



# FORTH CORINTHIAN YACHT CLUB



## **RISK ASSESSMENT FOR**

### **Club racing**

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## 1. INTRODUCTION

In common with many yacht clubs, FCYC operates an annual racing programme.

Boat operators (skippers) should familiarise themselves with FCYC General Sailing Instructions (as printed in the Club handbook) and with the Forth Yacht Clubs Association (FYCA) Safety Regulations <https://fyca.org.uk/safety-regulations/>

There are inherent risks associated with the operation of any vessel, and these are enhanced by racing in close proximity to other boats and the shore, and by the competitive nature of such activities. Hence all members shall be required to familiarise themselves with this Risk assessment and act in accordance with it.

Management of most of these risks is the responsibility of individual yacht operators, however by organising races the club accepts some responsibility for consequent occurrences. For each event these responsibilities are delegated to a designated Race Officer.

To this end the club recognises a duty of care to its members and has produced this document to identify hazards and eliminate or minimise risk to persons, property and the environment. This document forms part of the “FCYC Safety Management System”

The document shall apply to

a) FCYC Members

b) Non members who are transported in any FCYC boat.

## **2. LEGISLATION**

This document has been produced to comply with and follow guidance from the following legislation. Some aspects of this legislation would refer specifically to employees but the FCYC extends a duty of care to all members and would always use current legislation as “best practice”.

Health and Safety at Work Act 1974

Management of Health and Safety at Work Regulations 1999

Provision and Use of Work Equipment Regulations 1996

Reporting of Injuries Diseases and Dangerous Occurrences Regulations 1995

## **GUIDANCE DOCUMENTS**

HSE 5 Steps to Risk Assessment

### **3. GUIDANCE ON USING TASK SPECIFIC RISK ASSESSMENT**

#### Definitions

**HAZARD** describes something that has the potential to cause harm (accident, loss).

**RISK** describes the likelihood of harm (accident, loss) should an uncontrolled event occur.

Included in this column is a grading either Low Medium or High which takes into account the likelihood of an uncontrolled event and possible severity of injury.

**CONTROL MEASURES** are the practices, procedures and equipment which have been put in place to eliminate or minimise the risk of an uncontrolled event (accident loss) occurring.

<b>HAZARD</b>	<b>RISK</b>	<b>CONTROL MEASURES</b>
1. Operation of sailing vessels in strong winds.	Increased potential for injuries on board sailing vessels. <b>M</b>	<p>Each boat operator (skipper) should brief all crew as required.]</p> <p>The Race Officer shall assess the conditions and adjust the course / cancel the event at their discretion.</p>
2. Man Overboard	Risk of personnel entry from sailing vessels into water. <b>L</b>	<p>Each boat operator (skipper) should brief all crew as required. They should ensure that crew are able to swim, and should have a plan for recovery of people from the water. Lifejackets and harnesses should be worn at the discretion of the skipper.</p> <p>The Race Officer shall assess the conditions and require the mandatory use of lifejackets if necessary.</p>
3. Swamping event causes committee boat to founder.	Risk of personnel entry into water. <b>L</b>	<p>Lifejackets should be worn whenever the boat is outwith Granton harbour.</p> <p>All boat operators are to carry a VHF radio or mobile phone.</p>

<p>4. Personal injury resulting from above causal factors</p>	<p>In view of the possibility of an accident occurring provision must be made for such an event</p>	<p>An up to date First Aid kit shall be made available in the “Bell Block”</p> <p>Should an accident occur then an assessment of the extent of injury must be made. An ambulance should be called for anything other than a minor injury. First Aid should be provided until the arrival of an ambulance.</p> <p>Should CPR be required then a request for a suitable person should be made from members present.</p> <p>Any accident minor or otherwise should be reported to the Harbour Secretary and Safety Officer.</p> <p>All accidents should be recorded and if necessary investigated to examine how they could be eliminated in future.</p>

## **5. REVIEW PERIOD**

This assessment should be reviewed by a competent person after a 3 year period, or when the procedure changes or on moving to a different location.

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