LYME REGIS SAILING CLUB – DAILY RISK ASSESSMENT

Background

The RYA recognise that sailing at Clubs around the country is only made possible by a vast array of volunteers who have varying levels of experience and appreciation of risk. The RYA have suggested that clubs should consider adopting a daily risk assessment in order to provide a consistent systematic approach to justify/document the decisions taken by the Club to 'allow' or 'not allow' sailing/racing to take place on any specific day.

The guidance provided by the RYA suggests the following areas should be considered:-

- Wind strength
- Tidal state
- Air temperature
- Wind chill
- Sailing area
- Standard of sailor
- Safety ratio (No. of safety boats to boats sailing)
- Sailing Time on the water

LRSC have produced four 'tailored' Risk Assessments (RA)

1) Summer Club racing

2) Summer Club Training

3) Winter Club racing which takes account of Wind Chill

4). Winter Club Training which takes account of Wind Chill

Race Officer/Training Instructor/Coach Actions

Before setting off to sea, the RO/Instructor/Coach will always consider the perceived risks (based on the criteria above) to ensure that the overall risk is As Low As Reasonably Practicable and Broadly Acceptable.

Whilst the Club does not mandate the use of the 'Daily Risk Assessment Form' it does strongly encourage its use to assist the decision making process eg to justify displaying flag 'Y' to mandate the wearing of PFDs whilst afloat or request an additional patrol boat. Once completed, the Risk Assessment Form should be put in the Club office for record purposes.

Explanation Notes for each line:-

1) Wind Strength – Self Explanatory, albeit there is an additional constraint regarding the safety cover ratio for very strong winds

2) Wind Direction & Tidal State at Launch & Landing

   Amended from the RYA version which didn't include tidal state to take account of Lyme's particular issue with launch/recovery at low tide. The table on page 2 of each form aims to give an appropriate risk score for each 'Wind Direction' and 'State of Tide'.

As an example: Wind from the East with a launch or landing at Low tide would get a HIGH RISK score (because of running into the Harbour entrance at high speed in big steep waves with little centreboard and rudder), whereas a SW wind at Low tide would get a LOW/MED RISK (because of the potential for breaking waves between the rocks and cardinal mark). A Westerly wind at low tide would get a LOW RISK (because launch/recovery would be easy and the other potential risks would not be present).

3) Air Temperature – Self Explanatory

4) Wind Chill

   Only included in our Winter versions because of the racing & training that goes on through the winter months from October through to April. A table is included on page 2 of each or the winter risk assessment documents.

5) Sailing Area – Self Explanatory

6) Standard of Sailor – Select the risk score associated with the least competent sailor likely to be on the water.

7) Safety Cover Ratio

   Amended from the RYA version to take account of the fact that we use PJ as the Committee Boat and whilst not a Safety Boat, it can provide some safety cover and should be considered as contributing to the safety cover ratio.

8) Sailing Time (Hours) – Self Explanatory. 3 races sailed Back to Back probably means we could be on the water for 3 hours

9) Notes at the bottom of the page have been added in order to give some explanation about what is an acceptable score

Any questions or suggested amendments should be forwarded to LRSC Committee or the Safety Officer