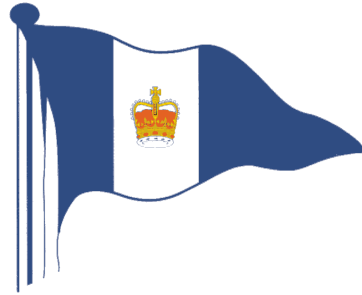


Distribution: Torquay Harbourmaster.
RTYC Sailing Committee.
Brixham CG



Royal Torbay Yacht Club.

Club and Event Racing 2012

Port Marine Safety Risk Assessment.

Issued by Royal Torbay Yacht Club September 2012.

Port Marine Safety Risk Assessment Event Summary.

| | |
|-----------------------|---|
| Event: | RTYC Club Racing and Events 2012 |
| 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: | 31st 2012 to 01 st January 2013 |
| Operating area: | Torbay and Coastal Waters |
| VHF Channels: | 72, 77 and 37A |
| 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@rtyc.org |
| Expected number of entries: Club | 50 with approx 150 crew. This include 25 Junior Boats with crews of 2. |
| Event | 30 to 120 boats with 2 to 4 Crew |
| Authorities Informed | Torquay Harbourmaster |
| | Brixham Coastguard |
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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 |

Royal Torbay Yacht Club 2012 Club & Event Racing Risk Assessment

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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 | Medium | 2 | 2 | 4 | 1.10 | Med |
| | 5.9 | Lifting injury | Medium | 2 | 2 | 4 | 1.11 | Low |
| | 5.9 1 | Runaway K6 on Slipway | Medium | 2 | 2 | 4 | 1.13 | Low |

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

Royal Torbay yacht club 2011 Season: General.

Port Marine Safety Risk Assessment –

1. The Royal Torbay Yacht Club (RTYC) 2012 Sailing Series will be held during 31st March 2012 to 01st January 2013 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 RS Feva and 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 2011 Sailing Season.

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

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| 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 2012 Club & Event Racing Risk Assessment

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| 1.10 | Entrapment | Long hair caught in blocks. | All long hair to be worn up. |
| 1.11 | Slipway Fall | Falling on slippery slipway | Harbour Authority to maintain Slipway clear of slime and weed. |
| 1.12 | Lifting Injury | Lifting a Dinghy in and out of a rack. | A racked dinghy may only be lifted in and out of the rack by a minimum of three competent persons, using the ramps. |
| 1.13 | Runaway K6 on Slipway | K6 on Launching Trolley running away on Slipway. K6 on three wheel trolley, hull weight 280Kg. | K6 launching and recovery to be with a minimum of five persons handling K6. |

| Measures. | General Comments. | Specific Comments, Measures & Assets. |
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2. Communications.

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| 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. |

Royal Torbay Yacht Club 2012 Club & Event Racing Risk Assessment

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| 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 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 & 37A | |
| 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:

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| 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.

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|-----|--------------------------------|--|--|
| 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. | |