

OFFICIAL



Castle Semple Sailing Club

www.castlesemplesc.co.uk

Operations Manual



Issue 12 – March 2026

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Distribution:-

Club House
Website

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Welcome to our Club!

Castle Semple Sailing Club is a friendly, vibrant club based at Castle Semple Loch, Lochwinnoch, Renfrewshire, only 15 minutes from Glasgow Airport. Our clubhouse is just past Clyde Muirshiel Regional Park's Castle Semple Visitor Centre.

New members are welcome no matter what your ability.

We have a number of club boats – RS Vision, RS Fevas, Lasers, Dart 15, Pico and Toppers and Optimists. These are available for use by members once you have demonstrated your competence on the water. (See section on “Use of Club Boats” and your welcome documents).

We have an active racing programme throughout the year but members are not obliged to race. Club days are Sundays and Wednesdays throughout the season, which runs from April through to October. Additionally, we have family/social Saturdays during the summer months and Wednesday afternoons “Sail and/or Blether” sessions.

During the warmer months our cadets get together on most Sunday mornings for supervised sailing and informal coaching. A number of members also come along on Sunday mornings using it as an opportunity to improve their skills without the pressure of racing.

The Club is run by a committee who meet around 8 -10 times a year.

Commodore	Jules Whitestone
Vice Commodore	Andy MacDonald
Secretary	Derek Brittain
Treasurer/Membership	Tom Kelly
Sailing Secretary	Arthur Logan
Compound/Property Steward	Andy MacDonald
Cadets	Andy MacDonald, Jules Whitestone
Stewards	Paul Foy, Jon Hasler, Paul O'Neill, Jonny Archer, Simon McGillivray

Additionally, we have:

Safeguarding officer: Jules Whitestone

If you have a boat you will receive the code to the padlock on gate to the compound and the property steward will allocate a space to you. Please do not put your boat in someone else's space. You will also need to confirm that you have suitable insurance in place.

If you intend to take part in racing, we would expect you to take turns of a duty. This could be in the safety boat as helm (if you hold a power boat level 2 certificate or equivalent), as crew if you do not hold a qualification, or as Race Officer. A rota exists for this purpose.

If you do not have a boat but wish to use club boats you will be asked to demonstrate your competency as a helm to a member of the committee before being able to do so. You may only use club boats during club times, unless you have prior permission from the committee (See details under "Use of Club Boats" and information contained in your welcome documents).

Use of the Club House:

We do not have a cleaner and therefore it is the responsibility of members to ensure that the clubhouse is left in a clean and tidy condition ready for the next sailing day, ie

- all mugs etc are washed up;
- all food is in plastic / metal containers with lids to avoid attracting vermin;
- the floors are swept and mopped (there are brushes and a mop available);
- swish/mop some disinfectant on the floor around the toilet area (there is some under the sink or by the toilet);
- the shower trays are clean;
- surfaces are wiped with a disinfectant spray;
- all heaters are turned off plus the switch for the ladies' shower (switch above door to ladies changing area), and the urn;
- all lights should be turned off and windows closed;
- we do not have dustmen coming to empty the dustbin - we rely on the goodwill of members to take the rubbish away with them or put in the council container next door. There is a supply of dustbin liners under the sink - please do not put rubbish straight into the bin or the dustbin without a liner. Also please take away rubbish which can be recycled (milk cartons, cardboard containers etc);
- the club house door should be pulled shut and then press a couple of random digits on the key pad to ensure it is locked (a quirk of the lock!); and
- finally, during the winter months the water should be turned off before leaving (stopcock by toilet) and all taps left open.

When you leave please check that the engine shed and the container are locked - if there is a problem please urgently contact a member of the committee.

The entrance gate should be locked with the padlock and the numbers moved so that the code is not evident to passers by.

Thanks for your co-operation

1 Introduction

This is the Operations Manual of Castle Semple Sailing Club (“CSSC”). The manual contains important information about the club’s policies and procedures. All members are notified of the existence of this manual and encouraged to read its contents.

The manual includes the results of the club’s risk assessment of club activities.

2 Code of Conduct

It is the policy of CSSC that all participants, instructors, officials, parents and volunteers show respect and understanding for each other, treat everyone equally within the context of the sport and conduct themselves in a way that reflects the principles of the club. The aim is for all participants to enjoy their sport and to improve performance.

Abusive language, swearing, intimidation, aggressive behaviour or lack of respect for others and their property will not be tolerated and may lead to disciplinary action.

Participants - sailors and powerboaters

- Listen to and accept what you are asked to do to improve your performance and keep you safe
- Respect other participants, coaches, instructors, officials and volunteers
- Abide by the rules and play fairly
- Do your best at all times
- Never bully others either in person, by phone, by text or online
- Take care of all property belonging to other participants, the club/class or its members

Parents

- Support your child’s involvement and help them enjoy their sport
- Help your child to recognise good performance, not just results
- Never force your child to take part in sport
- Never punish or belittle a child for losing or making mistakes
- Encourage and guide your child to accept responsibility for their own conduct and performance
- Respect and support the coach
- Accept officials’ judgements and recognise good performance by all participants
- Use established procedures where there is a genuine concern or dispute
- Inform the club or event organisers of relevant medical information
- Ensure that your child wears suitable clothing and has appropriate food and drink
- Provide contact details and be available when required
- Take responsibility for your child’s safety and conduct in and around the clubhouse/event venue

Instructors, Officials and Volunteers

- Consider the welfare and safety of participants before the development of performance
- Encourage participants to value their performance and not just results
- Promote fair play and never condone cheating
- Ensure that all activities are appropriate to the age, ability and experience of those taking part
- Build relationships based on mutual trust and respect
- Work in an open environment
- Avoid unnecessary physical contact with young people
- Be an excellent role model and display consistently high standards of behaviour and appearance
- Do not drink alcohol or smoke when working directly with young people
- Communicate clearly with parents and participants
- Be aware of any relevant medical information
- Follow RYA and club/class guidelines and policies
- Holders of RYA Instructor and Coach qualifications must also comply with the RYA Code of Ethics and Conduct
- Holders of RYA Race Official appointments must also comply with the RYA Race Officials Code of Conduct.

If you are concerned that someone is not following the Code of Conduct, you should inform your Club/Class Welfare Officer or the person in charge of the activity.

3. CSSC Training

The RYA recognised that there was an absolute need for a national training scheme to make the sport of sailing more accessible and successful. Over a period of years many training courses have been perfected.

Within Clyde Muirshiel Country Park, sailing training courses are run by the Council operated water sports centre, which is an RYA official training centre. CSSC are affiliated to the RYA.

CSSC offer sailors (helm and crew) the opportunity to expand their sailing experience within a group of like-minded individuals. Training may be provided by the club on an informal basis.

4 Safety Policy

The following is the Safety Policy of CSSC.

4.1 Aims

The fundamental aims of organised water-based activities at CSSC are:

- That they should promote the aims of the club.
- That they should meet the activity needs of club members.
- That all reasonable actions are taken to ensure the safety and enjoyment of all persons involved.

4.2 Responsibilities

All participating members, or, in the case of children under the age of 18, their parents, are responsible for their own safety and insurance. It is the individual's (or parent's) responsibility to ensure the suitability and condition of their own boats and equipment at all times. In the case of club boats the individual is responsible for making sure the boat is suitable and safe to use before launching.

All participating members will be expected to abide by the decisions of the responsible officers for all CSSC sailing activities.

The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner / person in charge who must ensure that the boat has the proper insurance and crew are adequate to face the conditions that may arise. CSSC are not responsible for members' safety whilst on water-borne activities not forming part of officially organised club activities.

All persons involved in on- or off-the-water activities share the responsibility for the safety of the participants.

Therefore:

It is the duty of all members to be vigilant and aware of all circumstances that may affect the safety of both themselves and others.

It is the duty of all members to notify any committee member of any situation or circumstance that concerns them, or that they feel may affect the safety of any person. This must be done as soon as possible, and then confirmed in writing if appropriate.

The nominated leader of all junior activities has the specific responsibility for the safety of all those involved.

For club events, the nominated "Person In Charge " has specific responsibility for the safety of all those involved.

Should an injury be sustained by anyone under 18 their parents are always to be informed. Great care is to be taken with head injuries, however minor.

4.3 Accidents

A first aid kit is located in the CSSC club house. These kits will be inspected periodically by a suitably qualified person to make sure they are properly equipped. If an accident occurs at any event, full details must be entered, as soon as possible, in the CSSC Accident Folder, which is located in the club House. It is the duty of all persons to ensure that any accident is reported.

4.4 Organisation of Club Water-based Activities

A full copy of the club's Risk Assessment is attached at Appendix A of this Operations Manual. The assessment covers all appropriate areas of the club's activities. Organisers of club sailing events shall assess the risks associated with running an activity. The race officer or other suitably qualified person shall authorise club related on-water activities, taking into account the following:

- The actual and forecast weather conditions covering the activities.
- The experience of the participants.
- The proposed sailing area of the activity.
- What patrol craft are available, and are they suitable for the activity.
- Are there sufficient people available to put on the activity, and what is the experience of the organising adults and safety boat personnel.
- What equipment is available (eg safety equipment, first aid equipment).
- What means of communication, including radios if deemed appropriate, is available.
- Do any of those involved in the activity have special needs that could affect either their own safety, or the safety of others and if this is the case have additional measures been taken to minimise the additional risk.

Based on the assessment of all the above factors, the organiser shall have responsibility for deciding whether the event takes place, and who shall be allowed to participate.

For club days where sailing activities will take place, a safety boat should be on the water, with at least two crew available to operate the boat, one of whom should hold a suitable qualification.

Buoyancy aids must always be used by participants on the water. These should be appropriate for the persons weight and size. It is understood that non-swimmers are particularly at risk and the wearing of a correct life jacket/buoyancy aid is recommended. It is the responsibility of the participant to ensure that they are wearing a suitable buoyancy aid.

It is recommended that all persons who may have reason to doubt the efficiency of any buoyancy aid or life jacket in a particular circumstance, for example, age, disability or

body weight, tests the flotation device under controlled conditions before going on the water.

Attention must be given to young and elderly persons and those who have special needs. For example, they may not be personally aware of the dangers of hypothermia and heat exhaustion, or they may find it difficult to judge their stamina accurately. All members should be alert to these and other potential dangers and advise the “Person in Charge” immediately of any concerns.

4.5 Informal and Unofficial Activities

If dedicated rescue cover is not available, official club activities may not take place. It is, however, acceptable for sailors to organise their own informal activities, either standing alone, or as a replacement for a cancelled club activity. Sailors should be aware that in choosing to take part in such informal activities that they compete entirely at their own risk and understand that dedicated rescue cover is not provided.

For the avoidance of confusion about whether safety cover is in operation the race officer may hoist the “D” flag on the club flagpole to indicate that the safety boat will be crewed. If it is not hoisted, participants are advised to check with the race officer whether the safety boat will be crewed when signing in for the race.

If the safety boat is not crewed, any race will be an informal or unofficial race, and will not be a club sailing event.

4.6 Communication

Communication with sailors is of primary importance.

The sailing or operating area should be clearly defined and known to all afloat. A pre-session brief shall be given when appropriate prior to any special event to ensure that all participants know what is intended and are aware of safety matters.

4.7 CSSC Major Incident Procedures

In the event of any serious accident or catastrophe which directly or indirectly concerns or involves CSSC the following procedures must be followed:

- Deal with the incident in an appropriate way or find someone who can.
- Contact the Commodore or “Person in Charge” as soon as possible.

General Conduct

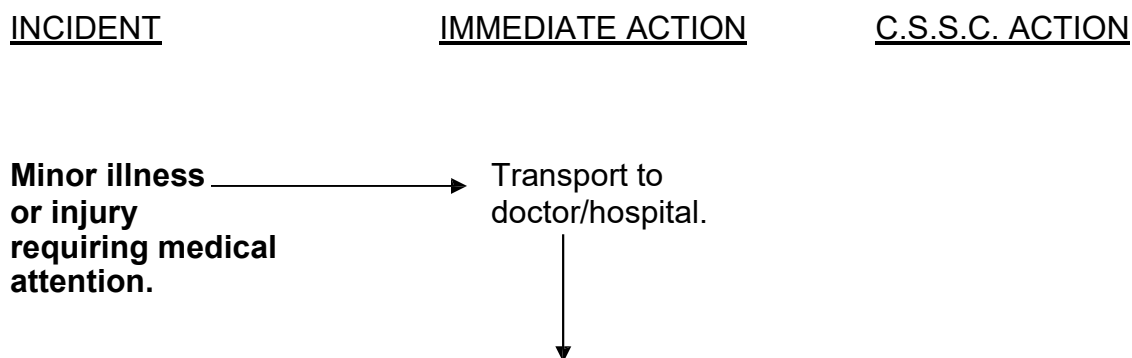
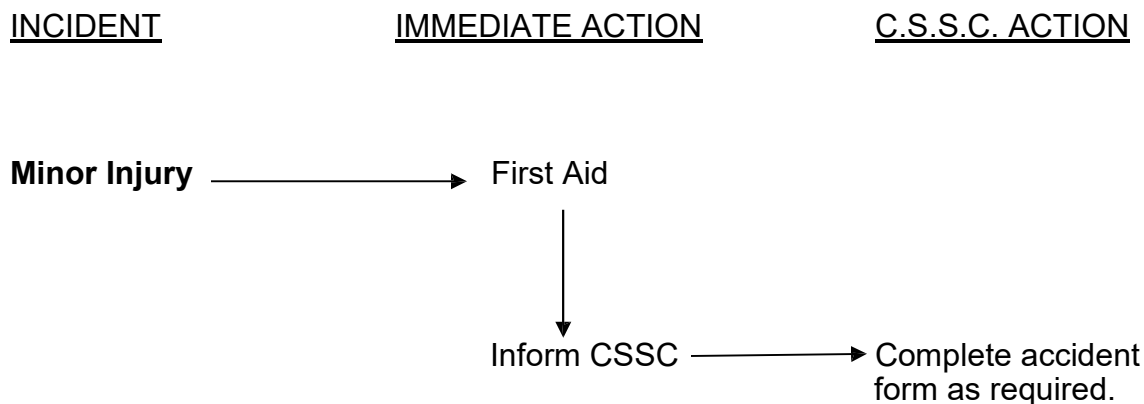
- Do not discuss the incident with anyone or give any opinion unless they are a member of a relevant public service e.g. Police, Ambulance, Fire, Social Services etc. In those circumstances try and avoid “UNOFFICIAL” discussion, and if appropriate have a witness present during “OFFICIAL” discussions.

- Under no circumstances talk to the media.
- The spokesperson for the club is the Commodore or the person designated by the Commodore.

Notes for Spokesperson

- Ensure that the occurrence is reported to the RYA who will take over the handling of any incident if it is extremely serious.
- Issue a written statement to the media after appropriate consultation.
- Only participate in an interview after appropriate consultation.
- Ensure that insurance issues are considered and met.

4.8 CSSC Emergency Plan



Inform CSSC → Complete accident form as required.

INCIDENT

IMMEDIATE ACTION

C.S.S.C. ACTION

**Serious illness,
Injury or fatality
requiring immediate
medical attention.**

Call ambulance

Seek immediate help from doctor or first aider.
(during normal hours there will normally be a first aider in the Centre.)

Contact CSSC

Maintain contact with interested agencies.

Inform Commodore.
Inform R.Y.A. Inform next of kin. Prepare press statement.

Liaise with all interested agencies.

4.9 Medical Information

Any member (or their parent in the case of someone under the age of 18) that has a medical condition that could affect their safety on the water should make sure that their sailing companion is aware of the issues and any action that may have to be taken.

If the member would also like the committee to be aware of the condition they can complete the form below and passed to one of the committee members.

Note, that due to data protection issues the information passed to the committee will not be readily available to ordinary members but would only be passed to someone completing first aid measures if and when required.

Your name.....

Address.....

.....
.....

Medical Notes

.....
.....
.....
.....

Medication or remedy

.....
.....
.....
.....

Dietary requirements

.....
.....
.....

It may be necessary to contact someone on your behalf. Please give as many contact telephone numbers as possible.

Name.....

Address.....
.....

Tel..... Mobile.....

Dated.....

4.10 Manual Handling

“Think Back” before lifting.

- Use lifting equipment where provided and safe to do so i.e. you have the appropriate skills and knowledge to use the equipment.
- Where there is a previous history of back pain, please inform the person in charge.
- If you suspect that a load will be too heavy, large or awkward to lift unaided, ask for assistance. Assess the load.
- Beware of possible obstructions or uneven surfaces and steps in your path.
- Gloves should be worn if there is a likelihood of hand injury.
- Position yourself at the load with your feet approximately hip width apart, one foot pointing in to the direction of the load, the other pointing in the intended direction of travel and arrival – this avoids twisting.
- Bend the knees slightly but keep the back naturally straight.
- Grip the load securely, keeping your back naturally straight and your arms close to your body. Lift the load letting your leg muscles take the strain.
- When lifting to a height, do it in stages, i.e. from floor to knees, knees to waist level etc.
- Ensure the load does not obstruct your vision.
- Move off in the direction your advance foot is pointing, keeping the load closely to your body.

4 Use of Club Sailing Boats

5.1 Policy

The committee has determined the following policy for the use of club boats:
All boats that belong to the club are, by definition, the property of the members.

It is expected that boats are used for their prime purpose eg. practise, racing, cruising and patrol or other approved club activity.

RYA qualifications are recognised by CSSC as an indication of a person's capability. The fact that a member of CSSC does not hold a qualification does not necessarily detract in any way from that member's capability or ability to use any boat. In the event of damage caused by unreasonable behaviour or abuse, the member may be liable for the full cost of the damage.

Members who have been given permission to use a club boat are expected to fully acquaint themselves with the operation of the boat and check it prior to use. The club cannot be held accountable for any shortcomings. (see details below)

5.2 Use of Club Sailing Boats

The Club owns a variety of sailing dinghies, which will be maintained by members. These include:

- RS Vision
- RS Fevas
- Dart 15
- Lasers
- Toppers, Picos and Optimists

Club sailing dinghies may be used on any club day or club organised event unless otherwise advised.

For use of the club boats outwith these times, permission must be obtained from the committee. If permission for use is granted it will be the responsibility of the member to ensure that the boat has the appropriate insurance for the activity (including third party insurance). Should any damage or incident occur during the period the person borrowing the boat will be responsible for any uninsured losses.

When a new member has joined the club he or she must have demonstrated to the committee that they have the appropriate sailing skills before being authorised to use the club boats (see below).

Allocation of Club Boats:

Anyone using a club boat must first “sign out” for the boat in the book in the clubhouse and then sign the boat back in on return and record any damage etc.

For CSSC events at Castle Semple Loch and casual sailing on days with rescue cover club boats will be allocated on a “first come first served” basis on the day of sailing. If a member has used a club boat the previous club day they shall first determine if any other member wishes to use the boat before using the boat. If more than one member wishes to use the same boat then an agreement should be made to share use of the boat during that session.

Reference to a committee member should be made when an agreement cannot be made. The committee member will decide on priority. The decision will be based on fairness, racing and training considerations and the members who best represent the club.

For club races, in addition to those who may grant permission, the Race Officer may cancel the permission to use the club boat due to weather or other factors on the day such as the level of safety boat cover.

All club equipment must be washed as necessary and returned to its appropriate storage immediately after use.

Damage to Boats

Any loss of, or damage to club equipment must be recorded in the “Boat Book” and reported to a committee member immediately (no later than the day of occurrence)

If the damage is such that the boat is unsafe to sail a notice/warning should be placed on the boat and only removed once repaired and assessed as safe. Finally the boat should have its cover replaced, and all de-rigged articles secured in the shed.

Use of Club Boats away from Castle Semple Loch

For offsite / traveller events where members shall represent CSSC request for use of club boats can be made to CSSC Committee which will be reviewed and decision made by CSSC committee on an individual basis.

Where CSSC committee grants permission for use of club boats to represent CSSC at an offsite / traveller event the requestor must demonstrate ability to fully de-rig / rig the boat, pack and secure the boat for safe transport and ensure any additional personal insurance is in place and valid for sailing and transportation as CSSC cannot be responsible for any personal loss or injury through use of CSSC equipment.

New Members:

Before any new member of the club is allowed to take a boat out on the water they must firstly have paid their annual membership fee thus ensuring they are fully covered by the club's insurance policy. Secondly they must have been seen, by a current committee member, to be fully competent in the appropriate rigging and safe sailing of the specific boat in question.

Rigging:

If the new member is unsure re rigging a boat, due to having never rigged that specific boat before, they should receive a demonstration of appropriate rigging. This should then be followed by the member safely and independently demonstrating their newly acquired ability to de-rig/re-rig the boat.

Sailing:

The member should demonstrate a safe launch of the boat, should sail a triangular course and finally moor the boat to the pontoon, all in a gentle/moderate wind. Finally they will have demonstrated safe recovery of the boat onto its trolley, de-rig it, return it to the compound and apply its cover.

Inexperienced new members (the buddies list):

If someone wishes to join the club, but has minimal sailing experience, they will be offered the chance of joining the "Buddies List". This will match them to experienced member(s) in need of a buddy. This will enable them to gain greater experience on the water and to familiarise themselves with a range of boat types while also enabling them to enter races as a team member.

Willing experienced members will also be able to "coach" such members by having them assist in rigging/de-rigging and allowing them to helm while the experienced member crews for them.

In this way, new sailors with the RYA level 1 course will be able to join the club and immediately become active.

Current Members:

Current members having already demonstrated the above abilities are obliged to ensure that they do the following:

- Fully pay their membership fee thus ensuring insurance cover.
- For non-boat owners fully pay their club boat usage fee for the season.
- Check the boat is safe to sail before launching it.

6 Boat Storage

6.1 General

- Boat storage is provided at Castle Semple Sailing Club for dinghies.
- Permission to store a dinghy within the club grounds will only be granted after approval by the property steward.
- No boat may be stored at the club without prepayment. Any exception must be authorised by the property steward, Commodore or committee.
- Storage charges will be determined by the committee, ratified at the next AGM and published in membership renewal documents.
- All boats must be fully insured.

The club does not accept any liability for dinghies stored within the club grounds.

Storage is at the member / owner's own risk.

The club storage compound must be kept locked at all times when not in use.

Safety is paramount and is the responsibility of every member. If suspect practice or equipment is observed, please notify a committee member as soon as possible

6.2 Dinghy Compound

Please keep the park as tidy as possible, and put spent tape, ropes etc in black dustbin outside the club house.

Ensure boat covers are secure. Ensure all halyards are tied down.

Lock the clubhouse and gates before / after you sail or leave the club grounds.

7. Use of Club Safety Boats

The committee is responsible for the boats including maintenance, fuelling and allocation for club events.

The powerboats can only be driven by people with RYA Power Boat Level 2 or equivalent qualification.

The safety boat outboards are fitted with a kill cord and these must be used by the person in control at all times when the boat is in use on the water. The person in control shall also be responsible for ensuring all crew are within the boat and holding on tight during manoeuvres.

The club power boats are not available for personal recreational use. Members wishing to use this boat for other purposes outside club organised events are to obtain permission from the committee or Commodore. Any defects are to be advised to a committee member.

7.1 Safety boats

Whaly

You will need to be an engine locker key holder to access the engine and boat in the container.

Ribcraft with Tohatsu outboard

Attaching the engine is only to be carried out by people who have been given the appropriate training on the correct procedure.

Once the engine is secured, ensure the safety line is attached to the eye on the transom. Place the drainage bung in and place the fuel tank into the boat, and attach the fuel line to the engine, and open the air breather screw on the fuel tank filler cap.

7.2 Starting the engine

Use / operation of the engine is only allowed by people who have been given the appropriate training on the correct procedure and are approved by the committee.

8. Action in the Event of a Fire

If you discover a fire or suspect the presence of a Fire.

- Give the alarm by shouting "FIRE".
- On hearing the alarm or if you have given the alarm PROCEED IMMEDIATELY to the nearest available exit and leave the building. Do not stop to collect belongings.
- Summon the Fire Brigade directly by dialing 999 at the first possible moment when it is safe to do so unless you are aware this has already been done.
- All people should proceed to the designated fire assembly point.

THE ASSEMBLY POINT IN THE CASE OF FIRE IS THE COMPOUND GATE

- It is important that you do not remain near the entrances of the building which has been evacuated as this can restrict the evacuation procedure and hinder access for the fire service.
- Do not re-enter the building until you have been informed that it is safe to do so.
- As a rule all fire fighting should be left to the professionals i.e. the fire service.

Any attempt to fight a fire with fire extinguishers should only be made by appropriately trained or experienced people where the fire is of a small nature or impinging on an exit route.

Appendix A: Risk Assessments

CASTLE SEMPLE SAILING CLUB – RISK ASSESSMENT

Risk/Hazard	Who is at Risk?	Measures Taken to Reduce Risk?	What Further Action is Necessary to Control the Risk?
CLUB SAILING EVENT SAFETY			
<p>Hazard: drowning from capsize or falling overboard. Severity: death. Probability: low.</p>	Sailors.	<p>Person in charge to maintain controlled sailing area and adequate safety craft ratio. Everyone on the water to wear adequate personal buoyancy. Responsible person to decide if conditions are suitable for the club event.</p>	<p>None Residual Probability: very low</p>
<p>Hazard: hypothermia from immersion or exposure. Severity: loss of limbs, death. Probability: low.</p>	Sailors.	<p>Person in charge to maintain safety craft ratio. People on water to wear appropriate clothing for the conditions i.e. Wetsuit, Drysuit.</p>	<p>None Residual Probability: very low</p>
<p>Hazard: injury through being struck on the head by boom. Severity: concussion, cuts, bruises. Probability: high for inexperienced sailors.</p>	<p>Inexperienced sailors, i.e. those who have yet to learn the potential hazard that results from an uncontrolled gybe.</p>	<p>Club boats only available to helm's that have demonstrated the appropriate sailing skills. Helmets to be made available to those who wish to use them.</p>	<p>None. Residual Probability: low-medium</p>

CASTLE SEMPLE SAILING CLUB – RISK ASSESSMENT			
Risk/Hazard	Who is at Risk?	Measures Taken to Reduce Risk?	What Further Action is Necessary to Control the Risk?
Hazard: injuries from equipment on boat. Severity: concussion, cuts, bruises. Probability: low rising to medium in strong winds.	Sailors -particularly inexperienced	Person in charge to decide if conditions are suitable for club event –risk higher in strong winds.	Assess level of risk for conditions. Residual Probability: low
Hazard: injuries from boat to boat/pontoon contact. Severity: crushed hands/legs. Probability: low.	Sailors -particularly inexperienced	Club boats only available to helm's that have demonstrated the appropriate sailing skills.	Assess level of risk for conditions. Residual Probability: very low
Hazard: head or eye injuries from contact with booms or mast whilst boats alongside pontoons. Probability: Low.	People who are alongside boats.	The boat helms to keep a good look out.	Ensure boats are unattended for minimum time Residual Probability: very low
Hazard: injuries from tripping/falling off pontoon. Severity: head injuries, breaks, drowning. Probability: drowning low, other medium.	People who use the pontoon.	N/A the pontoon is a public amenity and CSSC has no responsibility or control over its use.	Remove any unnecessary tripping hazards that belong to CSSC from pontoons. Residual Probability: very low

CASTLE SEMPLE SAILING CLUB – RISK ASSESSMENT

Risk/Hazard	Who is at Risk?	Measures Taken to Reduce Risk?	What Further Action is Necessary to Control the Risk?
USE OF BOATS UNDER POWER			
<p>Hazard: drowning – from falling overboard. Severity: death. Probability: low.</p>	<p>Sailors.</p>	<p>Drowning only likely if knocked unconscious. All people to wear lifejacket / buoyancy aid whilst in powerboats. Person in charge to decide if conditions are suitable for launch–risk higher in strong winds. Only approved people to be in control of the boat.</p>	<p>None Residual Probability: low</p>
<p>Hazard: injury from propeller upon falling overboard. Severity: death or serious injury. Probability: low.</p>	<p>Sailors.</p>	<p>Use of kill cord mandatory for all outboard users. People to sit entirely within boat. Boat user to be vigilant. Person in charge to decide if conditions are suitable–risk higher in strong winds. Only approved people to be in control of the boat.</p>	<p>None Residual Probability: low</p>

CASTLE SEMPLE SAILING CLUB – RISK ASSESSMENT

Risk/Hazard	Who is at Risk?	Measures Taken to Reduce Risk?	What Further Action is Necessary to Control the Risk?
<p>Hazard: injuries from boat to boat/pontoon contact. Severity: crushed hands/legs. Probability: low.</p>	<p>Sailors.</p>	<p>Only appropriately skilled people authorised to use boat. The person in charge of the boat to ensure hands/legs in the boat during coming alongside.</p>	<p>None Residual Probability: low</p>
<p>Hazard: injuries resulting from coming alongside manoeuvres. Severity: crush injuries, possibly serious. Probability: low.</p>	<p>Sailors.</p>	<p>Only appropriately skilled people authorised to use boat. The person in charge of boat to keep crew briefed on intended manoeuvres and what is expected of them.</p>	<p>None Residual Probability: low</p>

CASTLE SEMPLAILING CLUB – RISK ASSESSMENT

Risk/Hazard	Who is at Risk?	Measures Taken to Reduce Risk?	What Further Action is Necessary to Control the Risk?
HAZARDS TO CLUB MEMBERS ON PREMISES			
Hazard: falling/tripping. Severity: serious injury. Probability: low.	All club members and guests.	All spillages to be dealt with immediately.	All perceived hazards to be immediately reported to the person in charge. Stairs to be maintained in a safe condition. Residual Probability: very low
Hazard: slipping in changing rooms. Severity: bodily injury, unlikely to be serious. Probability: medium.	All club members and guests.	All spillages to be dealt with immediately.	All perceived hazards to be immediately reported to the person in charge. Drains to be kept clear. Residual Probability: very low
Hazard: tripping in club grounds. Severity: bodily injury, unlikely to be serious. Probability: medium.	All club members and guests.	Grounds levelled as far as possible Children to be told not to run on wet or slippery surfaces.	Specific tripping hazards to be removed by re-levelling. Residual Probability: low

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Risk/Hazard	Who is at Risk?	Measures Taken to Reduce Risk?	What Further Action is Necessary to Control the Risk?
BOAT LIFT IN/LIFT OUT			
Hazard: boat in transit falling/hitting someone. Severity: bodily injury, unlikely to be serious. Probability: low	All people in area.	All people involved in lifting to be vigilant. Extra care to be taken in strong winds.	None. Residual Probability: very low
Hazard: mast falling on member during stepping. Severity: serious injury. Probability: low-medium with less experienced helpers.	All people in area.	Mast to be controlled preferable with two or more people. Before completing the task make sure that area where the mast could fall is clear and that unauthorised people do not enter the area of the lift.	None. Residual Probability: very low

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Risk/Hazard	Who is at Risk?	Measures Taken to Reduce Risk?	What Further Action is Necessary to Control the Risk?
SAILING SAFETY - RACING			
<p>Hazard: drowning from capsize or falling overboard. Severity: death. Probability: low.</p>	Sailors.	<p>Those racing are experienced sailors aware of risk. The safety boat must be on the water with helm and crew before a race can take place. All participants are required to wear adequate personal buoyancy. Person in charge to decide if conditions are suitable to hold race. Person in charge empowered to reduce length of course or cancel in severe conditions.</p>	<p>None Residual Probability: very low</p>
<p>Hazard: hypothermia from immersion or exposure. Severity: loss of limbs, death. Probability: low.</p>	Sailors.	<p>Safety Boat to be on the water with helm and crew before a race can take place. Person in charge to evaluate if conditions are suitable – risk higher in strong winds and racing in the Winter and early Spring / late Autumn.</p>	<p>Person in charge to have power of veto on participants inappropriately dressed for racing. Residual Probability: very low</p>
<p>Hazard: injury through collision with other water craft. Severity: concussion, cuts, bruises. Probability: medium.</p>	People on the water (sailors, windsurfers etc.).	<p>The Racing Rules of Sailing are mandatory and will be obeyed by all competitors. These are designed to minimise the risk of collision.</p>	<p>None Residual Probability: low</p>

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Risk/Hazard	Who is at Risk?	Measures Taken to Reduce Risk?	What Further Action is Necessary to Control the Risk?
Hazard: injury through being struck on the head by boom Severity: concussion, cuts, bruises Probability: low.	Sailors	Sailors who have progressed to racing will be aware of this risk.	None. Residual Probability: low
Hazard: injuries- from equipment on boat. Severity: concussion, cuts, bruises. Probability: low.	Sailors	Sailors who have progressed to racing will be aware of this risk. Person in charge to decide if conditions are suitable – risk higher in strong winds.	None. Residual Probability: low