



DALGETY BAY SAILING CLUB RYA RTC RISK ASSESSMENT

24 January 12

This Risk Assessment is intended to cover routine training sessions at DBSC, involving the club's fleet of training boats.

Responsibility:

The overall responsibility for R.Y.A. Training is vested in Dalgety Bay Sailing Club administered by the Principal. The current principal's name and names of instructors are listed on the Training Noticeboard in the Training room.

All staff and students have a responsibility to ensure a safe teaching environment. Any areas of concern should be reported on the Safety Report Book, which is situated in the First Aid cupboard in the Training room.

First Aid;

First aid equipment is available in each rescue boat and in the Training Room and in the main downstairs area.

Accidents:

All accidents should be recorded in the Accident Book, which is situated in the First Aid cupboard in the training room and in the First Aid cupboard in the main downstairs area.

Contacting next of kin:

All students must fill in a booking form & medical consent forms. Forms should include name, address, telephone number and contact name for next of kin along with a telephone number and address. The Principal or deputy are to contact the next of kin in the event of a serious injury where there is a need to involve a doctor or the ambulance service.

Sailing safety:

Properly equipped rescue boats will be afloat prior to any sailing dinghy taking to the water. The number of rescue boats will depend on the number, and type of sailing boats afloat and on the prevailing weather conditions at the time, and will comply with RYA recommended ratios. This decision will be made by the Principal or, in his absence, his deputy at the time.

The Principal and his / her deputies will take the weather forecast into account when planning any sail training.

All personnel will wear a buoyancy aid, which is suitable for their size and weight complying with CE50 Newtons. Non swimmers, should to be identified from the booking sheet, and should be closely monitored.

Rescue boat drivers will wear kill cords at all times if the engines are fitted with them.

Communications will be established so that emergencies can be dealt with swiftly and effectively. Professional help, ambulance, police, etc. should be sought in an emergency. There is a phone enabled to call 999 located at the bottom of the interior stair within the clubhouse.

Students will be instructed to remain ashore until adequate rescue cover is afloat.

PREPARED BY:	N. Fuller	DATE:	24 th . Jan. 2012	AGREED BY:	
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RISK FACTOR LEGEND

For each hazard, values of likelihood and impact are assigned: low = 1, medium = 2, high = 3. The product of likelihood and impact gives the risk factor, which may be interpreted as follows.

RISK FACTOR	CONTROL MEASURES / FURTHER ACTIONS IMPLEMENTED
1 or 2	Low risk factor, improvements considered
3 or 4	Medium risk factor, control measures implemented
6 or 9	High risk factor, rigorous control measures implemented

The Control Measures in the risk assessment reduce the risk factors to reasonable and acceptable levels.



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24 January 12

HAZARD	SAILING RISKS	LIKELIHOOD	IMPACT	RISK FACTOR	CONTROL MEASURES
Capsize and MOB	Persons in water at risk of drowning or hypothermia.	3	3	9	Buoyancy aids worn at all times. Safety boat will attend quickly. Crews recovered to safety. Students instructed to stay with boats in event of capsize. Safety boats carry thermal blankets for hypothermia cases. Training in capsize drill to be prioritized. Craft buoyancy to be regularly tested. Students clothing to comply with standards set out on course information sheet.
Injury as a result of collision or other accident	Cuts, sprains, bruising, breaks, blows to head, rope burns.	2	3	6	Safety boats vigilant and attend all incidents. First aid carried. All instructors and as many helpers as possible trained with First Aid & CPR capability. Code Red process, ref Safety Briefing. Injured students recovered to DBSC jetty. Race Box or DBSC Office liaises with emergency services. Boat can be parked/moored for later recovery.
Gear failure and damage to boat	Disablement, sinking, or loss of maneuverability. Inability to return to shore.	2	2	4	Safety boats vigilant and attend all incidents. Damaged boats towed ashore and crews taken on board.
Collision between students	Injury, MOB. Damage to boats	2	2	4	RRS and Collision Regulations apply. Congestion minimised by separation of training groups.
Capsize with entrapment under hull.	Potentially leading to drowning.	1	3	3	Safety boat crews wear wet suits and ready to enter water to assist righting the boat by standing on gunwale. Wire cutters on safety boats. Instructors to carry whistle and knife. Tactical positioning of safety boats and ratios minimises time to attend. Safety boat drivers suitably qualified and briefed to attend all incidents quickly. Teach students good preactise avoiding long or tangled control
Medical conditions	Fatigue, dehydration, hypothermia, other condition.	1	3	3	Safety boats vigilant and attend all incidents. Code RED process, ref Safety Briefing. Senior Instructor calls CG if necessary. Senior Instructor takes account of time on water in prevailing weather.
Collision between students and other vessels incl spectator boats.	Injury, MOB. Damage to boats	1	2	2	RRS and Collision Regulations. Safety boats advising other vessels to keep clear and report problems to Senior Instructor. Senior Instructor to be aware that commercial traffic to/from Inverkeithing/Braefoot Bay Marine Terminal occasionally transits area. Obtain traffic information from FTNS on VHF 71 or 01324 498586. Special care by RIBs when when towing students.
Student inexperience	Need great attention from safety boats. Potential to cause accidents	3	3	9	Highly Likely. Vigilance by safety boats, - encourage return to shore if appropriate.



DALGETY BAY SAILING CLUB RYA RTC RISK ASSESSMENT

24 January 12

HAZARD	RISKS	LIKELIHOOD	IMPACT	RISK FACTOR	CONTROL MEASURES
Deterioration of weather or sea conditions.	Safety boats may not be able to support all dinghies in difficulty. Many capsizes.	3	3	9	For all weathers, close watch on weather forecasts and developing conditions. Senior Instructor abandons training session. Strong wind process, ref Safety Briefing. Call coastguard if safety boats become overloaded.
Tide, strong current, wind over tide conditions.	Risks of groundings and capsizes	2	2	4	Towing by safety boats. Safety boats assist if any groundings or drifting into danger. CG/RNLI assistance if groundings in dangerous conditions. Senior Instructor to assess and ensure conditions appropriate to skill level of students.
Communications lost due to distance, interference or equipment failure	Loss of control of session and safety on the water.	2	2	4	All teams briefed on this risk assessment and control measures, and to follow them independently until comms re-established. Mobile phone contacts lists as back-up. Flag signals from Club Race Control box as back up.
Safety boat problems, crew unwell, breakdown etc.	Safety boat needs assistance and draws resources. Unable to return or function.	2	2	4	Problem reported to Senior Instructor. Extra safety boat in case crew need to be landed. Instruct sufficient boats to discontinue training session so safety cover/dinghy/student ratio maintained.
Unsuitable weather conditions before going afloat.	Many students may not be able to deal with the conditions. Safety boats may not be able to support all dinghies in difficulty	1	3	3	Senior Instructor cancels afloat training session.
Fog or other reduced visibility.	Possibility of lost students. Dinghies unable to find way back.	1	3	3	If fog or reduced visibility present or forecast, senior instructor cancels training session. If unforecast reduced vis. occurs during training session, Senior Instructor terminates session and rescue boats guide all students back to nearest safe landing place.
Weather very hot or cold	Dehydration, heat exhaustion, hypothermia.	1	3	3	Briefing on proper clothing, food, water. Safety boats carry thermal blankets, water as appropriate. Training will not normally be arranged during extremes of weather.



DALGETY BAY SAILING CLUB RYA RTC RISK ASSESSMENT

24 January 12

Student, boat or instructor personnel missing	Prolonged missing situation could lead to risk of hypothermia or drowning.	1	3	3	Senior Instructor operates tally system and counts boats in and out. Instructors afloat briefed to advise senior instructor if sending students ashore. Identify boat missing from trolley. Search Plan implemented by safety boats and other race team boats. CG/RNLI called in early.
Safety boat activity	Injury to RIB crew, or sailors in the water, damage to capsized dinghy or collision with other boats.	1	3	3	All RIB drivers will be suitably qualified – RYA level 2 powerboat. Senior Instructor to give safety briefing, ref Safety Briefing Handout. All safety team to be present.
Major incident	Fatality or serious injury involving a call to emergency services	1	3	3	Code Red process. Detailed in RTE Operating procedures.
Becalmed	Students unable to sail home.	1	1	1	Towing by safety RIBs. Care when taking long tow into busy channels.
Launch and Retrieval of boats	Manual handling issues, radioactive contamination of foreshore.	1	1	1	All launch and retrieval of boats, or any activities which require people to be on foreshore, to be conducted in accordance with DBSC risk assessment for same.
Fleet Dispersal	Excessive dispersal of student boats may lead to difficulties in maintaining rescue cover.	2	2	4	Each Instructor to determine area for traing. Each group stays in allocated area. Rescue boats to be vigilant, and assist stray boats to return to allocated area. In an emergency, rescue boats recover students first, and their craft as a lesser priority.
Thank Rock Long Craig Haystack	Dinghies may attempt to sail across. Shallow area adjacent to rocks. Increased risks of capsize and damage. Out of navigation and Safety Boats not able to attend.	2	3	6	Students briefed to stress dangers and highlight navigation marks – these areas are out of bounds.