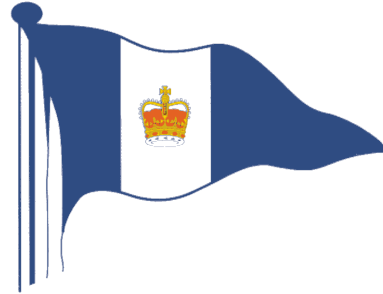


\*Distribution: Torquay Harbourmaster.  
RTYC Management  
RTYC Sailing Committee.  
Race Officers



## **Royal Torbay Yacht Club (RTYC)**

### **Club and Event Racing 2026/2027**

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

## Port Marine Safety Risk Assessment Event Summary.

Event:	RTYC Club Racing and Events 2026/2027	Event Website:	rtyc.org
Organising Authority:	Royal Torbay Yacht Club (RTYC) RTYC Sailing Committee	Emails:	<a href="mailto:sailing@rtyc.org">sailing@rtyc.org</a> <a href="mailto:events@rtyc.org">events@rtyc.org</a>
Starting Lines:	<ol style="list-style-type: none"> <li>1. Committee Vessel Mary Gurine</li> <li>2. Designated yacht or rib.</li> <li>3. Starting Platform at the base of Haldon Pier</li> </ol>	Expected number of entries: Club	30 with up to 100 crew. This may include 15 Junior Boats with crews of 1 or 2.
Chief Race Officers:	Michael Currie (MC) and Bob Penfold (BP)	Championships & Events	30 - 120 boats with 2 - 8 crew, depending on the boats/yachts
Operating Period:	01.04.2026 to 31.03.2027	Authorities Informed	Tor Bay Harbourmaster
Operating area:	Tor Bay and Coastal Waters		RTYC Mangement Committee
VHF Channels:	14, 16, 65, 72, 77 any other channels used will be specified in Event or Club Sailing Instructions		RA Prepared by Bob Penfold for RTYC Sailing Committee
Committee Call sign:	Race Committee or RTYC Platform		
CRO Mobile Phone:	07976131505 (MC) or 07970353660 (BP)		
Race Headquarters:	RTYC Clubhouse, 12 Beacon Terrace Torquay TQ1 2BH                      Tel No 01803 292006		Alternative/Additional contact details may be provided.

**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	Person Overboard (MOB)	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

Royal Torbay Yacht Club 2026 - 2027 Club & Event Racing/Training Risk Assessment

	5.2	Heavy or confused seas	Medium	2	1	2	1.6	Low
	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.

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

1. The Royal Torbay Yacht Club (RTYC) 2026/2027 Sailing Series will be held from April 1<sup>ST</sup> 2026 to January 1<sup>st</sup> 2027 and will involve a medium number of dinghies and yachts of varying size and manoeuvrability, with a minimum length of about 3 metres.
2. Championships, Training and other Events will also take place during the period January 1<sup>st</sup> to December 31<sup>st</sup>, 2026.
3. They will be sailed mainly in the confined waters of Tor Bay with some yacht and cruiser racing taking place in adjacent coastal waters.
4. This type of racing does not attract significant attention from non-participants, except for appointed marine photographers.
5. The drafts of some of the competitor yachts taking part will be 2.5 metres and the largest yachts may be more than 14 metres long.
6. There is a risk of collision and grounding which is always present in sailing.
7. There is a risk of injury to the crews of the yachts, most notably in cases of gear breakage, collision or Person Overboard (MOB).
8. The race area and complexity of courses means that dedicated safety cover may not always be practicable. 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.
9. 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.
10. Race Areas  
Racing will predominately take place in Tor Bay, with some yacht and cruiser racing in adjacent coastal waters.
10. Race timing  
The races will start as notified in the published Club and Championship Sailing Instructions.
11. Individual specific race instructions (Notice of Race and Sailing Instructions) will be published for Championships and issued to the Harbour Authority.
12. Daily event specific risk assessments will be carried out by race officers.

**Appendix: Standard Risk Control Measures & Assets available for the Royal Torbay Yacht Club 2026/2027 Sailing Season.**

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 verbal and written instructions. Race officials work regularly as teams. Daily briefings are conducted at major events and Championships.	Race officials are trained and experienced in running of similar inshore and coastal racing.
1.3	Advance Briefing with Authorities.	Appropriate authorities given written information prior to the Start.	Review and present Port Marine Safety Risk Assessment with subsequent updates as required, and at least annually.
1.4	Weather Monitoring.	The Race Officer obtains detailed weather information prior to the first start on each race day.	Race Office prepares daily Risk Assessment based on latest weather forecasts
1.5	Manning.	RTYC will ensure adequate competent race officials for event management.	Race officials are trained and experienced sailors.
1.6	Emergency/Contingency Procedures.	Establishment of Standard Operating Procedures (SOPs) for emergency situations.	Issue SOPs to key personnel and daily briefing of all personnel
1.7	Media Management.	Establish one point of contact to control information for press, TV and radio especially in the case of an emergency.	Royal Torbay Yacht Club is the central point. Tel 01803 292006

Royal Torbay Yacht Club 2026 - 2027 Club & Event Racing/Training Risk Assessment

1.8	Hypothermia	The body losing heat through exposure to sea, wind, spray and rain	Adequate clothing to be worn for the prevailing conditions. Safety boats carry thermal blankets
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 volunteers control entrance gate and direct vehicle and trailer movements. RTYC volunteers to be identified by Hi-Viz 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.	Written instructions sent to all competitors. RTYC volunteers to wear Hi-Viz tabards and 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.  RTYC Duty Beachmaster will report daily at the start of the day to the Harbour Office at all Championships and Major Events.  RTYC Duty Beachmaster will monitor VHF Channels 14, 16 and designated Race Management Channels.	Lifting area to be cordoned off. RTYC volunteers to be present and identifiable by Hi Viz tabards. Hard Hats to be worn when craning in. The public to be kept clear of launching/craning areas.  Beachmasters and competitors are briefed and obliged to liaise with Harbour Staff and other users with regards to use of slipway.

<b>Measures.</b>		<b>General Comments.</b>	<b>Specific Comments, Measures &amp; Assets.</b>
1.13	Entrapment	Long hair caught in blocks.	All long hair to be worn up.
1.14	Slipway Fall	Falling on slippery slipway	Harbour Authority to maintain Slipway clear of slime and weed.
1.15	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.
1.16	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.
1.17	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.

Measures.	General Comments.	Specific Comments, Measures & Assets.	
<b>2. Communications.</b>			
2.1	The RTYC Club Racing and Squadron 13 programmes, and Events/Championship listings .	Advises preliminary details of races and conditions of entry plus safety requirements and special regulations for entries.	
2.2	The Notice of Race, Sailing Instructions, and any amendments are published on club website, and on event specific website pages,	Provides detailed dates and timings for club activities. Instructions to owners including governing rules and amendments, compliance with Harbour byelaws. The facility exists to issue amendments as appropriate.	All competitors and officials are required to comply with World Sailing Racing Rules of Sailing and Regulations, and RYA Prescriptions. Sailing Instructions are published and available to all entrants prior to their participation in racing.
2.3	Competitors' Shore Contact details .	Competitors are required to submit shore-side contact details as part of the entry/registration process.	Shore-side contacts should include details of the entire crew.
2.4	Signals	Signals for postponement and other control of racing as per World Sailing Racing Rules of Sailing.	Race starts and other instructions may be given by VHF in addition to flag/ sound signals from the Committee Vessel and/or Starting Platform on Haldon Pier.
2.5	Use of personal buoyancy and safety harnesses.	Requirement for crews to wear or carry these are defined in the Notice of Race and Sailing Instructions	Compliance with the Notice of Race and Sailing Instructions is mandatory under Racing Rules of Sailing
2.6	VHF Announcements	Radio contact with competitors and race officials	Use VHF channels designated in Sailing Instructions

Measures.		General Comments.	Specific Comments, Measures & Assets
2.7	VHF Communications during the races.	Listening watch maintained throughout racing on Ch 14, 16, 65, 72, 77.	
2.8	Mobile Telephones.	Communication between race officials and on occasion with competitors.	Communication is possible over entire race area and harbourside

### 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 penalties or disqualification.
3.2	Length of the Starting & Finishing Lines.	Matched to competitor numbers as per RYA race management guidance.	To reduce risk of racing boat to racing boat collisions at the starts.
3.3	Depth of water on racecourse	Draft of competitors boats and state of tide considered before setting courses.	To reduce risk of grounding

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

4.1	Layout of the Finishing Lines.	Based upon competitor numbers as per RYA race management guidance.	
4.2	Retirement Monitoring	Boats are required to report retirement to the Race Officer or Beachmaster	
4.4	Use of Engine.	Race rules stipulate when an engine may be used to minimize emergencies.	