal Operations
- Amber** - Caution Status
- Red** - Emergency -EAP is invoked

The responsibility to change the Race Alert Status resides with the On Duty Race Officer. There will be only one RO on duty at a time and upon handover the current Race Alert Status will be given with the Race information. (see Appendix A)

There are two Support Teams ashore, one in Brighton(UK) and one in Fécamp(Fr) which should be updated in the event of a change of Race Alert Status and should be consulted concerning any necessary action.

The Support Team UK primary roles are to observe the Start and to support the Start RO coordinating any UK assistance during this period. They will also keep the Support Team FR updated with any changes. They also handle all liaison with the UK press.

The Support Team FR primary roles are to support the PRO, monitor the race fleet by Yellow Brick tracking and to remain alert to any potential threats to the race fleet. They will keep the SYC Duty Manager informed of any change in Race Alert Status.

5. Emergency Procedures

Race Alert Status RAS

GREEN: Normal. Assumed state unless another state declared by the Duty RO.

General monitoring of race fleet via YB tracking and threat analysis (weather shipping etc) conducted by the Support Team FR.

AMBER: Caution. Declared by the Duty RO if there is a potential or actual threat to the race fleet that could escalate to become a serious threat to boat(s) safety. It is also used if a particular boat(s) suffer an incident yet does not require assistance but where further developments could threaten their safety. The Duty RO should discuss the situation with the Support Team to formulate a plan of action which may or may not involve alerting external agencies. A log of information and action must be maintained.

RED: Emergency. Declared by Duty RO when there is an incident/accident or situation where a boat safety is threatened and is in need of assistance. The relevant Support team

will then become the **Emergency Coordination Team** and take any necessary action to alert the appropriate Coastguard and any other relevant emergency services. (see section 10 & Appendix B & C)

6. Communication Protocols

- Primary Race: VHF Ch72
- Emergency Channel: VHF Ch 16
- Channel VTS: VHF Ch11
- Yellow Brick Trackers: All vessels must operate YB device for tracking
- Sign on and Sign off procedures must be followed in accordance with the SIs

Communication Relay boat: It is understood that boats will be out of range of VHF contact with Race Control whilst in mid Channel. Racing boat **BoJangles** will monitor Ch16 and is available for incident reporting or message relaying. No action is taken by the Communication boat other than to pass on the information to Race Control once they are within VHF range themselves. This does not relieve a boat of required reporting to Race Control as per SIs when able to do so. e.g. In the event of retirement.

7. Contingency Plans

Start Delay or Cancellation: Based on weather or safety risk, the Start Race Officer may delay or cancel the start.

Safe Ports Along Route:

- Newhaven (UK)
- Shoreham (UK)
- Dieppe (FR)
- Le Harve (FR)

Minor Marinas Along Route:

- Brighton (UK)
- Saint-valery-En-caux

Rescue Coordination: In the event of a major incident, coordination will pass to relevant Maritime Rescue Coordination Centre (UK or French, depending on boats location). A boat sailing on the approximate Race track is in UK waters North of 50°14'N and in French waters when South of this latitude.

8. Post-Emergency Procedures

- All incidents must be logged and reported to the Race Committee.
- A debrief and safety review will be held post-race.
- Reports will be submitted to the national maritime authority if necessary (e.g., MAIB in UK, BEAmer in France).

9. Crew Briefing

- All skippers must attend mandatory pre-race safety briefing.
- All crew to be briefed by skippers on MOB recovery, VHF protocol, and emergency drill procedures (e.g. Life raft launch).

Yellow brick trackers operation and use. It is important that YB trackers remain on until boat has made a safe port. This includes in the event of a diversion or a retirement back to home port.

10. Emergency Coordination Team

The appropriate Support Team, UK or FR will become The Emergency Coordination Team responsible for gathering and relaying essential information to the UK Coastguard, CROSS Jobourg, and/or any other relevant emergency services during an incident.

The SYC Office in Shoreham would also be opened and manned by the SYC Duty Manager in this event. The SYC Office will remain open until all yachts are accounted for. The SYC office would also be responsible for liaison with media.

Regular contact should be maintained between the RD(FR) and the Duty Manager(UK) and the appropriate Coastguard. It is expected that the UK/FR Coastguards would also liaise between themselves.

Responsibilities during Emergency Coordination include: (see appendix C)

- Accessing the to up-to-date contact information for all yachts, of crew, and emergency contacts which is held by both Support Teams.
- Keeping a log of position reports, check-ins, and communication history for each yacht involved.
- Keeping a log of The Emergency Coordination Team's actions including communications.
- Prepare a summary to pass to emergency responders, including:
 - Name of yacht
 - Sail number/MMSI No./YB Tracking code/Dodger no.
 - Last known position (Lat/Long)
 - Nature of emergency (e.g. MOB, medical, collision, etc.)
 - Number of persons onboard
 - Description of vessel and identifying marks
 - Communications attempted, current status and intentions of skipper
 - Any medical conditions or known hazards onboard

- Liaise with the Race Control and shore contacts at Fécamp and Sussex Yacht Club.
- Provide continual updates to emergency services until the incident is resolved.

When all yachts and crews are accounted for, the Coastguard must be advised and their confirmation obtained that the emergency can be considered as over.

The EAP may then be terminated. The RD(FR) and Duty Manager(UK) should confirm with each other the conclusion of the Emergency. If other agencies or parties have been alerted these must also be informed.

Additional Considerations and information for contingencies and emergencies

VHF range.

During the initial start phase all boats are within VHF. This enables the use of VHF for standard race control start management. e.g. General recall or Race abandonment etc. Once boats are beyond approx 16nm from the committee vessel this VHF coverage for the whole fleet is no longer possible. YB tracker may be helpful in identifying yachts able to relay safety information to distant yachts but this is not guaranteed. At this time the ability to comprehensively abandon a race is therefore not possible.

A similar situation will arise in the VHF coverage from Finish RO in Fécamp which might be less than 16nm due to the shore based device used in Fécamp and topography. A race boat is nominated as Comms Boat and monitors Ch16 during the race and other race boats may pass information to this Comms boat. The Comms boat will take no action other than record the message to be relayed to the Finish RO once they are within range themselves. e.g. a Boat deciding to retire mid channel and to return to a UK port should pass this information to the Comms Boat as well as reporting as per the SI's when able to do so.

A Coastguard station (UK or FR) is likely to have VHF cover for the whole of the race area.

Yellow Brick Tracker

The YB tracker will be monitored continuously by Support Team France. It may be helpful in establishing boats within VHF range and also boats in trouble. It is also useful in identifying boats able to provide mutual assistance to a stricken boat. This information should be passed to the Coastguard or other responding authorities. YB will also provide a contact who may be able to provide additional help to Coastguard in the event of an incident. It is important that race boats do not turn YB trackers off until achieving a safe port.

Adverse Weather developing causing a major concern for safety

Duty RO should declare RAS AMBER and notify the Coastguard of their concerns. If any vessels are within VHF range a weather advisory message should be broadcast. Any vessel within range could be asked to relay the broadcast to more distant boats.

Boat adrift in or very near to shipping channel or causing a blockage to a port.

Duty RO should declare RAS RED. Inform the Channel VTS or port Authority as well as the relevant Coastguard.

Identify any race boat(s) in close proximity that might be able to provide assistance.

Request for assistance received via VHF

Depending upon the nature of the incident Duty RO declare RAS **AMBER** or **RED** as appropriate. Tell the competitor to contact the Coastguard directly. Relay to coastguard if competitor unable to do so. Inform other competitors of situation and request any race boat nearby for mutual assistance. (see YB tracker above). Contact coastguard via telephone with supporting information (See appendix C)

Man Overboard (MOB)

Duty Race Officer declare RAS **RED**. Contact coastguard. If in VHF range inform competitors and request mutual assistance from any in close proximity. Alternatively, identify race boats in close proximity via YB tracker and pass information to Coastguard. Pass the race boat information on to Coastguard (appendix C)

Concern for a competitor without actual indication of distress

Duty Race Officer declare RAS **AMBER**:

Attempt to contact vessel direct or via relay (see YB tracker)

Ask coastguard if they have heard from vessel (make it clear that situation is of loss of contact or state reason for possible concern and state that it is not a distress)

Gather as much information as possible and consider possible scenarios. Develop an Action Plan with the Support Team. If there is still cause for concern raise it with the Coastguard and elevate to a distress situation, RAS **RED**, if warranted.

This paragraph only applies where uncertainty exists - if it is known that a competitor is in distress then declare RAS **RED** immediately and contact Coastguard (appendix C)

Decision Making Tool

In order to assist in making decisions and formulating Action Plans it is suggested the Decision Making Tool **FORDEC** is employed.

F - Facts: Gather all the facts concerning the incident

O - Options: Consider the options for the Action Plan of the Support team.

R - Risks: Consider the relative risk associated with the Action Plans

D -Decide: Decide on the Action Plan

E - Execute: Carry out the actions of the Action Plan

C - Check that the Action Plan is having the desired outcome. If not restart FORDEC.

List of Appendices (see associated files)

A -Race Control and Contact Tables

B -EAP Race Alert Status (RAS) traffic light system

C - EAP Emergency Action Plan schematic

D - RER Route sketch for Situational Awareness