



# LILLIPUT SAILING CLUB

## Risk Assessment for Dinghy and Cruiser Racing 2020.

### Overview

#### 1. Background/Introduction

This document is a risk assessment of the dinghy and cruiser racing activities organised by Lilliput Sailing Club for the 2020 season. Lilliput Sailing Club is affiliated to the RYA and has used their guidelines<sup>1</sup> in the preparation of this document. The racing programme runs from March until the end of December. The racing takes place on weekday evenings and at weekends. In 2019 approximately 30 dinghies and 15 cruisers took part in the various series. The club also organises its annual Regatta in the summer (between June and August).

The series and open events organised by Lilliput Sailing Club are deemed to have a low impact on the operation of the harbour and be classed as '**Small Events**' having little or no impact on other harbour users and minimal risk to non-participants.

In addition to the standard dinghy racing Risk Assessment, additions have been made for 2020 to ensure that events can be run in a COVID-safe manner during the ongoing Pandemic.

#### 2. Start area

Dinghy races are started in the area between the Blue Lagoon entrance and the North Channel, Cruiser races will be started between agreed marks in the North Channel. Cruiser bay races and passage races are started in the vicinity of the "The Rig Shop" buoy. The Lilliput Sailing Club annual dinghy regatta is normally held in the area between the northern shore of the harbour and the main channel.

#### 3. Race Area

Dinghy races are normally held in the area between the northern shore of the harbour and the Main Channel. Cruiser Harbour races are in all the navigable channels within the Harbour. Cruiser bay races are started and finished in the bay. No courses for dinghies are used that go through the harbour entrance.

The main hazards encountered by all racing craft are large commercial shipping, Harbour ferries, large numbers of pleasure craft, other racing fleets and strong tidal flows in some areas during spring tides.

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<sup>1</sup> Guidance Notes On Risk Assessment For Events In Harbour Authority Areas and ['RYA Guidance on sailing & racing with participants from different households during COVID-19 in England'](#)



## 4. Finishing Area

In nearly all cases dinghy and cruiser races are finished at the same location as the start.

## 5. Manning and Race Control

Race management for dinghy racing is by teams of club members consisting of a Race Officer of the day (RO) and 2-5 assistants manning the committee boat "Little Holly" and one or two patrol boats (depending on entry numbers). The RO is responsible to the management committee of LSC through the Dinghy Captain and Sailing co-ordinator. Cruiser races are managed by an RO, a club member on his or her own boat, and started using the gate start method in the vicinity of "The Rig Shop" or an ad-hoc in harbour start line. Prior to leaving shore the RO will check up to date weather reports, wind strengths and direction and tidal state and collect any required communication and safety equipment.

At least one patrol boat is always deployed for dinghy racing. Prior to dinghy and cruiser harbour races the RO will contact Poole Harbour Control by telephone or VHF Ch14 to get information on commercial shipping movements etc during the anticipated duration of the race.



## 6. Safety Control Measures

The control measures used to mitigate risks, as described in section 7 below are as follows:

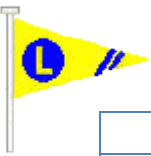
Reference	Measures	General Comments	Applicability
<b>1 Planning</b>			
1.1	Use of Tidal Prediction Information	Time events to suit tidal range and streams.	All events
1.2	Limit competitor numbers	Match entry numbers to resources.	All events
1.3	Planning of Starting Sequence	Separate classes and avoid risk of collision (for larger events)	All events
1.4	Advance Briefing of Race Management	Brief race officers and assistants at start of season, Provide club sailing instructions	All events
1.5	Advance Safety Briefing with Authorities.	Liaise with Poole Yachting Association, other clubs & harbour authorities	All events
1.6	Shipping Movement Monitoring	Check details of relevant shipping movements & monitoring Harbour control radio traffic (VHF Ch14)	All events
1.7	Weather monitoring.	Use up-to-date weather forecast and Live weather data (Parkstone start online weather monitor) before proceeding with planned race	All events
1.8	Manning	Ensure adequate competent personnel for race management	All events
1.9	Emergency /Contingency Procedures	Establishment of action plan for emergencies, including written instructions in RO box and on Console of support boats	All events
1.10	Race Management Team Welfare	Ensure race management volunteers are equipped for the event.	All events
<b>2. Communications</b>			
2.1	Notice of Race.	Specify conditions and safety requirements to competitors.	All events
2.2	Sailing Instructions/Amendments.	Provide instructions to competitors including specifying governing rules and amendments, compliance with Harbour Bylaws & Collision Regulations etc. Issue of amendments to sailing instructions	All events
2.3	Safety Briefing.	Safety briefing to competitors.	All events



2.4	Competitors' Shore Contact.	For Open meetings, record details of all crew members on board.	All events
2.5	Shore Signals.	Shore signals are impractical and not used for dinghy racing.	All events
2.6	VHF Radio Announcements.	Designated VHF channel for announcements.	All events(C)
2.7	Communication with Authorities.	Port Control.	All events
2.8	Communication with emergency services	In accordance with the "Small Craft Emergency Protocol" published by Poole Harbour Commissioners.	All events
2.9	Mobile Telephones and VHF	Communication with race management and coastguard	All events
2.10	International Collisions Regulations	For right of way between racing and non-racing traffic.	All events
<b>3. Control Measures before start</b>			
3.1	Safety inspections.	Spot checks of on-board safety equipment.	All events
3.2	Marshalling and support boats	Safety craft for traffic control during starts and at finish.	All events
3.3	Postponement/suspension of Starts	In the event of commercial or other traffic movements.	All events
3.4	Length of Starting Line	Matched to competitors no's as per RYA recommendations.	All events
3.5	Ferry Traffic	Dinghy Racing does not take place in the vicinity of the chain ferry, Cross channel ferry movements checked with PHC prior to start.	All events
3.6	Competitors Sign Out/ Sign In	Record of number of vessels and competitors for OOD	All events
<b>4. Additional Control Measures after start and during race</b>			
4.1	Abandonment.	In the event of adverse weather or other factors.	All events
4.2	Shortening course.	In the event of lack of wind or other factors.	All events
4.3	Race Observers.	OODs assistants to monitor progress of racing vessels	All events(D)
4.4	Support boats	Support boats to patrol race area and watch for potential problems	All events(D)
4.5	Monitoring of wind/sea conditions	By communication with observers and escort vessels.	All events
<b>5. Additional Control Measures at Finish</b>			
5.1	Finish Line Length	Matched to number/size of competing boats.	All events
5.2	Retirement monitoring.	Reporting by yachts retiring(C) monitoring of retirements by patrol boat(s) (D)	All events
5.3	Patrol Boat Deployment	Support boat to remain in finish area until OOD satisfied all vessels accounted for (D)	All events

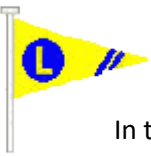


5.4	Race Declaration	Boats sign in after race to monitor all finishers.	All events
<b>6. Special Control Measures</b>			
6.1	Harbour procedures for race officers	Consultation with Harbour control for any "special courses" e.g. Round the islands.	As required
6.2	Slipway clearance	Regular weed/algae removal to reduce risk of slipping	As required
6.3	Support boat handling training	Annual refresher training offered to support boat volunteers	All Events (D)
<b>7. COVID-19 Amendments to Sailing Instructions/Race Management</b>			
7.1	Updated Sailing Instructions	Sailing instructions are issued to all racers and contain detailed guidance on the risk mitigation measures that allow COVID-19 safe racing	All Events (D)
7.2	Reduced maximum wind strength	When smaller race support teams are used (e.g. single-handed support boats), the elevated risk of serious incidents is mitigated by lower likelihood of incidents at lower wind strengths.	All Events (D)
7.3	Simplified courses	Demands on the support team (when smaller support teams are used) are reduced by using simpler courses (laying fewer marks, and longer start/finish lines)	
7.4	Race Team procedures	Guidance in SIs where it is necessary for the support boat to transport a mixed household team to the committee boat in a COVID-secure manner.	
7.5	Waive sign on/off	Usual sign on/off is replaced by Race Officer monitoring to avoid shared pens/clipboards etc	All events
<b>8. COVID-19 Infection Control Measures</b>			
8.1	Social distancing at pinch points	Competitors moving between the dinghy yard and race area are required to observe 'social distancing', following guidance in the SIs.	All events
8.2	Management of pinch points to avoid crowding	A beachmaster is appointed to enforce social distancing at launch and recovery; trolleys are removed from the slip if possible; both wash-down taps will be used.	All events
8.3	Surface cleaning	Surfaces that are liable to be touched by multiple members are routinely cleaned before and after racing. This includes touch points on the support boats and race officers kit	All Events (D)



8.4	Closure of COVID-insecure areas	Areas of the club that can't be made COVID-secure are closed	All events
8.5	Self-reliance	Members are reminded of advice to ensure self-recovery where possible, to reduce the need for assistance, and reduce the risk of cross infection should assistance be required.	All events
8.6	Online/early race briefing	The race briefing and go/no go decision will be taken via remote comms (WhatsApp), and 2 hours before start in order to avoid pre-race gatherings	All events
8.7	Track & Trace	Tracing of contacts is supported by the competitor / race team records	All events
8.8	Single-household crews	(Prior to August 2020) From time to time, we may restrict activity to single-household crews. When this constraint is in force it will be clearly indicated in revised Sailing Instructions. When single-household restrictions are in force, all boats are crewed from a single household (including support boats, with the mitigated exception during transport to Committee boat)	All Events (D)
8.9	Mixed-household crews	<p>(From August 2020) Where the national Alert Level is 3 or lower with no local restrictions in force, and where RYA guidance permits it, mixed household crews are allowed with the following constraints:</p> <ul style="list-style-type: none"> <li>• &gt; 1m proximity can be maintained <b>OR</b></li> <li>• &lt; 1m proximity is fleeting or not face-to-face <b>OR</b></li> <li>• Accumulated non-fleeting or face-to-face exposure is less than 15 minutes</li> </ul> <p>For LSC Dinghy racing, we have assessed that this will be the case for normal operation of dinghy racing. Where this is not possible on a boat, the skipper should ensure other mitigation (e.g. face coverings) are used.</p>	All Events

## 7. Risk Assessment



In the tabular summary of risks and mitigating controls below, the following abbreviations are used:

**Areas of elevated risk:**

Abbreviation	Location
M	Main Channel
O	Other harbour channels
D	Docks & Ferry Terminal
P	Poole bay
S	Sandbanks & mudflats
S/F	Start/Finish
W	Windward Mark
L	Leeward Mark
G	Gybe Mark

**Risk/Impact Levels:**

Abbreviation	Description
<b>Risk Levels</b>	
1	Low Risk
2	Medium Risk
3	High Risk
<b>Impact level (life)</b>	
1	First aid only
2	Paramedic/Ambulance
3	Serious Injury/Death
<b>Impact level (property)</b>	
1	Minor damage
2	Repairable damage
3	Total write-off

**Identified risks and mitigation:**



Hazard Category	Ref	Description	Risk locations	Estimated risk level before measures (n)	Likely Impact (m)	Risk Factor (n x m)	Primary Control Measures	Specific relevant controls	Residual Risk Acceptable / Unacceptable
<b>Collisions</b>	1.1	Racing boat with racing boat	S/F, W, L, G, M, O	1	1	1	ISAF Racing Rules, IRPCS	Planning; Communications; Controls before start; Additional Control measures during race; Control Measures at Finish	Accepted
	1.2	Racing boat with pleasure boat	M, O, D	1	2	2	IRPCS, course selection	Planning; Communications; Controls before start; Additional Control measures during race	Accepted
	1.3	Racing boat with commercial vessel	M, O, D	1	3	3	IRPCS, Patrol boat deployment(s); PYA/PHC Code of conduct	Planning; Communications; Controls before start; Additional Control measures during race	Accepted
<b>Grounding</b>	2.1	Racing boat aground	S, PB	1	1	1	Course selection relevant to tidal state	Planning; Control measures during race	Accepted
<b>Capsize/Sinking</b>	3.1	Single capsize	All areas	1	1	1	Patrol boat deployment(s)	Control measures during race, start and finish	Accepted
	3.2	Multiple capsize	All areas	2	2	4	Patrol boat deployment(s)	Control measures during race, start and finish	Accepted
	3.3	Sinking Dinghy	All areas	1	2	2	Patrol boat deployment(s); Personal buoyancy	Control measures during race, start and finish	Accepted
	3.4	Sinking cruiser	All areas	1	3	3	Personal buoyancy; Safety equipment carried; on board.VHF /Mobile phone; communication, other competitors	Control measures during race, start and finish	Accepted
<b>Boat damage</b>	4.1	Rig/equipment failure	All areas	1	1	1	Patrol boat deployment(s)	Control measures during race, start and finish	Accepted





<b>Personal Injury</b>	5.1	Minor injury	All areas	1	1	1	Patrol boat first aid kit(s)/competitors first aid kit	Control measures during race, start and finish	Accepted
	5.2	Injury requiring emergency services	All areas	2	2	4	Casualty to be taken to agreed emergency pick up point e.g. "Salterns Marina"	Control measures during race, start and finish	Accepted
<b>Other Hazards</b>	6.1	High winds	All areas	2	2	4	Patrol boat deployment(s)	Control measures during race, start and finish	Accepted
	6.2	High waves	All areas	2	2	4	Patrol boat deployment(s); Personal buoyancy Shorten course/abandon race	Control measures during race, start and finish	Accepted
	6.3	Calm /Drifting boats	All areas	1	1	1	Patrol boat deployment(s); cruisers aux.engines	Control measures during race, start and finish	Accepted
	6.4	Missing competitors from dinghies	All areas	1	2	2	Patrol boat deployment(s); signing on procedures	Planning, Control measures during race, start and finish	Accepted
	6.5	Missing competitors from cruisers	All areas	1	3	3	Cruisers own safety equipment; communication, other competitors; emergency services	Planning, Control measures during race, start and finish	Accepted
<b>COVID-19 transmission</b>	7.1	COVID-19 transmission ashore	Ashore	1	2	2	Amendments to Sailing Instructions, shore-based procedures	COVID-19 Amendments to SI/Race Management; COVID-19 Infection Control Measures	Accepted
	7.2	COVID-19 transmission amongst race duty team	All areas	2	2	4	Amendments to Sailing Instructions, shore-based procedures, cleaning protocols	COVID-19 Amendments to SI/Race Management; COVID-19 Infection Control Measures	Accepted
	7.3	COVID-19 transmission between competitors	All areas	1	2	2	Amendments to sailing instructions	COVID-19 Amendments to SI/Race Management; COVID-19 Infection Control Measures	Accepted



## 8. Document Revision History

Date	Author/reviewer	Update notes
May-02	Sailing Sec	LSC Risk Assessment May 2002
Dec-15	Sailing Sec	Reviewed December 2003
Jan-05	Sailing Sec	Reviewed January 2005
Jan-06	Sailing Sec	Reviewed January 2006
Mar-07	Sailing Sec	Reviewed March 2007
Feb-08	Sailing Sec	Reviewed February 2008
Mar-09	Sailing Sec	Reviewed March 2009
Apr-10	Sailing Sec	Reviewed April 2010
Apr-11	Sailing Sec	Reviewed April 2011
Apr-12	Sailing Sec	Reviewed April 2012
Mar-13	Sailing Sec	Reviewed March 2013
Apr-14	Sailing Sec	Reviewed April 2014
Mar-15	Sailing Sec	Reviewed March 2015
Dec-15	Sailing Sec	Reviewed December 2015
Feb-17	Sailing Sec	Reviewed February 2017
Mar-18	Sailing Sec (Alex Clapperton)	Reviewed March 2018
Mar-19	Sailing Sec (Alex Clapperton)	Reviewed March 2019
Jul-20	Acting Sailing Sec (Andy Bethell)	Combined separate Overview, Control Measures and Risk Assessment into a single document. Updated to include COVID-19 secure dinghy racing risk mitigation, with reference to the club's updated Sailing Instructions and guidelines for competitors.
Aug 20	Acting Sailing Sec (Andy Bethell)	Updated to reflect latest RYA guidance allowing mixed-household boats with mitigation ( <a href="https://www.rya.org.uk/SiteCollectionDocuments/clubs/RYA%20Sailing%20%26%20Racing%20in%20Mixed%20Households.pdf">https://www.rya.org.uk/SiteCollectionDocuments/clubs/RYA%20Sailing%20%26%20Racing%20in%20Mixed%20Households.pdf</a> )

## 9. Resources

The tables contained above are stored and maintained separately in the Dropbox Fleet Admin area, and included in the final version of this document.

The RYA Club Zone contains the template risk assessments on which much of this document and the analysis tables are based, see here: <https://www.rya.org.uk/the-club-zone/Pages/health-safety.aspx#3>