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# **Water Based Activities – COMPETITORS, RIB DRIVERS AND CREW, RACE OFFICERS and HELPERS at the Folkboat Week Regatta at the Royal Solent Yacht Club 16<sup>th</sup> ~ 22<sup>nd</sup> August 2025**

**Organisation name: Royal Solent Yacht Club**

**Assessment carried out by: Chief Race Officer, Rear Commodore Sailing**

**Date assessment was carried out: 28<sup>th</sup> April 2025**

The Royal Solent Yacht Club (the 'Club') has carried out this Risk Assessment of the sailing activities during the RSYC Folkboat Week.

The sailing activities involve competitors, RIB drivers and crew, Race Officers, Club staff and helpers.

During the Regatta, the Club will be running racing for Nordic, Classic and Cruising Folkboats. Racing will be run from a Committee Boat 'Countdown' in the Western Solent.

No one may participate in racing unless they have completed fully the Condition of Entry Form and they have read and understood this Risk Assessment. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. This activity is for competent people capable of making their own decisions and sailing without support from others. The responsibility for a boat's decision to participate in the activity is hers alone.

What are the hazards?	Who might be harmed and how?	What are you already doing to control the risks?	What further action do you need to take to control the risks?	Who needs to carry out the action?	When is the action needed by?	Date Assurance Provided
<b>Communication system not clear</b>	All participants if race management is affected or any issue arises	<ul style="list-style-type: none"> <li>- VHF radio protocols to be followed by Race Officers and RIBs</li> <li>- Ensure adequate numbers of VHF radios are available and are carried by all competitors</li> <li>- Courses to be communicated as per Sailing Instructions and repeating at regular intervals over VHF radio.</li> <li>- Results to be on Club website</li> </ul>	Review daily	PRO and Race Officers.	On each day of racing	
<b>Competitor gets into difficulty and requires urgent assistance with their boat</b>	Sailors and RIBs	<ul style="list-style-type: none"> <li>- Following standard sailing protocols</li> <li>- Buoyancy aids/floatation devices are recommended to be worn on the water. PRO and Race Officers may require buoyancy aids/floatation devices to be worn if conditions mean that it is appropriate to do so. Clear protocol to communicate requirement to competitors.</li> <li>- Wind and sea conditions to be considered to assess hazards for sailors and RIBs.</li> <li>- PRO and Race Officers to assess adequacy of RIB cover given numbers, experience and wind/tide conditions</li> <li>- Upper wind speed limit to apply.</li> <li>- Radios to be used on RIBs for communication with shore team and PRO with protocols followed to summon rescue.</li> </ul>	All racing to be closely monitored by PRO, Race Officers and Boatmen and immediately cancelled/abandoned if the wind/sea conditions are becoming more than acceptable.	PRO Race Officers, RIB drivers	On each day of racing	

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<b>Competitor gets into difficulty in the water and requires assistance getting out of the water</b>	Sailors and RIBs	<ul style="list-style-type: none"> <li>- As above</li> <li>- Standard RSYC Protocol</li> <li>- RIBs to follow rescue procedures as set out in the Support Boat Briefing</li> <li>- Radio communications and protocols to summon external assistance if required.</li> <li>- RSYC support vessels carry the following devices to enable self-recovery from water:  <i>Solent RIB</i> carries a mounted step and deployable ladder on its transom.  <i>Marksman</i> has a deployable solid ladder stored on board under the console.  <i>Countdown</i> has a rope ladder on board.</li> <li>- Deployable floatation devices on <i>Countdown</i> and <i>Marksman</i> and <i>Solent RIB</i></li> </ul>		Sailors and RIB drivers and crew	On each day of racing	
<b>First Aid including Basic Life Support</b>	RIBs and sailors	<ul style="list-style-type: none"> <li>- As above</li> <li>- Endeavouring to minimise the actual risks of sailing</li> <li>- Defibrillator on <i>Marksman</i> if required</li> <li>- Perform only Chest Compression BLS.</li> <li>- Follow UK Resuscitation Council Guidance +/- RYA recommendations</li> </ul>		RIBs, other sailors,	On each day of racing	

<b>Fire on Board Committee Boats</b>	RIB drivers and Race Officers	<ul style="list-style-type: none"> <li>- Fire Extinguishers on board all boats</li> </ul>		RIB drivers and Race Officers	Immediate	
<b>Medical Emergency such as:</b>  <b>Allergies</b>  <b>Seasickness</b>  <b>Sunburn</b>  <b>Dehydration</b>  <b>Choking</b>	Sailors, RIB drivers, Race Officers	<ul style="list-style-type: none"> <li>- Epipens can be carried by RIB drivers as required, or kept in Sailing Office</li> <li>- Seasickness tablets can be recommended</li> <li>- Suncream and hats recommended</li> <li>- Water on board all RIBS and C/Boats</li> <li>- First Aiders on RIBs who are made known to the Race Officers on the daily Risk Assessment sheet completed at the start of racing each day</li> </ul>		RIB drivers and Race Officers	Immediate	
<b>Other vessels in the Solent, including ferries</b>	Sailors, Committee vessels and RIBs	<ul style="list-style-type: none"> <li>- Sailing Instructions draw attention to need to give ferries and commercial vessels priority and room</li> <li>- Alerts given to Wightlink ferries</li> <li>- Notification about Regatta to other Clubs</li> </ul>		Sailors, Sailing Office	Immediately prior to and throughout the Regatta	
<b>Decision to race</b>	Sailors and RIBs	<ul style="list-style-type: none"> <li>- Decision to race on the grounds of wind strength, will be made by a Committee of Chief Race Officer, Folkboat Organiser, Technical Chairman.</li> </ul>	-	Committee of three	On each day of racing	