



Weston Sailing Club Dinghy Cruising Event Risk Assessment

2021

Organising Authority: Weston Sailing Club
Event departing from: Weston SC, Abbey Hill, Netley Abbey, Southampton, Hampshire, SO31 5FB

1 Introduction

This safety protocol addresses the assessment of risks associated with dinghy cruising events. This risk assessment is intended to cover all cruising events and is based on the Clubs risk assessment for Open and Club racing events¹. The event organising officer shall make an event specific risk assessment if any additional hazards are present.

The risks associated with a sailing event should be assessed well ahead of the event so that the risk factors that are seen to be serious may be addressed during the planning stages for the event. The risk assessment needs to be quantitative to facilitate giving the most serious risks the most attention.

Some risks are inherent to sailing and racing, some are due to local factors and some are dynamic, for example, the weather, sea state and tidal currents. Consequently, the risk assessment should also be considered dynamic and reviewed when conditions change.

2 References

The following documents were used in the preparation of this protocol.

- RYA Risk Assessment for Organized Sailing Events
- RYA Covid-19 FAQs valid in England (Updated 16th March 2021)
- WSC Event Risk Assessment 2021

3 RISK ASSESSMENT PROCESS

3.1 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 realized.
Control Measure	The method used to minimize the Risk Factor. The guiding principle should be to implement strategies that reduce risk factors to as low as reasonably practical.

¹ WSC Event Risk Assessment 2021

3.2 Process.

The risk assessment shall be prepared by members of the Cruising Event managers, with advice from the WSC Sailing Committee. The Event Officer shall review the risk assessment before each cruise and add any additional hazards and control measures, if necessary.

The first step shall list all perceived hazards associated with the sailing, the event itself and the sailing area. Then define the risks associated with each hazard. Using simple judgement, for each hazard assign the likelihood that the risks will occur and the severity/ impact they would have if they did occur using a scale of one to three. The Risk Factor/ Rating then is the product of the values assigned for likelihood and severity/ impact as shown in the following table.

	<i>Severity/Impact</i>		
<i>Likelihood</i>	1	2	3
3	3	6	9
2	2	4	6
1	1	2	3

Risk Factors for each hazard will have values 1, 2, 3, 4, 6 or 9. Then use the following table to assess the importance of implementing the control measures.

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

3.3 Implementation of this protocol

The following pages contain a risk assessment for dinghy cruising held within the area of Southampton Water.

The decision to participate in a cruise or continue shall be made by the helm and crew.

The risk assessment shall be implemented by the WSC cruise managers and approved by the WSC Sailing Committee, and the control measures implemented by those detailed within the risk assessment.

This risk assessment shall be displayed on the notice board within the WSC Clubhouse.

Event Summary

Event:	Dinghy cruise to Ashlett Creek
Date(s) of Event:	24 th July 2021
Organising Authority:	Weston Sailing Club
Event Website:	https://members.weston.org.uk/events
Email:	info@weston.org.uk
Club Telephone No:	023 8045 2527
Phone Nos:	See SCM contacts database
Operating Period:	See Sailing Instruction
Operating Area:	See Sailing Instruction
Number of Boats:	For club events typically around 20 boats of various classes.
Boat types Participating:	Various classes of sailing dinghy, including single and double handers; mono-hulls, catamarans and trimarans; non-asymmetrics and asymmetrics; and non-foiling and foiling. May also include windsurfers.
Juniors (<18yrs) participating in the event:	Generally only a few
VHF Channel(s) Used:	M2, 12 (for VTS), 16 (for emergencies)
Safety Boat Callsign:	Weston One, Two, or Three depending on which rib is used.
Emergency arrangements:	See detailed Risk Assessment below
Authorities informed:	ABP Southampton, Solent Coastguard
Date of last revision:	9 th July 2021

Hazard	Risks / (Persons at Risk)	Likeli Hood	Severity /impact	Risk Factor	Control Measures	Risk Factor (post Control Measures)
Capsize/ Man overboard	Persons in water at risk of drowning or hypothermia. Persons trapped within boat (Helm and crews)	3	3	9	Buoyancy aids/ life jackets worn at all times. Support Boat to attend as soon as possible. "Righting lines" advised to aid in righting a capsized boat. Helm and crew shall be competent in the capsize drill. Support boat to carry rigging cutters/ or similar and knife. Helm and crew to stay with boat. Helm to ensure the boat is seaworthy and well maintained. Helm and crew to be aware of changeable wind direction, in particular when the wind is from an offshore direction or when a sea breeze is expected to commence.	3
Cold Water/ Conditions	Hypothermia (Helm and crews)	3	3	9	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 Boat shall carry thermal blankets for hypothermia cases. Support Boat crews to follow WSC support boat guidelines.	3
Injury as a result of collision or other accident	Cuts, sprains, bruising, breaks, blows to head, rope burns. (Helm and crews)	2	3	6	Where reasonably practicable, tactical positioning of Support Boat e.g. Southampton Water crossing points. Support Boat shall remain vigilant. First aid kit carried in support boat. Injured crews recovered to the WSC clubhouse or other suitable location. SSOS lead shall liaise with emergency services. SSOS lead shall have mobile phone available.	3

Hazard	Risks / (Persons at Risk)	Likeli Hood	Severity /impact	Risk Factor	Control Measures	Risk Factor (post Control Measures)
Gear failure and damage to boat	Disablement, sinking, or loss of manoeuvrability. Inability to return to shore. (Helm and crews)	2	2	4	Support Boat to remain vigilant. Damaged boats towed to shore if Support Boats is able to. If boats cannot be retrieved immediately, the crew is to be taken on board the Support Boat and the event team are to be advised by VHF radio that there is a boat without crew aboard.	2
Collisions	Injury, MOB. Damage to boats. (Helm and crews)	1	2	2	International Regulations for Preventing Collisions at Sea apply. Risk of collision reduced by using Southampton Water crossing points and tasking support boat to provide oversight at those crossing points. Support boat advising other vessels to keep clear and report problems to event managers. Event managers mindful of busy channels used by other boats constrained by draft, when producing passage plan. Special care when towing. Competitors to be aware of the channels that are used by larger vessels e.g. Southampton Water shipping channel (Chart displayed in Weston Sailing Club) and instructed not to enter such channels except at designated crossing points. Helm/crew shall follow event sailing instruction.	2
Capsize with entrapment under hull.	Potentially leading to drowning. (Helm and crews)	1	3	3	Support Boat crew to be ready to right the boat. Rigging cutters or similar and knife carried. Tactical positioning of Support Boat/s and ratios minimises time to attend. Support Boat driver 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	3	Support Boat to remain vigilant. Support Boat skipper calls emergency services as necessary.	2
Covid-19	Contract Covid-19. (Helms, crews, volunteers and other attendees at the Club)	1	3	3	All attendees at the Club made aware of and asked to adhere to WSC's Covid-Secure Ashore and Covid-Secure Afloat Policies and Arrangements in addition to the relevant Government and RYA	2

					advice and guidelines.	
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Hazard	Risks / (Persons at Risk)	Likeli Hood	Severity /impact	Risk Factor	Control Measures	Risk Factor (post Control Measures)
Moving/ Rigging Boats	Impact with boats and rig (members of the public)	2	2	4	Helm and crew to rig and move boats away from members of the public and in particular to take care when boats are crossing or near the public footpath. Helm and crew to be aware of changeable wind direction.	2
Slipway	Slips, Trips, Falls from height (Helm and crews)	2	2	4	Green algae and shingle to be cleared from slipway to the extent practicable. Persons to wear suitable footwear. Care shall be taken on slipway due to wet slippery surface. Where reasonably practicable, persons to stay away from the water's edge (when not boarding or alighting).	2
Participant incompetence/ inexperience	Potential to cause accidents (Helm and crews)	1	2	2	Vigilance by Support Boat. Encourage retirement if in difficulty.	1
Unsuitable weather conditions before going afloat	Many competitors may be unable to deal with the conditions. Support Boat may not be able to support all dinghies in difficulty (Helm and crews)	1	3	3	Event managers to obtain current weather forecast to assess conditions before departure. Dinghy helmsman has responsibility for going afloat. Event will not go ahead if wind is above (or gusting above) Force 4.	2
Becalmed	Fleet unable to sail home (Helm and crews)	1	2	2	Towing by Support Boat. Care when taking long tow into channels. Event managers to obtain current weather forecast to assess conditions before departure.	1

Hazard	Risks / (Persons at Risk)	Likeli Hood	Severity /impact	Risk Factor	Control Measures	Risk Factor (post Control Measures)
Deterioration of weather or sea conditions.	Support Boat may not be able to support all dinghies in difficulty. Many capsizes. (Helm and crews)	2	2	4	Helm / crew to obtain detailed weather forecast prior to sailing (e.g. TV, Radio, Internet etc). Event managers to monitor weather conditions (by visual means) and shorten course or abandon race in the event of very bad weather. Call coastguard if Support Boat cannot maintain cover.	2
Tide, strong current, wind over tide conditions.	Risks of groundings and capsizes (Helm and crews)	2	2	4	Helm / crew should make themselves familiar with local conditions, drying heights, tide heights, currents and charts (displayed within WSC). Support Boat to provide assistance. Call Coast Guard /RNLI if further assistance is required.	2
Communications lost due to distance, interference or equipment failure	Loss of control of event and safety on the water. (Helm and crews)	2	2	4	All teams to follow the risk assessment and control measures, and to follow them independently until communications re-established. Event managers will have a mobile phone available and will be carrying VHF radios. Support boat to carry spare VHF radio.	2
Major incident	Fatality or serious injury involving a call to emergency services (Helm and crews)	1	3	3	Event managers will cancel the cruise. SSOS lead to take responsibility for initial coordination with the emergency services. On returning to WSC, the event managers will take over if required.	2
Fog	Possibility of lost competitors. Dinghies unable to find way back.	1	3	3	Event managers to cancel the event. Support Boat with local knowledge and compass to escort fleet home. The event will be cancelled should fog be forecast.	2

Hazard	Risks / (Persons at Risk)	Likeli Hood	Severity /impact	Risk Factor	Control Measures	Risk Factor (post Control Measures)
Competitor, boat or race team personnel missing	Prolonged missing situation could lead to risk of hypothermia or drowning. (Helm and crews)	1	3	3	Support Boat skipper to count boats and report missing/unaccounted boats. Where reasonably practicable competitors to inform support boat if retiring. Identify boat missing from trolley left on slipway. Support Boat to search for missing persons and other race team boats. Coast Guard/RNLI called in early. SSOS lead to inform support boat when all dinghy's have finished the race.	2
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	3	All Support Boat helms and crew to follow WSC support boat guidelines.	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	4	Event Managers informed and event to be cancelled, with all boats returning to WSC immediately.	2

Conclusion

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 is the most important control measure.

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