

# Palm Beach Sailing Club

## Safety and Risk Management Plan 2020/21



### 1. Objective

To provide a safe environment for competitors, volunteers and officials participating at Palm Beach Sailing Club.

To ensure appropriate response to race management incidents both on-water and off-water.

In an emergency the priority is to save lives, not the boats. Drifting or capsized boats can be picked up later. Safety of competitors and volunteers will always override the preservation of boats.

### 2. Safety - Competitors

Competitors' attention is drawn to the Racing Rules of Sailing (RRS) Fundamental Rules in particular:

- Rule 1.1 - Helping those in Danger  
*A boat or competitor shall give all possible help to any person or vessel in danger.*
- Rule 4 - Decision to Race  
*The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.*  
It is the responsibility of competitors to monitor Bureau of Meteorology forecasts along with the conditions at the time and adjust their plans accordingly.

All competitors will wear a personal flotation device (PFD) while racing.

### 3. Safety - Volunteers

All volunteers will abide by sporting code of ethics and ensure safety is of prime importance at all times, volunteers will ensure their own safety as a priority.

### 4. Safety – Race Management

Prior to the days racing a briefing will be held which where boat duty volunteer in control of the racing on the day will brief the competitors on:

- a) The likely course and location
- b) Prevailing and forecast conditions
- c) Any unusual safety considerations for the day

All support boats will be crewed by competent people. The driver must have a power boat licence and abide by relevant laws.

### 5. Alcohol

All support boats will be alcohol free zones at all times.

## **6. Equipment and Amenities**

All equipment is audited for suitability and condition annually prior to the start of each season.

This includes support boat, First Aid kits and the amenities within the Rescue Boat Facility.

Amenities including the kitchen and bathroom will be maintained in a clean condition on an adhoc basis related to the use received.

## **7. Communication**

Key Personnel will carry a mobile phone at all times. Key Personnel will be given a list of all applicable phone numbers.

A list of key personnel and emergency phone numbers will be carried on race support boats.

Emergency communications to authorities will also be conducted on VHF radio as required.

## **8. Documentation**

An Incident Log Form is required to be completed for every incident – both on-water and off-water

The incident Log Form can be completed via a hard copy file available from the primary race support boat or at the PBSC premises cnr Barrenjoey Rd and Iluka Rd, Palm Beach.

All incident Log Forms shall be submitted to the club Safety Officer.

The PBSC committee shall review all incidents and ensure that any follow up action required is completed.

## **9. Contact Numbers**

Police emergency – 000

Marine Rescue - 9450 2468 or 000

Commodore: Anthony Duchatel – 0417 400 644

Race Secretary – David Fisher – 0439 636 329

Safety Officer - David Fisher – 0439 636 329

## Risk Management Plan

Participants are warned that, regardless of the precautions which might be taken by reasonable and experienced persons, sailing can be a dangerous pursuit and participants are exposed to significant risk of property damage, physical harm and possible death.

As an indication, these risks may include, but are not limited to:

- The extremes of weather and sea conditions.
- The potential that control of vessels may be lost, resulting in collision with objects and other vessels.
- The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.
- The possibility that participants may be injured by equipment on the vessel.
- The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available.
- Exposure to the elements for extended periods.

Palm beach also warn participants that regardless of their best intentions, they may be unable to render assistance to participants who are in distress. Palm Beach Sailing Club reminds participants that when sailing, really serious injuries of the type that can cause permanent disablement or even death are statistically very rare but can and do occur. As with any water sport, the possibility of drowning is also present. While a support boat might be present, the boat cannot be everywhere at once, cannot observe every incident that occurs and may not always recognise an observed incident as being a serious one requiring immediate response. First aid or medical assistance is not always available.

Palm Beach Sailing Club use the matrix in Attachment 1 below to assess and act on risks.

**Attachment 1**

**Consequence**

		<b>Catastrophic</b> One or more fatalities. Large scale environmental damage. Significant reputational damage likely to attract ongoing adverse media attention.	<b>Major</b> Permanent disabling injury. Injury to a member of the public. Vessels lost or damaged beyond repair. Significant environmental damage or likely to result in fine. Reputational damage with national media attention.	<b>Moderate</b> Serious reversible injury requiring medical treatment and rehabilitation. Vessels unable to complete series, race or passage. Environmental damage temporary/reversible. Short term adverse media attention.	<b>Minor</b> Reversible temporary illness/injury requiring medical treatment. Damage to equipment that requires repair before being operable. Local reputational damage	<b>Negligible</b> Minor injuries possibly requiring first aid. Minor damage to equipment. Minor environmental impact
<b>Likelihood</b>	<b>Almost Certain</b> Will probably occur, could occur several times per year	<b>E</b>	<b>E</b>	<b>H</b>	<b>H</b>	<b>M</b>
	<b>Likely</b> High probability, likely to arise once per year	<b>E</b>	<b>E</b>	<b>H</b>	<b>M</b>	<b>L</b>
	<b>Possible</b> Reasonable likelihood that it may arise over a five-year period	<b>E</b>	<b>H</b>	<b>H</b>	<b>M</b>	<b>L</b>
	<b>Unlikely</b> Plausible, could occur over a five to ten year period	<b>H</b>	<b>H</b>	<b>M</b>	<b>L</b>	<b>L</b>
	<b>Rare</b> Very unlikely but not impossible, once in 100 years	<b>M</b>	<b>M</b>	<b>L</b>	<b>L</b>	<b>L</b>

**Key**

<b>E</b>	<b>Extreme</b> risks that are likely to arise and have potentially serious consequences requiring urgent attention. The activity related to this unwanted event can not take place until the controls have been approved by the Commodore or Vice Commodore, they are ALARP, and they have been fully implemented.
<b>H</b>	<b>High</b> risks that are likely to arise and have potentially serious consequences requiring urgent attention or investigation. The activity related to this unwanted event can not take place until the proposed controls have been approved by the General Manager, they are ALARP, and they have been fully implemented.
<b>M</b>	<b>Medium</b> risks that are likely to arise or have serious consequences requiring attention. The activity related to this unwanted event can not take place until the controls have been approved by the Sailing Manager/Regatta Manager/PRO as relevant, they are ALARP, and they have been fully implemented.
<b>L</b>	<b>Low</b> risks and low consequences that may be managed by routine procedures and other similar controls.