

		Standing Risk Assessment: SAILING AREA – ANNEX C TO Club HEALTH & SAFETY MANAGEMENT PLAN			L = Likelihood scale: 5 = High 3 = Medium 1 = Low S = Severity scale: 5 = Severe 3 = Concerning 1 = Recordable RF = Risk Factor (= L x S)			
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Hazard	Persons at Risk	Risk			Controls Applied	Residual Risk		
		L	S	RF		L	S	RF
Entrapment	All dinghy sailors	1	5	5	RYA studies have shown that the likelihood of entrapment in a dinghy is low but does increase if a trapeze is in use. In the event of an entrapment, the recommended procedure is to right the dinghy and this forms part of the instruction for safety boat crews.	1	5	5

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Drowning	All on the water	3	5	15	<p>All dinghy sailors taking part in Club events must wear buoyancy aids (swimmers) or life jackets (non-swimmers - buoyancy aids will not turn an unconscious person on to their backs in the water). The Club provides buoyancy aids for trainees. Helmets are also available. Club provided dinghies & dinghy safety equipment to be inspected quarterly by the Health & Safety Officer. Club safety boat crews must also wear buoyancy aids or lifejackets. The Club strongly encourages cruiser sailors to wear life jackets when in the tender and endorses RNLI advice to wear life jackets at all time on the water. A minimum of one safety boat with competent crew is tasked for all Club dinghy events.</p>	1	5	5
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Hypothermia	All on the water	3	5	15	The risk of hypothermia is reduced through the wearing of the correct clothing. This is taught on all Club courses and hypothermia is covered on the First Aid course which all instructors and Safety Boat qualified crews attend. The provision of clothing is a personal responsibility. The Club Safety Boats carry large polybags and should someone be suspected of suffering from hypothermia, the Safety Boat will assist them ashore. Event organizers can also cut short events if they are concerned that participants risk hypothermia following, for example, a high number of capsizes.	1	5	5
Sinking or other serious damage	All on the water	1	5	5	Some hazards such as rocks or outfalls are clearly marked with perches or buoys but others such as the Skate Bank are not obvious. For all organised events, the organizer should pick and brief a suitable sailing area. However, for anyone on the water away from the mooring area, it will be necessary to do some basic navigation to avoid hazards. Courses are available every winter. Safety Boat crews cover dinghy events and their priority is to rescue individuals, not their boats.	1	5	5

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Injury through collision	All on the water	3	3	9	Collision can be between boats or between a boat and a hard object. Education is the main tool to reduce risk and the Club runs numerous courses that cover the collision regulations, the racing rules and boat handling. In particular it is important that crews are taught never to fend off with body parts! * risk reduced only when trained. The safety boats carry a basic First Aid kit (inspected by the Health & Safety Officer) and the Club has a fixed main First Aid kit in the Race Office (inspected by the Health & Safety Officer).	1*	3	3
Contact with propellers	Anyone in the vicinity of powered boats	3	5	15	Risk is mainly reduced through training especially RIB operators. Club RIBs are also fitted with kill cords and throttle quadrants that prevent an engine starting in gear. RIBS to be tested quarterly by the Health & Safety Officer. * risk reduced only when trained.	1*	5	5
Fire afloat	Anyone in a powered boat or one with a galley	1	5	5	Club RIBs carry fire extinguishers. Private boat owners are encouraged to comply with RYA booklet C8 (Boat Safety Handbook)	1	5	5
Tidal Currents preventing desired navigation	Water users in low powered motor boats or sailing boats	3	3	9	Tide tables to be available in the Clubhouse. Local tidal effects to be briefed for training courses and to visitors.	1	3	3

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Excessive wind or waves	Dinghy sailors, cruiser sailors attempting to moor or use a tender	5	5	25	Guidance for event organizers can cancel or abandon events that they deem to be too risky due to the weather is provided on Club website and in a folder in the Race Office. Risk cannot be avoided if the weather deteriorates swiftly during an event and ultimately it is the responsibility of every participant to decide when they have had enough. In such a situation it may be necessary to abandon boats to the Safety Boat to reduce the risk to life. * risk only reduced if event cancelled or abandoned in good time.	1*	5	5
Issue Four, January 2012	Prepared by: Richard Jenner	Agreed by: MC	Annual Review Date: March 2013	Annual Reviewed by:	Agreed by:			