



Rye Yacht Club.

RISK TREATMENT PLAN 1

RISK CATEGORY:	On Water	Ref: 1a
RISK IDENTIFIED	Risk Rating: 3	
Collision of boats during race resulting in personal injury.		
Responsible Group / Person:	Executive Committee / Club Health and Safety officer - Sailing Committee / Race Officer (OOD) Roster Manager / Boat Skippers and Crews	
Pre-emptive Actions:		
<p>*RYC Emergency Management Policy and Procedures set out an Emergency Management Plan for this scenario - Executive Committee / RYC Health and Safety Officer</p> <p>*Race Officer Procedures Manual contains a copy of this plan giving easy access to the Proposed Response – RYC Health and Safety Officer / Sailing Committee</p> <p>*Clear pre-race instructions – Race Officer / OOD / Sailing Committee (Sailing Instructions)</p> <p>*Relatively small fleet sizes – separated into divisions – Sailing Committee</p> <p>*High percentage of experienced skippers</p> <p>*Learn to Sail program offered for novice skippers – RYC Discover Sailing Centre</p> <p>*Training offered to competitors in Race Rules through Sandbar and by Special Events – Sailing Committee</p> <p>*Minimum of 2 Rescue Craft for each race (plus 2 additional Craft if Green Fleet is racing) with another in reserve - Roster Manager / OOD</p> <p>*Trailable Yacht fleet on call to assist - OOD</p> <p>*Daily “race information session” will provide skippers and crew with up to date weather information - OOD</p> <p>*Yacht skippers and crew to be always aware of other boats while racing – Boat Skippers and Crews</p> <p>*Application of IRPCS and ISAF RRS – All participants</p> <p>*The majority of our fleet are small off the beach boats where the impact of any collision is generally minor</p>		
Proposed Response:		
<p>The Officer of the Day shall be the manager / coordinator of the response should this situation occur.</p>		
Planned response to this type of scenario is covered in the Club’s Emergency Management Policy and Procedures Manual.		
Issues to be considered: <ul style="list-style-type: none"> • Extent of injuries to crew and to boats involved • Conditions on the day • Size of the fleet on the day • Number of Trailable Yachts that could assist if needed • Is Green Fleet on the water – if so 2 extra RIB’s can assist if required 		
The nearest Rescue Boat must be immediately sent to assist.		
A quick assessment of the situation by those at the scene is vital: <ul style="list-style-type: none"> • How many people have injuries • How significant are their injuries • What “First Aid” is required • Is it necessary to remove people from boats and return them to shore for medical attention • How seaworthy are the boats following the collision • Can the situation be easily managed by the Rescue Boat on the scene 		

This information should provide the OOD with the knowledge of what resources are required to manage the situation.

Extra on water resources can be provided if required by:

- A second Recue Boat.
- Nearby competitors – (Fundamental Rule 1)
- The OOD calling on boats from the Trailable yacht division involved in racing.
- The OOD arranging to launch an extra Rescue Boat with volunteers from ashore to assist.
- The OOD calling on assistance from the RIB's running Green Fleet on the day.

Outside resources can be called upon if required:

- | | |
|--|--------------|
| • Emergency Services Police/Ambulance/Fire | 000 |
| • Maritime Air/Sea Rescue | 1800 641 792 |
| • Australian Volunteer Coast Guard | 59 81 4443 |
| • Water Police | 93 99 7500 |

The **OOD's decision** as to **cancel or to continue with the race** should be made as soon as the situation is initially assessed.

The health and safety of all participants is the primary objective.

If crew are removed from boats and the boats either anchored to be retrieved later or left for later recovery – a **CREW REMOVED marker** must be attached to the boat.

Resource Requirements:

RYC Emergency Management Policy and Procedures Manual.
Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)
Computer Weather Data and Rye Yacht Club Weather Station data.
Effective VHF Radio Communications with Rescue Boats
Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)
Rescue Boats must carry markers for CREW REMOVED to be used if required. (On Checklist)
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

All listed Control Strategies are now part of normal Club practice.
Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)

Anticipated Risk Period:

This risk exists on **every sailing day**, but is reduced significantly in good sailing conditions and with smaller fleets. On days when the conditions are marginal, participant's attention is drawn to Fundamental Rule 4 with particular attention to less experienced sailors.

Compiled By:

Bob Cooper

Date:

March 2011

Reviewed By:

Bob Cooper

**Rye YC Health and
Safety Officer**

Date:

June 2014

RISK TREATMENT PLAN 2

RISK CATEGORY:	On Water	Ref: 1b
RISK IDENTIFIED	Risk Rating: 2	
Fire/explosion on Rescue Craft resulting in personal injury to crew.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer – Sailing Committee / Race Office (OOD) Duty Personnel		
Pre-emptive Actions:		
<p>*RYC Emergency Management Policy and Procedures set out an Emergency Management Plan for this scenario – Executive Committee / RYC Health and Safety Officer</p> <p>*Race Officer Procedures Manual contains a copy of this plan giving easy access to the Proposed Response – RYC Health and Safety Officer / Sailing Committee</p> <p>*Well maintained and regularly serviced Rescue Craft – Sailing Committee</p> <p>*<i>No Smoking policy</i> for all personnel on Rescue Craft – Executive Committee / Boat Crews</p> <p>*Fuel tanks to be removed from craft for refuelling – Duty Personnel</p> <p>*Minimum of 2 Rescue Craft for each race (plus 2 additional Craft if Green Fleet is racing) with another in reserve – Race Officer (OOD)</p> <p>*Operating area in close proximity to shore – Sailing Committee</p> <p>*Fire extinguishers checked every 6 months and replaced when necessary – Executive Committee</p> <p>*Trailable Yacht fleet on call to assist – Race Officer (OOD)</p>		
Proposed Response:		
<p>The Officer of the Day shall be the manager / coordinator of the response should this situation occur.</p>		
<p>Planned response to this type of scenario is covered in the Club’s Emergency Management Policy and Procedures Manual.</p> <p>Issues to be considered:</p> <ul style="list-style-type: none"> • Extent of injuries to crew. • Extent of damage to Rescue Boat • Conditions on the day • Size of the fleet on the day • Number of Trailable Yachts that could assist if needed • Is Green Fleet on the water – if so 2 RIB’s can assist if required <p>The nearest Rescue Boat must be immediately sent to assist.</p> <p>A quick assessment of the situation by those at the scene is vital:</p> <ul style="list-style-type: none"> • How many people have injuries • How significant are their injuries • What “First Aid” is required • Is it necessary to remove people from the boat and return them to shore for medical attention • Can the situation be easily managed by the Rescue Boat on the scene • <i>Secondary in consideration</i> is what can be done about the fire on the Rescue Boat involved <p>This information should provide the OOD with the knowledge of what resources are required to manage the situation.</p> <p>Keeping the area around a burning boat clear is essential once personnel have been removed</p>		

to minimize the risk to other boats from possible explosion.

Ideally one boat assisting should deal with helping the people involved and another can be set the task of dealing with the Rescue Boat involved, but only after the injured personnel are taken care of.

Extra on water resources can be provided if required by:

- Nearby competitors – (Fundamental Rule 1)
- The OOD calling on boats from theailable yacht division involved in racing.
- The OOD arranging to launch an extra Rescue Boat with volunteers from ashore to assist.
- The OOD calling on assistance from the RIB's running Green Fleet on the day.

Outside resources can be called upon if required:

- Emergency Services Police/Ambulance/Fire 000
- Maritime Air/Sea Rescue 1800 641 792
- Australian Volunteer Coast Guard 59 81 4443
- Water Police 93 99 7500

It is likely that the best course of action will be to **ABANDON ALL RACING** including Green Fleet – indicate all competitors not assisting should return to shore – **N over A and THREE SOUND SIGNALS**

Should the fire/explosion happen when the Rescue boat is ashore, the priority of assisting injured personnel first still applies. In this situation:

- Call 000 for Fire assistance immediately.
- Keep observers away from the incident.
- The Club's onshore Fire Equipment (Fire hose and extinguishers) can be used.

Resource Requirements:

RYC Emergency Management Policy and Procedures Manual.
Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)
Effective VHF Radio Communications with Rescue Boats
Fire Extinguishers must be maintained and in good condition.
Fuel line connections must be maintained in good order and checked every day. (On checklist)
Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

All listed Control Strategies are now part of normal Club practice.
Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)

Anticipated Risk Period:

The risk exists on each day the Rescue boats are in use, but the Likelihood of it occurring is significantly reduced by the measures in place.

Compiled By: Bob Cooper		Date: June 2011
Reviewed By: Bob Cooper	Rye YC Health and Safety Officer	Date: June 2014

RISK TREATMENT PLAN 3

RISK CATEGORY:	On Water	Ref: 6a
RISK IDENTIFIED		Risk Rating: 2
Person/s being lost at sea.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer – Race Officer (OOD) / Timekeeper/s Rescue Boat Crews / Sailing Committee / Sailing School Committee and Instructors All Participants / Boat Crew from boat missing person is from		
Pre-emptive Actions:		
<p>*RYC Emergency Management Policy and Procedures set out an Emergency Management Plan for this scenario – Executive Committee / RYC Health and Safety Officer</p> <p>*All participants required to wear approved Life Jackets.</p> <p>*Both Tower and Rescue boats required to do regular checks to ensure all boats are continuing to race without difficulties – Race Officer / Timekeeper/Observers / Rescue Boat Crews</p> <p>*All competitors made aware of responsibility to assist other boats in need of help – All participants</p> <p>*Trailable Yacht fleet on call to assist – Race Officer (OOD)</p> <p>*All Rescue Boats carry “<i>crew removed markers</i>” so if a boat is found without crew aboard it will be clear if the crew has been rescued and the boat left – Rescue Boat Crew</p> <p>*Sailing Courses are close to shore and in close proximity to the Club House – Sailing Committee</p> <p>*The concept of “stay with the boat” is always emphasised in Club “Learn to Sail” programs and with members. - Sailing School Committee and Instructors</p> <p>*All Cub racing is conducted in daylight hours and in enclosed waters – Sailing Committee</p>		
Proposed Response:		
<p>The Officer of the Day shall be the manager / coordinator of the response should this situation occur.</p>		
<p>Planned response to this type of scenario is covered in the Club’s Emergency Management Policy and Procedures Manual.</p>		
<p>Issues to be considered:</p> <ul style="list-style-type: none"> • Are we looking for a single person in the water separate from a boat • Are we looking for several people in the water separate from a boat • Are we looking for a person (or persons) where the boat cannot be located also • Are we looking for a person (or persons) where the boat is still afloat • Conditions on the day • Size of the fleet on the day • Number of Trailable Yachts that could assist if needed • Is Green Fleet on the water – if so 2 extra RIB’s can assist if required 		
<p>It is vital that the OOD has accurate information of the situation as soon as possible in a “lost at sea” situation.</p>		
<p>In the above issues the OOD needs to ascertain:</p> <ul style="list-style-type: none"> • What was the last known location of the Person / boat • Who may have been in the area that could provide information • Have all possibilities that the person has returned to shore unnoticed been checked 		
<p>Once a reasonable time has elapsed to locate the person / persons / and/or boat, the OOD needs to make a decision as to whether to CANCEL or ABANDON the race if it is still underway and call on resources other than our Rescue Boats that are available on the Course. The</p>		

weather situation should be another consideration as adverse conditions can severely hamper a search and contribute toward hypothermia for a person in the water for an extended time.

Extra on water resources can be provided if required by:

- Nearby competitors – (Fundamental Rule 1)
- The OOD calling on boats from the Trailable yacht division involved in racing.
- The OOD arranging to launch an extra Rescue Boat with volunteers from ashore to assist.
- The OOD calling on assistance from the RIB's running Green Fleet on the day.

Outside resources can be called upon if required:

- | | |
|--|--------------|
| • Emergency Services Police/Ambulance/Fire | 000 |
| • Maritime Air/Sea Rescue | 1800 641 792 |
| • Australian Volunteer Coast Guard | 59 81 4443 |
| • Water Police | 93 99 7500 |

If other resources other than the rescue Boats on duty are brought in to help locate missing sailors and/or boats a **GRID SEARCH should be implemented** in order to cover to search area most effectively.

Resource Requirements:

RYC Emergency Management Policy and Procedures Manual.
Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)
Computer Weather Data and Rye Yacht Club Weather Station data.
Effective VHF Radio Communications with Rescue Boats
Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)
Rescue Boats must carry markers for CREW REMOVED to be used if required. (On Checklist)
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

All listed Control Strategies are now part of normal Club practice.
Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)

Anticipated Risk Period:

This risk is always present but the Likelihood of it occurring is significantly reduced by strict adherence to procedures in place.

Compiled By:

Bob Cooper

Date:

June 2011

Reviewed By:

Bob Cooper

**Rye YC Health and
Safety Officer**

Date:

June 2014

RISK TREATMENT PLAN 4

RISK CATEGORY:	On Water	Ref: 7a
RISK IDENTIFIED	Risk Rating: 2	
<p>Unforeseen severe weather changes (including squalls and electrical storms) result in sailors and officials being exposed during events.</p>		
Responsible Group / Person:		
<p>Executive Committee/Club Health and Safety officer- Sailing Committee / Race Officer(OOD) Individual boat skippers and Crews</p>		
Pre-emptive Actions:		
<p>*RYC Emergency Management Policy and Procedures set out an Emergency Management Plan and a Critical Incident Response Plan for On Water emergency situations – Executive Committee / RYC H&S Officer *Race Officer Procedures Manual contains a copy of this plan giving easy access to the Proposed Response – RYC Health and Safety Officer / Sailing Committee *RYC has an “onsite” Davis Weather Station that gives us up to the minute information – Sailing Committee *Computer weather analysis monitored before and during sailing activities by trained OOD’s – Race Officer/OOD *OOD Training is run before the start of each season – Sailing Committee *Appropriate Rescue Boat to fleet size ratio’s maintained – Sailing Committee / Race officer/OOD * The OOD will remind boat skippers about Fundamental Rule 4 on days where a significant change of conditions may occur – Race Officer/OOD / Individual boat skippers and crews</p>		
Proposed Response:		
<p>The Officer of the Day shall be the manager / coordinator of the response should this situation occur.</p>		
<p>Planned response to this type of scenario is covered in the Club’s Emergency Management Policy and Procedures Manual.</p>		
<p>Issues to be considered:</p> <ul style="list-style-type: none"> • Size of the fleet on the day • Number of Rescue Boats on the water • Number of Trailable Yachts that could assist if needed • Is Green Fleet on the water – if so 2 extra RIB’s can assist if required 		
<p>The response to a situation with an unexpected adverse weather change is dependent on the ability of the Rescue Boats to assist competitors in need of help.</p>		
<p>If there is a sudden change in weather the OOD needs to:</p> <ul style="list-style-type: none"> • Assess the new weather conditions on the water (Rescue Boats reports) • Assess the capability of the sailors involved to handle the new conditions • Assess the ability of Rescue Boats to handle the assistance that may be required by boats in difficulties • Obtain up to the minute information that may be available (via computer and/or other local clubs) as to the weather situation 		
<p>The OOD may need to first look at whether to CANCEL or ABANDON Green Fleet as this group is less likely to handle adverse weather – so it may be the first group to bring ashore – Once Green Fleet is ashore – two additional RIB’s will be able to assist the main fleet if required.</p>		
<p>The OOD may then need to assess whether to CANCEL or ABANDON for the main Club Race Fleet if:</p> <ul style="list-style-type: none"> • The Rescue Boats are unable to provide adequate assistance to boats in need of help • Competitors are having significant difficulty handling the conditions safely 		

- **The weather is likely to deteriorate further**

Extra on water resources can be provided if required by:

- The OOD calling on boats from the Trailable yacht division involved in racing.
- The OOD arranging to launch an extra Rescue Boat with volunteers from ashore to assist.
- The OOD calling on assistance from the RIB's running Green Fleet on the day.

Outside resources can be called upon if required:

- | | |
|---|---------------------|
| • Emergency Services Police/Ambulance/Fire | 000 |
| • Maritime Air/Sea Rescue | 1800 641 792 |
| • Australian Volunteer Coast Guard | 59 81 4443 |
| • Water Police | 93 99 7500 |

Resource Requirements:

RYC Emergency Management Policy and Procedures Manual.
 Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)
 Computer Weather Data and Rye Yacht Club Weather Station data.
 Effective VHF Radio Communications with Rescue Boats
 Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)
 Rescue Boats must carry markers for CREW REMOVED to be used if required. (On Checklist)
 A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

All listed Control Strategies are now part of normal Club practice.
 Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)

Anticipated Risk Period:

This risk Likelihood changes from day to day according to the prevalent weather pattern for each day, but with the Treatment Strategies in place and conservative decisions about racing where there is a doubt, the Likelihood of occurrence should be greatly reduced.

Compiled By:

Bob Cooper

Date:

June 2011

Reviewed By:

Bob Cooper

Rye YC Health and

Safety Officer

Date:

June 2014

RISK TREATMENT PLAN 5

RISK CATEGORY:	On Water	Ref: 13a
RISK IDENTIFIED		Risk Rating: 2
Injury to officials, sailors or other water users from rescue and official boat propellers.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- Sailing Committee / Roster Manager Rescue Boat Skippers and Crew / Race Officer/OOD / Duty Committee Person		
Pre-emptive Actions:		
<p>*RYC Emergency Management Policy and Procedures set out an Emergency Management Plan and a Critical Incident Response Plan for On Water emergency situations – Executive Committee RYC H&S Officer</p> <p>*Race Officer Procedures Manual contains a copy of this plan giving easy access to the Proposed Response – RYC Health and Safety Officer / Sailing Committee</p> <p>*Licensed drivers only operate Club rescue boats – skippers should also have completed a YA Power Boat Handling Course – Roster Manager</p> <p>*In the 2014 off season, around 24 members will complete Power Boat Handling Courses – Sailing Committee</p> <p>*Patrol boat skipper training run annually – Sailing Committee</p> <p>*Skippers instructed to turn off the motor if attending swimmers in the water - Rescue Boat Skipper</p> <p>*Minimum of two staff on each boat – Race officer(OOD) / Duty Committee Person</p> <p>*All boats required to adhere to the 5kph speed limit within 500 metres of shore – Rescue Boat Skipper</p> <p>*Propeller guards are fitted to “rubber ducks” which operate closer to shore with the Junior Sailing Program – Sailing School Committee</p> <p>*Propeller guards have also now been fitted to Southerly and Westerly – Executive Committee</p> <p>*Capel Sound – which will only be used on a few occasions and will only be the “start Boat” will be fitted with a Prop Guard this winter (2014) – Executive Committee</p>		
Proposed Response:		
<p>The Officer of the Day shall be the manager / coordinator of the response should this situation occur.</p>		
Planned response to this type of scenario is covered in the Club’s Emergency Management Policy and Procedures Manual.		
Issues to be considered: <ul style="list-style-type: none"> • Location and timing of the incident • Extent of injuries to the person injured 		
<p>It would be most likely that an Ambulance would need to be called immediately - CALL 000</p>		
<p>If the incident happened on the Race Course it is likely that both Rescue Boats would need to be in attendance to assist - therefore serious consideration by the OOD needs to be given as to whether to CANCEL or ABANDON the race.</p>		
Treatment for this type of injury needs to be: <ul style="list-style-type: none"> • Treat for shock • Limit blood loss by pressure to the wound where possible • Elevation of the limb injured where possible 		

EXECUTIVE COMMITTEE NEEDS TO INVESTIGATE FITTING A PROPELLER GUARD TO CAPEL SOUND THIS WINTER.

Resource Requirements:

Propeller Guards have now been fitted to 4 of our 5 Rescue Boats. Capel Sound (currently without a Propeller Guard) is used only infrequently a Start Boat, but we should fit one this winter. (2014)
RYC Emergency Management Policy and Procedures Manual.
Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)
Effective VHF Radio Communications with Rescue Boats
Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

All listed Control Strategies are now part of normal Club practice.
Capel Sound should be fitted with a Propeller Guard over the 2014 Winter.
Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)

Anticipated Risk Period:

Despite Propeller Guards being fitted to Rescue Boats – This risk situation could still occur although with a greatly reduced Likelihood of occurrence and a reduced Likelihood of serious injury.

Compiled By:

Bob Cooper

Date:

June 2011

Reviewed By:

Bob Cooper

**Rye YC Health and
Safety Officer**

Date:

June 2014

RISK TREATMENT PLAN 6

RISK CATEGORY:	On Water	Ref: 18a
RISK IDENTIFIED		Risk Rating: 2
Failure by Tower Officials to deploy rescue boats as required by Emergency Conditions.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- Sailing Committee / Rescue Boat Crews Race Officer/OOD / Timkeeper/Observer / Trailable Yacht Crews / Mentors for new Race Officers		
Pre-emptive Actions:		
<p>*RYC has an Emergency Management Plan and Procedures are clearly outlined to follow in Emergency situations and conditions – Executive Committee / RYC Health and Safety Officer</p> <p>*Race Officer Procedures Manual contains a copy of this plan giving easy access to the Proposed Response – RYC Health and Safety Officer / Sailing Committee</p> <p>*Race Officer Procedures Manual includes a “guide to positioning of Rescue Boats during the race” - Sailing Committee</p> <p>*Rescue boats are constantly watching the fleet for any incidents that need their attention – Rescue Boat Crews</p> <p>*Control Tower Staff keep a close watch on racing fleets and mark boats regularly around Buoys during racing – Race Officer/OOD / Timkeeper/Observer</p> <p>*Control Tower staff constantly monitor conditions and will abandon races if conditions become unsuitable for racing to continue – Control Tower Staff</p> <p>*Trailable yachts sailing all have VHF radios and monitor the Club frequency – boats can assist if necessary and /or relay information to Rescue Boats and Control Tower – Trailable Yacht crews</p> <p>*Annual Training Programs are run for Control Tower staff to ensure they are aware of and can implement effective Race Management Procedures – Sailing Committee</p> <p>*A mentor system is used to assist new Race Officers/OODs – Mentors</p>		
Proposed Response:		
<p>This PREPOSED RESPONSE situation is different from most as in most ON WATER risk situations the OOD / Race Officer is the designated manager / coordinator of the emergency response. Here it is lack of effective management of Rescue boats by the Race officer in the Control Tower that is potentially putting those taking part in a race at risk.</p> <p>If the Race Officer/OOD feels he/she is in need of assistance to manage an Emergency Situation, he/she should immediately seek assistance from one of the following:</p> <ul style="list-style-type: none"> • the Rear Commodore • the Club Captain • another Experienced Race Officer / OOD • a Flag Officer if none of the above is available <p>Key actions that may be of assistance:</p> <ul style="list-style-type: none"> • In windier conditions, the safest positioning of rescue boats may be – Boat 1 at the leeward Mark, Boat 2 at the wing Mark for a Triangle course or one third of the leg to leeward of the windward mark for a windward return course. • If MORE THAN 2 BOATS ARE IN NEED OF ASSISTANCE – remember that the priority is for the SAFETY OF THE CREWS aboard – it may be 		

prudent to ANCHOR a boat, REMOVE the CREW and have the rescue boat attach a CREW REMOVED MARKER to the anchored boat.

- IF ALL RESCUE boats are involved in LENGTHY RESCUE SITUATIONS – it may well be prudent to ABANDON THE RACE
FLAGS N over H with three sound signals.
- It is likely that there will be a Rescue Boat ashore on most race days – a **call for volunteers** to man and **send this boat out to assist** should be made.

Use of the Emergency Management Plan – which is included in the Race Officer/OOD Procedures Manual is recommended.

Resource Requirements:

RYC Emergency Management Policy and Procedures Manual.
Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)
Mentors to assist new Race Officer/OODs is seen as an important support for those new to the task.
Computer Weather Data and Rye Yacht Club Weather Station data.
Effective VHF Radio Communications with Rescue Boats
Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)
Rescue Boats must carry markers for CREW REMOVED to be used if required. (On Checklist)
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

All listed Control Strategies are now part of normal Club practice.
Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)
Race Officers/OODs SHOULD ALWAYS have the Race Officer/OOD Procedures Manual at hand during a race to check on how to deal with any situation that causes uncertainty.

Anticipated Risk Period:

With adequate Race Officer Training and mentor support, both the Likelihood and Severity of this risk should be significantly reduced.

Compiled By:

Bob Cooper

Date:

June 2011

Reviewed By:

Bob Cooper

**Rye YC Health and
Safety Officer**

Date:

June 2014

RISK TREATMENT PLAN 7

RISK CATEGORY:	On Water	Ref: 19a
RISK IDENTIFIED		Risk Rating: 2
<p>Poor handling of rescue boats resulting in personal injury to sailor/s or damage to boats.</p>		
Responsible Group / Person:		
<p>Executive Committee/Club Health and Safety officer- Sailing Committee / Roster Manager Race Officer/OOD / Duty Committee Person / Rescue Boat Skippers</p>		
Pre-emptive Actions:		
<p>*RYC Emergency Management Policy and Procedures set out an Emergency Management Plan for this scenario – Executive Committee / RYC Health and Safety Officer *Race Officer Procedures Manual contains a copy of this plan giving easy access to the Proposed Response – RYC Health and Safety Officer / Sailing Committee *Licensed drivers only operate Club rescue boats – Roster Manager *Patrol boat skipper training run annually – assisting disabled boats is an essential part of this training – Sailing Committee *More than 20 members will complete Power Boat Handling Courses this winter – Sailing Committee *Minimum of two staff on each boat – Roster Manager / Race Officer/OOD / Duty Committee Person *Three of our four regularly used rescue boats are RIBs and all four have propeller guards fitted – Executive Committee / Sailing Committee *Rescue Boat Skippers are instructed to stop the motor whenever possible when rescuing crew from the water – Rescue Boat Skippers *Capel Sound – which is used only infrequently and only as a Start Boat does not have a prop guard at present. It should be fitted with one during the 2014 winter – Executive Committee</p>		
Proposed Response:		
<p>The Officer of the Day shall be the manager / coordinator of the response should this situation occur.</p>		
<p>Planned response to this type of scenario is covered in the Club’s Emergency Management Policy and Procedures Manual. (See Critical Incident Response Plan – On Water)</p>		
<p>Issues to be considered:</p> <ul style="list-style-type: none"> • Location and timing of the incident • Number of personnel injured • Extent of injuries to the person or persons injured • Number of boats involved • The extent of damage to the boats involved 		
<p>The Safety of all personnel must be considered paramount. Before any recovery of damaged boats is considered, all injured personnel must safely aboard rescue craft and/or safely ashore.</p>		
<p>If the injuries to the person are serious an Ambulance would need to be called immediately - CALL 000</p>		
<p>If the injuries are serious enough / or the damage to several boats is such that the situation requires assistance from two Rescue Boats - serious consideration by the OOD needs to be given as to whether to CANCEL or ABANDON the race.</p>		
<p>If damaged boats need to be left without crew aboard, where practical an attempt should be made to anchor the boat so it can be more easily recovered later. A “crew removed” marker should be attached to any boat left without crew aboard.</p>		

A propeller guard should be fitted to Capel Sound during the 2014 winter.

Resource Requirements:

RYC Emergency Management Policy and Procedures Manual.
Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)
Computer Weather Data and Rye Yacht Club Weather Station data.
Effective VHF Radio Communications with Rescue Boats
Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)
Rescue Boats must carry markers for CREW REMOVED to be used if required. (On Checklist)
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

Capel Sound's propeller guard should be fitted before the start of next season.
All listed Control Strategies are now part of normal Club practice.
Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)

Anticipated Risk Period:

With the Control Strategies now part of Club every day practice, both the Likelihood for the risk to occur and the severity should be reduced, but the risk is still a factor that must be planned for.

Compiled By:

Bob Cooper

Date:

June 2011

Reviewed By:

Bob Cooper

**Rye YC Health and
Safety Officer**

Date:

June 2014

RISK TREATMENT PLAN 8

RISK CATEGORY:	On Water	Ref: 20a
RISK IDENTIFIED	Risk Rating: 2	
Capsize of craft resulting in skipper and/or crew trapped either under sails or an upturned hull.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- Sailing Committee / Recue Boat skippers and Crew / Discover Sailing Centre Committee and Instructors / Yacht Skippers and Crew		
Pre-emptive Actions:		
<p>*Race Officer Procedures Manual contains a copy of this plan giving easy access to the Proposed Response – RYC Health and Safety Officer / Sailing Committee</p> <p>*Sailors are made aware that their first responsibility following a capsize is to check on the safety of other crew members – yacht skippers and crew</p> <p>*We teach this also in all Learn to Sail courses – DSC Committee and Instructors</p> <p>*We discuss the possibility of entrapment under sails or under the upturned hull and the actions to take if that does happen – DSC Committee and Instructors</p> <p>*A practical activity relating to entrapment is also part of our Learn to Sail Courses – it is important to reduce the likelihood of panic should entrapment occur - DSC Committee and Instructors</p> <p>* Students are made aware of the additional risks associated with the “scoop method” of capsize recovery - DSC Committee and Instructors</p> <p>*Rescue boats are instructed to check on the safety of crew of a capsized boat as their FIRST PRIORITY – Rescue Boat Skippers and Crew</p> <p>*Rescue boat crews are also instructed to be ready to enter the water to assist crew if entrapment is suspected – Rescue Boat Crew</p> <p>*Rescue boats carry sharp serrated knives and wire cutters as part of their standard safety equipment – Sailing Committee</p> <p>*Southerly is fitted with a “Jason’s Cradle” which is designed to lift an injured or unconscious person aboard with a minimum of effort – Sailing Committee</p>		
Proposed Response:		
<p>The Officer of the Day (Race Officer) shall be the manager / coordinator of the response should this situation occur.</p>		
Planned response to this type of scenario is covered in the Club’s Emergency Management Plan.		
<p>Rescue boats are instructed that, when attending a capsized yacht, the FIRST THING TO CHECK is for the SAFETY OF ALL CREW.</p>		
<p>If it is suspected that a person or persons are trapped under sails or the upturned hull IT MAY BE NECESSARY TO PROVIDE URGENT ASSISTANCE WITH A RESCUE BOAT CREW PERSON IN THE WATER. If this is the case it is also important to have the SERRATED KNIFE and WIRE CUTTERS available for use if required.</p>		
<p>If a person is unconscious in these circumstances it will be crucial to free them from the boat and begin CPR AS SOON AS POSSIBLE. For this to happen – they need to be moved into a Rescue Boat.</p>		
<p>The Jason’s Cradle fitted to Southerly could well be the best way to bring the unconscious person aboard a Rescue Boat. CPR must be continued until an unconscious person either regains consciousness OR there care is handed over to Emergency Services Care.</p>		
<p>In these circumstances it is also vital to call 000 immediately for EMERGENCY ASSISTANCE.</p>		
<p>If Rescue Boat resources are limited to cover the rest of the racing fleet, the Race Officer should consider whether to ABANDON or CANCEL the race.</p>		

--

Resource Requirements:

<p>RYC Emergency Management Policy and Procedures Manual. Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use) Effective VHF Radio Communications with Rescue Boats Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist) Rescue Boats must all carry a SHARP SERRATED KNIFE and WIRE CUTTERS. (On Checklist) Rescue Boats must carry markers for CREW REMOVED to be used if required. (On Checklist) Jason's Cradle fitted to Southerly. A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.</p>
--

Time Frame:

<p>All listed Control Strategies are now part of normal Club practice. Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)</p>

Anticipated Risk Period:

<p>This risk exists on every sailing day, but is reduced significantly in good sailing conditions and with smaller fleets. It is important that Rescue Boat Crews go through the CHECKLIST EVERY SAILING DAY to ensure that required equipment is on board and they know where to access it quickly. On days when the conditions are marginal, participant's attention is drawn to Fundamental Rule 4 with particular attention to less experienced sailors.</p>
--

Compiled By: Bob Cooper		Date: May 2013
Reviewed By: Bob Cooper	Rye YC Health and Safety Officer	Date: June 2014

RISK TREATMENT PLAN 9

RISK CATEGORY:	Pre and Post Sailing Events	Ref: 1b
RISK IDENTIFIED		Risk Rating: 2
Improper use of tractor resulting in injury to race participants, race officials or others.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- Sailing Committee / Race Officer/OOD Roster Manager / Tractor Drivers / Boat Owners/Crew as SPOTTERS / Duty Committee Person DSC Committee		
Pre-emptive Actions:		
<p>*The new RYC tractor has four wheel drive, power steering, low and high range gears and hydraulic lift on the tow ball to make it easy to hook on trailers – Executive Committee</p> <p>*The tractor is fitted with a highly visible FLASHING LIGHT that OPERATES AT ALL TIMES while the tractor is running. Sailing Committee</p> <p>*RYC accredited drivers only allowed to drive the tractor – Roster Manager / Duty Committee Person / Race Officer/OOD</p> <p>*Annual tractor operator training run by Sailing Committee – Sailing Committee</p> <p>*The tractor is ONLY to be operated in LOW RANGE – Tractor Drivers</p> <p>*Strictly defined and marked operating areas – Duty Committee Person</p> <p>*Drivers must adhere to the indicated operating areas and operate the tractor at safe speeds and in a safe manner – Tractor Drivers</p> <p>*A “spotter” is required to walk with the tractor when boats are being launched and retrieved – Spotter/s</p> <p>*The launching/retrieval area is marked out with witches hats and a sign – Duty Committee Person</p> <p>“Worksafe” officers have reviewed and approved equipment and operating procedures.</p> <p>*Moveable barriers will be erected when Optis are being moved to and from new racks – Sailing Committee / DSC Committee</p>		
Proposed Response:		
<p>The DUTY COMMITTEE PERSON or A FLAG OFFICER or the Club HEALTH AND SAFETY OFFICER should be designated as the coordinator / manager of the response should this situation occur.</p>		
<p>Issues to be considered:</p> <ul style="list-style-type: none"> • The number of person/s involved • The type of injuries sustained • The issue of bystanders around the area • The wellbeing of the Tractor Driver 		
<p>If the injuries are such that Emergency services are required – CALL OOO ASAP with the information required. See Emergency Services Call Sheet – available in the Canteen / Tower / Race Officer Procedures Manual / RYC Policies and Procedures Manual.</p>		
<p>It is important to:</p> <ul style="list-style-type: none"> • Provide appropriate First Aid treatment if required • Manage bystanders to any incident • Fast track Emergency Services response if needed 		
<p>Follow up should include a debrief for all persons involved and a check on the wellbeing of the key people. This is the responsibility of the RYC Health and Safety Officer.</p>		
<p>Note: New moveable barriers will be required for when the Optis are being moved to and from new racks once they have been put in the proposed new site.</p>		

Resource Requirements:

RYC Emergency Management Policy and Procedures Manual.
A copy of this Risk Treatment Plan is also in the Race Officer/OOD Procedures Manual.
Signs and cones to define operating areas.
Tractor Driver Training Program – Race Management Procedures Training Day each pre-season and at other times as required.
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

Moveable barriers will need to be provided before the start of next season.
All other listed Control Strategies are now part of normal Club practice.

Anticipated Risk Period:

This risk is always present but the Likelihood of occurrence and the likely Severity are both reduced by the Control Measures in place.

Compiled By: Bob Cooper		Date: June 2011
Reviewed By: Bob Cooper	Rye YC Health and Safety Officer	Date: July 2014

RISK TREATMENT PLAN 10

RISK CATEGORY:	Pre and Post Sailing Events	Ref: 3b
RISK IDENTIFIED		Risk Rating: 2
<p>Personal injury to sailors or to other club members from vehicles and trailers passing through the Club access point and/or on the grassed rigging areas.</p>		
Responsible Group / Person:		
<p>Executive Committee/Club Health and Safety officer- Club Members & Visiting Sailors as drivers / Duty Committee Person / Sailing Committee</p>		
Pre-emptive Actions:-		
<p>*Vehicles only move in defined areas and only at safe speeds – Club Members/Drivers / Visiting sailors *Gates are locked to prevent non-member access - Duty Committee Person *Driveway and Rescue Boat launch area is separated from boat yard and OTB rigging area – Sailing Committee *Defined trailer parking area – Sailing Committee / Executive Committee *A very high percentage of Club boats are stored on trolleys in the Club Enclosure. *Moveable barriers will be erected when Optis are being moved to and from new racks – Sailing Committee / DSC Committee</p>		
Proposed Response:		
<p>The DUTY COMMITTEE PERSON or A FLAG OFFICER or the Club HEALTH AND SAFETY OFFICER should be designated as the coordinator / manager of the response should this situation occur.</p>		
<p>Issues to be considered:</p> <ul style="list-style-type: none"> • The number of person/s involved • The type of injuries sustained • The issue of bystanders around the area • The wellbeing of the Tractor Driver 		
<p>If the injuries are such that Emergency services are required – CALL OOO ASAP with the information required. See Emergency Services Call Sheet – available in the Canteen / Tower / Race Officer Procedures Manual / RYC Policies and Procedures Manual.</p>		
<p>It is important to:</p> <ul style="list-style-type: none"> • Provide appropriate First Aid treatment if required • Manage bystanders to any incident • Fast track Emergency Services response if needed 		
<p>Follow up should include a debrief for all persons involved and a check on the wellbeing of the key people. This is the responsibility of the RYC Health and Safety Officer.</p>		
<p>Note: New moveable barriers will be required for when the Optis are being moved to and from new racks once they have been put in the proposed new site.</p>		
Resource Requirements:		

RYC Emergency Management Policy and Procedures Manual.
A copy of this Risk Treatment Plan is also in the Race Officer/OOD Procedures Manual.
Signs and cones to define operating areas.
Tractor Driver Training Program – Race Management Procedures Training Day each pre-season and at other times as required.
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

Moveable barriers will need to be provided before the start of next season.
All other listed Control Strategies are now part of normal Club practice.

Anticipated Risk Period:

This risk is always present but the Likelihood of occurrence and the likely Severity are both reduced by the Control Measures in place.

Compiled By:
Bob Cooper

Date:
June 2011

Reviewed By:
Bob Cooper

**Rye YC Health and
Safety Officer**

Date:
July 2014

RISK TREATMENT PLAN 11

RISK CATEGORY:	Pre and Post Sailing Events	Ref: 5b
RISK IDENTIFIED		Risk Rating: 2
Careless practice in refuelling power boats resulting in damage to boats and/or burns to individuals.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- Sailing Committee / Members / Duty Committee Person / Duty Personnel / Recue Boat Crews		
Pre-emptive Actions:		
<p>*No Smoking policy in garage area – Executive Committee</p> <p>*No Smoking policy when and where refuelling is taking place – Executive Committee / Members / Sailing Committee / Duty Committee Person</p> <p>*Refuelling practice is covered in annual Race Management Training (Rescue Boat Crews) run by Sailing Committee – Sailing Committee</p> <p>*Also - no Mobile Phones near refuelling area – Duty Personnel</p> <p>*Fuel tanks are to be removed from craft for refuelling – Rescue Boat Crews</p> <p>*Refuelling done as part of <i>after race routine</i> when time is less of a pressing issue – Rescue Boat Crews</p> <p>*It is STRONGLY RECOMMENDED to use the “jiggler” (syphon) when refuelling rather than a funnel – Rescue Boat Crews / Sailing Committee</p> <p>*A properly labelled Government Standards Approved Fuel Storage Cabinet is used to store fuel and other inflammable materials – Executive Committee</p> <p>*EMERGENCY EVACUATION PLAN in place as part of Emergency Management Policy and Procedures- Executive Committee / RYC Health and Safety Officer</p> <p>*Signs on display describe Evacuation Procedure - Executive Committee / RYC Health and Safety Officer</p> <p>*Building Plan with Fire Equipment and other key locations marked is on display - Executive Committee / RYC Health and Safety Officer</p> <p>*An INDUCTION PROGRAM is part of the pre-season Race Management Training and a PRACTICE DRILL for Emergency Evacuation will be held each season - Executive Committee / RYC Health and Safety Officer</p>		
Proposed Response:		
<p>The Officer of the Day shall be the manager / coordinator of the response should this situation occur.</p>		
Planned response to this type of scenario is covered in the Club’s Emergency Management Policy and Procedures Manual.		
<p>Issues to be considered:</p> <ul style="list-style-type: none"> • Extent of injuries to crew and to boat/boats involved • Ensuring that the situation does not lead to further injuries and/or damage. 		
<p>A quick assessment of the situation by those at the scene is vital:</p> <ul style="list-style-type: none"> • How many people have injuries • How significant are their injuries • What “First Aid” is required • Is the scene currently safe or does the area need to be isolated • WILL IT BE NECESSARY TO EVACUATE THE BUILDING AND/OR BOAT YARD 		
<p>Emergency aid needs to be called quickly if required:</p> <p style="text-align: center; color: red;">AMBULANCE / FIRE / POLICE - CALL 000 (Use the Emergency Services Call Sheet to assist.)</p>		

The injured personnel need to receive what First Aid is necessary (Delegate to Trained First Aid Members) and the area needs to be made safe, (Delgate to other members).

If necessary, Fire Extinguishers and Fire Hose are ready for use in the refuelling area.

Following an incident in this category a full debrief should be held.

Resource Requirements:

Fuel Storage Cabinet.
Up to date / serviced Fire Equipment.
“Jiggler” to be used while refueling.
NO SMOKING signs in place.
Signage as specified in the RYC Fire Evacuation Plan and Emergency Management Procedures.
RYC Emergency Management Policy and Procedures Manual.
Race Officer/OOD Procedures Manual (includes this Proposed Response for RO’s use)
Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

All listed Control Strategies are now part of normal Club practice.
An Emergency Evacuation Drill should be practiced at least once each season.

Anticipated Risk Period:

The Likelihood of occurrence should be quite low with the Control Measures in place but it is still always a possibility.

Compiled By:

Bob Cooper

Date:

June 2011

Reviewed By:

Bob Cooper

**Rye YC Health and
Safety Officer**

Date:

July 2014

RISK TREATMENT PLAN 12

RISK CATEGORY:	Pre and Post Sailing Events	Ref: 6b
RISK IDENTIFIED		Risk Rating: 2
<p>Failure of participants to properly complete and/or check sign on/off sheets leading to missing persons and/or boats going unnoticed.</p>		
Responsible Group / Person:		
<p>Executive Committee/Club Health and Safety officer- Boat Skippers / Race Officer/OOD Timekeeper / Rescue and Start Boat crews / Sailing Committee / Club Handicapper</p>		
Pre-emptive Actions:		
<p>*Signing on and off for each race is required by RYC Sailing Instructions and is the responsibility of each participating skipper – Boat Skipper *Sign on sheets are checked prior to the race start by Tower staff and the number of boats signed on is checked with the number on the water – Race Officer/OOD / Timekeeper / Rescue Boat Crews *This number is then checked again with the number of starters – Start Boat Crew *Sign off sheets are checked 30 minutes after the last boat finishes to ensure all boats have safely returned to the beach – Race Officer/OOD *Procedures are revised at annual OOD and Timekeeper training – Sailing Committee *Rescue Boats are to remain on the water until it is confirmed that all boats have returned to the beach – Race Officer/OOD / Rescue Boat Crews *The Rescue boats and Tower carefully monitor both leading and trailing boats in each division – Race Officer/OOD / Rescue Boat Crews *A penalty of “DNC points” for the race is applied for skippers not signing on and or off by the allocated times – Race Officer/OOD / Club Handicapper *RYC Emergency Management Procedures outline the actions to be taken if a person is determined to be “Lost at Sea.” – Risk Treatment Plan 3.</p>		
Proposed Response:		
<p>If it has been determined that a person has not signed off and may not have returned to the Club House after sailing:</p> <p>Issues to be considered:</p> <ul style="list-style-type: none"> • Number of persons and Boat/s involved • Conditions on the day • Time of the day and time until darkness. <p style="text-align: center;">Either the OOD for the day or the Club Health and Safety Officer should be the coordinator of the response situation to manage the incident.</p> <p>A thorough check ashore needs to be made first to ascertain if the missing people and / or boat is ashore or have left the Club to return home.</p> <p>A check then needs to be made to establish when and where the boat and / or people were last seen.</p> <p>If it is determined that the boat is likely to still be at sea, Rescue Boats will need to be manned, launched and sent out to search. RYC Emergency Management Procedures outline the actions to be taken if a person is determined to be “Lost at Sea.” <i>See Risk Treatment Plan 3 – Lost at Sea.</i></p> <p>In this case, the Club has five boats that could be used including RIB’s. Also Club trailable yachts can be called on to assist with any planned search.</p> <p>Issues to be considered:</p> <ul style="list-style-type: none"> • Are we looking for a single person in the water separate from a boat • Are we looking for several people in the water separate from a boat • Are we looking for a person (or persons) where the boat cannot be located 		

- Are we looking for a person (or persons) where the boat may still be afloat
- Conditions on the day

It is vital that the OOD has accurate information of the situation as soon as possible in a “lost at sea” situation.

In the above issues the OOD needs to ascertain:

- **What was the last known location of the Person / boat**
- **Who may have been in the area that could provide information**
- **AGAIN - have all possibilities that the person has returned to shore unnoticed been checked**

Once a reasonable time has elapsed to locate the person / persons / and/or boat, the OOD needs to make a decision as to whether to CANCEL or ABANDON the race if it is still underway and call on resources other than our Rescue Boats that are available on the Course. The weather situation should be another consideration as adverse conditions can severely hamper a search and contribute toward hypothermia for a person in the water for an extended time.

Additional resources could be obtained from:

- **Emergency Services Police/Ambulance/Fire** **000**
- **Maritime Air/Sea Rescue** **1800 641 792**
- **Australian Volunteer Coast Guard** **59 81 4443**
- **Water Police** **93 99 7500**
- **Also Trailable Yachts from the Club (with VHF radio) may be called upon**

A grid search of the area, plus a search of the shoreline are the most useful courses of action.

If it is determined that the boat had indeed returned to shore, but the crew had not signed off, locating any of the crew could confirm the safety of those involved.

Most crews are in the Club area for more than half an hour after they return to the beach which SHOULD be sufficient time to confirm that all participants have safely returned to shore even if from time to time some do forget to sign on/off. **This should make the check easy for the race control officers.**

Resource Requirements:

RYC Emergency Management Policy and Procedures Manual.
 Sign on/Off Sheets – RYC Sailing Instructions.
 Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)
 Computer Weather Data and Rye Yacht Club Weather Station data.
 Effective VHF Radio Communications with Rescue Boats
 Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)
 Rescue Boats must carry markers for CREW REMOVED to be used if required. (On Checklist)
 A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

All listed Control Strategies are now part of normal Club practice.
 Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)
 Skippers and Crew are regularly reminded of their obligation to Sign On/Off and the importance of this for safety reasons. This is especially the case in difficult weather conditions.
 The importance of sign on/off is also stressed and used in practice during Learn to Sail Courses.

Anticipated Risk Period:

The Likelihood of this risk occurring should be significantly reduced by the Treatment Measures in place, but the possibility of it occurring will always be there.

Compiled By: Bob Cooper		Date: June 2011
Reviewed By: Bob Cooper	Rye YC Health and Safety Officer	Date: July 2014

RISK TREATMENT PLAN 13

RISK CATEGORY:	Club Environment	Ref: 3d
RISK IDENTIFIED		Risk Rating: 2
Insufficient fire safety measures in place such as supply of extinguishers and communicated fire drill procedures.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- RYC Outside Users Bookings Manager / Club House Maintenance Committee		
Pre-emptive Actions:		
<p>*Fire Extinguishers and the Fire Hose Reel are checked and serviced every 6 months by Chubb – Executive Committee</p> <p>*Chubb will replace any equipment that needs replacement – Executive Committee</p> <p>*Fire Evacuation Procedures are part of our Emergency Management Policy/Procedures – Executive Committee / RYC Health and Safety Officer</p> <p>*Evacuation Procedures are on display around the building – RYC Health and Safety Officer</p> <p>*A building plan showing all existing fire equipment and other key locations is also on display – RYC Health and Safety Officer</p> <p>*An Emergency Procedures “induction” and “emergency drill” will be planned and held each season - Executive Committee / RYC Health and Safety Officer</p> <p>*An Emergency Procedures Induction Folder is available for all non-Club building users - RYC Health and Safety Officer / RYC Outside Users Bookings Manager</p> <p>*Smoke detectors are fitted throughout the building – Club House Maintenance Committee</p> <p>*Batteries are checked at the start and end of each season - RYC Health and Safety Officer</p> <p>*A “new member induction program” has been established and information about Emergency Evacuation Procedures is part of that induction – Executive Committee</p>		
Proposed Response:		
<p style="color: red;">Incident Response is covered in the Emergency Management Policy and Procedures.</p> <p>Club Emergency Management Policy and Procedures include:</p> <ul style="list-style-type: none"> • Fire Evacuation Procedure • Incident Control Management Plan • Critical Incident Management Procedures • Fire Equipment List and diagram for signs • Fire Equipment and other Key Locations diagram for signs • List of Emergency Call Numbers for display • Emergency Services (000) Call Instructions for display • RYC Site Plan showing evacuation procedures and instructions <p>Two Emergency Evacuation kits are available for use containing;</p> <ul style="list-style-type: none"> • First Aid Kit • Emergency Phone Numbers Sheet • Emergency Services Call Sheet • RYC Key Personnel numbers • RYC Members Emergency Contact numbers • RYC Personnel with Significant Health Issues List • Signal Horn • Two Whistles <p>A loud hailer with spare batteries will also be available</p> <p>An Induction Program for RYC members will be planned and run annually.</p>		

An Emergency Management Induction book will be prepared and used for non-member users of the Club premises.

Resource Requirements:

RYC Emergency Management Policy and Procedures Manual which includes the Fire Evacuation Plan and Diagrams illustrating both where all the Club Fire Equipment is located and the Fire Evacuation Area is located.
Emergency Evacuation Kits with contents as listed above
Loud Hailer and portable signal horn.
Up to date FIRST AID EQUIPMENT is provided in the Canteen, Control Tower and Sign On area.
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.
Induction Folder for non-club users.

Time Frame:

All listed Control Strategies are now part of normal Club practice and Fire Equipment and Emergency Management Equipment is available.

Anticipated Risk Period:

The risk of Fire is always there but with sufficient Fire Equipment and well planned Evacuation Procedures, this risk should be reduced significantly.

Compiled By: Bob Cooper		Date: June 2011
Reviewed By: Bob Cooper	Rye YC Health and Safety Officer	Date: July 2014

RISK TREATMENT PLAN 14

RISK CATEGORY:	Club Environment	Ref: 10d
RISK IDENTIFIED		Risk Rating: 1
Erosion of the beach and foreshore posing a risk to Club Facilities and rigging areas.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- Commodore / Flag Officers		
Pre-emptive Actions:		
<p>*This issue MUST be closely monitored, especially during the winter months when most storm damage occurs – Executive Committee / RYC Health and Safety Officer</p> <p>*Close contact with the Shire and DSE is essential to ensure appropriate action if the situation deteriorates further – Executive Committee / Commodore / RYC Health and Safety Officer</p> <p>*Statistical data including measurements of sand movement and weather data as well as a photographic record of the erosion situation must be kept to properly monitor the changes over the years - RYC Health and Safety Officer</p> <p>*Federal, State and local government representatives should be kept up to date with the current situation so they can be called upon to support any action requested – Executive Committee / Commodore / RYC Health and Safety Officer</p> <p>*Rye Community Action Group should also be kept up to date with the current situation - RYC Health and Safety Officer</p> <p>*The Club should keep up to date with strategies used to deal with beach erosion at other sites – Executive Committee / Commodore / RYC Health and Safety Officer</p> <p>*Sand bagging by the Club should be considered if a storm surge necessitates such action– Executive Committee / Commodore / RYC Health and Safety Officer</p> <p>* A “Rye Foreshore Coastal Processes Study” (Draft Final Report) was submitted to Council on 27th May 2013 – This supports much of what we have observed over the past 30 years that the Club has been at the current site.</p> <p>*A representative of the Club should be on the newly established Rye Foreshore Advisory Group whenever possible as this group has the ability to influence Shire and DSE action in regard to beach erosion - RYC Health and Safety Officer</p>		
Proposed Response:		
<p>This issue MUST be closely monitored, especially during the winter months when most storm damage occurs.</p> <p>Close contact with the Shire and DSE is essential to ensure appropriate action if the situation deteriorates further.</p> <p>Statistical data including measurements of sand movement and weather data as well as a photographic record of the erosion situation must be kept to properly monitor the changes over the years. This has been done over the past 6 years and must be continued.</p> <p>Federal, State and local government representatives should be kept up to date with the current situation so they can be called upon to support any action requested.</p> <p>Rye Community Action Group should also be kept up to date with the current situation.</p> <p>The Club should keep up to date with strategies used to deal with beach erosion at other sites.</p> <p>John Plumridge at Maw Civil Pty Ltd (an ex Commodore) should be consulted from time to time as his business deals with these types of issues on a quite regular basis.</p>		

The newly established Rye Foreshore Advisory Group should be an important group to add support to our concerns over the issue of beach erosion.

Resource Requirements:

Computer data, photographic records, physical measurements, historical evidence and anecdotal observations will all play a part in monitoring the situation.

Time Frame:

Continued monitoring of this issue is vital.

Anticipated Risk Period:

This risk will continue and may well become more severe as Climate Change has a more significant impact on increasing tide heights and more significant storm events.

Compiled By:

Bob Cooper

Date:

June 2011

Reviewed By:

Bob Cooper

**Rye YC Health and
Safety Officer**

Date:

July 2014

RISK TREATMENT PLAN 15

RISK CATEGORY:	Personnel and OH&S	Ref: 8e
RISK IDENTIFIED	Risk Rating: 2	
Lack of appropriately trained First Aid Officers present during the conduct of Club Activities resulting in poor injury management.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- Roster Manager		
Pre-emptive Actions:		
<p>*The Club Health and Safety Officer will compile an up to date list of qualified First Aid trained people – RYC Health and Safety Officer</p> <p>*A list will then be displayed in the tower, kitchen and the “sign on” area – RYC Health and Safety Officer</p> <p>*The Club needs to continue to actively encourage more members to undertake First Aid training – Executive Committee / RYC Health and Safety Officer</p> <p>*The Club Health and Safety Officer will both monitor First Aid equipment and encourage more people to undertake First Aid Courses – RYC Health and Safety Officer</p> <p>*The Club H&S Officer will investigate the possibility of running a First Aid course at the Club for members – RYC Health and Safety Officer</p> <p>*The Club should ensure a qualified First Aid person is present at all Club activities – Roster Manager</p> <p>*The Club OH&S Policy includes an Accident / Incident Report Form and a set of “Completion Instructions” to assist with injury management – Executive Committee / RYC Health and Safety Officer</p>		
Proposed Response:		
<p>We should have at least another 5 trained Level 2 First Aid people this winter as the 5 complete the requirements to become fully qualified Sailing Instructors.</p> <p>We will use Sandbar to try to promote a greater interest in people becoming First Aid Trained and also try to encourage others who may be trained to add their names to our list.</p> <p>This information will be provided to the Roster Manager.</p> <p>Having an Accredited Discover Sailing Centre at the Club has increased our number of qualified people as all Instructors must have a current Level 2 First Aid Certificate.</p>		
Resource Requirements:		
<p>List of First Aid qualified members.</p> <p>Information on First Aid Courses available.</p> <p>Article/s for Sandbar to promote First Aid Training.</p> <p>Update signage around the Club relating to First Aid to better reflect current recommended practice.</p>		
Time Frame:		
The above items all need to be addressed over the coming 12 months.		
Anticipated Risk Period:		
This issue has been addressed to some extent, but needs continued attention.		

Compiled By: Bob Cooper		Date: June 2011
Reviewed By: Bob Cooper	Rye YC Health and Safety Officer	Date: July 2014

RISK TREATMENT PLAN 16

RISK CATEGORY:	Personnel and OH&S	Ref: 12e
RISK IDENTIFIED		Risk Rating: 2
Possibility of post-traumatic stress for volunteers involved in serious accidents and/or emergencies.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- Sailing Committee		
Pre-emptive Actions:		
<p>*De-brief is always provided for personnel involved in any serious incident – Executive Committee / RYC Health and Safety Officer / Sailing Committee</p> <p>*Emergency Management Plan sets out a process of dealing with “Critical Incidents” including monitoring and seeking counselling for those involved if required - Executive Committee / RYC Health and Safety Officer</p> <p>*Specific “Critical Incident Management Procedures” are included in the Emergency Management Plan to ensure the steps to deal with personal issues of those involved are adequately dealt with - Executive Committee / RYC Health and Safety Officer</p> <p>*A review process always follows any serious incident to see if the Emergency Management Plan can be improved for the future - Executive Committee / RYC Health and Safety Officer</p> <p>*OH&S Policy includes an Accident/Incident Report form to be used to record information about significant injuries and/or incidents - Executive Committee / RYC Health and Safety Officer</p> <p>*These reports are reviewed from after completion - Executive Committee / RYC Health and Safety Officer / Sailing Committee</p> <p>*A designated role for the Club H&S Officer is to monitor those who have been involved in a critical incident to ensure their wellbeing – RYC Health and Safety Officer</p>		
Proposed Response:		
<p>A debrief discussion is essential after a serious accident/incident at the Club and is part of the Critical Incident Management Procedure.</p> <p>This will help in terms of:</p> <ul style="list-style-type: none"> • Seeing how well the Club dealt with the issue • Helping the participants deal with their part in the incident • Assessing could it have been better handled • Improving plans for future emergency action plans <p>The Critical Incident Management Procedures also outline the necessary personal follow up after a Critical Incident.</p> <p>The Health and Safety Officer will monitor the individual progress of those responsible for dealing with any serious incident at the Club.</p> <p>A Review as to how effective the Club response to any critical incident has been will be held within two weeks of the incident.</p> <p>Counselling will be offered if it is seen as helpful.</p>		
Resource Requirements:		

RYC Emergency Management Policy and Procedures Manual.
Accident / Incident Report Forms
Counseling resources.

Time Frame:

All listed Control Strategies are now part of normal Club practice.
It is, however, vital that these processes are followed through effectively with each incident.

Anticipated Risk Period:

This is a risk that will only occur each time a serious incident/accident occurs at the Club and needs to be dealt with effectively.

Compiled By:

Bob Cooper

Date:

June 2011

Reviewed By:

Bob Cooper

**Rye YC Health and
Safety Officer**

Date:

July 2014

RISK TREATMENT PLAN 17

RISK CATEGORY:	Club Social Functions and Canteen	Ref: 1g
RISK IDENTIFIED		Risk Rating:
Risk of fire associated with heating and cooking food in the canteen.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer-		
Pre-emptive Actions:		
<p>*Adequate Fire Extinguishers and a Fire Hose attached to mains water are provided and these are serviced every six months by Chubb – Executive Committee</p> <p>*There is a Fire extinguisher and a Fire Blanket in the Canteen – Executive Committee / RYC Health and Safety Officer</p> <p>*A diagram showing the location of all Fire Equipment is on display in the Canteen – RYC H&S Officer</p> <p>*There is a second Fire Extinguisher immediately outside the Canteen door – Executive Committee</p> <p>*There is another Fire Extinguisher and a Fire Hose Reel in the Garage outside the Canteen – Executive Committee</p> <p>*The Club has a Fire Evacuation Procedure and an Emergency Management Procedure in Place in case of fire – Executive Committee / RYC Health and Safety Officer</p> <p>*An induction and drill to educate members about these procedures will be run each season – RYC H&S Officer</p>		
Proposed Response:		
<p>Should this situation occur, the Club Health and Safety Officer, a Club Flag Officer or an Officer of the Club shall be the manager / coordinator of the response.</p>		
<p>Issues to be considered:</p> <ul style="list-style-type: none"> • Can such a fire be EASILY managed by one person with a FIRE BLANKET or Extinguisher • Is there ANY POSSIBILITY that the FIRE COULD SPREAD FURTHER 		
<p>If the situation can be EASILY managed by one person – they should attend to it as appropriate but also alert others for possible assistance.</p>		
<p>As soon as there is even a remote possibility of the situation spreading, the EMERGENCY ACTION PLAN FOR FIRE needs to be activated.</p>		
<p>A call to Emergency Services should be made ASAP 000</p>		
<p>The following items are part of the Club's Emergency Management Plan:</p> <ul style="list-style-type: none"> • Fire Evacuation Procedure • Club Site Plan showing Evacuation Procedure • Club Building Plan showing Fire Equipment • Club Building Plan showing Fire Equipment and other Key Locations • Emergency Services Call Sheet 		
Resource Requirements:		

Up to date / serviced Fire Equipment.
NO SMOKING signs in place.
Signage as specified in the RYC Fire Evacuation Plan and Emergency Management Procedures.
RYC Emergency Management Policy and Procedures Manual.
Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)
Up to date FIRST AID EQUIPMENT is provided in the Canteen, Sign On Area and the Control Tower.
A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

All listed Control Strategies are now part of normal Club practice.
An Emergency Evacuation Drill should be practiced at least once each season.

Anticipated Risk Period:

The Likelihood of occurrence should be quite low with the Control Measures in place but it is still always a possibility.

Compiled By:

Bob Cooper

Date:

June 2011

Reviewed By:

Bob Cooper

**Rye YC Health and
Safety Officer**

Date:

July 2014

RISK TREATMENT PLAN 18

RISK CATEGORY:	Risks associated with Operating in a Public Area	Ref: 3h
RISK IDENTIFIED		Risk Rating: 2
Personal injury to a member of the public from a propeller of a Club Boat.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- Sailing Committee / Roster Manager Rescue Boat Skippers and Crew / Race Officer/OOD / Duty Committee Person		
Pre-emptive Actions:		
<p>*RYC Emergency Management Policy and Procedures set out an Emergency Management Plan and a Critical Incident Response Plan for On Water emergency situations – Executive Committee RYC H&S Officer</p> <p>*Race Officer Procedures Manual contains a copy of this plan giving easy access to the Proposed Response – RYC Health and Safety Officer / Sailing Committee</p> <p>*Licensed drivers only operate Club rescue boats – skippers should also have completed a YA Power Boat Handling Course – Roster Manager</p> <p>*In the 2014 off season, around 24 members will complete Power Boat Handling Courses – Sailing Committee</p> <p>*Patrol boat skipper training run annually – Sailing Committee</p> <p>*Skippers instructed to turn off the motor if attending swimmers in the water - Rescue Boat Skipper</p> <p>*Minimum of two staff on each boat – Race officer(OOD) / Duty Committee Person</p> <p>*All boats required to adhere to the 5kph speed limit within 500 metres of shore – Rescue Boat Skipper</p> <p>*Propeller guards are fitted to “rubber ducks” which operate closer to shore with the Junior Sailing Program – Sailing School Committee</p> <p>*Propeller guards have also now been fitted to Southerly and Westerly – Executive Committee</p> <p>*Capel Sound – which will only be used on a few occasions and will only be the “start Boat” will be fitted with a Prop Guard this winter (2014) – Executive Committee</p>		
Proposed Response:		
<p>The Officer of the Day shall be the manager / coordinator of the response should this situation occur.</p>		
Planned response to this type of scenario is covered in the Club’s Emergency Management Policy and Procedures Manual.		
Issues to be considered: <ul style="list-style-type: none"> • Location and timing of the incident • Extent of injuries to the person injured 		
<p>It would be most likely that an Ambulance would need to be called immediately - CALL 000</p>		
<p>If the incident happened on the Race Course it is likely that both Rescue Boats would need to be in attendance to assist - therefore serious consideration by the OOD needs to be given as to whether to CANCEL or ABANDON the race.</p>		
Treatment for this type of injury needs to be: <ul style="list-style-type: none"> • Treat for shock • Limit blood loss by pressure to the wound where possible • Elevation of the limb injured where possible 		
<p>EXECUTIVE COMMITTEE NEEDS TO INVESTIGATE FITTING A PROPELLER GUARD TO CAPEL SOUND THIS WINTER.</p>		

--

Resource Requirements:

<p>Propeller Guards have now been fitted to 4 of our 5 Rescue Boats. Capel Sound (currently without a Propeller Guard) is used only infrequently as a Start Boat, but we should fit one this winter. (2014) RYC Emergency Management Policy and Procedures Manual.</p> <p>Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)</p> <p>Effective VHF Radio Communications with Rescue Boats</p> <p>Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)</p> <p>A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.</p>

Time Frame:

<p>All listed Control Strategies are now part of normal Club practice.</p> <p>Capel Sound should be fitted with a Propeller Guard over the 2014 Winter.</p> <p>Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)</p>

Anticipated Risk Period:

<p>Despite Propeller Guards being fitted to Rescue Boats – This risk situation could still occur although with a greatly reduced Likelihood of occurrence and a reduced Likelihood of serious injury.</p>

Compiled By: Bob Cooper		Date: June 2011
Reviewed By: Bob Cooper	Rye YC Health and Safety Officer	Date: July 2014

RISK TREATMENT PLAN 19

RISK CATEGORY:	Risks associated with Operating in a Public Area	Ref: 4h
RISK IDENTIFIED		Risk Rating: 1
Collision between a Club boat and a PWC resulting in damage to craft and/or personal injury.		
Responsible Group / Person:		
Executive Committee/Club Health and Safety officer- Race Officer/OOD / Boat Skippers and Crew / Sailing Committee / Sailing School Committee and Instructors		
Pre-emptive Actions:		
<p>*Skippers attention drawn to the presence of more PWC's at "information sessions" on hotter days (information is available for RO's to assist in informing participants in racing about likely PWC activity) – Sailing Committee / Race Officer/OOD</p> <p>*Clear pre-race instructions – Race Officer/OOD</p> <p>*PWC's often use the areas to the West of the Rye Pier and closer to shore than where our Race Courses are set</p> <p>*Skippers and crew are aware of all other craft in the area while racing – Boat Skippers and Crew</p> <p>*International Rules for Preventing Collisions at Sea apply as do Transport Safety Victoria regulations for boat speed in close proximity to other vessels – promoted in Sandbar by Sailing Committee</p> <p>*Information about International Rules for Preventing Collisions at is Sea taught in Learn to Sail courses – Sailing School Committee and Instructors</p> <p>*Minimum of 2 Rescue Craft on the water with 2 additional craft if Green Fleet is operating – Race Officer/OOD</p> <p>*All Rescue Boats carry First Aid Kits – Sailing Committee</p> <p>*All Rescue craft carry VHF radio for communication and "Crew Removed Buoys" for use if required – Sailing Committee</p>		
Proposed Response:		
<p>It is important that a "pattern of usual behaviour" for PWC's is understood by Race Officers and Sailing Committee. This includes the observations that:</p> <ul style="list-style-type: none"> • Significantly larger numbers of PWC's are on the water on hotter days • Most are launched at the boat ramp and many will come on to the beach at various places to join family and friends • They are likely to come and go from the beach quite regularly – sometimes at high speed • The majority travel at speed along the beach not far outside the 5 knot speed zone • They often travel in groups of 2 to 4, travelling at speed quite close to each other • They like to cross each other's wake often • They may be focussed much more on each other than on other boats on the water • The closing speed of a PWC travelling toward another craft can be very high • Most PWC operators are careful and very responsible <p>Our Racing Courses are normally further out to sea than where the majority of PWC activity takes place, but we must cross the area where they prefer to operate to reach the course area. We must also cross this area to finish a race with a finish controlled from ashore and/or to return to shore. While yachts under sail do have right of way over PWC's – yacht skippers and crews MUST BE VIGILANT in watching any approaching PWC and ready to take avoiding action early if there is a concern of collision.</p> <p style="text-align: center; color: blue;">Any collision between a PWC and another craft or a swimmer is MUCH MORE LIKELY TO RESULT IN SERIOUS INJURY AND/OR SEVERE DAMAGE TO CRAFT.</p> <p style="text-align: center; color: red;">The Officer of the Day shall be the manager / coordinator of the response</p>		

should this situation occur.

Planned response to this type of scenario is covered in the Club's Emergency Management Policy and Procedures Manual.

Issues to be considered:

- Extent of injuries to crew and to boats involved
- Conditions on the day
- Size of the fleet on the day
- Number ofailable Yachts that could assist if needed
- Is Green Fleet on the water – if so 2 extra RIB's can assist if required

The nearest Rescue Boat must be immediately sent to assist.

A quick **assessment of the situation** by those at the scene is vital:

- How many people have injuries
- How significant are their injuries
- What "First Aid" is required
- Is it necessary to remove people from boats and return them to shore for medical attention
- How seaworthy are the boats following the collision
- Can the situation be easily managed by the Rescue Boat on the scene

This information should provide the OOD with the knowledge of what resources are required to manage the situation.

Extra on water resources can be provided if required by:

- A second Recue Boat.
- Nearby competitors – (Fundamental Rule 1)
- The OOD calling on boats from theailable yacht division involved in racing.
- The OOD arranging to launch an extra Rescue Boat with volunteers from ashore to assist.
- The OOD calling on assistance from the RIB's running Green Fleet on the day.

Outside resources can be called upon if required:

- | | |
|--|--------------|
| • Emergency Services Police/Ambulance/Fire | 000 |
| • Maritime Air/Sea Rescue | 1800 641 792 |
| • Australian Volunteer Coast Guard | 59 81 4443 |
| • Water Police | 93 99 7500 |

The **OOD's decision** as to **cancel or to continue with the race** should be made as soon as the situation is initially assessed.

The health and safety of all participants is the primary objective.

If crew are removed from boats and the boats either anchored to be retrieved later or left for later recovery – a **CREW REMOVED MARKER** must be attached to the boat.

Resource Requirements:

RYC Emergency Management Policy and Procedures Manual.
 Race Officer/OOD Procedures Manual (includes this Proposed Response for RO's use)
 An Information Sheet that includes "Information on Commonly Observed PWC Behaviors at Rye."
 Computer Weather Data and Rye Yacht Club Weather Station data.
 Effective VHF Radio Communications with Rescue Boats
 Up to date FIRST AID EQUIPMENT is provided in each Rescue Boat and ashore. (On Checklist)
 Rescue Boats must carry markers for CREW REMOVED to be used if required. (On Checklist)
 A QUALIFIED FIRST AID PERSON should be on site EVERY DAY.

Time Frame:

Most listed Control Strategies are now part of normal Club practice.
 An Information Sheet that includes "Information on Commonly Observed PWC Behaviors at Rye"
 NEEDS TO BE PREPARED during the winter of 2014.
 Equipment on each Rescue Boat in use should be checked by crews each race day. (Checklist)

Anticipated Risk Period:

This risk exists on **every sailing day** that PWC's are on the water and extra vigilance is required on these occasions.

Compiled By: Bob Cooper		Date: June 2011
Reviewed By: Bob Cooper	Rye YC Health and Safety Officer	Date: July 2014