

PORT EDGAR YACHT CLUB

RISK ASSESMENT:			RACE EVENTS			
ACTIVITY:			RACE EVENTS – YACHTS – NIGHT SERIES			
PERSONS AT RISK:			SKIPPERS, CREWS, OTHER WATER USERS			
See the general Risk Assessment for Race Events – Yachts. Specific Risks are associated with the Night Series Races:						
POTENTIAL HAZARDS:			Risk rating = potential of: Likelihood of event x Potential severity for harm			
			Likelihood		Severity of harm to	
				Property	Person	
1	COLLISIONS WITH:	Other race boats	Low	High	Severe	
2		Committee Boat	Low	High	Severe	
3		Commercial vessels	Low	High	Severe	
4		Other water users	Low	High	Severe	
5	OBSTRUCTION OF SHIPPING		Low	High	Severe	
6	WEATHER/SEA STATE/VISIBILITY DETERIORATION		Low	High	Severe	
7	MAN OVERBOARD – Identification & rescue		Low	High	Severe	
8	UNACCOUNTED YACHTS		Low	High	Severe	
CONTROL MEASURES TO REDUCE RISKS:						
A	Appropriate Information: Notice of racing – sailing instructions – mark positions – yacht courses for the night series and environmental conditions					
B	Weather limit – Maximum wind - mean 18 knots, gusts 25 knots					
C	Visibility – Forth Rail Bridge not clearly visible (1nm distance from Pier Box) – Race Officer must set a course to ensure the course does not cross the shipping channel using PEYC lit marks W, Q, Z, L					
D	Shortening of course or Abandonment if weather/visibility/sea state/ major shipping conditions change					
E	Race Officer to contact the Forth Ports before race and inform all race fleet of known shipping movements					
F	All Yachts MUST register intention to race online					
G	Yachts contact race officer BY VHF Ch77 before start of race to ensure communications					
H	Race Box Emergency Mobile powered up and switched on at start of race (07514737094), Yachts (skipper & at least one crew) have note of Mobile number					
I	Yachts (skipper & at least one crew) have note of Emergency Mobile number for Race Box					
J	Race Officer must account for all yachts finished, retired, or DNF before leaving race box – count yachts out of marina and count yachts back in					
K	Yachts comply with IRPCAS navigational lights, lookout, and prevention of collision rules					
L	Yachts after sunset must show full navigation lights (Port, Starboard & Stern, or Tri-colour) as prescribed by IRPCAS, and must retire promptly if they fail. Yachts with inadequate lights, in the opinion of the Race Officers, will be disqualified without a hearing. This amends RRS 63.1.					
M	Yachts must have a dan-buoy or horseshoe buoy with attached automatic light near the cockpit					
N	Permit yachts to use engine in navigation channel if necessary					
O	Competitors luffing after sunset are reminded of their obligations, under RRS 16.1. Changing Course, that 'the space a boat needs while manoeuvring promptly in a seamanlike way' is always much more at night and they should adjust their close quarter manoeuvring accordingly.					
P	During night races, yacht sailors must wear a correctly fitted lifejacket or personal buoyancy aid, complying with the relevant EN standard, including a personal light. This amends RRS40. Harnesses are strongly recommended.					
Q	Yachts must identify themselves on VHF Ch77 as they approach mark W at the end of each round.					
R	Yachts must not obscure the finish line by re-crossing it after finishing.					
S	Yachts retiring must inform the Race Officer by radio on Chan 77.					
T	Yachts are strongly advised to call 'Mayday' on VHF Chan 16 if they lose a crewman overboard during night hours, however benign the conditions.					
U	Frequent feedback from competitors, review risk assessment and update.					
Name:	Linda Cooper		Position:	Commodore	Date: 12/04/23	