

## **Dinghy Section**

### **Risk Analysis**

#### **1.Racing**

All Racing is governed by the Racing Rules of Sailing (RRS) 2001 – 2004, the prescriptions of the AYF and the rules of the relevant class associations

##### **1.1 Decision to race:**

- i) The decision to race will be based on the following parameters:
  - Current Wind strength and direction.
  - Current Sea conditions.
  - Future conditions based on forecasts.
  - The experience of the competitors/sailors
  - The number of sailing craft to rescue craft ratio. ( See 2.2 )
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- ii) The decision to race will be at the discretion of the Dinghy Captain and/or the race control officer. (The skippers of competing boats may have input into the decision.)
- iii) The decision to abandon racing can be made prior to the scheduled start time, or during the event and will be indicated as per the sailing instructions.

##### **1.2 AYF Recommendations**

It should be noted:

AYF Recommendations Addendum 'A' Clause 1

“While it is the sole responsibility of each boat to decide whether or not to start or continue to race:

- (a) Should off the beach boats be raced on other than enclosed or protected waters, additional precautions should be taken, especially in an offshore wind situation.
- (b) Crews exercise caution in going onto water in boisterous conditions or conditions heavier than they have experienced.
- (c) Crew not to go onto the water unless they are assured that assistance is at hand in an emergency.”

## **2. Rescue Boats**

### 2.1 Drivers

Any driver of a rescue boat should have, as a minimum, an AYF, Power Boat Scheme, Rescue - Boat Handling Certificate.

### 2.2 Available Rescue Craft

A minimum of two rescue boats will be used during any race. More than two will be required, in order to maintain a 6:1 sailing craft/rescue boat ratio.

### 2.3 Operating Guidelines

- i) Rescue boats will notify the race control officer of its intention to leave the course area to effect a rescue and return a stricken craft to the launching area
- ii) At least one rescue boat must be on the sailing course at all times.
- iii) If necessary, the start boat ( Mirage ), may and should be used as a mooring point for rescued boats and crew until such time, if at all, that a rescue craft becomes available to return it to the launching area.
- iv) At least one rescue craft will be positioned at the entrance of the marina to oversee the exit and entry of all racing craft out of and into the marina. The second rescue craft will assist in this area, once it's other task of buoy setting and retrieval, has been completed.

### 2.4 Accident

In the event of an accident, communications should be directed through the race control officer/boat, who will be responsible for communicating with the required assistance eg ambulance, Whitfords Sea Rescue etc  
If deemed necessary, minor first aid should be attended to on the start boat ( Mirage ) prior to returning to the launching area.

### 2.5 Maintenance

- i) Maintenance of the club rescue craft will be the responsibility of the section bosun.
- ii) Works should be conducted on an as needed basis, to ensure that the boats are in good operating condition at all times.

- iii) All rescue boats and motors should be serviced prior to the commencement of the summer sailing season.

#### **4. Training**

Any accredited sail training course which the club offers to club members or to the public, must be conducted by a dually accredited coach.

The course shall be conducted according to the guidelines of the accrediting body and all decisions as to the conduction of the course are the responsibility of the coach.

#### **5. Club boats**

##### 5.1 Availability

The club has 7 Puffin Pacers, 5 Optimist Dinghies and 2 Mirrors, which are available for lease by club members during normal dinghy section racing/sailing.

##### 5.2 Suitability to use boats.

- i) The use of club training boats by club members, outside accredited courses, is the responsibility of the Dinghy Captain or other designated member of the committee.
- ii) The determination of the suitability of members to use the boats will be based on similar guidelines to those used to determine racing conditions. ( See 1.1)
- iii) The dinghy captain has the right to refuse the use of a craft if he/she determines;
  - that the experience of the skipper is not adequate for the conditions.
  - there is not adequate supervision available relevant to the skippers level of experience.

##### 5.3 Damage/ loss

Any club member shall sign an indemnity form, making them liable for any damage to or loss of equipment from club craft, which arises out of negligent action on the part of the club member. Damage<sup>3</sup> related to normal wear and tear, is the responsibility of the club.

##### 5.4 Maintenance

The upkeep and maintenance of the club craft shall be the responsibility of a designated dinghy committee member. Works should be undertaken to ensure craft are serviceable and safe at all times.