




RISK ASSESSMENT and MAJOR INCIDENT PLAN

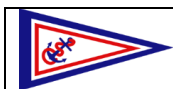
This Risk Assessment , which should be read in conjunction with the Safety Document and Daily Risk Assessment, complies with the guidelines laid down in RYA ‘Race Training and Event Management.’ 2018, but it must not be forgotten that ‘Primary responsibility for safety of participants lies with themselves, with the exception of children’ (‘RYA Guidance Notes on Risk Assessment for Events in Harbour Authority Areas.’ RYA June 2015).

General Introduction

The racing will take place in the confined waters of Plymouth Sound during the above date.

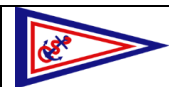
Most competitors will be launching from the MBC main slipway, although some may be sailing to the race area from other clubs, primarily Plym YC, QAB or the Mayflower dinghy park. This means the provision of safety cover is at variance to the ‘norm’ and this Risk Assessment is intended to reduce the risk level in all those areas under the direction of the Regatta Committee.

 Assessment of Risk for: HOOE POINT SAILING CLUB DINGHY REGATTA 27th July 2025			
HAZARD/AREA OF CONCERN/PEOPLE AT RISK	RISK LEVEL	CONTROL MEASURES	Risk level after control measure
Safety Boat crews	Low	All SB drivers should be qualified and have an RYA 1 st aid certificate or equivalent. The onus for this is placed upon the clubs providing the drivers. Crews to be reminded that they must be appropriately dressed for the conditions and their role as SB cover. A briefing will be given afloat, due to the works at MBC, about their role for the day. All crews provided with Safety Document.	LOW
Safety Boats	Low	Where SBs are considered by the RO or SO to be inadequate for the conditions their crews will be informed and their participation modified accordingly.	LOW
Communication	Low	All SBs, RO, SO and Race Office to have VHF radio link – Ch89a Where radios do not have the appropriate channel, sets from the PPSA stock will be made available. SO, RO and Race Office to have mobile phone connection. Ch 14 to be always monitored by RO and SO.	LOW
Weather:		A Risk Assessment will be made at the earliest opportunity, looking at the forecast and current	LOW



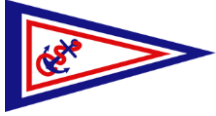
Assessment of Risk for: **HOOE POINT SAILING CLUB DINGHY REGATTA 27th July 2025**

HAZARD/AREA OF CONCERN/PEOPLE AT RISK	RISK LEVEL	CONTROL MEASURES	Risk level after control measure
Light winds Worsening weather	Low/Moderate Moderate/high	weather conditions, shipping movements and any other factors which may impact upon the racing area, to ensure it is safe to race. If light wind or no wind occurs whilst competitors are on the water and the race is abandoned, SBs will be instructed to provide assistance, under the guidance of the SO, to return the dinghies to shore. In worsening weather the RO, in consultation with the SO, may abandon the race. In all instances SBs to be instructed in escorting competitors to safety and to remain on station until all dinghies have returned to shore. Competitors may contact the Race Office before the listed start time (1055) to confirm racing/abandonment in the event of uncertain weather conditions.	LOW
Shipping movements – Royal Navy Ferries Other commercial craft Pleasure craft	Low/Moderate	The need for vigilance in the vicinity of the start line to be emphasised in the briefing. All SB crews to be informed of shipping movements and how that will be dealt with. SBs will be asked to inform the competitors of shipping movements before the first race. The SIs remind all competitors that local bye-laws must be adhered to. SBs in all instances will monitor the movement of commercial and pleasure traffic as the need arises to ensure the safety of the competitors. Warnings given to competitors on the course when conflicts with shipping may arise.	LOW
Bye-laws	Low	The SIs remind all competitors that local bye-laws must be adhered to.	LOW
Ratios dinghies/SB	Low/Moderate	The ratio of 1:10 (or better) dinghies will be complied with.	LOW
Marshalling of competitors	Low/Moderate	Some competitors will sail to the course area from their own club/storage area, making a standard safety system difficult to operate. To compensate SBs will be positioned along the approaches to the course at points of potential hazard.	LOW
Tallying	Low	The RO will record all dinghies that present themselves in the start area. The safety fleet will monitor all dinghies that launch from the MBC slipway or are observed sailing from the vicinity of the Sutton	LOW



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HAZARD/AREA OF CONCERN/PEOPLE AT RISK	RISK LEVEL	CONTROL MEASURES	Risk level after control measure
		Channel/ Plym YC, and provide safety cover to the start area.	
Start/finish area	Moderate	When consecutive races are to be held, congestion in this area may occur from competitors who have finished. Those who have finished will be encouraged to move to an area north of the MBBW until the next start is announced. A SB will be allocated to marshal finished competitors into this area. During the pre-start period all SBs will be positioned to provide safety cover from traffic looking to transit the area.	LOW
Shallow ground/windward shore	Low/moderate	The RO/SC will set courses to reduce any such impact. Where there is an issue with this, safety cover will be placed to keep competitors away from such hazards.	
Retirement	Low/Moderate	Additional to the requirement in the SIs for competitors to report their retirement, SBs will endeavour to monitor any retirements and report them to SC, who will report them to the RO. Anyone retiring from the remaining races will be monitored back to shore.	LOW
Capsize	Moderate/High	SB crews to be briefed that they must attend all capsizes and remain on station until the crew are in a safe situation.	LOW
Injury to competitors	Low/Moderate	All SBs to carry First Aid kit. Where the competitors are unable to provide self-help the SBs will be instructed to assist. Should medi-vac be required the SWAST will advise of the meeting point. (Appendix 3 of the Safety Document indicates the points used by SWAST). The Safety Document outlines the procedure for injuries	LOW
Hypothermia	Low/Moderate	While competitors are responsible for wearing clothing appropriate for the conditions, hypothermia may still occur, especially with the younger competitors. Where this becomes obvious to SBs they will be instructed to remove the casualty and return them to shore for appropriate treatment. If single-handed, the boat will be towed back.	LOW
Equipment failure	Low	SBs instructed to assist in stabilising the situation and returning the casualty to the nearest safe point on shore.	LOW



MAJOR INCIDENT PLAN FOR HPSC DINGHY REGATTA 2025 FOLLOWING SERIOUS INJURY OR FATALITY TO A COMPETITOR OR VOLUNTEER.

INCIDENT OCCURRING ON THE WATER.

- Stabilise the situation, transmit a 'CODE RED' with the **location** which alerts all stations to a major incident. Radio silence should then be maintained except between PSO and parties involved. This procedure is outlined in more detail in the Safety Document issued to all SB crews.
- (Those not involved in the incident should continue their SB duties to the rest of the fleet but maintain radio silence.)
- If necessary, request assistance from the nearest safety boats, including removal from immediate area of all other parties.
- The SO, depending upon the nature and severity of injury, should co-ordinate the response including contacting the Regatta Office/Long Room to arrange emergency services as appropriate OR using VHF/mobile phone contact the services direct, then inform Regatta Office/Long Room of the arrival of the services; it should NOT be assumed shore-based officials have heard the radio traffic. Medivac should be made from Commercial Wharf pontoon if possible (postcode PL4 TW).
- Return casualty to shore. ISWAST will advise the landing point.

Following return to shore procedure should then follow the guidelines for an incident occurring ashore.

INCIDENT OCCURRING ASHORE.

- Stabilise situation. If necessary request assistance, including removal from area of all other parties.
- Arrange appropriate emergency services. Clear approaches to area for emergency vehicle access.
- Inform Event Director and HPSC Commodore.
- Remove key witnesses from public domain but don't forget THEIR welfare.
- Get statements from competent witnesses.
- For a fatality, the police will contact the family, for other incidents contact the family to inform and direct them to the appropriate hospital.
- Do not pass information into the public domain, no matter how well intentioned, other than that deemed appropriate by: HPSC Commodore or the Emergency Services. The RYA should be contacted ASAP with the details to enable them to provide support.

- Politely turn down offers of help from those who are not involved in the incident.
- Any media enquiries during or following the incident should be dealt with by the HPSC Commodore or Race Officer.
The following numbers may prove useful if a major incident occurs:

Regatta Director	Mark Prue	07447900430
RO	Keith Kendall	07546 046740
SC (& Commodore)	Kevin Bentley	07982 651365
Plymouth VTS		01752 663225 Ch 14
Coastguard		999 Ch 16
SWAST (ambulance)		999
RYA –	office hours Out of office hours	023 8060 4160 07789 556080