

## Blakeney Sailing Club

### Risk Assessment for Organised Sailing Events

This Risk Assessment is intended for all organised club sailing events including Club races, Open meetings, Regatta and Flotilla Sailing. It reviews the main hazards associated with these activities and details the measures taken to mitigate against them. It is therefore expected that all event participants are aware of these measures and abide with them.

An Event Officer (EO) or Race Officer (RO) is appointed for each event carried out under the organisation of the Club. These Officers should be familiar with the Risk Assessment and ensure that members abide by the identified measures.

Blakeney Harbour is unregulated and available for use by anyone at any time, consequently, there may be inexperienced adults and children on the water, there are also commercial ferries operating in the sailing area.

For the purposes of this risk assessment the words “race” and “event” have the same definition

The following are risks we have identified:

Risk 1	Control Measures
<p>Less skilled or inexperienced sailors helming are a potential danger to themselves and other users on the water, especially in challenging tides and/or winds.</p>	<p>Sailors should have RYA Youth Scheme Level 3 or RYA National Scheme Level 2 or equivalent skill.</p> <p>Inexperienced sailors expected to indicate this when entering events to the RO/EO.</p> <p>RO/EO to take into consideration sailors skill levels (declared or suspected) when deciding on the Patrol Boat (PB) cover required. Two PBs may be required on the water dependent on weather conditions.</p> <p>PB to be aware of the less experienced sailors and their sail numbers paying them frequent attention.</p> <p>If deemed necessary, the RO/EO should request a PB to accompany the inexperienced sailor to a place of safety e.g. Lapwing/shore.</p> <p>RO/EO to consider setting a course where the less experienced can be seen from the committee boat.</p> <p>SEE RACE OFFICER GUIDANCE NOTES</p>

Risk 2	Control Measures
<p>Youth Members (under 18years) are a potential danger to themselves and other users on the water until skill levels attained, especially in challenging tides and/or winds.</p>	<p>As for less skilled or inexperienced members listed in Risk 1 above.</p> <p>RO/EOs to consider shadowing of a Youth Member for two/three events until adequate skill/experience is attained.</p> <p>RO/EOs to consider shadowing of a Youth Member in more challenging winds/tides events until adequate skill/experience is attained.</p>

Risk 3	Control Measures
<p>Medical emergency, such as a heart attack/stroke or other life-threatening events, to a sailor, PB crews or RO/PB on the water.</p>	<p>First aid/CPR to be administered as necessary if suitably qualified volunteer available.</p> <p>RO/EO to be in VHF radio contact with PB using VHF radios to control incident.</p> <p>RO/EO to contact emergency services if required using VHF radio (using Channel 16) or mobile phone (see note 1).</p> <p>RO/EO to contact next of kin – list kept in Club Hut for members and visitor’s details on Temporary membership/Open Meeting and Regatta entry forms.</p>

Risk 4	Control Measures
Capsize or falling overboard resulting in drowning/brain damage.	<p>Personal buoyancy must be worn at all times when on the water, specifically this includes helms and crews in dinghies, RO/EOs and assistants on Lapwing and PB helm and crews.</p> <p>RO/EO to ensure adequate PB cover. RO/EO and PBs to be in radio contact. EO to know how to contact emergency services if required.</p> <p>Crew of PB not to enter water unnecessarily thereby creating further risk.</p> <p>First aid/CPR to be administered as necessary.</p>

Risk 5	Control Measures
Capsize resulting in crew trapped under boat causing drowning/brain damage.	<p>PB to carry rescue knife/bolt croppers for cutting ropes/cables if crew trapped.</p> <p>Crew of PB not to enter water unnecessarily thereby creating further risk.</p> <p>Sailors to ensure appropriate clothing worn and boat equipment and fittings do not present a hazard.</p>

Risk 6	Control Measures
Injury through collision with other watercraft causing concussion, cuts, bruises or other injury.	<p>First Aid kit available on PB and Lapwing for emergency use.</p> <p>Helms and crews to ensure that they are competent enough to take avoiding action and do not present a hazard to other craft.</p> <p>The International Regulations for Preventing Collisions at Sea to be obeyed by all sailors.</p>

Risk 7	Control Measures
Injury through being struck on the head by boom. causing concussion, cuts, bruises or other injury.	<p>First Aid kit available on PB and Lapwing for emergency use.</p> <p>Inexperienced sailors or those with at risk medical condition to consider wearing head protection.</p>

Risk 8	Control Measures
Cold water shock / Hypothermia from immersion or exposure causing loss of limbs, death or other injury.	<p>Appropriate clothing to be worn by all sailors and PB crews- during the period 1<sup>st</sup> October to 31<sup>st</sup> May dry suit or wetsuit should be worn.</p> <p>PB in attendance. 'Space blankets' available on PB and Lapwing.</p> <p>Sailors to ensure own welfare and to retire if affected to a degree that would hinder their recovery from capsize etc.</p> <p>EO/RO to be prepared to abandon event and advise return to shore if considered necessary.</p> <p>See note 2 for further guidance on cold water shock / hypothermia.</p>

Risk 9	Control Measures
Illness due to water contamination causing death, sickness or other injury.	<p>Sailors to cover cuts with waterproof plasters and seek first aid as required.</p> <p>Club members to be aware of potential hazard</p>

Risk 10	Control Measures
Injuries from equipment on boat or slipping on surfaces causing concussion, cuts, bruises or other injury.	<p>Crews to wear appropriate non-slip footwear.</p> <p>Equipment on boats does not present a hazard and non-slip surfaces fitted where appropriate.</p> <p>First Aid equipment on PB and Lapwing.</p>

Risk 11	Control Measures
Head, eye or other injuries from contact with booms, flapping sails or mast during rigging.	<p>Sailors and RO/EO maintain look out and warn other members and public in vicinity.</p> <p>Ensure boats are unattended for minimum time unless secured so as not to present a hazard.</p> <p>Assess level of risk for conditions and consider appropriate actions.</p> <p>First Aid equipment on PB and club hut.</p>

Risk 12	Control Measures
Head injuries, fractures, bruising or other Injuries from slipping/tripping on or falling on the slipway.	<p>Sailors and EO to ensure minimum hazards- appropriate footwear to be worn.</p> <p>Users to remove any unnecessary slipping or tripping hazards.</p> <p>First Aid equipment on PB and club hut.</p>

Risk 13	Control Measures
Capsize resulting in inability to right or stranding of dinghy with crews in water for substantial time causing hypothermia.	<p>Sailors to ensure sufficient buoyancy carried or built in to ensure dinghy floatation in all reasonable circumstances.</p> <p>PB on standby to assist crew with recovery e.g. lifting mast if practicable.</p> <p>PBs to take crew off boats if the risk of hypothermia is evident.</p> <p>Crews to ensure they are familiar with capsize recovery procedures for the craft sailed.</p> <p>See note 2 for further guidance on hypothermia.</p>

Risk 14	Control Measures
Dinghy gear failure resulting in inability to manoeuvre presenting a hazard to other craft resulting in personal injury.	<p>PB in attendance to give assistance by towing dinghy or removing crew if not practicable.</p> <p>For members not racing, it is recommended they carry an anchor and paddle.</p> <p>First Aid equipment on PB and Lapwing.</p>

Risk 15	Control Measures
Unsuitable weather conditions including high wind and lightning strikes causing a number of dinghies to be in difficulties.	<p>RO/EO to cancel/abandon or shorten events as dictated by the weather conditions. Abandonment strongly recommended if lightning prolonged.</p> <p>Helms are responsible for ensuring that they, their crew and boat are suited to the conditions and should retire if in doubt.</p>

Risk 16	Control Measures
<p>High temperatures and strong sunshine causing heatstroke, sunburn, eye damage or other injury.</p>	<p>High SPF sunscreen, hats and sunglasses with high UV rating to be worn.</p> <p>Exposed skin to be covered and sufficient fluid intake made.</p> <p>Individual to assess level of risk for conditions and take appropriate action.</p>

Additional risks identified for Regattas with Bank starts

Risk 1	Control Measures
<p>Less skilled or less experienced sailors helming who are a danger to themselves and other users on the water.</p>	<p>Sailors to have RYA Youth Scheme Level 3 or RYA National Scheme Level 2 or equivalent.</p> <p>Less experienced sailors required to indicate this on Entry Form and alert RO.</p> <p>PB to be aware of less experienced and youth helms and therefore be more likely to need assistance.</p> <p>At least three PB available for patrolling the race course dependent on number of entries and weather conditions.</p> <p>PBs to be on water before sailors set sail and ready to assist as early as possible.</p> <p>If necessary, the RO/EO/PB may request the inexperienced/youth sailor to stop racing in event of obvious danger.</p>
Risk 2	Control Measures
<p>Boats joining from Morston or late entries from Blakeney may enter at Cooke's Posts and not complete entry forms resulting in less experienced sailors being missed.</p>	<p>RO/AROs to confirm parents/guardians consent and request retrospective completion of forms.</p> <p>RO/AROs to ask entrants who are not club members if they have the necessary skills and insurance.</p> <p>RO and PBs to liaise regarding any sailors who might be considered at risk.</p> <p>All participants encouraged to be aware of sailors who might be in need of help and to offer such assistance as they are able.</p>



Risk 3	Control Measures
Boats joining from Morston may retire and return directly back to Morston being missed/unaccounted for.	RO/ARO to remind boats joining from Morston of the requirement to inform PB if retiring.  PB to keep a close watch on boats from Morston retiring and inform RO/ARO.

**Note 1**

Race Officer should have a mobile phone in a waterproof bag. He/she should consider registering their phone with the 112 emergency services.

**Note 2**

Sudden, unexpected immersion in cold water below 15°C is potentially dangerous. The coastal and inland waters of the UK remain cold all year round and a peak of drowning deaths often occurs in the summer, as the hot weather tempts people into the cold water. The effects of the cold water mean that even healthy individuals, who are good swimmers, can still drown within a short period of time, often only a few feet from the shore. Be aware of one minute – one degree rule. If the water is 10°C you can assume you have 10 minutes to get the individual out of the water. Rough handling of the individual in the rescue is dangerous, handle carefully, lift them out horizontally, wrap in space blankets to prevent further heat loss. Shield individual from cooling effect from wind, e.g. returning to shore in speeding Patrol Boats.