

Queen Mary Sailing Club – Open Meeting Racing Risk Assessment 2022-2023

<u>Event:</u>	<u>Completed By:</u>	<u>Date:</u>
QMSC has and will maintain up-to-date risk assessments for all activities to include racing.	QMSC Operating Procedures cover the actions taken to address the risks identified. These cover safety boat handling, child protection measures and major incidents.	
QMSC has club byelaws, which refer to the safety of all operations afloat.	QMSC club byelaws state the named Duty Officer has overall authority over all on-water activities. In the event of disagreement as to the safety of proceeding with racing, the Duty Officer's assessment will prevail.	
<u>Event Risk</u>	<u>Countermeasure</u>	<u>Specific Event Requirements</u>
Unsuitable initial weather conditions	The Race Officer will assess conditions and shall consult the Duty Officer and has the authority to postpone or abandon racing. The NOR reminds competitors that it is their responsibility to decide whether to launch and/or continue to race. The competitor briefing may include a reminder to youth competitors to consult with their responsible adult re their competence to handle the prevailing conditions.	
Deteriorating weather conditions once afloat	The Race Officer will assess conditions and may consult the Duty Officer, and has the authority to postpone, shorten or abandon racing. The NOR reminds competitors that it is their responsibility to decide whether to continue to race. The Duty Officer has ultimate authority as to whether racing may continue either for the whole race/fleet or individuals within it, as per the club byelaws.	
Safety cover insufficient to support all competitors in difficulty	Initial planning for safety cover will be based on the guideline of one safety boat per 15 competing boats and one safety boat per 12 competing boats for youth classes. This may be varied prior to or during the event depending on the conditions. The RO and Duty Officer will continue to monitor conditions during the event. The safety briefing will include a reminder to safety boat crews of their right to remove competitors from the water and return them later to their boat; or indeed to mark and abandon the boat and return the competitors ashore. This can be for reasons that are affecting the safety of the competitors	

	involved, or affecting other competitors by reducing available safety boat coverage to attend other incidents. The safety briefing may include a reminder that earlier intervention in incidents involving youth competitors is appropriate.	
Loss of communication between RO and safety teams due to VHF radio failure	Race Officer to contact QM office by VHF or mobile phone on 01784-248881. Office will act as switchboard or send out replacement radios.	
Competitors, safety teams or Race Officials unaccounted for	A launch flag may be used to control competitors going afloat. A sweep of the reservoir and shoreline will be conducted at end of each day.	
Injury to Race Official	All Race Officials should be capable of operating a VHF (covered within the QM Race Officer course) in order to summon assistance for an injured colleague.	
Injuries arising from Powerboat usage	Only those with a minimum of RYA PBL2 to drive a PB at QM. A killcord must be worn on all PBs driven. Clear communication given to all aboard, especially when altering course/speed. When anyone forward of the cabin of one of the Committee Boats (ie to lay an anchor), slow speed must be maintained until everyone is back in the cabin. QM is always available if assistance needed in manoeuvring, mooring up, MOB situation etc.	