Dabchicks Sailing Club, Racing & Training Risk Assessment

Document Control

Scope	Dabchicks Sailing Club on water risk assessment
Version	2.0
Document Name	Combined Clubs restart racing Covid 19 Assessment
Author	Executive committee DSC
Authorisation	Vice Commodore sailing Dabchicks sailing club
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Review date	8/1/23
Signed	Paul Jackson

Changes (12/6/20)

- Changed document title
- Corrected spelling error
- Changed DSC Burgee
- Added Likelihood/severity table

(23/6/20)

- RYA Guidance on major events and Covid 19 reference added
- Scenario planning schedule added.

(30/6/20)

- Modification to crew limitations notes including reference in SI's
- Highlighted member responsibility

(9/9/20)

- Assessment of any changes to planning and content following the revision of regulation.

(22/9/20)

- National Alert level increased to 4

(14/10/20)

- Introduction of the Covid National Alert level

(29/10/20)

- Full review made some small changes to the tier level table to reflect new regulation

5/11/20

- Change to Event Planning level

30/4/21

- Planning levels reviewed and risks reassessed based on latest figures

2/3/22

- Version 2.0 written from version 1.2. Post Pandemic with no Government restrictions in place

8/1/23

- Reviewed changes in red

Contents

Introduction

The club is following the process as shown below to develop this document

Post Covid-19 outbreak the rapidly evolving situation that presented at the time has now passed and most Covid policies have been removed from this RA. We have left in the facility to reintroduce changes should the Risk change. The information within this document is designed to inform members, their guests, staff of actions which will be put in place to reduce Risk whilst sailing. All decisions have been made by the organisation's leadership, using this information as assistance, but considering all the unique considerations in which the clubs operate. In doing this, the club has used risk assessment tools and processes to make the most effective decisions. The health and safety of a club's members, volunteers and staff are always the number one priority.

The effective reduction in risk relies on people taking individual and collective responsibility. It is the club's role to facilitate activity from their premises in line with guidance, regulation and Club rules and byelaws to a safe level of as low as reasonably practicable (ALARP) **We remind members of their individual responsibility so they can make informed choices.** The DSC will continually review all the advice we provide as we learn from clubs and other organisation's throughout this process.

Risk Analysis process

The process used is based upon the Risk Assessment process of the HSE

- identify what could cause injury or illness (hazards)
- decide how likely it is that someone could be harmed and how seriously (the risk)
- take action to eliminate the hazard, or if this is not possible, control the risk

Following an assessment, the risk rating will be calculated using the table (1) and any mitigating actions required implemented through procedure

Oversight

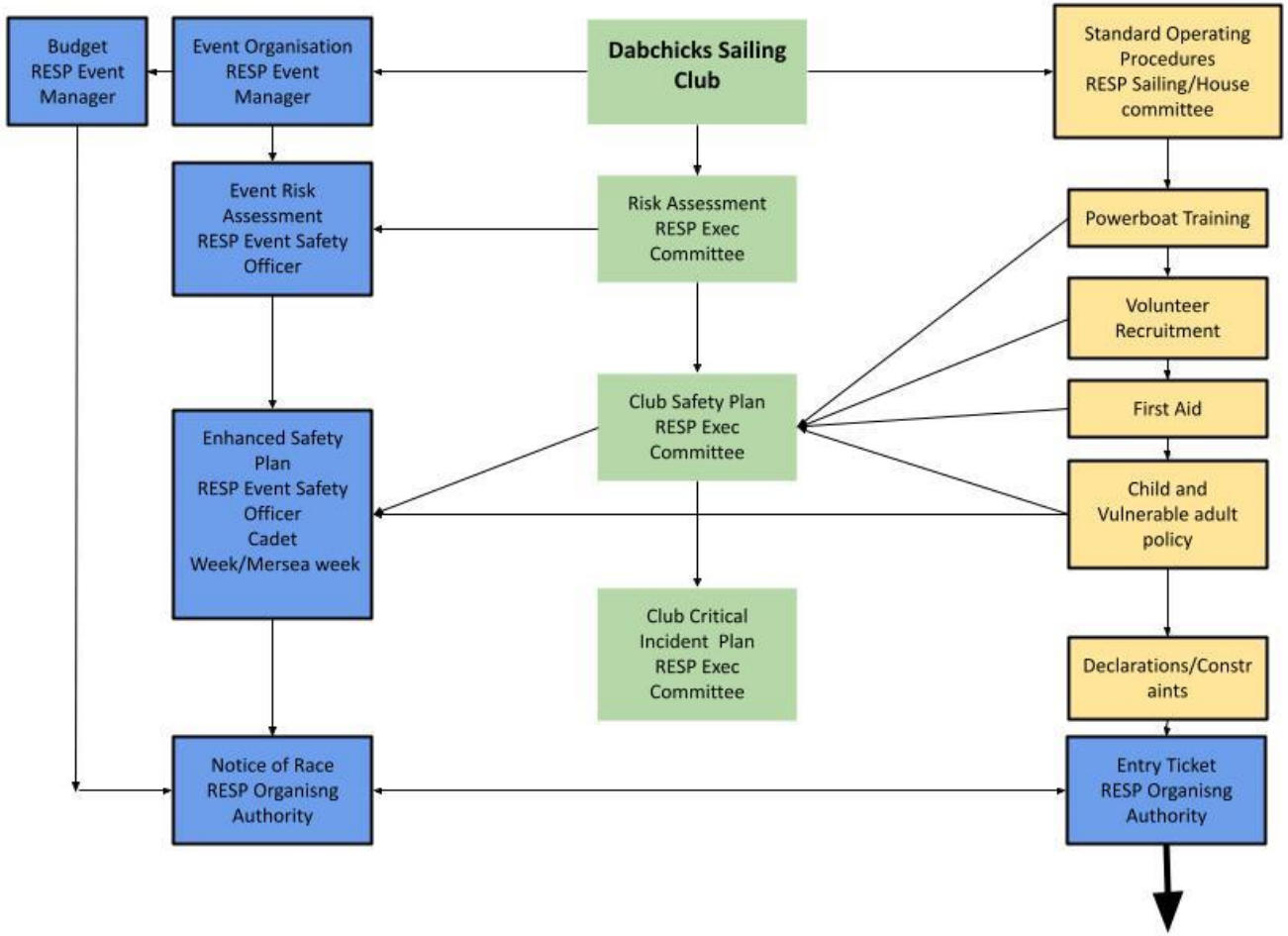
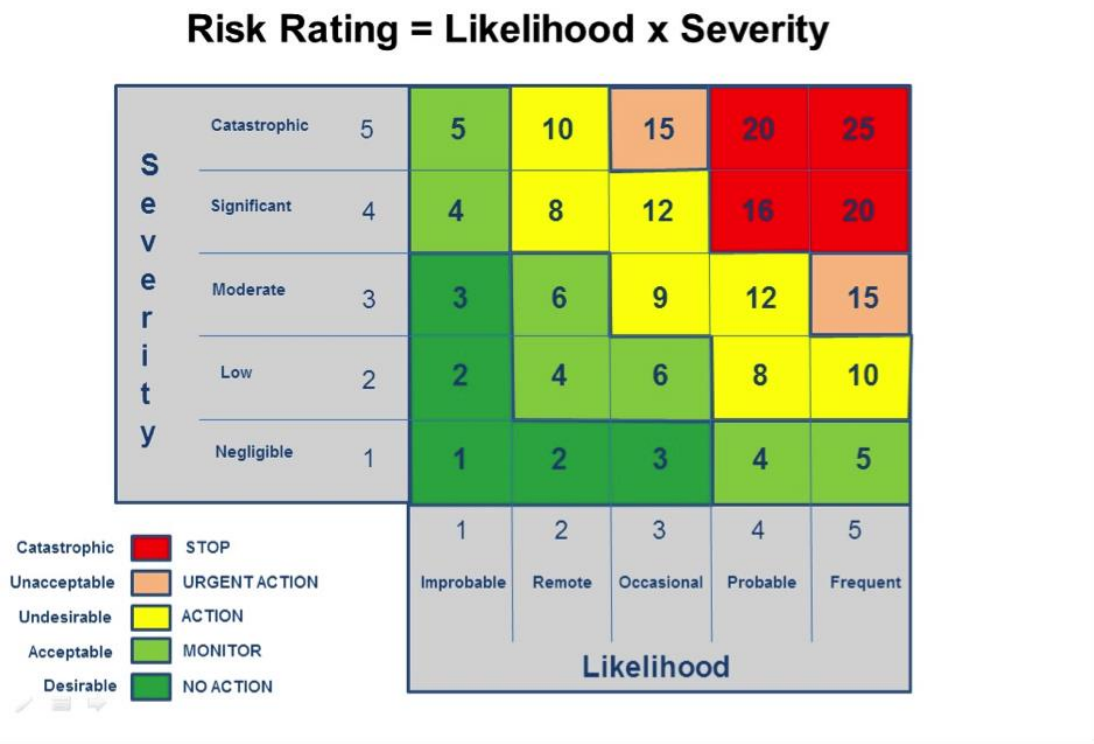

Budget
RESP Event Manager
Event Organisation
RESP Event Manager
Dabchicks Sailing Club
Standard Operating Procedures
RESP Sailing/House committee
Event Risk Assessment
RESP Event Safety Officer
Risk Assessment
RESP Exec Committee
Powerboat Training
Volunteer Recruitment
First Aid
Club Safety Plan
RESP Exec Committee
Enhanced Safety Plan
RESP Event Safety Officer
Cadet Week/Mersea week
Child and Vulnerable adult policy
Club Critical Incident Plan
RESP Exec Committee
Declarations/Constraints
Notice of Race
RESP Organisng Authority
Entry Ticket
RESP Organisng Authority

Table one



Likelihood/Severity Table

Score	Severity	Likelihood
1	Negligible	Improbable
2	Low	Remote
3	Moderate	Occasional
4	Significant	Probable
5	Catastrophic	Frequent

The organizing authorities Policies and guidelines will be laid out for each event in the Safety Plan. The DSC club safety plan will form the basis of all safety plans, with event specific items added for particular scenarios unique to the event in question.

Risk Associated with the Sport of Sailing

Possible Hazard	Danger before counter measures	Primary Countermeasures	Control measures	Risk Level after counter measures	Notes
Capsize resulting in the crew being visible but in the water	Drowning Hypothermia	Buoyancy aids or lifejackets should be worn at all times Wetsuits or drysuits should be worn when the water temperature is low Safety boats should endeavour to reach the casualty as quickly as possible	1.5, 1.7, 1.8, 2.2, 2.7, 4.9	Acceptable	
Capsize resulting in the dinghy sinking	Crew in the water for an extended period and the loss of the dinghy	The condition of the vessel is the owners responsibility and it should be fit for purpose. Safety boats are in attendance and all dinghies should be insured against loss	1.5, 1.7, 1.8, 2.2, 2.7,	Acceptable	The event entry form should have a statement confirming that the dinghy is insured, for events where the seaworthiness of boats may become an issue consider adding some form of check
Capsize resulting in the crew becoming trapped under the boat	Drowning	All safety boats should reach an incident as quickly as possible and should have equipment readily accessible to cut wires and ropes. Safety boat drivers should be qualified to handle such an incident	1.5, 1.6, 1.7, 1.8, 2.2, 2.3,	Acceptable	During the event safety briefing it would be sensible to brief/remind all safety boat drivers of the correct actions to recover personnel from the water. A good equipment list should be specified in the safety plan and if required as a last resort somebody dressed to enter the water. Be aware of any Covid

Incident leading to an injury to the crew	Cuts, fractures, head injuries or similar	Ideally all Safety boats should have a qualified first aider on board and a suitable first aid kit. Communications with further assistance should be established. Evacuation procedures should be established within the safety plan	1.6, 1.7, 1.8, 2.2, 4.9	Acceptable	A robust safety plan will cover all these items
Collision with other vessels, marks, buoys	Damage to other vessels and the dinghy. Injuries to any party	Collision regulations apply at all times The racing rules of sailing apply all parties should be insured. RO to consider course locations	1.2, 1.3, 1.4, 1.6, 2.4, 2.5, 2.6 2.8	Acceptable	Courses wherever possible should avoid commercial shipping areas and moorings. Safety boats should keep a level of vigilance to enable an adequate warning to be given to all vessels
Dinghy gear failure resulting in a loss of manoeuvrability	Collision with other vessels and an inability to return to shore	The condition of the vessel is the owners responsibility and it should be fit for purpose. Safety boats are in attendance and all dinghies should be insured against loss. Safety boats are available to tow if required	1.3, 1.7	Acceptable	Boats should only be allowed to launch when they are fit for purpose
Dinghy gear failure resulting in injury to the crew	Cuts, fractures, head injuries or similar	Ideally all Safety boats should have a qualified first aider on board and a suitable first aid kit. Communications with further assistance should be established. Evacuation procedures should be established	1.6, 1.7, 1.8, 2.2,	Acceptable	Evacuation procedure in place and briefed to all Race management

Risk Associated with an Event

Possible Hazard	Danger before counter measures	Primary Countermeasures	Control measures	Risk Level after counter measures	Notes
Dinghies	The event is targeted for dinghies	All dinghy event requires a daily monitoring of conditions	1.5	Acceptable	Complete daily risk assessment Appendix B
Unsuitable weather conditions	The safety boats may be unable to cope with all the dinghies in difficulty	Race officer to have a current weather forecast and assess the suitability to go afloat. The dinghy helmsman is responsible for deciding weather they should sail. Dinghy sailors and the safety boat crews should be fully briefed. OA may limit the number of boats going afloat	1.5, 3.1, 3.2	Acceptable	May need to require pre-entry with cap on entries. When there are large numbers entered slipway and channel congestion should be avoided by batched launching and escorting down or up the river. Dinghies should be kept out of narrow channels as much as possible. Good Marshalling ashore required to minimise interference to other slipway users and manage safety on the slipway. Need co-operation to manage launching, recovery and berthing of large numbers of safety boats.
Deterioration of weather conditions	The safety boats may be unable to cope with all the dinghies in difficulty	Race to be shortened,abandoned or postponed by the Race Officer. The ESO to have a contingency plan in the safety Plan to escort competitors home or remove them from their boats	3.3, 3.1, 3.2	Acceptable	Sailboats without engines have difficulty manoeuvring in light winds and many are prone to broaching and capsize in high winds, especially if flying spinnakers. Races can be postponed,

					abandoned or shortened to suit the conditions.
Loss of visibility	Unable to find either the dinghies or the way home	Race to be shortened. abandoned or postponed by the Race Officer. The ESO to have a contingency plan in the safety Plan to escort competitors home or remove them from their boats. Rescue boats should be fitted with GPS or Chart plotters	3.3, 3.1, 3.2	Acceptable	Competitors to be briefed as to what to do when they lose visibility.
Deterioration of sea conditions	The safety boats may be unable to cope with all the dinghies in difficulty	Race to be shortened, abandoned or postponed by the Race Officer. The ESO to have a contingency plan in the safety Plan to escort competitors home or remove them from their boats	3.3, 3.1, 3.2	Acceptable	May need to require pre-entry with cap on entries. When there are large numbers entered slipway and channel congestion should be avoided by batched launching and escorting down or up the river. Dinghies should be kept out of narrow channels as much as possible. Good Marshalling ashore required to minimise interference to other slipway users and manage safety on the slipway. Need co-operation to manage launching, recovery and berthing of large numbers of safety boats.

Competitor or Race organising personnel unaccounted for	Missing boat and people	All competitors should tally on and off. All Race Officials on the water should sign on and off. Each boat should be tallied at the slipway and the tally worn by a member of the crew. The Beachmaster should keep the count. The ESO to monitor the numbers on the water. The safety plan to include a procedure of search	1.8, 2.1	Acceptable	Contingency plan established in the SI's
Loss of communications	Loss of control of the event safety on the water	A radio channel and a backup channel to be established prior to departure. Handheld radios should have their batteries fully charged, better still are fixed sets. All safety boats should do a radio check with the ESO	1.6, 1.8,	Acceptable	when appropriate communication channels with external bodies should be established and a copy of the safety plan discussed with them
Safety Boat activity	Injury to Rib crew or driver Injury to dinghy crew in the water Damage to capsized dinghy Collision with other boats	All Rib Drivers should be qualified/trained A safety briefing should be done with all the personnel All Ribs to be adequately crewed and insured Personnel should only undertake tasks which they feel comfortable attempting and have the ability and training to fullfill	1.6, 1.7, 1.8, 2.2, 2.4,	Acceptable	During the safety briefing it is often a good idea to run through on land some scenarios.
Major incident	Fatality or serious event involving a call to external services	Crisis/contingency plan should be established by the organising authority and all parties briefed	1.6, 2.2,	Acceptable	Available in the Race Box and briefed to responsible personnel
Events where young people or vulnerable adults are competing	Complaint of inappropriate behaviour	Prepare a suitable plan in accordance with established RYA guidelines		Acceptable	Event should have a child protection plan established

Transfer of knowledge	Failure to receive information	Valid and up to date information must be contained in the NOR, SI's and entry forms. Briefings should be held for competitors and safet boat drivers. OA should endeavour to have a daily meeting to review actions	1.6, 2.2	Acceptable	Covered by the race management meeting meeting each day

Risk Associated with our location

Possible Hazard	Danger before counter measures	Primary Countermeasures	Control measures	Risk Level after counter measures	Notes
Incident resulting in interaction between other clubs, courses or Port operations	Damage to other vessels interference in another event, injury to dinghy crew or 3rd party	Contact between Race Officers, Contact with the Coastguard and Port authorities, contact with other clubs and events	1.3, 1.4, 2.4, 2.5	Acceptable	
Dinghy loss of control on slipway	Damage to other boats/vehicles on the slipway, injuries to sailors or third parties	Beachmaster to be appointed to control the Beach, members of the public to be kept clear, Dinghy Owners responsible for safe launch and recovery, Dinghies to be insured	1.1, 2.1, 2.8,	Acceptable	Parents and helpers should also assist
Safety Boat loss of control on slipway or loss of control of the road trailer	Damage to other boats/vehicles on the slipway, injuries to sailors or third parties	Beachmaster to be appointed to control the Beach, members of the public to be kept clear, Boat Owners responsible for safe launch and recovery, Boats to be insured	1.7, 2.2	Acceptable	
Vessels losing control when approaching the dock	Collision with other boats, Crew slipping or falling in the water, injuries to 3rd parties	All drivers to be adequately trained	1.7, 2.2	Acceptable	Care to be taken when approaching the Beach
Movement of all motor vehicles on and around the slipway	Damage to other boats/vehicles on the slipway, injuries to sailors or third parties	Beachmaster to be appointed to control the Beach, members of the public to be kept clear, Vehicle movements to be kept to a minimum	2.3, Severely limited	Acceptable	Vehicles should only be parked in Venue car parks. Little or no access to the venue

Risk of any vessel running aground	Loss of the vessel, injury to the sailors	All RIBs should carry an up to date chart and be fully trained in its use, the RO to ensure that the course location mimimises the possibility of any vessel running aground. Dinghies not having charts to be escorted or advised of where the hazzards are	1.3	Acceptable	Visiting sailors should be advised of all hazards on the water and where possible information given concerning tidal heights and direction.
Escort of dinghies to and from the race area	Loss of the vessel, injury to the sailors	The safety Plan should have an adequate escort policy	1.3	Acceptable	Shallow draft sailboats can be required to keep out of narrow channels. Access routes can be zoned according to risks in each area. Sailboats without engines can be required to be towed. Sailing Instructions can require that spinnakers may not be flown in certain zones. Safety Boats can be stationed at identified danger points.

Outline of Possible Mitigating Actions

1.1	Limit competitor numbers.	Organising Authority (OA) may limit entry numbers to those car park and slipway can safely accommodate. OA to limit boat numbers to safety boat availability.	May need to require pre-entry with cap on entries. When there are large numbers entered slipway and channel congestion should be avoided by batched launching and escorting down or up any narrow channel. Dinghies should be kept out of narrow channels as much as possible. Good Marshalling ashore required to minimise interference to other slipway users and manage safety on the slipway. Need co-operation to manage launching, recovery and berthing of large numbers of safety boats.
1.2	Tidal prediction.	Assessment to be made regarding strength of current, height of tide and other associated conditions.	Congestion may be much greater at low water. The racing/event programme should be arranged to manage congestion.
1.3	Identify danger points on course and access route	Zone sailing area and routes to/from so that different control measures will apply depending on the risk.	Marks and Gates may be specified in Sailing Instructions where races can be shortened. Shallow draft sailboats can be required to keep out of narrow channels. Access routes can be zoned according to risks in each area. Sailboats without engines can be required to be towed. Sailing Instructions can require that spinnakers may not be flown in certain zones. Safety Boats can be stationed at identified danger points.
1.4	Vessel traffic information.	Contact local harbour authorities/coastguard.	Racing programmes should be organised to avoid excessive congestion.
1.5	Weather monitoring.	Use of weather forecast information and monitoring of the present weather to vary race management to control risk.	Sailboats without engines have difficulty manoeuvring in light winds and many are prone to broaching and capsize in high winds, especially if flying spinnakers. Races can be postponed, abandoned, or shortened to suit the conditions.
1.6	Briefing of race management personnel.	OA to agree Policies and Guidelines and provide suitable training of key personnel.	Suitably experienced, trained, and approved Race Officers must apply OA Policies and Guidelines.
1.7	Safety Boats - Manning.	Safety boats are normally manned by a minimum of 2 people, one of whom should be suitably trained and qualified. Occasionally single manning by suitable	The safety boat helm should be suitably experienced, trained, qualified, well briefed, and fully understand their responsibilities.

		individuals may be acceptable considering the Risk Assessment. In case of emergency Safety Boats should be able to accommodate at least 5 extra people.	
1.8	Emergency and contingency procedures.	Establish and maintain an action plan.	Race management personnel should be trained in how to deal with an emergency.
1.9	Child and Vulnerable adults	Where a significant number of the competitors are below the age of 18 the OA shall invoke the DSC Child protection Policy	Entry form must contain a Parent declaration, failure to sign will mean exclusion from event
1.10	Critical Incident Procedure	The OA should be familiar with the critical incident procedure	Executive committee should ensure that copies of the relevant documents are available
2.1	Signing on/off for race	Agreed procedure for accounting for all personnel involved laid down in the OA Policies and Guidelines.	The procedure will vary depending on the type of craft, where based, and the age and experience of the people involved.
2.2	Safety Briefing.	Safety briefing to competitors and safety boat crews as per OA Policies and Guidelines.	Briefings need to consider variations between events, types of boats, the age and experience of competitors and their familiarity with the area.
2.3	Landside Management to include records of competitors' details.	Policies and Guidelines need to ensure that the OA requires a declaration that all craft are suitably equipped, seaworthy, and insured.	Wording of Notice of Race, Entry Form and Sailing Instructions to comply with current RYA Best Practice Guidelines concerning Safety and Insurance. Records should be available to Race Officer if required. For dinghy events OA needs details of NOK and medical problems.
2.4	Communications with other water users.	Vessel movements. Identified special risks.	Communication channels need organising with Coastguard, harbour Authorities, Local Clubs, Race Teams and Safety Boats. This may be by mobile phone and/or VHF radio.
2.5	Right of way between racing and none racing traffic.	IRPCS. Vessels confined by their draft and manoeuvrability.	Sailing Instructions may refer to IRPCS although they are built into the Racing Rules of Sailing. Race Committee should protest offending boats.
2.6	Right of way between racing boats	Racing Rules of Sailing (RRS) apply	Race Committee may protest offending boats under RRS 2 if no other protests.
2.7	Limiting Spinnaker use.	Some classes of sailboat are in some conditions much easier to control	Spinnaker use can be limited by sailing instructions either for all races or when signaled. Limits can be easily zoned.

		when sailing without a spinnaker. Sailboats without spinnakers need less room and are less likely to collide with other boats or static objects.	
2.8	Communications with competitors	Competitors briefings, notices to competitors, Sailing Instructions	Local factors can be brought to competitors' attention.
2.9	Post-Race Report	Allows lessons learnt to be passed to others	Report to OA for consideration and possibly adding to policy documents and guidelines.
3.1	Abandonment.	In the event of adverse weather or other factors.	Decision made by Race Officer to comply with RRS or the OA Policies and Guidelines.
3.2	Shortening course.	In the event of adverse weather or other factors.	Decision made by Race Officer to comply with RRS or the OA Policies and Guidelines.
3.3	Monitoring of weather and sea conditions.	By observation and communications with safety vessels, competitors and Organiser.	In light winds sailboats without engines have difficulty manoeuvring and in high winds many are prone to broaching and capsize especially if flying spinnakers. Races should be postponed, abandoned, or shortened to suit the conditions.
4.1 Withdrawn	Advise of distancing guidelines and handwashing	All personnel should follow the in-force Government guidelines on both social distancing and handwashing	Facilities to handwash or santise hands to be available. Social Distancing -Reducing the number of persons in the bubble any work area to comply with the 2-metre (6.5 foot) gap recommended by the Public Health Agency
4.2 Withdrawn	Volunteers and sailors to wear gloves	Where possible when passing one item of equipment to another person wear either sailing gloves or latex gloves for protection	Some Latex gloves to be available. When tallying it should be possible for the tally to be placed on the vessel when passing the tally board and picked up from the vessel by the sailor
4.3 Withdrawn	Area/Equipment cleaned regularly	Where possible and as frequently as able clean the equipment or area with warm soapy water, seawater or sanitiser	Frequently cleaning and disinfecting objects and surfaces that are touched regularly particularly in areas of high use such as door handles, light switches, reception area using appropriate cleaning products and methods.
4.4 Withdrawn	Limit access	Set a maximum number of people allowed to be in one place allowing for social distancing and following regulation	
4.5 Withdrawn	Congregation at the official Noticeboard/Registration/Briefings/ and similar such locations	Move all organisation of the event on to a suitable web platform, with the possibility of running webinars and conferencing	Place ONB, JNB, scoring documents, Protest forms, Registration, and all associated documentation online with the facility to complete them online. Webinars may be used for briefings, Teleconference for protest hearings in conjunction with social distancing

4.6 Withdrawn	Congregation at the results board	Avoid putting the results on a notice board	Post online
4.7	Social events	Club or location of event Covid regulations to apply	Government or local advice to be followed
4.8 Withdrawn	Launching and recovery	Introduce a two-person buddy system for launching of dinghy classes	Competitors to form two person teams for the event to buddy when launching and recovery
4.9 Withdrawn	Boat manning	Numbers on board to be within congregation sizes of Government guidelines	Keep the number of people to a minimum preferably from the same household or bubble. Crew limitations to be presented in the event Sailing Instructions. Where possible the same volunteers work together. Where it is not possible to socially distance 1+ mitigation shall include, sit side by side. Or one behind the other
5 Withdrawn	Notification by anyone that they feel unwell and are exhibiting symptoms	Person involved should self-isolate and follow the current medical advice. The organisers to track and trace other competitors who may have been in continuous contact with the effected person	Whilst medical advice must be sought it would be expected that some effort has been made to find any other people who may be affected. Follow club Ria, 4.9, 5.0k assessment procedures
5.1 Withdrawn	Compliance with Government travel regulations	Read and understand the travel guidelines	
5.2 Withdrawn	Declaration form prior to Registration	Complete a Personal location form prior to the event as per WS guidelines	
5.3 Withdrawn	Equipment used	All Boats, electronic equipment, clipboard, pencils/pens, paperwork and similar should be identified to a person for the event Do not pass items between crew members and volunteers such as personal radios	Clean and sanitise on a regular basis especially hard surface
5.4 Withdrawn	Signs	Informing members and visitors	All appropriate signs to be displayed in accordance with Club Risk Assessment

APPENDIX A

Risk Associated for a Pandemic

This section of the Risk Assessment is currently suspended

Currently primary countermeasures 4 & 5 Withdrawn

Possible Hazard	Risk level before counter measures	Primary Countermeasures	Risk Level after counter measures	Notes
Decision to Race	(3*2) =6 Acceptable	1.1, 1.2, 1.3, 1.5, 1.7, 1.8, 2.1, 2.7, 2.8, 4.9	(3*2) =3 Acceptable	The Race Management team to undertake a daily risk assessment using the standard template and mitigate as appropriate
After Racing	(3*2) =6 Acceptable	4.3	(3*1) =3 Acceptable	If restrictions are in place Mitigation and social distancing to apply
Briefings and hearings	(3*2) =6 Acceptable	4.5, 4.6	(3*1) =3 Acceptable	If restrictions are in place Implement online briefings and hearings
Congregating to view results	(3*2) =6 Acceptable	4.5, 4.6	(3*1) =3 Acceptable	If restrictions are in place Implement online processes
Congregating in an internal Race office	(3*2) =6 Acceptable	4.4, 4.9	(3*1) =3 Acceptable	If restrictions are in place Consider an outside Race office if not, employ an entry system allowing for social distancing and provide protection to volunteers
Volunteers on Committee boats	(3*2) =6 Acceptable	4.1, 4.2, 4.3, 4.4, 4.9, 5.2, 2.2	(3*1) =3 Acceptable	If restrictions are in place Vessel SD and mitigation measures to be fully implemented. Crew level limitation to be considered
Volunteers on Mark Laying and safety boats	(3*2) =6 Acceptable	4.1, 4.2, 4.3, 4.4, 4.9, 5.2, 2.2	(3*1) =3 Acceptable	V If restrictions are in place Vessel SD and mitigation measures to be fully implemented. Crew level limitation to be considered. Standard operating procedures to be followed
Prizegiving	(3*2) =6 Acceptable	4.5, 4.6	(3*1) =3 Acceptable	If restrictions are in place Online Prizegiving and collection of prizes

Competitor/volunteer notifies they are unwell	Apply Isolation protocols WMYC		Implement review procedures	Prepare a location where we can isolate for a short term. Identify their bubble and inform. Review the risk assessment

Possible Hazard	**Risk level before counter measures**	**Primary Countermeasures**	**Risk Level after counter measures**	**Notes**
Entry and Registration	(3*2) =6 Acceptable	1.1, 5.2	(3*1) =3 Acceptable	If restrictions are in place Implement PLF to minimize the possibility of infection on the venue for all events for both competitors and volunteers
Tally Operations for launching and recovery	(1*3) = 3 Acceptable	2.1, 2.3, 4.2, 4.3, 4.4, 4.8, 5.3, 5.4	(1*2) = 2 No action	Be cautious
Dinghy Racing	(1*3) = 3 Acceptable	1.3, 2.1, 2.3, 2.5, 2.6, 2.7, 3.1, 3.2, 4.1, 4.2, 4.3, 4.8, 4.9, 5.0, 5.2,	(1*2) = 2 No action	Be cautious and sail within your ability.
Safety and Rescue	(3*2) =6 Acceptable	4.1, 4.2, 4.3, 4.4, 4.9, 5.2, 2.2	(4*1) =4 Acceptable	If restrictions are in place Vessel SD and mitigation measures to be fully implemented. Crew level limitation to be considered. Standard operating procedures to be followed
Cleaning of boats	(1*3) = 3 No action	5.3	(1*1) =1 No action	

Appendix B

Daily Risk Assessment

Daily Risk Assessment Dinghy Racing
Dabchicks Sailing Club

Risk Value	Low	Low - Medium	Medium - High	High		Risk Level	Points
Risk Level	1	2	3	4		**High Risk take action to severely reduce the risk level**	**40**
Wind Strength (Knots)	0-8	Sep-14	15-22	23-30			
Wind Direction	N to NE	E to S	SW to W	NW to N			
Tide	HW or LW	Flooding	Ebbing	Spring Ebb			**30**
Water Temp	Greater than 16	11 to 16	6 to 10	below 5		**Medium Risk. Consider possible actions to reduce Risk**	**28**
Air Temp oC	25 - 20	19 -15	14 - 10	9 - 0			
Wind Chill oC	20 - 15	14 - 10	9 - 5	+4 to -5			**22**
Sailing Area	Creeks	Creeks and Quarters	Quarters	Estuary		**Low Risk. Ensure all mitigating efforts are in place**	**20**
Standard of Sailor	Club Racer	Competent	Beginner sailors	First time or disabled sailors			
Safety Cover Ratio	1 Rib to 6 boats	1 Rib to 12 boats	1 Rib to 15 boats	1 Rib to 20+ boats			
Sailing Time (hrs)	1	2	3 to 4	5 or more			**10**
Risk Value Total						Total Value	

Signed _____ Date _____

Cover Sheet

Entrants 60

Safety Boats 10 Ratio 12