

**BYC
CLUB RACING
RISK ASSESSMENT**

Competitors :	Factors	Initial Risk	Strategy	Revised Risk
Yachts leaving / entering marina		Low		Low
Yachts in Fairway		Low		Low
In race area	Over wind limit	High	Abandon	Low
	Under wind limit	Low		Low
	Rough sea state +	Medium	Abandon	Low
	Moderate state -	Low		Low
	Man overboard	Low		Low
	Collision	Medium	SI & IRPCS	Medium
Point Team :				
Gunner	Explosion	Medium	Care / cleaning	Low
Others	Lifting cannon injury	Medium	Training	Low
	Cannon firing injury	Low		Low
All & Public	Pistol flare strike	High	Ensure firing direction away	Medium
	Pistol flare burst	High	Aim slightly into wind	Medium
	Flag hoist boom on erection/dismantle	Medium	Care	Medium
	Flag hoist boom – hoist break	Low		Low
Committee Boat :				

Standard Control Measures for Medium Events

1. Planning

Measures General Comments

- 1.1 Use of Tidal Prediction Information Time events to suit tidal range and streams.
- 1.2 Limit competitor numbers Match entry numbers to resources.
- 1.3 Planning of Starting Sequence Separate classes and avoid risk of collision
- 1.4 Advance Briefing of Race Management By oral briefing and/or written instructions.
- 1.5 Advance Safety Briefing with Authorities. Liaison with relevant port and safety organisations.
- 1.6 Shipping Movement Monitoring Obtaining details of movements from Port Control.
- 1.7 Weather monitoring. Use forecasts to decide whether to proceed.
- 1.8 Manning Ensure competent personnel for race management.
- 1.9 Emergency /Contingency Procedures Establishment of action plan for emergencies.
- 1.10 Media Management One contact to control information fed to media in an emergency.
- 1.11 Race Management Team Welfare Ensure race management volunteers are equipped for the event..

2. Communications

- 2.1 Notice of Race. Specify conditions and safety requirements to competitors.
- 2.2 Sailing Instructions/Amendments. Include compliance with Harbour Byelaws.
- 2.3 Safety Briefing. Safety briefing to competitors.
- 2.4 Competitors' Shore Contact. Record details of all crew members on board.
- 2.5 Shore Signals. Race Signals as provided under RRS.
- 2.6 VHF Radio Announcements. Designated VHF channel for announcements.
- 2.7 Communication with Authorities. Port Control.
- 2.8 Mobile Telephones and VHF Communication with race management and coastguard
- 2.9 International Collisions Regulations For right of way between racing and non-racing traffic.

3. Control Measures before start

- 3.1 Safety inspections. Spot checks of on-board safety equipment.
- 3.2 Marshalling and Patrol boats Safety craft for traffic control during starts and at finish.
- 3.3 Competitor Marshalling Areas Designated areas for waiting in event of traffic.
- 3.4 Postponement/suspension of Starts In the event of commercial or other traffic movements.
- 3.5 Length of Starting Line Matched to competitors no's as per RYA recommendations.
- 3.6 Ferry Traffic Check ferry times on race date to avoid traffic clash.

4. Additional Control Measures after start and during race

- 4.1 Abandonment. In the event of adverse weather or other factors.
- 4.2 Shortening course. In the event of lack of wind or other factors.
- 4.3 Race Observers. Observers on shore at strategic locations.
- 4.4 Escort vessels Club member's or other vessels.
- 4.5 Monitoring of wind/sea conditions By communication with observers and escort vessels.

5. Additional Control Measures at Finish

- 5.1 Finish Line Length Matched to number/size of competing boats.
- 5.2 Retirement monitoring. Reporting by boats retiring or tally system.
- 5.3 Harbour Patrol Patrolling of finishing area.
- 5.4 Race Declaration Boats sign in after race to monitor all finishers.
- 5.5 Use of Engine Boats to clear line after crossing the finishing line

6. Special Control Measures

- 6.1
- 6.2
- 6.3

**BYC
CLUB RACING SEASON 2009
RACE MANAGEMENT
Notes to Standard Control Measures**

- 1.2 Resources adequate for anticipated Club entries
 - 1.3 See SIs
 - 1.4 Actioned by Race Officer Team Leaders
 - Point : R Bowles
R. Meads
 - Committee Boat : T. Corbett
 - 1.5 To be actioned by Rear Commodore sailing prior to season
 - 1.6 To be actioned by Race Officers on a race to race basis, with Pilots 01803-882214 (24 hrs)
 - 1.7 Actioned by Race Officers on a day to day basis
 - 1.8 Team manpower determined & obtained by Race Officers
 - 1.9 On water : Main : Yachts to VHF Coastguard Ch 16
Reserve (vessel seen in difficulty, or man seen in water):
Race Control to phone Coastguard -
Landing places : Town & Marina long pontoons
On land : Person in danger : Race Officer to 999
All incidents : Race Officer report to Rear Commodore Sailing
 - 1.10 Rear Commodore Sailing
 - 1.11 Supervised by Race Officer Team Leader

 - 2.6 Race Officer on Ch 37(A) except when otherwise posted
 - 2.7 Race Officer on Ch 14
 - 2.8 Race Officers : Robin Meads 07909-540320
Riki Dodd 01626-200009
Tim Corbett 07875-585978
Brixham Coastguard 01803-882704
Brixham Harbour 01803-853321 or 851854
Brixham Pilots 01803-882214 (24 hrs)

 - 3.1 Rear Commodore sailing
 - 3.2 BYC craft Shuttle
 - 3.3 Inside Harbour : Western side mooring area
Outside harbour Red start flag area
 - 3.4 Race Officer to determine
 - 3.5 Race Officer to determine
 - 3.6 See 1.6

 - 4.1 Race Officer determined; may consult Rear Commodore Sailing or other experience sailors.
Guidance max IRC1 class : 45kts or severe Bay swell
IRC2 class 35 kts or severe Bay swell
Corinthian 25 kts or severe Bay swell
 - 4.2 Race Officer to determine
 - 4.3 Not appropriate for Club racing
 - 4.4 Race Officer may call on Shuttle or participating yachts
 - 4.5 Race Officer to determine

 - 5.1 Race Officer to determine
 - 5.2 Yachts required to report retirement
 - 5.3 Not appropriate
 - 5.4 Not appropriate
- Ends