

CIVIL SERVICE INTER-DEPARTMENTAL OFFSHORE REGATTA

(IDOR) 2016

<u>Relevant documents</u>	<u>provided by</u>
Skipper's risk statement	IDOR committee
Sailing specific risk assessments	IDOR committee
Port marine safety risk assessment	Island Sailing Club
Incident contingency plan	Island Sailing Club
 <u>Other applicable documents</u>	
Notice of race	IDOR committee
Sailing instructions	IDOR committee

Background:

The Island Sailing Club is one of the most experienced race organisers in the Solent and have organised the IDOR Regatta for the past 10 years.

The Island Sailing Club documents have been developed for the Cowes Combined Clubs and Classes Association. Island Sailing Club will apply the arrangements described within these documents to running of the IDOR regatta, making such alterations as appropriate.

The IDOR committee have chosen to charter the fleet from Fairview Sailing Ltd. and to engage the Island Sailing Club as the event organisers, having due regard for the professional conduct of both organisations in the provision of those services.

The IDOR committee will ensure that all skippers receive a safety briefing and a copy of this document.

Skippers are responsible for ensuring that experience levels on board each boat are to those required by Fairview Sailing Ltd. and the Civil Service Sailing Association.

Distribution:

IDOR committee

Island Sailing Club

Fairview Sailing Ltd.

All competing skippers

Event Summary

Organising authority	Island Sailing Club (ISC)
Starting lines	ISC Club Line (Races 1, 2,3 4 and 8) ISC Committee Boat (Races 5, 6 and 7)
Operating period	Daily between 0700hrs and 1800hrs (With the possibility that some boats may remain at sea after the finishing time has elapsed)
Operating area	Central, Eastern and Western Solent, Christchurch Bay, Hayling Bay and South of the Isle of Wight up to 12 miles offshore.
VHF channels	As per Sailing Instructions (SI's)
Communications	As per SI's
Expected entries	Up to 20 boats with up to 160 participants (8 crew per boat).

Skipper's General Risk Statement

Boats are reminded of their responsibility to comply with Part 1 of the Racing Rules of Sailing 2013-2016, the prescriptions of the RYA, and the Fairview Oceanis 37 class rules, particularly with regard to giving all possible help to those in danger.

Skippers will provide a crew safety briefing which should include:

- risks associated with the event and yachts chartered, including the risks and control measures in this risk assessment
- the procedures crew should follow in an emergency
- specific risks that may arise from the abilities and skills of the crew members themselves.

Boats will comply with any sail plan restrictions imposed by the ISC race officer.

Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in this event you agree and acknowledge that:

- a) You are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of yourself, your crew and your boat to such inherent risk whilst taking part in the event;
- b) You are responsible for the safety of yourself, your crew, your boat and your property;
- c) You accept responsibility for any injury, damage or loss, to the extent caused by your own actions or omissions;

- d) You will not participate in the event whilst your ability to skipper a vessel is impaired by alcohol, drugs or whilst otherwise unfit to participate ;
- e) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- f) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve you of your own responsibilities;
- g) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances; and
- h) You are responsible for ensuring that your boat is equipped and seaworthy so as to be able to face extremes of weather and there is a crew number sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

Specific Sailing / Racing Risk Assessment

The hazards associated with sailing and racing are listed in Table 1.

For each hazard, the likely risk or risks have been identified, and numerical references to their Control Measures (**Error! Reference source not found.**) are provided.

Please note many of the hazards share the common risks associated with sinking and man overboard. Please refer to the sinking and man-overboard control measures where applicable.

HAZARD	RISK	CONTROL MEASURES			
Sinking		1.0	1.1	1.2	
		3.0	3.1	3.2	
		4.0	4.1	4.2	
		5.0	5.1	5.3	
		6.0	6.1	6.2	
Man Overboard		3.1	3.2	3.3	
		4.0	4.1	4.2	4.5
		5.1			
		6.2			
Collision with other vessels	Severe personal injury or death	9.0	9.1		
	Sinking	Refer to control measures for sinking hazard.			
	Man Overboard	Refer to control measures for man overboard hazard			
Grounding	Severe personal injury or death	2.0			
		3.0			
	Sinking	Refer to control measures for sinking hazard.			
Man Overboard		Refer to control measures for man overboard hazard			
Gear failure	Severe personal injury or death	3.0	3.1		
		4.0	4.3	4.4	4.5
		5.1			
Sinking		Refer to control measures for sinking hazard.			
Man Overboard		Refer to control measures for man overboard hazard			
Heavy weather	Severe personal injury or death	4.3	4.4	4.5	
	Damage to boat	3.0			
		4.5			
		5.1			
Sinking		Refer to control measures for sinking hazard.			
Man Overboard		Refer to control measures for man overboard hazard			
Fatigue / illness	Severe personal injury or death	5.0	5.1	5.2	5.3
	Man overboard	Refer to control measures for man overboard hazard			
Bad visibility / fog	Collision	1.0	1.1		
		6.0	6.1	6.2	
	Sinking	Refer to control measures for sinking hazard.			
	Man overboard	Refer to control measures for			

		man overboard hazard			
Gybing	Severe personal injury or death	7.0	7.1	7.2	
	Man overboard	Refer to control measures for man overboard hazard.			
Fire	Damage to boat and equipment	4.5			
		5.1			
	Severe personal injury or death	8.0	8.1	8.2	8.3
		8.4			

Table 1: The hazards associated with sailing and racing.

Control Measures

Numerical Reference	Control Measure Descriptor
1.0	Competitors shall keep a keen watch on other vessels at all pertinent times, including to leeward, and be aware of the closing speed of other vessels, particularly commercial vessels.
1.1	Competitors shall avoid collisions in line with Part 2 of the Racing Rules of Sailing 2013-2016, and the International Regulations for Preventing Collisions at Sea 1972.
1.2	Competitors shall comply with the Associated British Ports (Southampton port authority) byelaw regarding commercial shipping (see SI Section 21.1.1) and the Portsmouth Harbour byelaw regarding entry and exit to the harbour (see SI Section 21.2.1) and will note the instruction on obstructions (see SI Sections 21.3.1 and 21.3.2).
2.0	Competitors shall use marine navigation equipment, tidal height information and marine cartography so as to ensure there is adequate water under the keel over all known obstructions.
3.0	Boats shall be aware of the possibility of gear failure (eg halyard / sheet clips failing, failure of steering, torn sails, loss of GPS, failure of through hull fittings etc) and have an emergency response plan to include the location of spare parts (including bungs and engine spares) and location of tools and equipment (including bolt cutters).
3.1	Boats shall be briefed on the use of personal flotation devices, safety lines and lifelines.
3.2	Boats shall be briefed on passing along deck on the high side.
3.3	Boats shall be briefed on the routine and procedures for recovering a person from the water.
4.0	Boats shall take account of prevailing conditions and weather forecasts before commencing and during racing.
4.1	Boats shall be aware of the location of and routine for deployment of the life raft.
4.2	Boats shall be aware of the location of the "grab bag" containing emergency equipment and supplies.
4.3	Boats shall conform to the sail plan restrictions (SI Section 8).
4.4	Crew shall wear personal flotation devices as required (SI Section 19.1.2)
4.5	Boats shall be aware of the nearest safe haven.
5.0	Boats shall be aware of the differing tolerances of crew-members to fatigue inducing factors (eg heavy weather, cold, lack of sleep, lack of food and drink), signs of the onset of fatigue (eg shivering, inattention, instability, slurring of speech) and take action to compensate for the effects (such as sending crew below to warm up, supplying regular hot drinks and snacks).
5.1	Boats shall be aware of the differing tolerances of crew-members to conditions that may cause seasickness and the side effects of seasickness remedies.
5.2	Boats shall seek information on any crew-member's pre-existing medical conditions, the signs of the onset of such conditions, and how they may be

	compensated.
5.3	Boats shall communicate to the emergency services, any problem which may require outside assistance.
6.0	Boats shall know the location of (and how to use, position or install) the means of warning other vessels of their proximity (eg fog horn or VHF) and the emergency means for ensuring and increasing their potential visibility (eg emergency navigation lights and steamer scarer).
6.1	Boats shall elevate and maintain the watch level in poor visibility.
6.2	Boats shall be briefed on the use of emergency pyrotechnics.
7.0	Gybing shall be controlled so far as reasonable racing practices allow by controlling the main sheet through the gybe.
7.1	Accidental gybes shall be avoided wherever possible by keeping a close watch for back winding of the mainsail and ensuring a suitably experienced helmsman.
7.2	Crews shall be briefed on the "gybe zone" and how to avoid being in a place of danger during gybes and when gybes may be expected.
8.0	Stove to be attended at all times when open flames are in use.
8.1	Gas to be turned off when stove not in use.
8.2	No smoking below decks.
8.3	Crews to be briefed on location of and use of fire fighting equipment.
8.4	Gas cylinders to be stowed only in the sealed, cockpit gas locker.
9.0	The race officers will set start and finish lines at appropriate locations and of appropriate lengths for the number of boats competing, taking account of prevailing conditions.
9.1	Boats may use their engine to keep clear of ships provided they do not gain a significant advantage (See SI Section 19.1.3)

Table 2: Control Measure descriptors.