HAYLING ISLAND SAILING CLUB
GENERIC SAILING RISK ASSESSMENT

HAZARD	SAILING RISKS	LIKELI HOOD	IMPACT	RISK FACTOR	CONTROL MEASURES
Capsize and MOB	Persons in water at risk of drowning or hypothermia.	3	3	**9**	Personal floatation devices worn at all times. Wet or Dry suits must be worn when water and or air temperature is low. Safety boat will attend quickly. Crews recovered to safety. Safety boats carry thermal blankets for hypothermia cases.
Capsize resulting in sinking	Crew in water for extended period and loss of dinghy	1	2	**2**	Proof of buoyancy testing if applicable and ability for pre-launch inspection
Injury as a result of collision or other accident	Cuts, sprains, bruising, breaks, blows to head, rope burns.	2	3	**6**	Tactical positioning of safety boats at high risks parts of course. Safety boats vigilant and attend all incidents. First aid carried. Some trained with CPR capability. Code Red process, ref Safety Briefing. Injured crews recovered to specified area on HISC shore. Race Box or HISC Office liaises with emergency services. Boat can be parked for later recovery.
Gear failure and damage to boat	Disablement, sinking, or loss of manoeuvrability. Inability to return to shore.	2	2	**4**	Safety boats vigilant and attend all incidents. Damaged boats towed to Mothership or Committee boat and crews taken on board if necessary. Damaged boats returned to HISC when practical to do so.
Collision between competitors	Injury, MOB. Damage to boats, and as above	2	2	**4**	RRS and Collision Regulations apply. Congestion minimised by course design and timing of starts.
Capsize with entrapment under hull.	Potentially leading to drowning.	1	3	**3**	Safety boat crews wear suitable clothing to assist in righting the boat. Wire cutters and knife carried. Tactical positioning of safety boats and ratios minimises time to attend. Safety boat drivers suitably qualified and briefed to attend all incidents quickly.
Medical conditions	Fatigue, dehydration, hypothermia, other condition.	1	3	**3**	Safety boats vigilant and attend all incidents. Code RED process, ref Safety Briefing. RO or SO calls CG if necessary. Race management takes account of time on water in prevailing weather.

Collision between competitors 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 ESO and PRO. Race officer mindful of busy channels. Special care when towing. Communication with Harbour Master.
Collision or obstruction with other vessels	Main navigation channels become very busy often with Cruising traffic, especially on summer weekends, many have inexperienced crews With many other clubs in the harbour, racing fleets may share the same race areas When departing beach sailors, especially visitors, can forget to look around for other harbour users when launching	2	2	**4**	Consider start times to avoid busy periods Keep race marks and lay lines clear of navigation channels Remind competitors of their ColReg responsibilities Safety boats advise cruisers of best course Liaise with other clubs and CHFederation Remind all of RRS and ColRegs Ensure sailors are briefed Shore team to monitor launching
Competitor incompetence	Need greater attention from safety boats. Potential to cause accidents	1	2	**2**	Unlikely in national event. RRS rule 4. Vigilance by safety boats, - encourage retirement if in difficulty.
Groundings	Risk of damage to boats and safety boats. Risk of loss of race if mark rounding impossible	1	2	**2**	Survey of depths in advance GPS mark edges of shoals and post charts on ONB
Lee Shores	In strong winds the harbour presents lee shore risks. Boats driven onto these shores can be difficult or impossible to recover	2	2	**4**	Consider where boats may beach and formulate recovery plan. Use experience safety boat crews to patrol these areas.
Route to Hayling Bay	Potentially dangerous routes from HISC to Hayling Bay and Bracklesham Bay	2	2	**4**	Routes options posted on Official Notice Board (ONB) identifying safer water. Include detail in NoR and SI's for major events

Chichester Bar	Strong tidal currents and large standing waves, especially during ebbing spring tides. Dangers and difficulties in the long route in navigation channel. In some conditions, it may be lower risk to bring fleet across WPS sand rather than a lengthy route around West Pole or Bar Beacon navigation marks. In rough conditions, bringing an injured sailor in a safety boat across Chichester Bar may be inadvisable.	2	2	**4**	Timing of racing to avoid worst of ebb. Choose dates for major events to avoid spring tides. Decision on weather should take account of conditions on bar which may well be more difficult than in race area. Dedicate safety boat or shore spotter to monitor returning retirements or late starters. Permit crossing of West Pole Sands when conditions are benign. Make survey of depths before major events. Identify safety boats with depth instruments, and skippers with appropriate skills to guide fleet. Severe casualties can be taken to Langstone Harbour, for landing at mainland ferry pontoon or RNLI station. This is also easier for ambulance access than HISC
West Pole Sands	Extensive seaward bank of shallow rough water, to west of harbour entrance, often inaccessible to safety boats. Temptation to cross to shorten route to/from Hayling Bay. Difficulty guiding fleet over large area of water. Risk of taking on responsibility for incidents if guidance is incorrect or misunderstood. Individual retirements may get into difficulty when all safety boats are working on course area.	2	2	**4**	Stress sailors' responsibility for their own safe navigation decisions (RRS 4 and SI Risk Statement). Brief that if in any doubt follow marked navigation channel. Use safety boats to guide to safe water. Potentially prohibit crossing in SIs, at discretion of RO. Consider race course position to encourage safe return route from finish line. Liaison between RO and safety boats to ensure absolute clarity of decision on route to be taken, and timing of escort for finishing fleets. Adequate resourcing to allow safety boats on route home. Shore spotters to alert safety boats to dinghies in trouble.
East Pole Sands	Large area of shallow water at mid-low tide, to east of entrance. Shore break in SW winds onto lee shore. On route to Bracklesham Bay race areas. Risks of groundings or capsizes in breaking seas. Emergency landings may be on Bracklesham or Witterings beaches with long distance road recovery to HISC.	1	2	**2**	ONB chart of safe route around wrecks and cardinal marks. Position safety boats to guide on correct route. Identify boats with depth instruments. Race Box can view all of return route with binoculars, calling in safety boats if needed. Advise sailors not to beach unless unavoidable. Provide waiting buoy as alternative for disabled boats awaiting tow.

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HAZARD	EVENT RISKS	LIKELI HOOD	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.	2	2	**4**	For all weathers, close watch on weather forecasts and developing conditions. RO shortens or abandons race. 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 Disabled boats can be carried into danger especially near harbour entrance on ebb tides	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. Correct course configuration and position safety boats in appropriate areas to avoid boats being swept away
Lightning	Risk of death caused by being struck by lightening	1	3	**3**	PRO to consult with Marine Manager or HISC Control. For all weathers, close watch on weather forecasts and developing conditions. RO shortens or abandons race. Craft to return to shore on sight of lightening if possible and wait 20 minutes without lightening before relaunching. If return to shore not possible vessels to be inverted and wait on the boat where practicable. PRO to make decisions based on assessment of conditions. *i.e., location of lightening, direction of travel, location of vessels.*
Communications lost due to distance, interference or equipment failure	Loss of control of event 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.
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 marine office for recovery. Extra safety boat in case crew need to be landed.
Unsuitable weather conditions before going afloat.	Many competitors may not be able to deal with the conditions. Safety boats may not be able to support all dinghies in difficulty	1	3	**3**	PRO has current weather forecast to assess going afloat. Dinghy helmsman has responsibility for going afloat. Full briefing to dinghies and safety boats. PRO may limit numbers going afloat or move racing into harbour where return is easier.

Fog	Possibility of lost competitors. Dinghies unable to find way back.	1	3	**3**	RO to shorten or abandon race. Safety boats with local knowledge and GPS escort fleet home. Fog process, ref Safety Briefing. This to be included in competitors briefing.
Weather very hot or cold	Dehydration, heat exhaustion, hypothermia.	1	3	**3**	Briefing on proper clothing, food, water. Safety boats carry thermal blankets, water. Mothership and CB can offer shelter.
Dinghies or RIBs running aground	Injuries and damage to boats	1	2	**2**	Safety Briefing to include information on local hazards, tide heights and direction.
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. ESO 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 Safety Briefing. HISC Control process.
Becalmed	Fleet unable to sail home.	1	1	**1**	Towing by safety RIBs, Committee Boats and Mothership. Care when taking long tow into busy channels.
Dinghy loss of control on slipway	Accidents or injuries to sailors or third parties while moving boats to/from slipway and launching or recovering.	2	2	**4**	Dinghy owners to be responsible for safe launch and recovery. Beach controlled by Beachmaster so slipway is kept clear and well organised. Public to be kept clear. Enough time for launching / recovery is allowed.
Dinghies may get lost on way to course.	Lost dinghies and sailors, fatigue, hypothermia.	1	3	**3**	Dinghy fleet given launch window so they and the safety fleet remain concentrated.

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HAZARD	LOCATION RISKS	LIKELI HOOD	IMPACT	RISK FACTOR	CONTROL MEASURES
General Information for major events	Hayling or Bracklesham Bay	2	2	**4**	Notify coastguard at beginning of each day what event is happening, approximate start and finish times, location and number of boats and competitors. Notify at the end of each day when all accounted for and safely ashore
Competitor or race team member unaccounted for	Missing boat or people	1	3	**3**	All competitors and race team on the water should be identified and accounted for. Boats, trolleys, and sailors can be tallied. Race Team should log in and out with race box when going afloat and returning ashore.
Private and visiting safety boats	Potential inexperienced and uncertified helms, inadequately equipped RIB's. No Insurance	2	2	**4**	Check for PB2 and experience prior to event and ensure declaration form signed. Specialist safety briefing for these crews to identify risks to them.
Movement of launching vehicles	Damage to other boats / equipment on slipway resulting in injury	1	2	**2**	Responsible person appointed, dependant on event, to control sailors and Marine Department control tractor movements and keep to a minimum

Conclusions

The highest risks are sailors in the water and/or injured after capsizes or collisions and at risk of hypothermia or drowning.

Vigilance and prompt action by safety boats are the most important control measures.

Sailors will be well briefed about the dangers of all areas of Chichester Harbour, Hayling and Bracklesham Bays.

These control measures are well in hand and reduce our risks to an acceptable level.

Attached:

Relevant Risk Assess Header Sheets
Tide tables and weather forecast when appropriate.
Code Red and May Day Procedures.
HISC Club Site Map
Sailing Area Charts