



SWSA Cruiser Racing Risk Assessment and Safety Policy- for Competitors

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Sections 3.4 & 4 taken from the full SWSA Risk Assessment and Safety Policy

3.4 Competitors

- a) No starter will be accepted without the SWSA being in receipt of a signed entry form. The SWSA entry form has SWSA's Competitor Safety Policy appended. Other safety information is included within the Sailing instructions (SIs), which can be accessed via SWSA's website and should be carried on board.
- b) The SWSA reserve the right to refuse or cancel an entry on safety grounds.
- c) Competitors are reminded of their responsibilities to:
 - i) Maintain a listening watch on VHF Ch37 (M1) (P1).
 - ii) To start or continue in a race, taking into consideration their level of equipment, crew ability and experience, and other factors as listed in the SIs.
 - iii) Their crew, with respect to safety issues, including provision, instruction, location, and use as appropriate, particularly in respect of lifejackets/liferafts, flares, VHF, dangers from ropes and booms, illness, safety procedures, and man overboard procedures. Please note, the RNLI will carry out a free boat safety check and advise boat owners, under their Sea Safety Initiative known as Advice Onboard".

<https://rnli.org/safety/what-we-can-do-for-you>
 - iv) Be aware of local harbour byelaws, and notices to mariners, in particular ABP Byelaw No 11 – Moving Prohibited Zone.
 - v) Be aware of wash from passing vessels and the associated risk of trips and falls.
 - vi) Use of your yacht's engine, if necessary, to avoid any dangerous situation. The circumstances should be subsequently reported to the race officer. Dependant on the situation, you will not necessarily be penalised.
- d)
 - i) Competitors are encouraged to use the RYA SafeTrx scheme for recording boat and voyage details and to supply next of kin contact details on the SWSA entry form.
 - ii) comply with as a minimum to current World Sailing Offshore Special Regulations Appendix B – Special Regulations for inshore racing. Google:- ISAF OFFSHORE SPECIAL REGULATIONS
 - e) If competitors are unsure that a Man Overboard (MOB) can be quickly recovered, an immediate Mayday call via channel 16 should be made.
- f) In the event of minor injuries, advice may be sought from HM Coastguard via channel 67 as necessary. In the event of a medical emergency, a Pan Pan, or Mayday call via channel 16 should be considered.
- g) Competitors are reminded of their obligation under the Sailing Instructions to have on board a functioning auxiliary engine.
- h) Prior to the start of each race, a radio check will be requested of each competitor by the race officer on VHF channel 37 (M1). If a competitor cannot be raised by either VHF or mobile phone, they will be scored as DNS.
- i) Skippers are recommended to maintain on board the boat (back of logbook?), a crew list with their shore contacts name and contact phone. Further, for offshore passage races skippers are strongly advised to give their shore contact a crew list with their emergency contacts.



4. Risk Statement

The Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.
- b. They are responsible for the safety of themselves, their fellow crew, their boat and their other property whether afloat or ashore.
- c. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- d. Their boat is in good order, equipped to sail in the event and they are fit to participate.
- e. The provision of a race management team, and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- f. In the event of an incident on the water e.g., MOB, collision, dismasting, grounding, it is the duty of competitors to stand by and offer assistance to the other vessel. Such action may be reported to the Race Officer and redress given.
- g. They are responsible for ensuring that their boat is equipped and seaworthy to be able to face extremes of weather; that there is a crew sufficient in number, experience, and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.
- h. There is a need for extra care and prudent decisions when navigating in the main channel. Note SI 5.