



Royal Motor Yacht Club Port Hacking Sailing Division

Risk Assessment and Risk Register

July 2018

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2.0	Michael Wolf Pete Risby	30 June 2015	Ross Hetherington	13 July 2015	Annual Review
2.1	Pete Risby	1 December 2015	Mike Wolf	1 December 2015	Update following review of incidents
3.0	Pete Risby	1 September 2016	Risk Sub-committee		Annual Review
3.1a	Pete Risby	1 June 2017	Risk Sub-committee	27 March 2017	Review of wind criteria for Cat 5 Bate Bay races and Incident on 26th April 2017
4.0	Pete Risby	17 August 2017	Mike Wolf Risk Sub-Committee Chair	August 2017	Annual review
5.0	Pete Risby	19 July 2018	Mike Wolf Risk Sub-Committee Chair	July 2018	Annual review

Risk Assessment and Risk Register

1. PREAMBLE

The Royal Motor Yacht Club Port Hacking Sailing Division (RMYCPHSD) has established a risk management process in accordance with the guidance provided by Yachting Australia¹. This risk management process has produced a suite of three documents designed to identify and manage on-water risk associated with yachting events conducted by RMYCPHSD. These documents are the “Operational Management Plan”, the “Yacht Incident Management Plan” and the “Risk Assessment and Risk Register”. These three documents together form the RMYCPHSD risk management process, and as such they should be read together, not in isolation.

2. Introduction

R.M.Y.C Port Hacking Sailing Division (RMYCPHSD) organises a series of yacht races in the coastal waters from Broken Bay to Port Kembla, as well as a number of non-competitive cruising events in the same general area. This document records the risk assessment undertaken in respect of the racing events, including the resultant Risk Register. This Risk Assessment and Risk Register is reviewed annually or more frequently if situations warrant. Appendix 1 records the outcomes of any incidents reviewed.

3. Methodology

This risk assessment is based on the Australian Standards Risk Management – Principles and Guidelines AS 31000:2009, following guidance provided in Yachting Australia's Club Risk Management A Practical Resource for Clubs and Centres March 2014.

The risk identification has been undertaken during a workshop of a subcommittee of the Sailing Division committee of R.M.Y.C - Port Hacking and involved reviewing previously identified risks taking into consideration the experience of the 2014-2015 season, as well as identifying new risks, using Likelihood, Severity and Risk Impact Matrix classifications included in the Yachting Australia document referred to above. Those risks are summarised in Section 5, with the complete risk register recorded in the Risk Register is included in Section 6, and is also available at RMYCPH Sailing Division Risk Register.

Likelihood

Likelihood is related to the potential for a risk to occur over an annual evaluation cycle in accordance with the following scale:

Rating	LIKELIHOOD
A. Almost Certain	Will probably occur, could occur several times per year

¹ In May 2016 Yachting Australia changed its name to Australian Sailing

B. Likely	High probability, likely to arise once per year
C. Possible	Reasonable likelihood that it may arise over a five year period
D. Unlikely	Plausible, could occur over a five to ten year period
E. Rare	Very unlikely but not impossible, once in 100 years

Severity

The severity of a risk refers to the degree of loss or damage which may result from its occurrence:

Ranking	POTENTIAL IMPACT in terms of the objectives of the organisation
A Catastrophic	One or more fatalities
B Major	Permanent disabling injury. Vessels lost or damaged beyond repair
C Moderate	Serious reversible injury requiring medical treatment and rehabilitation. Vessels unable to complete series, race or passage
D Minor	Reversible temporary illness/injury requiring medical treatment. Damage to equipment that requires repair prior to being operable
E Negligible	Minor injuries possibly requiring first aid. Minor damage to equipment

Risk Impact

The risk impact matrix determines the severity of the risk and the impact it could have on the organisation. It provides an indicator to assist in the decision making of what action is warranted for the risks.

Risk Impact Matrix

		Potential Impact				
		A Catastrophic	B Major	C Moderate	D Minor	E Negligible
Likelihood	A Almost Certain	Extreme (1)	Extreme (1)	Major (2)	Major (2)	Medium (3)
	B Likely	Extreme (1)	Extreme (1)	Major (2)	Medium (3)	Minor (4)

	C Possible	Extreme (1)	Major (2)	Major (2)	Medium (3)	Minor (4)
	D Unlikely	Major (2)	Major (2)	Medium (3)	Minor (4)	Minor (4)
	E Rare	Medium(3)	Medium (3)	Minor (4)	Minor (4)	Minor (4)

Key:

1	Extreme risks that are likely to arise and have potentially serious consequences requiring urgent attention
2	Major risks that are likely to arise and have potentially serious consequences requiring urgent attention or investigation
3	Medium risks that are likely to arise or have serious consequences requiring attention
4	Minor risks and low consequences that may be managed by routine procedures

For example, an event with likelihood = C (Possible) and Consequence = D (minor) would be considered to have a medium (3) risk.

4. Summary of Events included in the Risk Assessment

Event	Description and Equipment and Communication requirements
Protected water sailing (eg. twilight races)	Races held in the protected waters of Port Hacking limited to daylight hours, normally less than 4 hours duration. Roads and Maritime Services (RMS) equipment for closed waters + YA Category 7 equipment as required by the current edition of the Racing Rules of Sailing. Subject to annual audit and random club inspections. All races held during the normal operating hours of the Marine Rescue Radio Stations
Bate Bay Passage Series	Races held in Port Hacking and Bate Bay, limited to daylight hours, normally less than eight hours duration Roads and Maritime Services (RMS) equipment for open waters + YA Category 5 equipment as required by the current edition of the Racing Rules of Sailing. Subject to annual audit and random club inspections. In addition to the mandatory monitoring of VHF channel 16, race instructions require a yacht to remain on watch on VHF channel 73 during a race. All events during the normal operating hours of the Coastal Radio Stations and sailing is in day light hours.

Short Haul and Short Ocean offshore races	Races held around the coastal regions of Port Hacking, Botany Bay and Port Jackson, limited to daylight hours, normally less than eight hours duration. Roads and Maritime Services (RMS) equipment for open waters + YA Category 4 equipment as required by the current edition of the Racing Rules of Sailing. Subject to annual audit and random club inspections. VHF radio (ch 16 and 73). Race instructions make monitoring VHF channel 16 mandatory. All events during the normal operating hours of the Marine Rescue Radio Stations and sailing is in day light hours. Requirement to establish two way communications with Start Boat prior to start
Long Haul offshore races	Coastal races with some night time sailing - limited to no more than one night at sea. Roads and Maritime Services (RMS) equipment for open waters + YA Category 3 equipment as required by the current edition of the Racing Rules of Sailing. Subject to annual audit and random club inspections. Tracking sheet prepared with boat entry details and issued to Marine Rescue for tracking for the duration of the race in accordance with normal Marine Rescue procedures. VHF radio (ch 16 and 73) with mandatory logging on/off and position reporting procedures. Race instructions make monitoring VHF channel 16 mandatory. All events during the normal operating hours of the main Marine Rescue Radio Stations. Designated emergency land based Race Officer phone details supplied to racing yachts.
Two handed offshore races	Races held around the coastal regions of Port Hacking, Botany Bay and Port Jackson, limited to daylight hours, normally less than eight hours duration. Roads and Maritime Services (RMS) equipment for open waters + YA Category 4 equipment as required by the current edition of the racing Rules of Sailing. Subject to annual audit and random club inspections. VHF radio (channel 16 and 73) Race instructions make listening to channel 16 mandatory. All races held during the normal operating hours of the Marine Rescue Radio Stations Requirement to establish two way communications with Start Boat prior to start.

4. Assumptions in conducting the Risk Assessment

1. Apart from the Long Haul the races are of short duration - typically around two hours and generally less than five hours.
2. Apart from the Long Haul the races are held entirely in daylight hours.
3. For Category 3, 4 and 5 races all yachts carry VHF radios. These are checked to be functioning annually during the yachts Special Regulations audit. The courses are set to be within VHF range and during the operating hours of Marine Rescue Radio Stations. Water Police also keep a listening watch for emergency calls.
4. Yachts also carry personal buoyancy, flares, V-sheets and MOB recovery equipment and their condition is checked annually. It is likely that these will be carried below decks.
5. Apart from the Long Haul races it is anticipated that yachts are unlikely to be outside of the line of sight of at least one other yacht at any time. It is likely that other yachts in the race will be the nearest vessels available to render assistance. Easy communications will be critical.

4.1 Additionally, for two-handed races:

6. When compared to being fully crewed, yachts in these races may not be able to manoeuvre as quickly.
7. If one member of the crew is incapacitated through accident, illness or MOB situation, the remaining member is more likely to need outside assistance when compared to a fully crewed yacht.
8. All courses are within mobile phone range of shore based towers.
9. There is a lower age limit of 18 years applying to entries for this race series.
10. Electronic navigation aids may be used
11. Autopilot or similar steering devices must not be used
12. The crew must consist of no more than two persons, both of whom must be aged 18 years or above
13. Extra sails may be used

5. Risk Summary

No	Hazard	Likelihood	Severity	Risk Rating
1	Severe weather (including squalls, electrical storms) resulting in sailors and officials being exposed to hazardous conditions during events	Likely B	Minor D	Medium 3
2	Condition and well-being of sailors, including: Sunstroke/sunburn/dehydration, Hypothermia, Personal injury to sailor, Delay in attending to a medical emergency mid-race with the potential to aggravate the condition of the injured person(s), Crew incapacitation Short Haul offshore races - Two handed	Possible C	Moderate C	Major 2
3	Collisions involving boats resulting in personal injury and/or major damage disabling boats	Likely B	Moderate C	Major 2
4	Crew member(s) fall overboard and require external assistance to locate and recover	Possible C	Minor D	Medium 3
5	Crew member falls overboard and requires external assistance to locate and recover - Two handed offshore races	Possible C	Moderate C	Major 2
6	Inadequately prepared or maintained boats that are dangerous and likely to create a safety incident	Unlikely D	Minor D	Minor 4
7	Failure to realise that a yacht has not returned (Cat 3 & 4 races)	Unlikely D	Major B	Major 2
8	Failure of Duty Officer to respond appropriately to an emergency situation	Unlikely D	Minor D	Minor 4
9	Loss of primary communications resulting in Marine Rescue being unable to provide and coordinate effective rescue services	Unlikely D	Minor D	Minor 4

No	Hazard	Likelihood	Severity	Risk Rating
10	Crew member falls overboard and can be recovered by subject yacht	Likely B	Negligible E	Minor 4

Key:

1	Extreme risks that are likely to arise and have potentially serious consequences requiring urgent attention
2	Major risks that are likely to arise and have potentially serious consequences requiring urgent attention or investigation
3	Medium risks that are likely to arise or have serious consequences requiring attention
4	Minor risks and low consequences that may be managed by routine procedures

6 Risk Register (risk assessment limited to ON WATER activities, including club management of these activities, only. Note that no assessment has been conducted without the listed controls in place. Should one or more control not be available then the hazard should be re-assessed). Some mitigations have been classified as Avoidance strategies (A) or Response Preparation strategies (R).

All risks listed in this register have been accepted by the RMYCPHSD, and unless otherwise indicated all mitigations are in place.

ID No	Hazard	Mitigation	Residual Likelihood	Residual Severity	Residual Risk Rating	Accepted?	Resources	Person Responsible	Time-frame
	On Water								
	Weather/Environment/Seastate								
1.	Severe weather (including squalls, electrical storms, fog) resulting in sailors and officials being exposed to hazardous conditions during events	<ul style="list-style-type: none"> • Weather forecast (A) • Duty BOM Manager contact details (A) • Emergency Contact list published in Handbook (R) • Incident Management Plan containing emergency procedures (R) • Annual Skippers Meeting (A) • Yachts will drill heavy weather equipment to start boat once a year (except Cat 5 & 7) (A) • Yachts carry sufficient fuel to 	Likely B	Minor D	Medium 3		BOM, Seabreeze, Willy-weather	Race Committee in consultation with Sailing Captain	

ID No	Hazard	Mitigation	Residual Likelihood	Residual Severity	Residual Risk Rating	Accepted?	Resources	Person Responsible	Time-frame
		<p>return to port in adverse conditions from any point on the course (YA Special Regulations Part 1 3.24.5) (R)</p> <ul style="list-style-type: none"> • Current gale warnings - Race cancelled (A) • Strong wind warning or severe sea state - Alternative courses considered or race cancelled (A) • For Long Haul Offshore races, monitor appropriate radio channels for weather updates and establish and maintain two-way radio contact with Marine Rescue (R) • For Cat 5 and 7 races only, race will be cancelled if forecast winds in the race area are greater than 25kt (A) • For Cat 5 and 7 					Skippers Meeting	Risk Sub-Committee	August 2017

ID No	Hazard	Mitigation	Residual Likelihood	Residual Severity	Residual Risk Rating	Accepted?	Resources	Person Responsible	Time-frame
		<p>races only, race will be cancelled if forecast Total Wave Height is greater than 2.5m inclusive</p> <ul style="list-style-type: none"> The SD Yacht Incident Management Plan gives guidance for Skippers to prepare their own incident management plan 							
2.	<p>Condition and well-being of sailors, including: Sunstroke/sunburn/dehydration, Hypothermia, Personal injury to sailor, Delay in attending to a medical emergency mid-race with the potential to aggravate the condition of the injured person(s), Crew incapacitation</p>	<ul style="list-style-type: none"> Skipper monitors crew Medical kit on board First aid book on board VHF radio required for all races except for Sheltered Water Category 7 events Appropriate safety gear for the various class of races (as per YA Special Regulations Part 1) Availability and use of white flares to attract attention (Two handed 	Possible C	Moderate C	Major 2				

ID No	Hazard	Mitigation	Residual Likelihood	Residual Severity	Residual Risk Rating	Accepted?	Resources	Person Responsible	Time-frame
	Short Haul offshore races - Two handed	offshore races) <ul style="list-style-type: none"> At least one means of serviceable electronic communication, which may be a mobile phone, is required to be carried on vessels participating in Category 7 races 					Skippers Meeting	Risk Sub-Committee	August 2017
Participating Boats									
3.	Collisions involving boats resulting in personal injury and/or major damage disabling boats	<ul style="list-style-type: none"> Racing Rules of Sailing Starting and finishing procedures Wednesday race instructions Application of International Regulations for the Prevention of Collisions at Sea 	Possible C	Moderate C	Major 2		IRPCS, YA Blue Book, RRS	Senior Race Officer/ Instructor	Prior to Regatta
4.	Crew member(s) fall overboard and require external assistance to locate and recover	<ul style="list-style-type: none"> Rig jackstays for Long Haul Ocean races and consider using harnesses when outside cockpit. 	Possible C	Minor D	Medium 3				

ID No	Hazard	Mitigation	Residual Likelihood	Residual Severity	Residual Risk Rating	Accepted?	Resources	Person Responsible	Time-frame
		<ul style="list-style-type: none"> • Yachts MOB recovery procedure • Yacht initiates Yacht Incident Management Plan. • Uses flares or VHF radio to alert nearby yachts. 							
5.	Crew member falls overboard and require external assistance to locate and recover - Two handed offshore races	<ul style="list-style-type: none"> • Yachts MOB recovery procedure • Yacht initiates Yacht Incident Management Plan • Uses flares or VHF radio to alert nearby yachts. 	Possible C	Moderate C	Major 2				
6.	Inadequately prepared or maintained boats that may create a safety incident	<ul style="list-style-type: none"> • Annual safety audit • Skippers prepare yachts according to the guidance in Section 9 of the RMYCPHSD Yacht Incident Management Plan 	Unlikely D	Minor D	Minor 4				
7.	Failure to realise that a yacht has not returned (Cat 3 & 4 races)	<ul style="list-style-type: none"> • Start boat list • Use of Race Logger app to record finish times 	Unlikely D	Major B	Major 2				
Race Management and Equipment									

ID No	Hazard	Mitigation	Residual Likelihood	Residual Severity	Residual Risk Rating	Accepted?	Resources	Person Responsible	Time-frame
8.	Failure of Duty Officer to respond appropriately to an emergency situation	<ul style="list-style-type: none"> Duty Boat duties and responsibilities provided to Duty Officer 	Unlikely D	Minor D	Minor 4				
Communications									
9.	Loss of primary communications resulting in Marine Rescue being unable to provide and coordinate effective rescue services	<ul style="list-style-type: none"> Alternate means of communicating emergency situation: flares, V-sheet, mobile phones, line of sight 	Unlikely D	Minor D	Minor 4				
10.	Crew member falls overboard and can be recovered by subject yacht	Crew briefings by skippers to include: <ul style="list-style-type: none"> MOB recovery procedures Risk awareness Immediate availability of flotation assistance (PFD, lifebuoy etc) 	Almost Certain A	Negligible E	Medium 3	Yes	Skippers Meeting	Risk Management Subcommittee	August 2017

Appendix 1 Incident and Other Reviews

SEASON	DATE	INCIDENT	
2014-2015	14/2/2015	RMYCPHSD was advised of one incident involving a RMYCPHSD yacht. This yacht was participating in an event organised by, and under the jurisdiction of, Cronulla Sailing Club (CSC). It is included in this review for completeness and to provide data on on-water incidents, but in itself does not affect the RMYCPHSD Risk Assessment. CSC advised of a port/starboard incident that resulted in parts of the stanchions of one yacht being ripped away causing significant damage. Subsequent investigation by RMYCPHSD revealed that the incident was a minor touch with little damage, with the Skipper of the CSC boat (STRB) acknowledged there was little damage on the water, and both boats sailed on without protesting.	
2015-2016	23/08/16	RMYCPHSD received seven incident reports involving RMYCPHSD yachts participating in races organised by RMYCPHSD. The incidents were reviewed by the SD Risk Sub-Committee. Incident Type (and number if more than 1)	Review outcome
		Man Overboard (3)	Recommended an additional hazard be recorded in the risk register in response to the MOB incidents. This hazard is recorded as Hazard 10. In August 2016, the Risk Management Sub-Committee increased in Likelihood in Hazard 10 to reflect the number of actual incidents reported in the 2015-2016 season.
		Smoke observed in the	1. The presence of the Surf Rescue Boat had not previously been

SEASON	DATE	INCIDENT
		<p>companionway of a yacht</p> <p>considered as an incident response asset. This was further reviewed in August 2016, with the Risk Management Sub-Committee noting that the a surf rescue boat may not always be available and therefore cannot be included as a mitigation strategy for hazards. No further action.</p> <p>2. Communication within and between the fleet can be difficult, and it needs to be reinforced that Channel 16 is the calling/distress frequency. All yachts should continue to monitor channel 16 throughout every race. Noted. No further action.</p>
		<p>Jammed steering</p> <p>1. This incident would be a good example for general discussion at the annual Skippers Meeting about on-board systems as a reminder for skippers to ensure that they and other key members of the crew fully understand the operation of on-board systems. Noted. To be included in the Risk management briefing at the September 2016 Skippers Meeting.</p> <p>2. The annual risk review considers producing a double sided summary of the Yacht Incident Management Plan for hardcopy distribution to skippers via Australia Post. Summary to be prepared and distributed.</p> <p>3. There is no immediate change to the RMYCPHSD Risk Assessment as a result of this incident, however the sub-committee recommends that at the annual risk review consideration be given to the creation of an additional hazard associated with the increasing technicality of systems aboard current generation vessels. Noted. No further action.</p>
		<p>Dismasting incident</p> <p>1. This incident would be a good example for general discussion regarding preparation for and recovery from a dismasting event at the</p>

SEASON	DATE	INCIDENT
		<p>annual Skippers Meeting. Noted. To be included in the Risk management briefing at the September 2016 Skippers Meeting.</p> <p>2. There is no change to the RMYCPHSD Risk Assessment as a result of this incident. Noted.</p>
		<p>Incident where two boats touched</p> <p>Noted. This incident is not considered a risk mitigation incident, but a racing incident under the collision avoidance part of the Racing Rules of Sailing. No further action.</p>
2016-2017	Various	<p>As at the 20th March 2017 of the 9 point score races in the Sunday Category 5 Bate Bay series scheduled for the season 4 have been cancelled due to there being a strong wind warning current for Sydney Coast. In some circumstances the wind warnings were for areas well away from the Bate Bay race area, however there is no provision to consider a more localised area in assessing the weather forecast for the race. The Risk Sub-committee determined that using the Bureau of Meteorology Meteye forecasts for Wattamolla and Kurnell for the period of the race the likelihood of cancellation of races would be reduced without increasing the risk exposure. The sub-committee also took the opportunity to re-word the hazard and mitigations.</p>
	26 April 2017	<p>This was a race in the Wednesday Afternoon Category 7 series. At the Sailing Division Committee meeting of 11th April 2017 it was agreed that the amended weather criteria specified in Hazard 1, namely "For Cat 5 Bate Bay races only, race will be cancelled if forecast winds in the race area are greater than 25kt (A)" will also apply to Cat 7 races. On 26th April shortly after the nominal start time of 1500 the fleet was struck by a short period of gale force westerly winds and an increase in sea state (Event 1). At approximately 1520 two yachts collided resulting in major damage (Event 2). The Risk-Sub-committee met on 31st May to review the circumstances associated with these two events.</p> <p>Event 1 was reviewed with respect to Hazard 1, and it was agreed that severe weather had resulted in sailors</p>

SEASON	DATE	INCIDENT
		<p>being exposed to hazardous conditions. It was further agreed that the forecast used to decide whether to cancel the race gave indications of possible severe weather, however the forecast was inconclusive for the actual period of the race. The committee noted that since the event an additional forecast is being used to decide whether or not to cancel a race. The committee concluded that for hazard 1 the existing Residual Likelihood of Likely B and Severity of Minor D for Hazard 1 were appropriate, and that no change to the risk assessment as a result of Event 1 is necessary. It did, however, conclude that Event 1 triggered Event 2.</p> <p>Event 2 was reviewed with respect to Hazard 3, “Collisions involving boats resulting in personal injury and/or major damage disabling boats”. Each skipper provided information to the committee which noted that although there was major damage there were no injuries reported. The committee concluded that this was a racing incident and for Hazard 3 the existing Residual Likelihood of Possible C and Severity of Moderate C were appropriate, and that no change to the risk assessment as a result of Event 2 is necessary.</p> <p>The Risk Sub-committee recommends that all skippers and crew be reminded of Racing Rules of Sailing Fundamental Rule 4 Decision to Race “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.</p> <p>Weather forecasts are becoming better focussed in both location and time. The use of MetEye and WillyWeather forecasting allows the race cancellation decision to move away from more widespread information provided by the BOM in its Marine Wind Warnings. The Risk Sub-committee recommends that all skippers and crew be advised of the importance prior to a race of obtaining, reviewing and understanding a weather forecast to assist them in making decisions with respect to Fundamental Rule 4.</p>

SEASON	DATE	INCIDENT
	17 August 2017	<p>Review of Kite Runner MOB incident of 8 February 2017, L'Attitude incident of 19 July 2017 and annual end of season review.</p> <p>1. Review of Kite Runner MOB 8 February 2017</p> <p>The review considered that assigning a crew member the task of attracting the attention of other boats by means of waving and verbal hailing was good practice and should be listed for discussion at the annual Skippers Meeting.</p> <p>There is no change to the risk profile as a result of this incident.</p> <p>2. Review of L-Attitude incident of Wednesday 19th July</p> <p>2.1. Although weather conditions were mentioned in the Incident Report as a contributing factor, it was considered that the incident could have occurred in any weather conditions. The important lessons from the incident for other skippers are:</p> <p>2.1.1. The utilisation of the RMYCPH marina wharf as an emergency evacuation point</p> <p>2.1.2. The use of the RMYCPH club to communicate with emergency services</p> <p>2.1.3. Consider whether it may be better to transport any injured person to the emergency evacuation point, or use Marine Rescue NSW</p> <p>2.2. The review also considered that an existing mitigation regarding the requirement for VHF radio needs to be corrected to reflect the current requirements listed in the relevant Sailing Instructions</p> <p>2.3. The review also decided that an additional mitigation be included for Category 7 races as follows: <i>“At least 1 serviceable mobile phone is required to be carried on vessels participating in Category 7 races”</i>. This was amended at the Annual Skippers Briefing to <i>“At least one means of serviceable electronic communication, which may be a mobile phone, is required to be carried on vessels</i></p>

SEASON	DATE	INCIDENT
		<p data-bbox="674 355 1047 383"><i>participating in Category 7 races”</i></p> <p data-bbox="583 410 1339 438">There is no change to the risk profile as a result of this incident</p> <p data-bbox="577 472 1776 532">3. Annual end of season review of Risk Assessment and Risk Register, Operational Management Plan and Yacht Incident Management Plan</p> <p data-bbox="577 561 1734 654">Page 7 of the Operational Management Plan should be updated to reflect learnings from incidents that occurred during the season. Other than this and the items listed above there are no changes to the Risk Assessment and Risk Register, Operational Management Plan and Yacht Incident Management Plan.</p>
2017-2018		<p data-bbox="577 688 1791 781">The Risk Sub-Committee met on 10/10/17 and noted that the wave limit listed in the Racing Handbook on Page 23 (d) (ii) was not formally recorded as a mitigation strategy for Hazard 1 for Cat 5 and 7 races, and that this should be rectified at the next major update of the risk documentation.</p>
	13/9/17	<p data-bbox="577 813 1791 971">Wild Goose was participating in a Wednesday afternoon Cat 7 race in The Estuary. Sailing WNW into a 15-20kt SW wind from Jibbon beach up river towards Gunnamatta Bay when a 25-30kt gust came through and lifted the windward hull capsizing the boat. Crew were able to brace and safely jump from the vessel after the incident and climbed onto the lower hull. Other vessels, including Marine Rescue and SD fleet boats, were able to assist.</p> <p data-bbox="577 1000 1745 1127">The Risk Sub-Committee met on 10/10/17 and considered that this incident did not affect the risk profile. The Sub-Committee also considered that the SD Yacht Incident Management Plan gives guidance for Skippers to prepare their own incident management plan, and that this should be listed as a mitigation for Hazard 1.</p>

SEASON	DATE	INCIDENT
	13/12/17	<p>Whilst participating in an RMYCPH SD Wednesday Twilight Category 7 race in the Port Hacking estuary, Sweet Chariot was sailing upwind when the mast, rigging and sails collapsed onto the deck of the boat. The dodger and bimini frame and staunchions took the majority of the load from the fallen rig and sails. The deck received only minor damage. 1 crew member had a minor cut to the head, and received first aid treatment on returning to RMYCPH marina. Sweet Chariot was assisted in returning to the marina by another boat competing in the same race as Sweet Chariot's skipper did not want to risk fouling their propeller by items trailing in the water. The likely cause of the dismasting was a catastrophic failure of the forestay chainplate deck fitting.</p> <p>The Risk Sub-committee reviewed this as part of the annual review and noted that it was similar to the dismasting incident of 23/8/16, however there is no change to the RMYCPHSD Risk Assessment as a result of this incident. It should be listed for discussion as part of the annual Skippers Briefing.</p>