



**Royal Torbay Yacht Club.**  
**Club and Event Racing 2021**  
**Port Marine Safety Risk Assessment.**

Issued by Royal Torbay Yacht Club March 2021.

## Port Marine Safety Risk Assessment Event Summary.

Event:	RTYC Club Racing and Events 2021
Organising Authority:	Royal Torbay Yacht Club (RTYC)
Starting Lines:	Committee Boat 1: Mary Gurine Committee Shore: Starting Platform at the base of Haldon Pier
Chief Race Officer:	RTYC Sailing Committee
Operating Period:	01.04.2021 to 31.03-2022
Operating area:	Torbay and Coastal Waters
VHF Channels:	72, 77 and 37A
Committee Call sign:	Committee Boat Race Control or RTYC Platform
CRO Mobile Phone:	07970353660
Race Headquarters:	RTYC Clubhouse, 12 Beacon Terrace Torquay TQ1 2BH Tel No 01803 292006
RA prepared by:	Bill Butcher / Bob Penfold

Event Website:	rtyc.org
Email:	manager@rtyc.org
Expected number of entries: Club	50 with approx 150 crew. This includes 25 Junior Boats with crews of 1 or 2.
Event	30 to 120 boats with 2 to 4 Crew
Authorities Informed	Torquay Harbourmaster

## Port Marine Safety Risk Assessment.

Hazard affecting PMS	No	Description of Hazard	Est. Risk Level before Measures	Equivalent Numeric before Measures N	Likely Impact M	Risk Factor N x M	Primary Control Measures & Assets (See Appendix).	Final Risk Assessment
1. Collisions	1.1	Competitor with competitor.	HIGH	2	2	4	1.1, 2.2, 2.6, 3.2, 3.3, 4.1	Med
	1.2	Competitor with commercial vessel	Medium	3	2	6	2.2, 3.3	Low
	1.3	Competitor with swimmer	Medium	3	2	6	1.14	Low
2. Grounding	2.1	Poor navigation	Low	2	1	2	3.3	Low
	2.2	Result of rig or equipment failure	Low	2	1	2	3.3	Low
3. Boat damage	3.1	Rig or equipment failure	Medium	3	2	6	1.6, 3.1	Med
	3.2	After grounding	Low	2	1	2	3.3	Low
	3.3	Due to heavy weather or fog	Low	2	2	4	1.6	Low
4. Personal Injury	4.1	Man Overboard	Low	2	1	2	2.5	Low
	4.2	Injury impacting on rescue services	Medium	3	2	6	2.7, 2.8	Low
5. Other Hazards	5.1	Gale conditions	Medium	2	1	2	1.6	Low
	5.2	Heavy or confused seas	Medium	2	1	2	1.6	Low

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	5.3	Bad visibility	Medium	2	1	2	1.6	Low
	5.4	Shipping Movements	Medium	2	1	2	2.1, 2.2	Low
	5.5	Fatigue	Low	1	1	1	1.6, 2.5	Low
	5.6	Hypothermia	Medium	2	2	4	1.8	Low
	5.7	Sun burn	Low	1	1	1	1.9	Low
	5.8	Slippery Slipway Fall	Medium	2	2	4	1.10	Med
	5.9	Lifting injury	Medium	2	2	4	1.11	Low
	5.9 1	Runaway boats on Slipway	Medium	2	2	4	1.13	Low

‘N’ & ‘M’: 1 = 1<sup>st</sup> Aid only; 2 Paramedic or Ambulance; 3 = Serious Injury or Death.

**Note: Further detailed risk assessments in connection with the use of the Colgate 24 for keelboat training are published as a separate document.**

## **Royal Torbay Yacht Club 2021 Season:**

### **Port Marine Safety Risk Assessment – General.**

1. The Royal Torbay Yacht Club (RTYC) 2021 Sailing Series will be held from 1st April 2021 to 31<sup>st</sup> March 2022 and will involve a medium number of yachts of varying size and manoeuvrability, with a minimum length of about 3 metres. Training and other open events will also take place during the period 1st April 2021 to 31<sup>st</sup> March 2022.
2. It will be sailed mainly in the confined waters of Torbay.
3. This type of racing does not attract significant attention from non-participants, except for a few marine photographers.
4. The drafts of some of the competitor yachts taking part will be 2.5 metres and the largest competitor yachts may be more than 14 metres long.
5. There is a risk of collision and grounding which is always present in sailing.
6. There is a risk of injury to the crews of the yachts, most notably in cases of gear breakage, collision or Man-Overboard (MOB).
7. The race area and complexity of courses means safety cover is impracticable. Competitors may be up to 3 miles away from race management resources, therefore in common with other events of this type, the majority of safety cover is provided by competitors on a mutual help basis. A Safety Boat (s) will always accompany the Dinghy and Junior Classes.
8. This paper assesses the likely risks that will be encountered in the race area and defines the measures needed to reduce the risks to an acceptable level.
9. Race Areas  
Racing will predominately take place in Torbay.
10. Race Timing  
The races will start as notified in the official Notice of Race.

**Appendix: Standard Risk Control Measures & Assets available for the Royal Torbay Yacht Club 2021 Sailing Season.**

**COVID-19 Additional measures are in place and updated as necessary in accordance with HM Government and RYA Guidance. This will include the publication of appropriate Risk Assessments and reference to RYA guidance documents.**

Measures.	General Comments.	Specific Comments, Measures & Assets.
<b>1. Planning:</b>		
1.1	Planning of Starting Sequences.	Starts planned for maximum control of fleet.
1.2	Advance Briefing of Race Officials.	By written instructions. Race officials have worked as a team for some 10 years.
1.3	Advance Briefing with Authorities.	Appropriate authorities given written information prior to the Start.
1.4	Weather Monitoring.	The Principal Race Officer obtains detailed weather information prior to the first start on each race day.
1.5	Manning.	RTYC will ensure adequate competent race officials for event management.
1.6	Emergency/Contingency Procedures.	Establishment of Standard Operating Procedures (SOPs) for emergency situations.
1.7	Media Management.	Establish one point of contact to control information for press, TV and radio
		Royal Torbay Yacht Club is the central point.

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		especially in the case of an emergency.	Tel 01803 292006
1.8	Hypothermia	The body losing heat through exposure to sea, wind, spray and rain	Adequate clothing to be worn for the prevailing conditions.
1.9	Sunburn	The skin burning through exposure to the sun and wind.	Adequate clothing, eye protection and sun cream to be worn to protect the skin.
1.10	Boat/Trailer storage at Daddyhole	Safe movement and storage of trailers.	Storage Area to be marked off. RTYC Marshalls to control entrance gate and direct trailer movement. Marshalls to be identifiable by tabards. Gate to be locked when unattended. Trailer boxes to be locked.
1.11	Movement of boats and trailers on Haldon Pier	Safe movement of boats and trailers.	RTYC Marshalls wearing tabards to control all movements. Measurement areas to be cordoned off from the public.
1.12	Launching of boats from Haldon Pier	Safe launching and recovery of boats.	Lifting area to be cordoned off. RTYC Marshalls to be present and identifiable by tabards. Area in water to be clear of boats and personnel.

<b>Measures.</b>		<b>General Comments.</b>	<b>Specific Comments, Measures &amp; Assets.</b>
1.10	Entrapment	Long hair caught in blocks.	All long hair to be worn up.
1.11	Slipway Fall	Falling on slippery slipway	Harbour Authority to maintain Slipway clear of slime and weed.
1.12	Lifting Injury	Lifting a Dinghy in and out of a rack.	A racked dinghy may only be lifted in and out of the rack by a minimum of three competent persons, using the ramps.
1.13	Runaway boats on Slipway	Launching Trolley / Trailer running away on Slipway.	Launching and recovery to be undertaken with adequate numbers of personnel. Where being launched on the back of a vehicle then there should be a secondary physical connection between trailer and vehicle.
1.14	Lookout	Keep a good lookout for other boats and swimmers	Keep a good lookout for other boats and swimmers who could be wearing black wetsuits.



<b>Measures.</b>	<b>General Comments.</b>	<b>Specific Comments, Measures &amp; Assets.</b>	
<b>2. Communications.</b>			
2.1	Annual Programme	Advises preliminary details of races and conditions of entry plus safety requirements and special regulations for entries.	
2.2	Sailing Instructions/Amendments.	Instructions to owners including governing rules and amendments, compliance with specific local notices to mariners etc. The facility exists to issue amendments as appropriate.	Various international rules and regulations exist and are referred to in race data and entrants are advised that these must be adhered to. Sailing Instructions are given to all entrants prior to their participation in Club Racing. This information is also available on the Club Website prior to the commencement of seasons racing.
2.3	Competitors' Shore Contact.	Competitors are requested to submit shore-side contact details.	Shore-side contacts should have details of the entire crew of the boat.
2.4	Signals.	Signals for postponement and other control of the start as per World Sailing Racing Rules of Sailing.	All race starts and other instructions may be given by VHF radio in addition to flag & sound signals displayed from the Committee Boat and/or Starting Platform at the base of Haldon Pier.
2.5	Use of personal buoyancy and safety harnesses.	Requirement for crews to wear these are clearly stipulated in the Notice of Race	
2.6	VHF Radio Announcements.	Radio contact with competitors and race officials on a designated VHF frequency.	

<b>MEASURES.</b>		<b>GENERAL COMMENTS.</b>	<b>Specific Comments, Measures &amp; Assets</b>
2.7	VHF Communications during the races.	Listening watch maintained throughout racing on Ch 16, 72, 77 & 37A	
2.8	Mobile Telephones.	Communication between race officials and on occasion with competitors.	Communication is possible over entire race area

### 3. Control Measures Before Starts:

3.1	Safety Inspections.	Race officials may carry out spot checks of the required on-board safety equipment at any time during the Racing Season.	Owners are aware that failure to comply with requirements may lead to disqualification from the series.
3.2	Length of the Starting & Finishing Lines.	Matched to competitor numbers as per RYA recommendations.	To reduce risk of racing boat to racing boat collisions at the starts.
3.3	Depth of water on racecourse	Draft of competitors boats/ current height of tide considered before setting courses for each race	To reduce risk of grounding

### 4. Addition Control Measures at the Finish.

4.1	Layout of the Finishing Lines.	Deployed to take account of competitor numbers as per RYA recommendations.	
4.2	Retirement Monitoring	Vessels are required to report their retirement to the Race Officer	
4.4	Use of Engine.	Race rules stipulate when an engine may be used to minimize emergencies.	