

	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)			
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 training/instruction of the safety boat crews and coxwains.		
Drowning	All on the water	3	5	15	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. 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 times on the water. A minimum of one safety boat with competent crew is tasked for all club dinghy events.		
Hypothermia	All on the water	3	5	15	The risk of hypothermia is reduced through the wearing of the correct clothing. Hypothermia is covered on the First Aid course. The provision of clothing is a personal responsibility. 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.		
Sinking or other serious damage	All on the water	1	5	5	Some hazards such as large rocks outcrops are clearly visible but others such as submerged rocks 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 harbour/launch area, it will be necessary to do some basic navigation to avoid hazards. Safety Boat crews cover dinghy events and their priority is to rescue individuals, not their boats.		

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		L	S	RF		L	S	RF
Injury through a 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 boat carries a basic First Aid kit (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. The Club RIB is also fitted with a kill cord and throttle quadrants that prevent an engine starting in gear. RIB to be tested quarterly by the Health & Safety Officer. * risk reduced only when trained.	1*	5	5
Fire Afloat	Anyone in a powered Boat	1	5	5	The club RIBs both carry Fire Extinguishers. Fire extinguishers to be inspected prior to launch and inspected quarterly by the RIB manager. Extinguishers to be serviced on a yearly basis by a professional company licenced to do so.	1	5	5
Excessive Wind and Waves	Dinghy Sailors, cruiser sailors attempting to moor or use tender.	5	5	25	Event organizers can cancel or abandon events that they deem to be too risky due to the weather. 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