

ID Number	Description of Unwanted Risk/ Event	Existing controls or treatments	Risk rating				ALARP (yes no)	Additional controls or treatments required to be Incident Management Planmented to reduce risk level (to ALARP)	Revised risk rating after Incident Management					
			Consequenc e		Likelihood	Risk Level			Residual Consequenc e		Residual Likelihood		Residual Risk Level	
	<i>Only include unwanted events that are applicable to your club/regatta. The examples below are not intended to be exhaustive. Review your club risk register for unwanted events that are specific to the club/venue. The risk matrix used should be consistent with the one used by Australian Sailing.</i>	<i>Only include controls that have already been implemented in your Incident Management Plan for the club/regatta. If you have not implemented the controls in your Incident Management Plan but intend to do so include them in the 'Additional controls required to be Incident Management Planmented'column.</i>	<i>These cells automatically work out the risk level however, always check that they are working correctly before you rely on the risk level. Pick from the drop down lists.</i>					<i>If your risk level is 'Extreme, High or Medium' and not at ALARP you will need to develop and Incident Management Plan to implement more controls/treatments and re-assess the risk.</i>	<i>These cells automatically work out the risk level however, always check that they are working correctly before you rely on the risk level. Pick from the drop down lists.</i>					
<b>Weather/ environment / location</b>														
W1	Severe weather event	<ul style="list-style-type: none"> <li>• RO obtains BOM forecast and informs on day of race and/or cancellation.</li> <li>• Race briefing to include forecasted conditions.</li> <li>• Support Boat Operator receives BOM alerts.</li> <li>• Support Boat Operator monitors BOM radar and weather stations to determine surrounding weather conditions</li> <li>• Racing not to be undertaken if wind exceeds a consistent strength of 15 knots</li> </ul>	Moderate	3	Possible	C	H	No	<ul style="list-style-type: none"> <li>• Support Boat procedure for abandoning the race.</li> <li>• Competitors to monitor local weather conditions and retire from the race when appropriate.</li> </ul>	Minor	2	Possible	C	M
W2	Cold weather and/or strong winds result in hypothermia of competitors and/or officials.	<ul style="list-style-type: none"> <li>• Support Boat Operator to cycle through races efficiently minimising wait times for competitors.</li> <li>• Races to be conducted in such a way to minimise time on the water.</li> <li>• Competitor induction.</li> </ul>	Moderate	3	Unlikely	D	M	No	<ul style="list-style-type: none"> <li>• Competitors to wear appropriate sailing attire to the conditions</li> <li>• Have space blankets on board Support Boat for added warmth if needed.</li> </ul>	Minor	2	Rare	E	L

Venue/ host club on water considerations														
OW1	Dangerous shore/sea conditions during launching and retrieval of boats result in injury.	<ul style="list-style-type: none"> <li>Location of race area reviewed during selection process to ensure that it is suitable for the type of classes racing and to include in Race Briefings.</li> <li>Race briefing warns of geographic/topographic/hydrographic risks.</li> <li>Race briefing provided that is specific to Location of race area and types of competitor boats.</li> </ul>	Moderate	3	Possible	C	H	No	<ul style="list-style-type: none"> <li>Provision of additional support people on beach during uncertain landing conditions.</li> <li>Racing not to be undertaken if wind exceeds a consistent strength of 15 knots.</li> <li>Have personnel assist with launching and retrieval.</li> </ul>	Minor	2	Unlikely	D	L
OW2	Collision between competing boat and a floating/submerged object results in injury or property damage.	<ul style="list-style-type: none"> <li>RO and Support Boat to observe race area for any debris and remove from race area.</li> <li>Each participating craft to have current third party insurance.</li> <li>In case of personal injury, render first aid and enact Incident Management Plan/Emergency Response Plan where necessary.</li> </ul>	Moderate	3	Unlikely	D	M	No	<ul style="list-style-type: none"> <li>Sweep of course by Support Boat Operator and/or support boats prior to competitors being released from beach to sail to race area.</li> <li>Support Boat Operator to set course away from possible debris and moored boats.</li> </ul>	Minor	2	Unlikely	D	L

Race management														
RC1	Medical Conditions	<ul style="list-style-type: none"> <li>Race briefing to include a question to competitors if there are any known medical conditions that may effect a competitor during the event.</li> <li>Declared medical conditions are communicated to first aiders prior to any racing commencing (privacy conditions required).</li> </ul>	Moderate	3	Unlikely	D	M	No	<ul style="list-style-type: none"> <li>RO to note condition of competitors and consult with competitor if/when deemed appropriate. If in the opinion of the RO the medical condition represents an excessive risk to the competitor and/or ability for the person to be effectively medically amanged, the RO will exclude the competitor from the event.</li> </ul>	Minor	2	Unlikely	D	L
RC2	Support Boat Operator not physically able to provide support to vessel in distress.	<ul style="list-style-type: none"> <li>Fully brief Support Boat Operators and any additional support personnel on requirements of the roles and confirm that they are able to conduct the tasks required.</li> <li>Ensure the Support Boat is equipped with appropriate equipment and tools to support the activity being undertaken.</li> </ul>	Moderate	3	Possible	C	H	No	<ul style="list-style-type: none"> <li>Declared medical conditions are communicated to first aiders prior to any racing commencing (privacy conditions required).</li> <li>Vessel / competitor to be safely secured and/or moved to shore.</li> </ul>	Moderate	3	Rare	E	L
RC3	Support Boat not available	<ul style="list-style-type: none"> <li>OTB racing cancelled until Support Boat is available.</li> </ul>	Moderate	3	Rare	E	L	Yes						
RC4	Too many competing boats to be effectively managed by one support boat	<ul style="list-style-type: none"> <li>Limit of 12 competing boats when only one support is available.</li> </ul>	Moderate	3	Possible	C	H	No	<ul style="list-style-type: none"> <li>Additional support boats required for races involving more than 12 boats.</li> </ul>	Minor	2	Unlikely	D	L

Communications														
C1	Poor communication to emergency service providers (ambulance/police etc) of race area/location of incident and access details delays emergency treatment.	<ul style="list-style-type: none"> <li>Emergency services provided with access information to race area/location prior to event.</li> <li>Incident Management Plan/Emergency Response Plan to show access location/route</li> </ul>	Moderate	3	Unlikely	D	M	No	<ul style="list-style-type: none"> <li>Copy of Incident Management Plan/Emergency Response Plan to be located on Support Boat.</li> </ul>	Minor	2	Unlikely	D	L
C2	Support Boat Operator and personnel do not know who to contact is if an incident arises	<ul style="list-style-type: none"> <li>Competitor, Race and personnel induction.</li> <li>Incident Management Plan/Emergency Response Plan</li> </ul>	Minor	2	Unlikely	D	L	No	<ul style="list-style-type: none"> <li>Regularly updated Emergency Contact list to be in Support Boat.</li> </ul>	Minor	2	Rare	E	L

Emergency response/ incident management														
IN1	Large scale onwater incident occurs that can not be effectively managed by Support Boat Operator	<ul style="list-style-type: none"> <li>Incident to be Managed according to the Incident Management Plan/Emergency Response Plan - Support Boat in charge of incident unless handed over</li> </ul>	Major	4	Possible	C	H	No	<ul style="list-style-type: none"> <li>Support Boat to carry additional anchors and tackle in order to secure multiple capsized boats.</li> <li>Competitors of secured boats to board Support Boat.</li> </ul>	Moderate	3	Unlikely	D	M

IN2	Support Boat Operator and other personnel do not know who to contact if an incident arises.	<ul style="list-style-type: none"> <li>• Competitor /Support Boat/personnel induction.</li> <li>• Race briefing</li> <li>• Contact information displayed in Support Boat</li> <li>• Incident Management Plan/Emergency Response Plan</li> </ul>	Minor	2	Unlikely	D	L	Yes						
IN3	Sailor entrapped under capsized boat	<ul style="list-style-type: none"> <li>• Competitor to conduct capsize drill.</li> </ul>	Major	4	Possible	C	H	No	<ul style="list-style-type: none"> <li>• Other competitors to assist with righting of capsized boat.</li> <li>• Support Boat to observe capsized boat and render assistance promptly if required.</li> </ul>	Moderate	3	Unlikely	D	M
IN4	Sailor entrapped under trampoline	<ul style="list-style-type: none"> <li>• Competitor to conduct capsize drill</li> </ul>	Major	4	Possible	C	H	No	<ul style="list-style-type: none"> <li>• Support Boat to carry a sharp, well maintained, easily accessible, preferably serrated knife.</li> </ul>	Moderate	3	Unlikely	D	M

**Beach management**

BM1	Sailor slipping on the concrete launching ramp.	<ul style="list-style-type: none"> <li>• Sailors warned of local slip hazard when launching / retrieving.</li> <li>• Sailors to wear appropriate footwear.</li> </ul>	Moderate	3	Likely	B	H	No	<ul style="list-style-type: none"> <li>• Other sailors to assist with launching and recovery of boats.</li> </ul>	Moderate	3	Unlikely	D	M
BM2	During the activity of rigging / derigging the mast from a boat falls on another sailor.	<ul style="list-style-type: none"> <li>• Sailors take due care whilst rigging and derigging their boat.</li> </ul>	Moderate	3	Possible	C	H	No	<ul style="list-style-type: none"> <li>• All sailors are to have an assistant to help with raising / lowering their mast.</li> <li>• Rigging assistant is to be aware of other sailors in the immediate area and provide audible warning of when a mast is being raised / lowered.</li> </ul>	Moderate	3	Unlikely	D	M

**Equipment damage**

RC1	Boat Capsizes	<ul style="list-style-type: none"> <li>• All boats to have current CAT 7 OTB safety audit.</li> <li>• Competitor to conduct capsize drill</li> </ul>	Minor	2	Possible	C	M	No	<ul style="list-style-type: none"> <li>• Other competitors to assist with righting of capsized boat.</li> <li>• Support Boat able to assist when necessary.</li> </ul>	Minor	2	Rare	E	L
RC5	Boat breakages	<ul style="list-style-type: none"> <li>• All boats to have current CAT 7 OTB safety audit.</li> <li>• All boats to be maintained to a high standard.</li> <li>• Support Boat to tow to shore.</li> </ul>	Moderate	3	Possible	C	H	No	<ul style="list-style-type: none"> <li>• Competitors to assist all members with maintenance advice and techniques to improve overall standard of boats.</li> </ul>	Moderate	3	Unlikely	D	M

**Simultaneous operations with other club activities**

SO1	Event being run at the same time as another event (not necessarily related to sailing) introduces new risks to race management and competitors.	<ul style="list-style-type: none"> <li>• Event liaison to discuss mutual risks</li> </ul>	Moderate	3	Unlikely	D	M	No	<ul style="list-style-type: none"> <li>• If clash of event cannot be resolved, cancel racing for that day.</li> </ul>	Negligible	1	Rare	E	L
SO2	Clash between NHTYA Trailerable Racing / Cruising and /or Social events	<ul style="list-style-type: none"> <li>• Delay planning of OTB racing dates until NHTYA Trailerable Racing / Cruising and /or Social events calendar is set.</li> </ul>	Minor	2	Unlikely	D	L	Yes						
SO3	Movement of NHTYA Trailerable Racing / Cruising and /or Social event date that clashes with existing OTB Racing Event.	<ul style="list-style-type: none"> <li>• Move or cancel OTB Racing Event.</li> </ul>	Minor	2	Unlikely	D	L	Yes						