



**THORPE BAY YACHT CLUB  
SAILING DINGHY RACING RISK ASSESSMENT**

**29 September 2014**

<b>EVENT</b>	Club and open meeting dinghy racing	<b>EVENT DATES</b>	2014
<b>RACE OFFICER</b>	See duty roster	<b>NUMBER OF SUPPORT BOATS PLANNED</b>	1 to 5 – See Duty Roster and Support Boat Guidelines
<b>NUMBER OF BOATS EXPECTED</b>	Can be 50+ but generally less than forty.	<b>SAILING AREA.</b>	Thames Estuary in front of clubhouse

<b>HAZARD</b>	<b>RISKS/ (PERSONS AT RISK)</b>	<b>LIKELI HOOD</b>	<b>SEVERITY/ IMPACT</b>	<b>RISK FACTOR</b>	<b>CONTROL MEASURES</b>	<b>RISK FACTOR (POST CONTROL MEASURES)</b>
Capsize/ Man overboard	Persons in water at risk of drowning or hypothermia.  Persons trapped within boat  (Helm and crews)	3	3	<b>9</b>	Buoyancy aids/ life jackets worn at all times. Support Boat to attend as soon as possible. Helm and crew shall be competent in the capsize drill. Support boat to carry knife. Helm and crew to stay with boat. Helm to ensure the boat is seaworthy and well maintained.	3
Cold Water/ Conditions	Hypothermia  (Helm and crews)	3	3	<b>9</b>	Helm and crew to wear suitable clothing/ wetsuit/ dry suit for the conditions and are responsible for its adequacy and maintenance.(weather forecast to be monitored)  Support Boats shall carry thermal protective aid for hypothermia cases.	3



**THORPE BAY YACHT CLUB  
SAILING DINGHY RACING RISK ASSESSMENT**

**29 September 2014**

<b>HAZARD</b>	<b>RISKS/ (PERSONS AT RISK)</b>	<b>LIKELI HOOD</b>	<b>SEVERITY/ IMPACT</b>	<b>RISK FACTOR</b>	<b>CONTROL MEASURES</b>	<b>RISK FACTOR (POST CONTROL MEASURES)</b>
Injury as a result of collision or other accident	Cuts, sprains, bruising, breaks, blows to head, rope burns.  (Helm and crews)	2	3	<b>6</b>	Tactical positioning of Support Boats eg gybe marks.  Support Boats shall remain vigilant. First aid kit carried in support boat. Injured crews recovered to TBYC slipway or other suitable location. Liaise with emergency services. Mobile phone and/or VHF radio shall be available.	3
Gear failure and damage to boat	Disablement, sinking, or loss of manoeuvrability. Inability to return to shore.  (Helm and crews)	2	2	<b>4</b>	Support Boats to remain vigilant .  Damaged boats towed to shore if sufficient Support Boats are available.  If boats cannot be retrieved immediately, the crew is to be taken on board the Support Boat and all Support Boat crews and the race team are to be advised by VHF radio that there is a boat without crew aboard.  Moor abandoned boat to buoys, etc. if possible.  Fix marker tape to abandoned boats.	2
Collision between competitors	Injury, MOB. Damage to boats  (Helm and crews)	2	2	<b>4</b>	Racing Rules of Sailing and Collision Regulations apply.  Congestion minimised by course design and timing of starts.	2



**THORPE BAY YACHT CLUB  
SAILING DINGHY RACING RISK ASSESSMENT**

**29 September 2014**

<b>HAZARD</b>	<b>RISKS/ (PERSONS AT RISK)</b>	<b>LIKELI HOOD</b>	<b>SEVERITY/ IMPACT</b>	<b>RISK FACTOR</b>	<b>CONTROL MEASURES</b>	<b>RISK FACTOR (POST CONTROL MEASURES)</b>
Capsize with entrapment under hull.	Potentially leading to drowning.  (Helm and crews)	1	3	<b>3</b>	Tactical positioning of Support Boats and ratios minimises time to attend.  Support Boat crews to be ready to right the boat. Knife carried.  Support Boat drivers competent in line with the support boat guidelines and attend as soon as possible.  The Support Boat crew is to prioritise righting of the capsized boat.	2
Medical conditions	Fatigue, dehydration, hypothermia, other condition.  (Helm and crews)	1	3	<b>3</b>	Support Boats to remain vigilant. Call emergency services as necessary. Race Officer takes account of time on water in prevailing weather.	2
Collision between competitors and other vessels.	Injury, MOB. Damage to boats  (Helm and crews)	2	2	<b>4</b>	Racing Rules of Sailing and Collision Regulations shall apply.  Support Boats may advise other vessels to keep clear of race area and report problems to Race Officer.  Special care when towing.  In events crossing or encroaching on the main shipping channels etc. competitors to be aware of the channels and reminded of the risks in supplementary sailing instructions  Helm and crew shall follow sailing instructions.	2



**THORPE BAY YACHT CLUB  
SAILING DINGHY RACING RISK ASSESSMENT**

**29 September 2014**

<b>HAZARD</b>	<b>RISKS/ (PERSONS AT RISK)</b>	<b>LIKELIHOOD</b>	<b>SEVERITY/ IMPACT</b>	<b>RISK FACTOR</b>	<b>CONTROL MEASURES</b>	<b>RISK FACTOR (POST CONTROL MEASURES)</b>
Moving/ Rigging Boats	Impact with boats and rig  (members of the public)	2	2	<b>4</b>	Helm and crew to rig and move boats away from members of the public.  Helm and crew to be aware of changeable wind direction	2
Slipway	Slips, Trips, Falls  Falls from height  (Helm and crews)	2	2	<b>4</b>	Persons to wear suitable footwear  Care shall be taken on slipway due to wet slippery surface  Persons to stay away from the edge	2
Competitor incompetence/ inexperience	Potential to cause accidents  (Helm and crews)	1	2	<b>2</b>	RRS rule 4. Vigilance by Support Boats, - encourage retirement if in difficulty.	1
Deterioration of weather or sea conditions.	Support Boats may not be able to support all dinghies in difficulty. Many capsizes.  (Helm and crews)	2	2	<b>4</b>	Helm and crew to obtain detailed weather forecast prior to sailing.  Race Officer to monitor weather conditions and shorten course or abandon race.  Call coastguard if Support Boats cannot maintain cover.	2
Tide, strong current, wind over tide conditions.	Risks of groundings and capsizes  (Helm and crews)	2	2	<b>4</b>	Helm and crew to make themselves familiar with local conditions, drying heights, tide heights, currents and charts  Support Boat to provide assistance.  Call Coastguard if further assistance is required.	2



**THORPE BAY YACHT CLUB  
SAILING DINGHY RACING RISK ASSESSMENT**

**29 September 2014**

<b>HAZARD</b>	<b>RISKS/ (PERSONS AT RISK)</b>	<b>LIKELI HOOD</b>	<b>SEVERITY/ IMPACT</b>	<b>RISK FACTOR</b>	<b>CONTROL MEASURES</b>	<b>RISK FACTOR (POST CONTROL MEASURES)</b>
Communications lost due to distance, interference or equipment failure	Loss of control of event and safety on the water.  (Helm and crews)	2	2	<b>4</b>	All teams briefed on this risk assessment and control measures, and to follow them independently until communications re-established.  Spare VHF radios to be available within the Bosun's Hut.	2
Support Boat problems, crew unwell, breakdown etc.	Support Boat needs assistance and draws resources. Unable to return or function.  (Helm and crews)	2	2	<b>4</b>	Problem reported to Race Officer and other support boats for assistance.  Race Officer informed and race shortened or abandoned as necessary	2
Unsuitable weather conditions before going afloat.	Many competitors may not be able to deal with the conditions. Support Boats may not be able to support all dinghies in difficulty  (Helm and crews)	1	3	<b>3</b>	Race Officer has current weather forecast to assess going afloat.  Dinghy helmsman has responsibility for going afloat.	2
Fog	Possibility of lost competitors. Dinghies unable to find way back.  (Helm and crews)	1	3	<b>3</b>	RO to shorten or abandon race. Support Boats with local knowledge and compass to escort fleet home.	2
Competitor, boat or race team personnel missing	Prolonged missing situation could lead to risk of hypothermia or drowning.  (Helm and crews)	1	3	<b>3</b>	Race Officer to count boats and report missing/ unaccounted boats. Competitors briefed to advise race team if retiring. Identify boat missing from trolley.  Search Plan implemented by Support Boats and other race team boats. CG called in early.  Race officer to inform support boat when all dinghy's have finished the race.	2



**THORPE BAY YACHT CLUB  
SAILING DINGHY RACING RISK ASSESSMENT**

**29 September 2014**

<b>HAZARD</b>	<b>RISKS/ (PERSONS AT RISK)</b>	<b>LIKELI HOOD</b>	<b>SEVERITY/ IMPACT</b>	<b>RISK FACTOR</b>	<b>CONTROL MEASURES</b>	<b>RISK FACTOR (POST CONTROL MEASURES)</b>
Support Boat activity	Injury to Support Boat crew, or sailors in the water, damage to capsized dinghy or collision with other boats.(Helm and crews)	1	3	<b>3</b>	All Support Boat helm and crew to follow TBYC support boat guidelines and the PLA Recreational Users Guide (displayed on notice board)	2
Major incident	Fatality or serious injury involving a call to emergency services.  (Helm and crews)	1	3	<b>3</b>	First Support Boat Helm on the site to take responsibility for initial coordination with the emergency services and Race Officer.  Support Boat Emergency Guidelines to be followed.	2
Becalmed	Fleet unable to sail home.  (helm and crews)	1	2	<b>1</b>	Towing by Support Boats.  Care when taking long tow into channels in long distance races.	1

### **Conclusions**

The highest risks are sailors in the water and/or injured after capsizes or collisions and at risk of hypothermia or drowning.

The competence of helm and crew of the racing dinghy is the most important control measure.

**The control measures detailed above shall be implemented to reduce our risks to an acceptable level.**



**THORPE BAY YACHT CLUB  
SAILING DINGHY RACING RISK ASSESSMENT**

**29 September 2014**

**Notes: Definitions.**

Hazard:	The potential for something to cause harm.
Risk:	The probability that harm will occur from the hazard and the severity of its consequence.
Risk Factor/ Rating:	The product of the likelihood and the severity/impact of the Risk being realised.
Control Measure:	The method used to minimise the Risk Factor. The guiding principle should be to implement strategies that reduce risk factors to as low as reasonably practical.

	SEVERITY/IMPACT		
LIKELIHOOD	1	2	3
3	3	6	9
2	2	4	6
1	1	2	3

RISK FACTOR	FURTHER ACTION REQUIRED
1 or 2	Low risk factor, consider improvements
3 or 4	Medium risk factor, control measures should be implemented
6 or 9	High risk factor, control measures <i>must</i> be implemented.