

CCSC Risk Assessment – General Racing
Race area related hazards

Hazard	Risk factor	Risk level		Control measures	Risk reduction		Actioned	Complete/ongoing	Responsible persons
		L	C		L	C			
1. Environmental conditions	1. Weather and sea state conditions	3	3	Consult weather forecast Consider postponement Abandon racing prior to commencement	1	1		Ongoing	Race Officer
	2. Boats getting into difficulty	3	3	Maintain a good watch before, during and after racing Issue guidance to safety boat crew	1	1		Ongoing	Race Officer and safety boats
	3. Strong Wind Policy.	3	3	The decision to hold racing remains with the RO and race team.	1	2		Ongoing	Race Officer
2. Collision	1. Collision with vessels while manoeuvring in Portland Harbour and while transiting the ship channels	21	3	Race Officer must check movements with Portland Port prior to racing. Sailors to obey the Port Traffic Signals located at the main breakwater entrances (North and East Ship Channels).	1	1		Ongoing	Race Officer
	2. Collision while manoeuvring or racing in Weymouth Bay	1	3	Race Officer must check movements with Portland Port prior to racing. Helms to keep a sharp lookout for movements in and out of Weymouth Harbour Race Officer to liaise with other authorities racing.	1	1		Ongoing	Race Officer/Helms

CCSC Risk Assessment – General Racing

Dinghy racing related hazards

Hazard	Risk factor	Risk level		Control measures	Risk reduction		Actioned	Complete / ongoing	Responsible persons
		L	C		L	C			
3. Missing sailor	Injury or drowning	3	3	Rescue boats to be alert to potential problems on the race course. Rescue boats to liaise with Race Officer during the racing and while boats are going ashore after racing. Retirees must confirm this with a member of the race management team wherever possible, who will pass the information to the Race Officer	1	1		Ongoing	Race Management Team
4. Capsize	Injury or drowning	3	3	Provision of safety boat cover. Safety boat to have correctly constituted and qualified persons. Personal buoyancy aid rules mandatory for all races. Persistently capsizing dinghy crew instructed to retire ashore by safety crew	1	1		Ongoing	Race Officer
5. Multiple capsizes	Inability of Safety Boat cover to cope	2	3	Abandon racing if conditions are deteriorating Suspend racing until more safety cover can be provided. Request ferry boat as support boat to maintain safety cover in race area. Secure dinghy alongside committee boat or another appropriate mooring until a rescue boat can be released without compromising safety	1	1		Ongoing	Race Officer

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General racing related hazards

Hazard	Risk factor	Risk level		Control measures	Risk reduction		Actioned	Complete/ ongoing	Responsible persons
		L	C		L	C			
6. Conditions	Deterioration of conditions during racing	3	2	Abandon racing to await improvement. Apply RROS Part 4, 40 personal buoyancy rule, to keel boat crews. In a situation of deteriorating visibility, make a timely decision to allow boats to reach a safe haven in safety.	1	1		Ongoing	Race Officer
7. Collision	Injury to crews	2	3	Encourage training of crews in the racing rules which cover rights of way. All boats sailing in an unusual manner to be investigated by safety or support craft Safety Co-Ordinator takes lead role in the event of Injury.	1	3		Ongoing	Sailing Secretary / Race Officer
	Damage to boats	3	2	Progress of fleet to be monitored Boats to be escorted by a safety or support boat but priority will be given to rescuing the crew, and the boat may have to be left for later recovery.	1	1		Ongoing	Race Officer / Safety Boats
	Large vessel transiting the race area	2	2	Race Officer to be aware of boat movements within race areas. Helms and crews to be vigilant particularly when racing in Portland Harbour	1	1		Ongoing	Race Officer Helms and crews

CCSC Risk Assessment – General Racing

Accident related hazards

Hazard	Risk factor	Risk level		Control measures	Risk reduction		Actioned	Complete/ongoing	Responsible persons
		L	C		L	C			
9. Participant becomes ill or injured	Accident	2	5	First Aid on site and in rescue boats. Emergency radio and mobile phone available. First aid training to be provided and supported by CCSC. Safety boat driver's prime responsibility is to safety and to remain alert to potential risky situations. Sufficient safety cover to reach casualty with 2 minutes Accident/Incident Plan to be implemented.	1	2		Ongoing	Participants / Safety Boat / Race Officer
	Hypothermia	2	3	Participants to wear appropriate clothing. Safety boats to have insulation blankets/ bags. Get person back to shore asap	1	1		Ongoing	Participants / Safety Boats
	Sunstroke/ heat fatigue	2	3	Use of sun screen cream and sun hats encouraged. Adequate supplies of drinks available in hot weather. Get Person Back to Shore asap	1	1		Ongoing	Race Officer / Participants
10. Too many boats for the amount of safety cover	2 minute safety rule compromised putting an efficient rescue at risk	1	3	Agree among participants who will sail. Seek appropriately qualified rescue boat drivers, launch additional rescue and participating boats	1	1		Ongoing	Participants, safety boat drivers