

## BTAC – Risk Assessment

<b>ACTIVITY:</b> Dinghy Sailing (including Jenny)	Responsible Chief Instructor:	Di Smith
Assessment by: <b>Di Newberry</b>	Date (first assessed): <b>9<sup>th</sup> March 2010</b>	Target Date for review:
Approved by: Ash Cato	Date: 5 June 2014	<b>2023</b>
<b>DESCRIPTION OF ACTIVITY:</b> Sailing in dinghies with or without Instructors on board, but with supervision/safety cover, on the river or Broad. Duration: Typically 2 hour sessions	<b>This document should be read in conjunction with:</b> BTAC Standard Operating Procedures All water sports risk assessments	<b>Usual location of activity:</b> BTAC moorings and adjacent waters to Barton Turf Staithe, River Ant, Barton Broad

### REVIEWS:

Date of review:	Reviewed by:	Comments:
<b>May 2018</b>	S Fishwick	No changes
<b>May 2021</b>	Di Smith	Formatting

Significant Hazards & Level of Risk	Those who might be harmed	Control Measures(CM's):	Additional CM's required? Or Further Action Planned	Residual Rating
<b>Sailing equipment use/misuse - General injuries</b>				
Participants may be injured embarking or disembarking, by a boom, by equipment breakage or collision. Contact with boats, equipment and parts has the potential for causing Head injuries, Broken bones, Crush injuries, Cuts abrasions and bruising.	all participants, children and adults Instructors & Coaches. additional helpers.	Participants are warned of the hazards inherent in sailing, including embarking / disembarking, tacking / gybing etc. These issues are reinforced during courses at the appropriate time. Reduced sail (i.e. reef) ordered in windy conditions (according to participants ability). Sailing area restricted during bad weather. All equipment to be checked by an instructor before going afloat.	1. Safety briefing for all involved each day. 2. All accidents and near-misses to be reported to the Chief Instructor immediately 3. Accidents to be logged in the Accident Book kept in the Centre. Accident records to be kept under review to identify persistent traits	Low

Significant Hazards & Level of Risk	Those who might be harmed	Control Measures(CM's):	Additional CM's required? Or Further Action Planned	Residual Rating
<b>Sailing by novice sailors under instruction</b>				
Errors in rigging leading to equipment failure in service with risk of injuries to participants.	Novice or unskilled sailors and those who may use the boat with or after them.	Dinghies for use by novices to be rigged either by a competent person or under the direct supervision of a competent person.		Low
Novice sailors getting into difficulty (capsize, sailing out of area, sailing into reedbed) whilst instructors are attending to others. NB Sailing into reedbed is not a safety hazard, but does spoil enjoyment, and could lead to inappropriate action by novice sailors.	Novice or unskilled sailors	RYA Teaching and Safety Boat ratios MUST be adhered to. <i>Dinghies should be secured to the BTAC buoy or otherwise so that at least one Safety Boat is free to attend boats in trouble.</i> <i>No dinghy shall launch/be released until adequate safety cover is available.</i> No boat shall sail outside the designated sailing area without explicit permission from the Senior Instructor in charge.		V Low
<b>Entrapment under capsized dinghy</b>				
After a capsize, participants may become trapped in boat caught in lines, rigging, straps etc. 1 Risk of entrapment increases when crews use trapezes. 2 Risk of entrapment	all participants, children and adults Instructors & AIs, and competent helpers.	Training is given to staff on risk and action to be taken in the event of any capsize. A Safety Boat should attend any capsize as soon as possible. Safety boat drivers should either hold RYA Safety Boat, or have received in-house training. Safety Boats shall carry serrated knives to cut ropes etc in the event of entrapment.	1. Safety briefing for all involved each day. 2. Annual review of Risk Assessment. 3. Trapeze harnesses without quick releases have been withdrawn from service 4. When teaching initial trapeze work, boats should have	Low

Significant Hazards & Level of Risk	Those who might be harmed	Control Measures(CM's):	Additional CM's required? Or Further Action Planned	Residual Rating
increases when a boat can totally invert.		Trapeze harnesses shall be checked before use, and only used on advanced courses and with boats fitted with masthead floatation On attending a capsize, a Safety Boat crew will, in the case of a suspected entrapment, right the boat immediately upon arrival RYA Teaching and Safety Boat ratios MUST be adhered to.	additional mast head buoyancy in place to stop <i>inversion beyond 90-120 degrees</i> .	
<b>Swamping, sinking</b>				
Boats may fill with water or sink if not positively prevented.	Participants	Presence of bungs in buoyancy tanks to be checked before launching. Regular buoyancy/swamping stability checks on all boats.	Formal buoyancy tests to be logged. Failures to be used only by competent sailors or taken out of service until repaired.	Low
<b>Overloading</b>				
Too many people on board leading to accidents	Participants Instructors	Limit the numbers of people on board at one time for each type of dinghy.	For limits see Procedures Manual	V Low
<b>Risks specific to Jenny</b>				
Entrapment of fingers in centreboard slot	Participants	Centreboard to be fully lowered and secured down when sailing. Participants must be warned of the hazard and instructed to keep fingers out of the centreplate slot, and not play with the tackle line.	When on a swinging mooring, the centreplate may be secured in a raised position by a safety chain or wire as well as the tackle.	Low
Overloading when sailing		Instructors to ensure that the number of people on board Jenny when sailing is adhered to. (This number is less than the number permitted on board when under tow, or on a swinging mooring.)		V Low