

### 3) Risk Assessment for Operating Sand yachts on Brean Sands.

By Chairman: BLYC. Date: March 2008

Ref	Procedure	Hazards	Persons in danger	Potential Harm	Existing Safe Systems/Controls	L x S=R			Suggested Safe Systems Required	L x S =R		
1	Moving yachts from yacht park to beach access	Collision	Road users	Minor injury	Yachts wheeled on road at slow speed with care.	2	2	4	Use wide track	1	2	2 Very low risk.
2	Moving yachts down beach access	Collision	Beach users	Minor injury	Look out for vehicles exiting the beach & pedestrians using ramp.	2	2	4	New rule - Yachts to be pushed onto beach	1	2	2 Very low risk.
3												
4	Yacht parking	Unmanned yacht out of control	All beach users	Major injury to more than one person	Traditionally tip yachts but mostly use front wheel sand hole. Sometimes not done in lighter winds.	3	4	12	Tip yacht over or recommend wheel restraint for Class 2/3	1	4	4 Low risk.
5	Mechanical condition of yachts	Loss of steering control	All beach and sandbank users	Major injury to more than one person	Individual pilots must maintain critical systems on their own yacht. Beginners usually checked by others informally.	3	4	12	Second pilot check required to ensure compliance with FISLY rules on all construction relevant to safety.	1	4	4 Low risk.
		Limited forward visibility	All beach and bank users	Major injury to one person	Individual pilots must ensure sufficient forward visibility.	2	4	8	Second pilot check on visibility to meet current and/or future FISLY rulings for any class.	1	4	4 Low risk.
6	General sailing on Beach	Collision	Fishermen and beach users	Major injury to one	Pedestrians using the beach and are not approached closer than 100M	1	3	3	No change proposed.	1	3	3 Very low risk.
" "		Frightening horses	Equestrians	Minor injury	Not approached any closer than 300m. Very high visibility but routes not always predictable.	2	2	4	Check with riders.	1	2	2 Very low risk.
7	General sailing in area (Summer only)	Collision	Beach users	Major injury to one	Area signed with LY signs & white plastic posts defining sailing area.	2	3	6	No sailing allowed in the Summer season(August).	1	3	3 Very low risk.
" "			Equestrians	Minor injury	Horses not usually in this area.	2	2	4	Check with riding schools	2	2	4 Low risk.
8	Club racing on a marked course	Collision	Beach users, & fishermen	Major injury to one	Visual check on race course warn pedestrians – verbal warning if on course or not approaching closer than 50M	1	3	3	Additional training to highlight the extra demand on sand yacht pilot because of racing tactics.	1	3	3 Very low risk.
" "		Frightening horses	Equestrians	Minor injury	Not approached any closer than 300m. Very high visibility but routes not always predictable.	2	2	4	Liaison with riders.	1	2	2 Very low risk.
9	Returning to the ramp	Collision	Beach users	Major injury to one	Tow by hand.	1	2	2	Rule change. Yachts to be pushed up sand to ramp.	1	2	2 Very low risk.
10	General warnings to public on beaches used for sandyachting	Collision	Beach users	Major injury to one	Walkers may be unaware of recreational sailing in area, temporary notices erected by officer of day (Club) when there is any sailing on beach.	3	2	6	Local Club signs at access points:- 'Warning, sand yachting in progress. Yachts must be licensed.'	1	3	3 Very low risk.

11	Inexperienced sand yachters	Collision	Beach users	Major injury to one	Notices 2 at vehicle entrance to beach and at every public foot entrance to beach within sailing area.  Fully qualified Instructor to be in attendance to monitor beginners.	2	2	4	Initial sailing experience to be on miniyachts or class 5 only and under supervision.	1	2	2	Very low risk.
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Guidance Notes for Assessors

Likelihood of Hazard

Likelihood = the potential  
Of the hazard being realised

Severity

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------------------------|
| 1. Item Reference Number                                                                                                                                            | 1. very unlikely | 1. Trivial injury                       |
| 2. Procedure being observed or considered                                                                                                                           | 2. Unlikely      | 2. Minor injury                         |
| 3. Any hazards that may cause harm to an individual or group                                                                                                        | 3. May happen    | 3. Major injury to one                  |
| 4. People at risk - numbers and occupations                                                                                                                         | 4. Likely        | 4. Major injury to more than one person |
| 5. What may happen if the hazard is not eliminated or reduced                                                                                                       | 5. Very likely   | 5. Death of one person                  |
| 6. What is currently being done to eliminate or reduce the risk                                                                                                     | 6. Inevitable    | 6. Multiple deaths                      |
| 7. Risk calculation (likelihood x severity = risk) to be<br><br>Repeated to take into account existing safe systems/controls<br>and suggested safe systems/controls |                  |                                         |

### 3) Risk Assessment for Competitive Sand yacht racing on Brean Sands.

By Chairman: BLYC. Date: March 2008

Ref	Procedure	Hazards	Persons in danger	Potential Harm	Existing Safe Systems/Controls	L x S=R	Suggested Safe Systems Required	L x S=R
1	Registration of all Sand yachting pilots	Those resulting from visiting, competing pilots unfamiliar with the local rules and conditions.	Beach users	Minor injury to one person	Most pilots are familiar with the venue but visitors not necessarily familiar with the new provisions of the recent Risk Assessments. All pilots known to be members of the BFSLYC with appropriate insurance.	1 1 2	All visiting Pilots informed on or before registration of local restrictions and safety factors. Important points from risk assessments to be covered in pre-racing briefing.	1 2 2 Very low risk
2	Access to Race area	Collision	Beach Users	Minor injury to one person	No special consideration presently given to visiting sand yacht pilots, though most are familiar with this venue.	3 3 9	Information communicated to visiting pilots as above. Briefing to include local restrictions and safety separation from beach users.	3 3 9 Medium risk
3	Designation of the racing course	Collisions with beach users having no knowledge of the racing course area.	Beach users.	Major injury to one person	SDC general info notices already displayed at main beach access slipways.	3 3 9	Red and White tape on all 'Quick sand' sign posts. Pilots not to sail between these signs and land side.	3 3 9 Medium risk
4	Control of racing	Encroachment of beach users onto racing lines.	Beach Users.	Major injury to more than one person	Experienced Sailing Master controls racing using flags and communication system. One or more additional Marshals available to cover racing course.	2 4 8	Two marshals required with radio communication to sailing master, generally, sand yachting courses to be shortened to make control and Marshalling easier and quicker. New Rule: Max wind speed 25mph	1 4 4 Low risk
5	Starting of races.	Unsafe wind or visibility conditions	Beach Users.	Major injury to more than one person	Cancellation of racing normally at the discretion of the sailing master.	3 4 12	Small courses than previously to ease marshalling problems. Radio comms between Sailing Master and Marshalls preferred.	2 4 8 Low risk
		Pedestrians in transit across the racing course	All beach users	Major injury to one person	Sailing Master waits until course is clear before starting race. Nearby pedestrians will be informed of racing about to start	2 4 8		
6	Spectator control	Horse riders approaching racing course.	Equestrians	Minor injury	Sailing Master waits until course is clear before starting race.	2 3 6	Racing to be held up until equestrians are at least 300M clear of course and not approaching it.	1 3 3 Low risk
		Encroachment of beach users onto racing racing course.	Spectators and Photographers	Major injury to more than one person	Currently assumed that spectators and photographers are aware of the hazard as there are normally no obstructions to vision.	2 4 8	Marshalls or Sailing master will intercept and caution spectators and photographers as required and indicate safe areas and times	1 4 4 Low risk
7	Casualty handling	Difficulty of access to the racing area for ambulances	Competitors, spectators and pedestrians.	Delayed access to medical help might result in more serious	Normally First Aid personnel (St Johns) on stand by during racing periods. Absolute minimum of one qualified first aider on the course.	2 3 6	All terrain vehicles capable of reaching all areas of course will be in place during racing. Race Marshall to be in contact	1 2 3 Low risk

8	Inexperienced sand yacht pilots	Possibly not aware of racing in progress	Sand yachters	consequences Collision with major injury to one person	Previously no control over non-club member, though most casual sailors would be expected to avoid racing course.	2	3	6	with First Aid Personnel. New rule: No casual sailing during national level Regattas.
9	Vehicles	Collision	All beach users.	Major injury to one person	All vehicles max speed of 10mph, except in emergency	2	3	6	Drivers of private vehicles used during regattas to be briefed on safety & insurance checked.

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