1 INTRODUCTION

This safety protocol addresses the assessment of risks associated with any sailing event. How to make a quantitative risk assessment is described and an example of risk is given for a typical event taking place whether in Chichester Harbour or Hayling Bay. These risks are not generic. Each event requires an event specific risk assessment whether in Hayling Bay Bracklesham Bay or Chichester Harbour.

The risks associated with any event should be assessed well ahead of the planned date so that the risk factors that are seen to be serious may be addressed during the planning stages. The risk assessment needs to be quantitative to facilitate giving the most serious risks the most attention.

Some risks are inherent to sailing and racing, some are due to local factors and some are dynamic, for example, the weather, sea state and tidal currents. Consequently the risk assessment should be considered also dynamic and re-reviewed when conditions change.

The following process separates risks into three parts, sailing, the event itself and the location of the sailing area.

2 References

The following documents were used in the preparation of this protocol.

- RYA Risk Assessment for Organised Sailing Events
- Risk Assessments for Meetings recently organised by HISC.

3 RISK ASSESSMENT PROCESS

3.1 Definitions.

Hazard:	The potential for something to cause harm.
Risk:	The consequence of the hazard.
Risk Factor:	The product of the likelihood and the impact of the Risk being realised.
Control Measure:	The method used to minimise the Risk Factor. The guiding principle should be to implement strategies that reduce risk factors to as low as reasonably practical.

3.2 Process.

Ideally the Risk Assessment should be completed by at least two people, the Race Officer and the Safety Officer. This should be first done some months before the event so that there is good time to implement the Control Measures.

The first step is to list all perceived hazards associated with the sailing, the event itself and the sailing area. Then define the risks associated with each hazard. Using simple judgement, for each hazard assign the likelihood that the risks will occur and the impact they would have if they did occur using a scale of one to three. The Risk Factor then is the product of the values assigned for likelihood and impact as shown in the following table.

			IMPACT		
			LOW	MEDIUM	HIGH
LIKLIHOOD			1	2	3
HIGH	3		3	6	9
MEDIUM	2		2	4	6
LOW	1		1	2	3

Risk Factors for each hazard will have values 1, 2, 3, 4, 6 or 9. Then use the following table to assess the importance of implementing the control measures.

RISK FACTOR	FURTHER ACTION REQUIRED
1 or 2	Low risk factor, consider improvements
3 or 4	Medium risk factor, control measures should be implemented
6 or 9	High risk factor, control measures *must* be implemented.

3.3 Implementation of this protocol

The file HISC-RA-Mstr v1 contains typical risks for a race meeting held in Chichester Harbour or the Hayling Bay / Bracklesham Bay racing area, and addresses both Youth and Adult sailing.

An event risk assessment must be made according to the variables of the event.

To create an event specific risk assessment, use the HISC-RA-Mstr v1 file. Change the header name to the event specific name and date. Then use this file as a guide to complete the risk assessment. The hazards and risks should be made specific to the event, for example,

type of boats racing,
age range and competence of the competitors, youths, seniors etc.
sailing area, etc.

Assign values for likelihood and impact according to the specifics of the event and establish the control measures accordingly.
Once completed the file should be saved using an event specific name. e.g. LaserMasters2016.