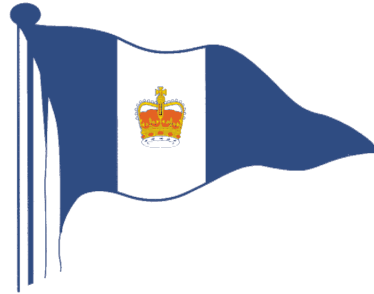


Distribution: Torquay Harbourmaster.
RTYC Sailing Committee.
Brixham CG



Royal Torbay Yacht Club.

Club Racing 2008

Port Marine Safety Risk Assessment.

Issued by Royal Torbay Yacht Club February 2008.

Port Marine Safety Risk Assessment Event Summary.

Event:	RTYC Club Racing 2008
Organising Authority:	Royal Torbay Yacht Club (RTYC)
Starting Lines:	Committee Boat 1: "Mary Gurine Committee Shore: Starting Platform at the base of Haldon Pier
Chief Race Officer:	RTYC Sailing Committee
Operating Period:	01 st April to 01 st January 2008
Operating area:	Torbay and Coastal Waters
VHF Channels:	72, 37
Committee Call sign:	Mary Gurine Race Control or RTYC Platform
CRO Mobile Phone:	
Race Headquarters:	RTYC Clubhouse, 12 Beacon Terrace Torquay TQ1 2BH Tel No 01803 292006
RA prepared by:	Bill Butcher

Event Website:	http://www.royaltorbayyc.org.uk
Email:	admin@royaltorbayyc.org.uk
Expected number of entries:	50 with approx 150 crew.
Authorities Informed:	Torquay Harbourmaster
	Brixham Coastguard

Port Marine Safety Risk Assessment.

Hazard affecting PMS	No	Description of Hazard	Est. Risk Level before Measures	Equivalent Numeric before Measures N	Likely Impact M	Risk Factor N x M	Primary Control Measures & Assets (See Appendix).	Final Risk Assessment
1. Collisions	1.1	Competitor with competitor.	HIGH	2	2	4	1.1, 2.2, 2.6, 3.2, 3.3, 4.1	Med
	1.2	Competitor with commercial vessel	Medium	3	2	6	2.2, 3.3	Low
2. Grounding	2.1	Poor navigation	Low	2	1	2	3.3	Low
	2.2	Result of rig or equipment failure	Low	2	1	2	3.3	Low
3. Boat damage	3.1	Rig or equipment failure	Medium	3	2	6	1.6, 3.1	Med
	3.2	After grounding	Low	2	1	2	3.3	Low
	3.3	Due to heavy weather or fog	Low	2	2	4	1.6	Low
4. Personal Injury	4.1	Man Overboard	Low	2	1	2	2.5	Low
	4.2	Injury impacting on rescue services	Medium	3	2	6	2.7, 2.8	Low
5. Other Hazards	5.1	Gale conditions	Medium	2	1	2	1.6	Low
	5.2	Heavy or confused seas	Medium	2	1	2	1.6	Low
	5.3	Bad visibility	Medium	2	1	2	1.6	Low

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	5.4	Shipping Movements	Medium	2	1	2	2.1, 2.2	Low
	5.5	Fatigue	Low	1	1	1	1.6, 2.5	Low
	5.6	Hypothermia	Medium	2	2	4	1.8	Low
	5.7	Sun burn	Low	1	1	1	1.9	Low
	5.8	Slippery Slipway Fall	Mediun	2	2	4	1.10	Med

'N' & 'M': 1 = 1st Aid only; 2 Paramedic or Ambulance; 3 = Serious Injury or Death.

Royal Torbay yacht club 2007 Season: General.

Port Marine Safety Risk Assessment –

1. The Royal Torbay Yacht Club (RTYC) 2007 Sailing Series will be held during April to 01st January 2008 and will involve a medium number of yachts of varying size and manoeuvrability, with a minimum length of about 3 metres.
2. It will be sailed in the confined waters of Torbay.
3. This type of racing does not attract significant attention from non-participants, except for a few marine photographers.
4. The drafts of some of the competitor yachts taking part will be 2.5 metres and the largest competitor yachts may be more than 14 metres long.
5. There is a risk of collision and grounding which is always present in sailing.
6. There is a risk of injury to the crews of the yachts, most notably in cases of gear breakage, collision or Man-Overboard (MOB).
7. The race area and complexity of courses means safety cover is impracticable. Competitors may be up to 3 miles away from race management resources, therefore in common with other events of this type, the majority of safety cover is provided by competitors on a mutual help basis. A Rescue Boat will always accompany the Cadet Class.
8. This paper assesses the likely risks that will be encountered in the race area and defines the measures needed to reduce the risks to an acceptable level.
9. Race Areas
Racing will mainly take place in the North West of Torbay.
10. Race Timing
The races will start as notified in the official Notice of Race.

Appendix: Standard Risk Control Measures & Assets available for the Royal Torbay Yacht Club 2007 Sailing Season.

Measures.	General Comments.	Specific Comments, Measures & Assets.
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1. Planning:

1.1	Planning of Starting Sequences.	Starts planned for maximum control of fleet.	
1.2	Advance Briefing of Race Officials.	By written instructions. Race officials have worked as a team for some 10 years.	Race officials are experienced in running of similar inshore races.
1.3	Advance Briefing with Authorities.	Appropriate authorities given written information prior to the Start.	Present PMS Risk Assessment with subsequent updates as required.
1.4	Weather Monitoring.	The Principal Race Officer obtains detailed weather information prior to the first start on each race day.	
1.5	Manning.	RTYC will ensure adequate competent race officials for event management.	Race officials are experienced sailors.
1.6	Emergency/Contingency Procedures.	Establishment of Standard Operating Procedures (SOPs) for emergency situations.	Issue SOPs to key personnel.
1.7	Media Management.	Establish one point of contact to control information for press, TV and radio especially in the case of an emergency.	Royal Torbay Yacht Club is the central point Tel 01803 292006
1.8	Hypothermia	The body losing heat through exposure to sea, wind, spray and rain	Adequate clothing to be worn for the prevailing conditions.
1.9	Sunburn	The skin burning through exposure to the sun and wind.	Adequate clothing, eye protection and sun cream to be worn to protect the skin.

Royal Torbay Yacht Club 2008 Club Racing Risk Assessment

1.10	Slipway Fall	Falling on slippery slipway	Harbour Authority to maintain Slipway clear of slime and weed.
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Measures.	General Comments.	Specific Comments, Measures & Assets.
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2. Communications.

2.1	Annual Programme	Advises preliminary details of races and conditions of entry plus safety requirements and special regulations for entries.	
2.2	Sailing Instructions/Amendments.	Instructions to owners including governing rules and amendments, compliance with specific local notices to mariners etc. The facility exists to issue amendments as appropriate.	Various international rules and regulations exist and are referred to in race data and entrants are advised that these must be adhered to. Sailing Instructions are given to all entrants prior to their participation in Club Racing. This information is also available on the Club Website prior to the commencement of seasons racing.
2.3	Competitors' Shore Contact.	Competitors are requested to submit shore-side contact details.	Shore-side contacts should have details of the entire crew of the boat.
2.4	Signals.	Signals for postponement and other control of the start as per ISAF International Racing Rules of Sailing.	All race start and other instructions will be given by VHF radio in addition to flag & sound signals displayed from the Committee Boat and/or Starting Platform at the base of

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			Haldon Pier.
2.5	Use of personal buoyancy and safety harnesses.	Requirement for crews to wear these are clearly stipulated in the Notice of Race paragraph 11.	
2.6	VHF Radio Announcements.	Radio contact with competitors and race officials on a designated VHF frequency.	
2.7	VHF Communications during the races.	Listening watch maintained throughout racing on Ch 72 & 37	
2.8	Mobile Telephones.	Communication between race officials and on occasion with competitors.	Communication is possible over entire race area

MEASURES.	GENERAL COMMENTS.	Specific Comments, Measures & Assets
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3. Control Measures Before Starts:

3.1	Safety Inspections.	Race officials may carry out spot checks of the required on-board safety equipment at any time during the Racing Season.	Owners are aware that failure to comply with requirements may lead to disqualification from the series.
3.2	Length of the Starting & Finishing Lines.	Matched to competitor numbers as per RYA recommendations.	To reduce risk of racing boat to racing boat collisions at the starts.
3.3	Depth of water on racecourse	Draft of competitors boats/ current height of tide considered before setting courses for each race	To reduce risk of grounding

4. Addition Control Measures at the Finish.

4.1	Layout of the Finishing Lines.	Deployed to take account of competitor numbers as per RYA recommendations.	
4.2	Retirement Monitoring	Vessels are required to report their retirement to the Chief Race Officer	
4.4	Use of Engine.	Race rules stipulate when an engine may be used to minimize emergencies.	