

LYME REGIS SAILING CLUB RISK ASSESSMENT: CLUB RACING & TRAINING ACTIVITY

Risk Matrix and Definitions

Likelihood of Occurrence (Frequency of Event)	
3	Highly Likely to occur <i>multiple times during the season</i>
2	Occasional – Likely to occur <i>once during the season</i>
1	Extremely unlikely to occur during the season
Severity of Impact (Harm to Personnel only considered)	
3	Hospitalisation due to major injury leading to Permanent RIDDOR or death
2	Hospitalisation due to injury but recoverable (Non-Permanent RIDOR)
1	Minor injury requiring first aid

RISK SCORE = SEVERITY OF IMPACT x LIKELIHOOD

Likelihood	RISK MATRIX		
3	3 Medium	6 High	9 High
2	2 Low	4 Medium	6 High
1	1 Low	2 Low	3 Medium
Severity of Impact	1	2	3

Risk Assessment for Club Racing & Training Activity – (to be read in conjunction with the Risk Matrix and Definitions above)

	Hazards	Activity	Likelihood of Occurrence	Severity of impact	Estimated Risk before Control N x I	Primary Control/Mitigation measures	Likelihood of Occurrence	Severity of impact	Overall Risk following Mitigation N x I
1	Injury to the general public from impact with boats, sails or equipment	Movement of patrol ribs or competitors dinghies to/from club compound or dinghy park, onto the slipway and beach area and out /in the harbour	2	2	4 (Med)	<p>Members aware of the need to control the rib/dinghy when moving it to/from the club compound or dinghy park – especially in busy areas.</p> <p>The rib is only launch/recovered if sufficient members are present to control the boat.</p> <p>Dinghies are rigged on the slipway or in the harbour away from the general public. Sailors are normally in attendance of their dinghy when the sails are up to ensure it doesn't blow over and hence can ensure that the general public are made aware of the swinging boom if they come too close to the boat.</p> <p>First Aid Station is in LRSC.</p>	1	2	2 Low
2	Injury to Sailors	Contact with other boats during launch/recovery in the harbour	1	1	1 (Low)	<p>Lyme Regis Harbour is a relatively safe area to launch/recover boats.</p> <p>Normal seamanship skills of students/competitors is good enough to ensure boats do not impact with other boats. If they do, impact is light as boats will be slow moving. Trainees with limited skills will be towed out of the harbour</p>	1	1	1 Low

						into open water where they will be released. First Aid Station is in LRSC			
3	Injury to Sailors	Contact with other boats during racing/training	2	2	4 (Med)	Racing & training is conducted iaw the Club Sailing Instructions which refer to the Racing Rules of Sailing. This has clear explanations regarding 'Right of Way'. At least 1 Patrol Boat will be on duty during Club racing/training to assist if there is an incident. First aid equipment is on-board Patrol Launch/ribs	1	2	2 Low
4	Injury to Sailors	Self-Inflicted injury occurs whilst sailing or during a capsize. Eg crew is hit on the head with the boom during a gybe or falls out of the boat or is separated from the boat following an incident and suffers from the cold/hypothermia	1	3	3 (Med)	All students under instruction will be instructed to wear a buoyancy aid in all conditions, During Club Racing, the RO will signal that buoyancy aids are to be worn if there are concerns about the conditions/perceived risks. At least 1 Patrol Boat will be on duty during Club racing/training to assist if there is an incident. The Patrol boat has first aid on board and can radio Solent Coastguard on Ch 16 in an emergency. The Race Officer/Training Instructor will only organise a race/training if the environmental/wind/sea conditions are suitable given the experience of the sailors taking part and taking account of the boat/patrol boat ratio. A daily Risk	1	2	2 Low

						<p>Assessment sheet is available to assist the RO/Instructor to make a decision</p> <p>The Club Safety Management System & SIs make it clear that competitors are to assess their own competence given the conditions of the day and only put to sea if they are confident in their ability and material state of their boat.</p> <p>Duty Beach monitors boats coming ashore so that patrol boats only return to harbour if everyone is accounted for.</p>			
5	Injury to sailors	Entrapment following a capsize	1	3	3 (Med)	<p>All students under instruction will be instructed to wear a buoyancy aid in all conditions, During Club Racing, the RO will signal that buoyancy aids are to be worn if there are concerns about the conditions/perceived risks.</p> <p>At least 1 Patrol Boat will be on duty during Club racing/training to assist if there is an incident. The Patrol boat has first aid on board and can radio Solent Coastguard on Ch 16 in an emergency.</p> <p>The Race Officer/Training Instructor will only organise a race/training if the wind/sea conditions are suitable given the experience of the sailors taking part and taking account of the boat/patrol boat ratio. A daily Risk Assessment sheet is available to assist the RO/Instructor to make a decision</p>	1	2	2 Low

						<p>The Club Safety Management System and SIs make it clear that competitors are to assess their own competence given the conditions of the day and only put to sea if they are confident in their ability and material state of their boat.</p> <p>Instructions on how to deal with entrapment are included in the LRSC Safety Boat drivers' handbook.</p>			
6	Injury to sailors	Injury is caused through contact with the patrol boat during a rescue or tow	1	2	2 (Low)	<p>Patrol boat crews are trained in rescue techniques.</p> <p>The patrol rib would be the normal craft to effect any type of rescue which has an inflatable collar which is designed for a rescue situation.</p>	1	2	2 Low
7	Injury to sailors	A boat gets rolled over in the surf, comes into contact with the rocks or harbour wall when trying to return into the harbour – particularly relevant at low states of tide in an easterly wind.	2	2	4 (Med)	<p>The Race Officer/Training Instructor will only organise a race/Training if the wind/sea conditions are suitable given the experience of the sailors taking part and taking account of the boat/patrol boat ratio. A daily Risk Assessment sheet is available to assist the RO/Instructor to make a decision and includes reference to the state of tide at launch and recovery.</p> <p>A Duty Beach is on hand to monitor boats in and out of the harbour, particularly in inclement conditions and can call up the Patrol boat to assist if a boat looks like it is in distress.</p>	1	2	2 Low

8	Injury to sailors	Unexpected increase in wind when competitors at sea causes multiple capsizes leading to competitors in the water possibly suffering from the cold/hypothermia	1	3	3 (Med)	<p>The Race Officer/Training Instructor checks the weather forecast as part of the daily risk assessment when deciding whether or not to race or conduct training.</p> <p>If an unexpected weather event occurs and LRSC rescue resources are overwhelmed, the RO/Instructor or patrol boats can contact the harbour master or RNLI and request assistance.</p> <p>If multiple capsizes take place at once, the Patrol boats will take capsized crews on board and leave the boats to drift.</p> <p>All patrol boats have first aid equipment on board and can radio Solent Coastguard on Ch 16 in an emergency.</p> <p>Duty Beach monitors boats coming ashore so that patrol boats only return to harbour if everyone is accounted for.</p>	1	2	2 Low
9	Injury to Patrol Boat crew	Crew member hurts themselves from exposure to slamming and 'whole body vibration'	2	3	6 (High)	<p>The Club Rib crew training informs crews about the risk associated with high shock loads and hence they are trained to drive the boat accordingly to minimise exposure.</p> <p>Crew only drive the craft at high speed in an emergency situation.</p> <p>Crews are generally fit and encouraged not to participate in the duty if they have a medical condition.</p>	1	2	1 Low

10	Injury to Patrol Boat crew	Crew member hurts themselves manhandling the mark or anchor	2	2	4 (Med)	The anchors and marks are relatively light/easy to handle. Responsibility is on the crew to decline the duty if they have a medical condition. The PJ Launch has a windlass fitted in the bow which is used to lift the heavy anchor. The control buttons are positioned to reduce the risk of entrapment between the operator and anchor warp/chain	1	2	2 Low
11	Injury to Club member	Club member suffers crush injury during launch/recovery of Patrol rib from the Club Compound	1	2	2 (Low)	The Club Ribs have dedicated trailers and towing hawse which are maintained on an 'on-condition' basis. A motor vehicle is sometimes used to retrieve the rib on a low tide but launch/recovery is normally using a 'push/pull' from club members	1	2	2 Low

Based on this risk assessment and with no further reasonably practicable risk reduction measures identified or outstanding. The Residual Risk for Club Racing/Training Activity is deemed both 'Broadly Acceptable' and 'As Low As Reasonably Practicable' (ALARP).

It should also be noted that 'On the Day' the Race Officer or Training Instructor/Coach will conduct a 'Daily Risk Assessment' informally (in his/her head) or formally using the appropriate Summer or Winter 'Daily Risk Assessment Form'. The Risk assessment will consider the perceived risks of the day ie. wind strength, number of boats, tidal state, number of patrol boats at sea, etc to ensure that the Overall Risk associated with sailing on the Day is As Low As Reasonably Practicable and Broadly Acceptable.