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10TH December 2012

Dear Ian

Salcombe Yacht Club

SYC are taking every possible step to reduce incidents between racing boats and other Harbour users. We will continue to work with the Harbour to ensure that dinghy racing continues to take its important role within this Harbour Community.

In October 2012 Dinghy Race Management Structure and Risk Assessment was updated. The Harbour Board has a copy of this. I attach our latest version dated Dec. 2012. No comments have been received from the Harbour Board regarding this document.

It is the responsibility of the Race Officer to decide to run a race. The following is an extract from the above document.

'The decision to allow a race to take place/continue will be that of the OOD, in marginal conditions a flag officer may be consulted and the decision to race will be that of the Flag Officer. The Chain of command is Commodore- Flag Officer-OOD.'

The steps that we have taken are as follows

1. We have introduced a **new rule** that any competing boat that collides with a moored craft will perform a penalty turn may result in disqualification.
2. Safety boat crews are asked to report any collisions they see to the Race Officer
3. Other competitors are asked to report any collisions they see to the Race Officer.

Club Members have been informed of this New Rule and at all events where we have visiting sailors the competitors will be informed of the Rule during the event briefing.

We are taking steps to reduce the number of incidents between racing craft and other Harbour users and we hope other operators within the harbour are doing likewise.

Yours sincerely

pp Julian Meek
Rear Commodore Sailing

Salcombe Yacht Club – Dinghy Race Management Structure and Risk Assessment

Activity Dates: Saturday afternoon club racing, Weekend open meetings, Merlin Rocket week and Yacht Club Regatta.

Assessment by: Julian Meek

Location Salcombe Yacht Club

Watch House grid reference: SX975841

Activity: Competitive dinghy racing

Personnel Involved: Club members, visitors, rescue boat crew and race management staff.

Club racing operates on Saturday afternoons from the beginning of march until New Year's Day.

The club organise a number of events throughout the year when racing takes place throughout the day.

Racing takes place within Kingsbridge estuary, Salcombe Harbour and the Range.

A suitable race course will be set by the Officer of the Day (OOD)

The decision to allow a race to take place/continue will be that of the OOD, in marginal conditions a flag officer may be consulted and the decision to race will be that of the Flag Officer. The chain of command is Commodore – Flag Officer - OOD

Safety boat cover is provided and will be co-ordinated by the OOD.

What are the hazards?	Who might be harmed and how	Control measures	Further action required	Action by whom	Action by when	Done
Water	Competitors and rescue boat crew HYPOTHERMIA DROWNING.	Compulsory use of buoyancy aids in strong winds. Safety boats in attendance. Safety boat procedure in place. Procedure for casualty evacuation. Constant vigilance. Careful consideration of prevailing conditions, number of racing craft and harbour users.	Lifejackets flag to be flown. All rescue boats to carry handheld VHF radio Radio checks to be carried out. Dynamic assessment of all conditions	OOD Watch house staff/rescue boat crews OOD	Before the 1 st race start When required	
Weather conditions Cold	Competitors and rescue boat crew Prolonged exposure to cold conditions or water immersion HYPOTHERMIA	Be aware of air temperature and wind chill ensure all learners and staff are adequately dressed for the conditions. In marginal conditions be mindful of the effects of the cold conditions and how they affect those exposed. Go ashore in the event of a thunder storm.	Consider shortening the race As considered prudent	OOD OOD OOD	When required When required	
Weather conditions Hot/sunny	Competitors and rescue boat crew Exposure to sun SUN BURN HEAT EXHAUSTION	Be aware of the effects of prolonged exposure to the sun and how it could affect water users.	Advise competitors and rescue boat crews in extreme conditions.	OOD	When required	
Wind conditions Unsuitable for racing.	Competitors Capsize leading to HYPOTHERMIA. Collision causing injury. BRUISING CUT/LACERATION	Always obtain an accurate weather forecast for the location. Do not run races if weather is unsuitable, consider: Current wind speed and direction, Forecast, Tidal flow, Ratio of competitors to rescue boats and amount of harbour traffic. Go ashore in the event of a thunder storm.	Daily Assess conditions prior to race and dynamically during race, consider abandoning racing if conditions deteriorate.	OOD OOD to consult flag officer in marginal conditions.	Daily during event	

Entrapment & entanglement	Competitor becomes trapped under boat or sail	Safety boat crews to be vigilant regarding the possibility of such an event. Knives for cutting free to be kept on safety boats	In the event of boats capsizing.	Rescue boat crews	
Other water craft	Collision with ferries, yachts, powered vessels, canoes etc. leading to injury or death.	OOD to enforce fairway when practicable Safety boat crews maintain vigilance to prevent competitors colliding with other vessels whenever possible.	Assessed on the day Advice to be given at event briefings. Instruction to be given to competitors by rescue boat crews.	OOD Rear CS to make briefing OOD to make rescue boat crews aware of traffic movements.	At event briefing Daily or when required
Wild life	Stings, bites, cuts. Could result in competitors or rescue boat crew going into shock	Minor injury first aid kit to be kept aboard safety boats More serious injury/medical condition to be treated by emergency services CONTACT COASTGUARD CALL 999	Rescue boat first aid kits maintained OOD aware of emergency procedure Emergency procedure is posted on the wall of the watch house and by the telephone.	Jayne Morris OOD	Following use

Visibility	Competitors and rescue boat crews, disorientation DISTRESS	OOD to dynamically assess the conditions and abandon racing if visibility deteriorates.	To be assessed continually by OOD whilst communicating with rescue boats	OOD	Continuously
Sailing area	Competitors and rescue boat crew.	Select a suitable operating area be aware of hazards within the area e.g. rocks, shallow water and the movement of other boats. Be aware of state, flow and change of tidal height/depth.	To be assessed prior to setting the race course.	OOD	Prior to race starts
Transfer on-off rescue boat. Boat to boat or boat to land	Competitors and rescue boat crew	Give suitable guidance to persons moving between craft/land, when coming alongside sailing dinghy advise persons to be away from the sides of the craft.	Advice to be given prior to transfers.	Rescue boat driver.	Prior to embarkation
Rescue boats Underway	Rescue boat crews Struck by another boat, struck by boom, falling from boat DROWNING ABRASION/BRUISE/ CUT/LACERATION	Rescue boat crew crews to be vigilant and to observe all boat in fleet and other water users	Rescue boat coxswains to show due diligence whilst operating craft	Rescue boat crew	Prior to operating rescue boat
Outboard Propeller	Competitors and rescue boat crew Persons contacting moving propeller CUT/LACERATION/ AMPUTATION/ FATALITY	Rescue boat drivers to wear kill cord when practicable. Extreme care when approaching a capsized dinghy. Kill engine if anyone is close to the propeller.	Rescue boat coxswains to show due diligence whilst operating craft	Rescue boat crew	Prior to operating rescue boat

Reviewed: 8th December 2012