

Shoreham Outrigger Canoe Club Coastal Challenge

Risk Assessment

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Section 1 – BACKGROUND	
Activity	Spirit Filled Coastal Cup
Location	<p>The is based at Sussex Yacht Club, Shoreham By Sea. The proposed race route is 20km along the coast from Littlehampton back to Shoreham.</p> <p>The Coastline has varied conditions depending on the weather. Generally, there are light sea breeze from the south west with deep but safe water with no rip tides present but some strong currents in parts of the river. The shelving shingle beach dops off into the water quickly and with larger waves can create a hazardous shore break with an undertow.</p> <p>Water temperature is commensurate to early summer expectations 14°C.</p> <p>The course, used for various sports activities (e.g. sailing kitesurfing, wing foiling, surfing , and canoeing), has a good safety track record.</p>
Race Format	<p>Competition Format: Regatta downwind rave with multiple categories:</p> <ul style="list-style-type: none"> • Men’s, Women’s, Mixed V6: 21 KM • Men’s, Women’s, Mixed V1, OC1, OC2, Prone, SUP, Ski 1 & Ski2: 11 KM <p>Expected participants: There are approximately 60 competitors expected to participate.</p> <p>Note: In referencing Va’a within the document this should be taken as also a requirement for all craft participation within the events.</p>
Event Governance:	<ul style="list-style-type: none"> • Shoreham Outrigger Club • Jonathan Ellman-Brown • Sussex Yacht Club

Section 1 – BACKGROUND	
Outside Agencies:	

Section 2 – INITIAL RISK ASSESSMENT

Risk Matrix	SEVERITY OF HARM				
			Slight harm	Moderate harm	Extreme harm
	Very Unlikely	Very low risk	Very low risk	High risk	
	Unlikely	Very low risk	Medium risk	Very high risk	
	Likely	Low risk	High risk	Very high risk	
	Very Likely	Low risk	Very high risk	Very high risk	
	LIKELIHOOD				

Risk Category	Evaluation of Acceptability
Very low risk	These risks are considered acceptable. No further action is necessary other than to ensure that the controls are maintained.
Low risk	No additional controls are required unless they can be implemented at very low cost (in terms of time, money and effort). Actions to further reduce these risks are assigned low priority. Arrangements should be made to ensure that the controls are maintained.
Medium risk	Consideration should be given as to whether the risks can be lowered, but the costs of additional risk reduction measures should be considered. The risk reduction measures should be implemented within a defined time period. Arrangements should be made to ensure that the controls are maintained, particularly if the risk levels are associated with harmful consequences.
High risk	Substantial efforts should be made to reduce the risk. Risk reduction measures should be implemented urgently within a defined time period and it might be necessary to consider suspending or restricting the activity, or to apply interim risk controls, until this has been completed. Considerable resources might have to be allocated to additional controls. Arrangements should be made to ensure that the controls are maintained, particularly if the risk levels are associated with extremely harmful consequences and very harmful consequences.
Very high risk	These risks are unacceptable. Substantial improvements in risk controls are necessary, so that the risk is reduced to an acceptable level. The work activity should be halted until risk controls are implemented that reduce the risk so that it is no longer very high. If it is not possible to reduce risk the work should remain prohibited.

WATER BASED RISK EVENT	Probability	Severity	Risk	Action
<p>Risk of drowning / hypothermia due to competitor falling out of boat and or wind chill.</p>	<p>Unlikely</p>	<p>Moderate</p>	<p>Medium</p>	<p>Competitors to comply with safety briefing instructions. All competitors required to wear buoyancy aids.</p> <p>Competitors made aware of conditions and to dress appropriately for possibly spending time in the water as a result of a Huli and resultant windchill when continuing.</p> <p>Safety Boats to reduce wash when passing crews to minimise risk of swamping or capsize and crews to have adequate skills and experience for paddling in sea conditions.</p>
<p>Risk of drowning due to individual falling into the water from the dock.</p>	<p>Unlikely</p>	<p>Moderate</p>	<p>Medium</p>	<p>Spectators not permitted on pontoons. Dock Marshalls to comply with officials safety briefing instructions. All individuals on dock required to meet minimum safety standards.</p>
<p>Collision between Va'a setting off to start line.</p>	<p>Unlikely</p>	<p>Moderate</p>	<p>Medium</p>	<p>Boats will be sent from the beach at intervals once signed off into a large area of open water to the start line.</p> <p>Competitors to adhere to any instructions given by safety boat crew. No crews to set off on water without permission of the marshals.</p>
<p>Collision between Va'a during race, particularly during start, or at turn buoys.</p>	<p>Unlikely</p>	<p>Moderate</p>	<p>Medium</p>	<p>Competitors to comply with Safety Briefing instructions. Steers people will be instructed to take care to stay clear of other va'a and all competitors must stop paddling to avoid collisions. Dangerous steering will be grounds for disqualification. Competitors must follow instructions given by Safety Boats.</p> <p>Steers people signed off as competent by their respective clubs.</p>

Collision between Va'a at the finish line.	Unlikely	Moderate	Medium	Finish line is in a large area of open water and controlled by a finish boat. Following finishing all Va'a must clear the area and immediately progress back to the Sussex Yacht Club in a safe and controlled manor mindful of the risks of navigating through the harbour and up the river.
Collision between Va'a and powered boat or other water user or shipping vessel in the harbour or river.	Unlikely	Moderate	Medium	The event will generally take place in open water Safety boat/ start boat to idle away from course when not in active duty. Drivers, all of whom are experienced, to be vigilant. Crews to be given information on shipping movements and potential hazards in the harbour and river.
Collision with swimmers	Unlikely	Moderate	Medium	All craft to stay outside of the yellow marker swim buoys unless an emergency situation.
Collision between Va'a and temporary on-course obstruction.	Unlikely	Moderate	Medium	Official on safety boat will issue a warning to competitors. Racing to be stopped if necessary. Crews to be given information on potential hazards and obstructions in the harbour and river. Craft area required to take necessary precautions.
Huli/ capsize in start zone/ start line.	Unlikely	Moderate	Medium	Competitors to comply with Safety Briefing instructions and adhere to specified huli recovery procedures. Launches to reduce wash when passing Va'a to minimise risk of swamping or capsize. Safety boat to approach. Competitors asked if they need assistance. Any assistance results in disqualification. Race to be stopped if necessary.
Huli/ capsize during race	Unlikely / Possible	Moderate	Medium	Competitors to comply with Safety Briefing instructions and adhere to huli recovery procedures. Competitors to confirm they competent and able to right a boat, bail and re-enter the boat. Safety Boats to reduce wash when passing crews to minimise risk of swamping or capsize. Safety boat to approach mpetitors

				and provide assistance if required.
Competitor falling ill / sustaining damage whilst still in boat.	Unlikely	Moderate	Medium	Safety Boat attends and conveys casualty to best place for medical attention. Safety Boat suitably equipped for the purpose and Safety Boat crew familiar with the course.
Slip hazard on slipway or docks.	Unlikely	Moderate	Medium	Participants to take care and advised to wear suitable footwear and be cautious.
Safety Boat Crew or Official on boat falling into sea.	Unlikely	Moderate	Medium	All to wear lifejackets or buoyancy aids when afloat.
Fire afloat	Unlikely	Moderate	Medium	Safety Boat drivers aware of risks and actions required (eg from RYA Powerboat Course).
Failure of engine on powered vessel / vessel fouling its propeller.	Unlikely	Moderate	Medium	All safety boats crewed by experienced personnel and fitted with VHF radios so able to call for assistance and inform race control and other boats.

Sinking / capsizing conditions	Unlikely	Moderate	Medium	<p>The organising committee to monitor weather forecast prior to the event and make decision to postpone and/or abandon racing based on local experience and previous monitoring.</p> <p>Safety crew to monitor the conditions during the race and inform race control. If conditions become unsafe to race, the racing may be stopped, and crews told to continue in a safe manor to harbour.</p>
Fog or poor visibility	Unlikely	Moderate	Medium	<p>The race will not be run unless there is a good level of visibility minimum 2km and if visibility is likely to fluctuate (rolling mist) a restricted maximum distance from the shore could be set.</p> <p>Craft are always to be able to keep the shoreline within view.</p>
Commercial Water Traffic and other large craft.	Unlikely	Moderate	Medium	<p>Competitors will be advised at the race briefing of likely ship movements in and out of the harbour. Competitors will also be made aware of the likely hazards to avoid when entering and exiting the harbour and the river.</p>
Tidal Waters	Likely	Moderate	Medium	<p>Competitors will be made aware of the likely hazards to be avoided when entering and exiting the harbour and the river.</p> <p>River racing route will be along the main channel and avoiding moored boats and river obstructions.</p>

LAND BASED RISK EVENT	Probability	Severity	Risk	Action
Minor injuries during unloading and rigging; de-rigging and loading, etc.	Unlikely	Moderate	Medium	Provide plenty of space for rigging and keep areas for rigging remote from bikes, pedestrian paths, etc.

Collision between Va'a and paddlers/ officials/ pedestrians whilst Va'a are being moved onto water.	Unlikely	Moderate	Medium	Marshalls / officials to direct people moving Va'a. Respective people to look where they are going to avoid collision.
General trips and falls of spectators and competitors.	Unlikely	Moderate	Medium	Care taken by all to avoid laying anything on the ground and to keep areas as clear as possible. The Organising Committee to inspect area and to identify obstructions that might cause trips.
Minor illness affecting spectator or competitor (e.g. asthma attack, hyperventilation, dehydration).	Unlikely	Moderate	Medium	Qualified First Responder on site.
Dangers from electrical equipment and cabling in registration area.	Unlikely	Moderate	Medium	Official to inspect the area and identify obstructions that might cause harm.
First Responder – manual handling of casualties.	Likely	Slight	Low	Professional organisation hired-in to provide cover and therefore experienced in such matters. Others will be onhand to provide assistance.
Potentially fatal illness affecting spectator or competitor (e.g. heart attack).	Very Unlikely	Extreme	Low	Safety Boats on water to contact 999. Emergency evacuation points identified. First Responder on site. There are RNLI stations at both Littlehampton and Shoreham. Evacuation points have been selected along the course which have good vehicle access close to the beach. Roadway at the SYC to be kept clear at all time to facilitate access by Emergency Services.
Lightning strike.	Very Unlikely	Extreme	Low	See precautions section.
Fire in yacht club	Very Unlikely	Extreme	Low	Fire Exits & fire extinguishers provided by Sussex Yacht Club. Smoking is banned within these buildings. Evacuate the building. Follow instructions on Fire Action notices displayed in both buildings

Bomb threat / suspected terrorist activity	Very Unlikely	Moderate	Very Low	Follow the guidance provided by Yacht club staff who will be in contact with the emergency services.
Major incident (e.g. air crash, terrorism).	Very Unlikely	Extreme	Low	Follow the guidance provided by Yacht club staff who will be in contact with the emergency services.
Violent behaviour amongst unknowns or other civil disorder.	Very Unlikely	Moderate	Very Low	Immediate action by Officials. Emergency call to Police.
Theft/ robbery/ unauthorized access to competitors belongings	Very Unlikely	Moderate	Low	Competitors and officials to take care of valuables in a safe place. Competitors will be able to leave bags in the SYC but do so at their own risk. Shoreham Outriggers and SYC will not be responsible for loss or damage to belongings. Competitors and officials not to take personal risks. Should something be stolen or missing the Organising Committee should be advised and the Police will be contacted ASAP.
Thick Mud on the slipway	Likely	Moderate	Low	Competitor's wear grippy shoes and move with extra care when moving and launching their va'a.
River Crustations	Unlikely	Moderate	Low	Steers person should take extra care when entering and returning at lower tides.
Fishing Lines from the Harbour arms	Likely	Moderate		All va'a are to keep a good distance from the harbour arms when entering and leaving the harbour.

WEATHER BASED RISK EVENT	Probability	Severity	Risk	Action
Excessive wind speed, gust and direction on the sea.	Unlikely	Moderate	Medium	The Organising Committee will consider alternative course, postpone the race or abandon the race.
Poor visibility.	Unlikely	Moderate	Medium	The Organising Committee will consider alternative action,

WEATHER BASED RISK EVENT	Probability	Severity	Risk	Action
				postpone the race create route closer to the shore.
Cold weather / prolonged heavy rain / wind chill	Unlikely	Moderate	Medium	All Va'a, safety boat crew and officials to wear/carry appropriate protective clothing. The Organising Committee will consider alternative action, postpone the race or abandon the race should conditions warrant.
Cold water temperature / wind chill	Unlikely	Moderate	Medium	All Va'a, safety boat crew and officials to wear/carry appropriate protective clothing. All Va'a, safety boat crew and officials to make themselves aware of Cold Water Shock. The Organising Committee will consider alternative action, postpone the race or abandon the race.
Sunny, excessively hot weather.	Very Unlikely	Slight	Very Low	All Va'a, safety boat crew and officials to wear/carry appropriate protective clothing, sunscreen and water. The Organising Committee will consider alternative action, postpone the race or abandon the race should conditions warrant.
Lightning strike.	Very Unlikely	Extreme	High	The Organising Committee will consider alternative action, postpone the race or abandon the race. See precautions section.

**SECTION 3
 PRECAUTIONS**

Substantial risks should be converted into items in the Safety Plan. The granularity of the basic matrix means that sometimes what is initially assessed as a Moderate Risk can in fact be more important than one assessed as Substantial.

EXTREME/MODERATE RISKS

Drowning	Drowning is the prime hazard. Risk is mitigated by water safety and communication procedures control measures to an acceptable level.
Serious illness among spectators or competitors	Probability outside the control of the Event Organiser. Severity reduced by having first responder on site.
Collisions	The main emphasis is on reducing collisions. Circulation patterns and instructions from officials must be adhered to by competitors, with penalties for non-compliance.
Illness / injury afloat	Probability either considered elsewhere or outside the Event Organiser's control. Safety Boat will assess the problem and decide where the casualty should be brought ashore. Ideally this is the boating rafts, but this may not be practical. First Responder to be called if necessary. First Responder to decide whether to call emergency services, unless the Safety Boat has already decided it is necessary.
Person in water	As above.

EXTREME/MODERATE RISKS

Sinking conditions	Race Director to postpone and/or abandon racing.
Lightning strike	Action Plan to be followed if lightning is likely. See Safety Lightning Procedure.
Major incident	<p>Should any incident occur on site which is beyond the immediate resources of the Safety Boat/ paramedic, the incident shall be deemed to be a major incident and the Race Director or any Official shall summon the emergency services by telephoning 999.</p> <p>Racing will be abandoned and the course evacuated as detailed above.</p> <p>Control of the incident will be handed over from the paramedic and/or Safety Boat to the emergency services on their arrival.</p>

THIRD PARTY CONSIDERATIONS

It is appreciated that some scenarios are beyond the control of the Event and are therefore outside the scope of this document, e.g.:

- Public access areas, any food provided on site not provided by the Event, and club house facilities (changing room, toilets, etc.) are part of Sussex Yacht Club own risk assessment and safe operating procedures for matters such as trip, slip, fire, manual lifting, cleanliness matters, etc.
- Mains electricity power failure; e.g. major failure in the area for a variety of reasons (e.g. lightning, surge/overload, terrorists or industrial action by the utility company).
- Industrial action by the Fire Brigade, for example, and fire and rescue cover being provided by the armed forces perhaps unfamiliar with the location of the Event and possibly resulting in correspondingly increased response times.

INTERPRETATION

Where necessary, in context, within this risk assessment:

- The singular shall include the plural and vice versa
- The masculine shall include the feminine
- In referencing Va'a within the document this should be taken as also a requirement for all craft participation within the events.

EXTREME/MODERATE RISKS

GENERAL MATTERS

Additional Safety Documents (eg Safety Plan, race course maps, circulation pattern, etc. relating to the above are issued to competitors and officials and are also accessible via an online link.

- Crews are not allowed to launch for prior to published schedule for practice.
- Details regarding the course, local emergency service telephone numbers and safety documents are located at the Command and Control (on the top floor (the Bar) of the Sussex Yacht Club), at competitor Check-in, and, with various members of the Committee.