

University of Oxford Sports Department

Oxford University Yacht Club, Risk Assessment - Cruising 2025/26

Date : May 2020

Reviewed October 2025 – Minor amendments by Ffion Wood (Vice-Commodore 2025/26) made to reflect current practices. Overall risk controls remain appropriate and effective.

Key Points:

- This is a generic risk assessment for all UK based OUYC cruising weekends
- All members to have signed an Oxford University Yacht Club Membership Form/Next of Kin form before using any boat.
- All members to be informed of location of Oxford University Good Practice Guidelines and Risk Assessment upon joining OUYC.
- Any member with a potentially serious medical condition should alert the crew before the trip commences or they leave shore. See OUYC Safety Rules and Regulations.
- All injuries/accidents must be reported by a member of ASO following a trip out of Oxford.

This document is to give skippers (Activity Leaders) and crew guidelines. It does not stipulate detailed emergency procedures, as these will be left up to the expertise and knowledge of the skipper and crew.

At the start of every trip the skipper (Activity Leader) will give the crew a full safety briefing. Novices should have a briefing before the trip commences.

Scale 1-5, with 5 being the most severe

Hazards	Control Measures in Place	Risk Factor (risk x severity)	Further Control Measures
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Road accidents in hired vehicles when travelling to matches/competitions.	<ul style="list-style-type: none"> ● Organiser/events secretary to complete the Trip Registration Form before each event. Drivers must have appropriate comprehensive car insurance covering continental Europe. Drivers must comply with driving laws in all relevant countries and carry equipment stipulated by such countries (see AA and/or RAC websites for details). Drivers must comply with the Highway Code when in the UK. ● OUYC to have telephone numbers of the Hire Company and the Area Safety Officer (Sport). All accidents to be reported to the University Security Services on (01865) 289999 and Sports Safety Office, David White on 07866 366855 as soon as practicable. ● ASO as soon as is practicable. Any accident involving a hire vehicle to be reported to Hire Company as soon as is possible. 	1 x 4	Vehicle being hired through the Sports Federation Travel Scheme. A copy of the Certificate for Motor Insurance is to be carried in the vehicle at all times.
Road accidents in private vehicles.	<ul style="list-style-type: none"> ● Follow guidance of Emergency Services. Individuals to exchange Insurance documents. All accidents to be reported to the University Security Services on (01865) 289999 and Sports Safety Office, David White on 07866 366855 as soon as is practicable 	1 x 4	
Drugs and Alcohol	<ul style="list-style-type: none"> ● Non-prescribed drugs are prohibited. ● Alcohol consumption limited to reasonable levels ● A committee member will remain sober at all times in case of emergencies. ● Said committee member is responsible for ensuring all crew members are accounted for at the end of each evening. 	1 x 4	
Overnight Moorings	<ul style="list-style-type: none"> ● All trip participants are to have their own designated berth on each trip ● No participants are to sleep on deck ● All overnight moorings must be in a marina or an area approved by the local coastguard ● Abide by all local regulations as stated in the local almanac 	1 x 3	

Passage plans	<ul style="list-style-type: none"> • All skipper should create a passage plan before the cruising weekend and inform an OUYC point of contact (who is remaining in Oxford) of this plan. • All skippers should perform a radio check with the coastguard before setting out • If this passage plan involves night sailing or setting out in bad weather the coastguard radio check should also include informing them of your intentions • If the weather deteriorates or the passage plan changes this should be relayed to the OUYC point of contact, if it is not possible to contact them then the coastguard should be informed. 		
Accidents on the quayside e.g. slipping and falling.	<ul style="list-style-type: none"> • Experienced sailors help novices. 	1 x 2	
Equipment failure	<ul style="list-style-type: none"> • The Skipper should not allow the boat to leave if insufficient equipment is supplied. • Emergency procedures and equipment will be addressed in the safety briefing. 	1 x 5	A boat check should be carried out by the OA, checking that all safety equipment is present, and as far as can be determined is in working order.
Boat structure and equipment deficiency	<ul style="list-style-type: none"> • The Skipper should not allow the boat to leave if they believe insufficient safety equipment is supplied. 	1 x 5	
Personal injury	<ul style="list-style-type: none"> • Wherever possible, OUYC is to ensure there is a qualified first aider in board. • OUYC will provide a First Aid Kit if not provided by the OA 	3 x 3	In the case of a serious injury the crew must return to shore as soon as possible. If VHF radio on board, inform the coastguard/OA immediately or as soon as possible on return to shore.

Cold – leading to Hypothermia	<ul style="list-style-type: none"> • Appropriate warm clothing to be worn e.g. hats etc. • Compulsory for windproof/waterproof clothing to be available for use on board. • Warm drinks to be available. • OUYC to carry at least one sleeping bag when racing in case of crew coldness. 	3 x 4	Before all trips, the crew are to be advised to bring appropriate clothing. The crew must try to prevent immersion. Crew knowledgeable about signs of Hypothermia. Information provided in skippers briefing.
Hot – Sunstroke/Sunburn/dehydration	<ul style="list-style-type: none"> • Appropriate clothing to be worn e.g. hats, sunglasses. • Limit exposure time in the sun where possible. • Regular intake of fluids. 	3 x 3	Before all trips, the crew are to be advised to bring appropriate clothing. The crew must try to prevent

	<ul style="list-style-type: none"> • Use of suntan lotion. 		immersion. Crew knowledgeable about signs of Sunstroke, sunburn or dehydration. Information provided in skippers briefing.
Seasickness	<ul style="list-style-type: none"> • Recognise symptoms of seasickness. • Keep hydrated. • Take medication where suitable. 	3 x 2	
Head injury from boom	<ul style="list-style-type: none"> • Activity Leaders should carry out a thorough safety briefing for novices at the start of each event. 	2 x 5	On land briefing before each event for novices, including basic teaching video, covering all the possible hazards on a boat.
Drowning	<ul style="list-style-type: none"> • Compulsory wearing of life jackets for all participants. • All crew members to wear life jackets in deteriorating weather conditions. • All crew members to be clear of 'MOB' procedure. • Written procedures to be in place and safety briefing to cover such procedures. 	1 x 5	All members should be able to swim 100m. Prevent immersion where possible.

Winching and rope work – finger trapping	<ul style="list-style-type: none"> ● Briefing on how to use a winch. 	1 x 3	
Mast ascending	<ul style="list-style-type: none"> ● Two halyards must be used – at least one tied on. ● Activity Leader to supervise winching 	1 x 3	Must be avoided whilst sailing unless absolutely necessary for safety reasons
Sailing Hazards e.g. sudden changes in wind strength, fog etc	<ul style="list-style-type: none"> ● Before all trips accurate reports of the weather for the trip must be assessed. A decision is then made as to whether to sail or not. ● Avoid sailing in poor visibility. ● Strong recommendation to wear life jackets and harnesses in bad weather. ● Ensure crew/boat/equipment is suitable for all weather conditions. 	3 x 4	
Collision with another boat or obstacle resulting in boat damage and potential sinking.	<ul style="list-style-type: none"> ● Crews must be clear about ‘rules of the road’ and the ‘International rules for the prevention of collisions at sea’ to reduce the likelihood of collision. ● Crew briefing must cover emergency procedure, and location of flares and life raft. 		

	<ul style="list-style-type: none"> ● A complete crew list will be left on shore with the OA and a Trip Registration Form left with the Area Safety Officer (Sport). 		
Navigational hazards	<ul style="list-style-type: none"> ● Ensure the skipper has a knowledge of navigation and the local area. ● Only skippers who are competent and confident in unfamiliar waters should take a yacht into such waters. 		We are travelling to the race area a few days early to familiarise ourselves with the sailing area before the racing becomes competitive
Hazard on board: Engine Fire	<ul style="list-style-type: none"> ● Location of Fire Extinguishers to be made known to crew in the safety briefing and checked before departure from the shore. ● Engine Procedure to be discussed in safety briefing. ● Engine Alarms to be in good working order before departure. 		

<p>Crew Competency: Greater degree of chance of injury to novice than more experienced sailor.</p>	<ul style="list-style-type: none"> • Safety briefings are to be undertaken at the start of every trip by the Trip Leader covering the Yacht, the type of sailing taking place and the procedures to be followed whilst in the water and in an emergency. • All skippers of yachts will hold at least the RYA day skipper certificate of competence or of equivalent standard. • Each yacht shall have a registered skipper and first mate. • All crew members will sign a waiver of liability, to reconfirm that they understand the risks they are taking on. • All skippers will be approved by OUYC before each trip. 		<p>Qualified skippers 2025/26</p> <p>John Frame Molly Wilson Betsy Elliott-Fricker Xavier Weill Carl Hentges Viktor Zouboulis</p> <p>Qualified first aider 2025/26:</p> <ul style="list-style-type: none"> • Molly Wilson
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Annika Möslin – OUYC Rear Commodore 2020/21

University of Oxford Sports Department

Oxford University Yacht Club, Risk Assessment – Dinghy Racing and Training

Date : May 2020

Reviewed October 2025 – Minor amendments by Ffion Wood (Vice-Commodore 2025/26) made to reflect current practices. Overall risk controls remain appropriate and effective.

Key Points:

- This is a generic risk assessment for all UK based OUYC racing weekends both at the Oxford Sailing Club and at other sailing clubs at which training or racing may be held
- All members to have signed an Oxford University Yacht Club Membership Form/Next of Kin form before using any boat.
- All members

to be informed of location of the Dinghy Risk Assessment upon joining OUYC.

- Any member with a potentially serious medical condition should alert the activity leader before leaving shore
- All sailing to be carried out in accordance with the Safety rules and regulations of Oxford Sailing Club (or other relevant club) and all members to have read the Club Code of Conduct, Risk Assessment and Constitution.
- In the event of an emergency a member of OUYC to ring 999 from the OSC telephone. Inform a member of OSC staff if any are available.
- All incidents, accidents, injuries and near misses will be recorded on the accident report form (<https://ouyc.co.uk/about/documentation/>). This is sent to the vice commodore (or relevant rear commodore if not quickly available) who will report it to the Sportsfed SSO. This process will occur within 24 hours of any incident

This document is to give Captains (Activity Leaders) and members guidelines. It does not stipulate detailed emergency procedures, as these will be left up to the expertise and knowledge of the sailors.

Novices will always receive a full safety briefing before stepping onboard a craft by the activity leader. Scale 1-5, with 5 being the most severe

Hazards	Risk	Control Measures in Place	Risk Factor (risk x severity)	Further Control Measures

Road accidents in hired vehicles when travelling to matches/competitions.	Car crash, whiplash, concussion, major injuries	<ul style="list-style-type: none"> • Drivers must comply with driving laws in all relevant countries and carry equipment stipulated by such countries (see AA and/or RAC websites for details). Drivers must comply with the Highway Code when in the UK. • OUYC to have telephone numbers of the Hire Company and the Area Safety Officer (Sport). All accidents to be reported to the University Security Services on (01865) 289999 and Sports Safety Officer, David White on 07866 366855 as soon as practicable. • Any accident involving a hire vehicle to be reported to Hire Company and the SSO as soon as is possible. 	2 x 4	Vehicle being hired through the Sports Federation Travel Scheme. A copy of the Certificate for Motor Insurance is to be carried in the vehicle at all times.
Road accidents in private vehicles.	As above	<ul style="list-style-type: none"> • Follow guidance of Emergency Services. Individuals to exchange Insurance documents. All accidents to be reported to the University Security Services on (01865) 289999 and Sports Safety Officer, David White on 07866 	2 x 4	

		366855 as soon as is practicable		
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Accidents onshore e.g. slipping and falling	Head injuries, cuts, bruises, concussion	<ul style="list-style-type: none"> • Experienced sailors help and advise novices • Activity leader should be aware of who in the relevant club has first aid training, and be aware of where the first aid kit is located 	1 x 2	
Equipment failure	<p>Low risk of being stranded aDoat in a broken boat</p> <p>Secondary risks of broken equipment Dying around in the wind and hitting crew members</p>	<ul style="list-style-type: none"> • Sailors should check over their craft as they step onboard and not leave the shore or pontoon if insufficient equipment is supplied • Sailors should carry small spare parts (tape, rope, shackle) so that small repairs may be made in order to sail the boat onto shore if failure happens while afloat • Bosun is responsible for equipment being of a sailable and safe standard before boats leave shore • For all events individuals are expected to provide their own suitable buoyancy aids. For social sailing there is a supply (over twenty) of OUYC buoyancy aids kept at Farmoor which will be assigned based on size as the buoyancy aids are designed to 	1 x 4	Sailors should hail safety/umpire boats as soon as a problem or potential problem is identified

		<p>support different weights</p> <ul style="list-style-type: none"> • For social sailors, who are frequently less experienced than squad members, a maximum of ten people (6ve boats) sail at one time meaning that adequate safety cover can be provided by those running the session in the powerboat • Adequate safety cover should always be provided. Members should not go aDoat if there is no safety cover 		
<p>Capsize (the boat is overturned, and crew are likely to fall into the water)</p>	<p>The severity of capsize can vary signifcantly. No injury, bruises, concussion, hypothermia, drowning</p>	<ul style="list-style-type: none"> • Suitable buoyancy aid to be worn at all times on the water <ul style="list-style-type: none"> • In social sailing capsize practice is taught before the sailors are allowed on the water. The suitability of their clothing is checked before they are allowed out, and if they have capsized and get cold they are taken in ashore so they can get changed. • Crews are assigned to boats according to experience, avoiding two novices being in a boat together. • The activity leader may send in participants if it is felt that they are no longer able to sail safely 	<p>3 x 3</p>	

		<ul style="list-style-type: none"> • There is always at least one rescue boat on the water for each social sailing session. This will go to aid any capsized boat and if required can take any injured person out of the water and ashore immediately. • There is a first aid kit readily available at the Sailing Club and members of staff qualified to use it. Many members of OUYC also have First Aid qualifications. • There is a telephone at Oxford Sailing Club that can be used to make emergency calls, and an accident book • All incidents, accidents, injuries and near misses will be recorded on the accident report form (https://ouyc.co.uk/about/documentation/). This is sent to the vice commodore who will report it to Sportsfed. This process will occur within 24 hours of any incident 		
Personal injury from participating in sailing a dinghy	The nature of the activity may result in minor injuries including pulled muscles and ligaments,	<ul style="list-style-type: none"> • First aider and first aid kit always provided by Oxford Sailing Club, or other sailing or yachting club that OUYC participates at in training or racing • Many members of OUYC are qualified first 	3 x 3	In the case of a serious injury the crew must return to shore as soon as possible

	cuts, fractures etc. There is also the possibility of injuries caused by parts of the boat such as concussion from the boom	<p>aiders. A telephone is available in the club house for emergency calls.</p> <ul style="list-style-type: none"> • Bosun checks boats are in good condition regularly and in social sailing squad members ensure that the boats are correctly rigged before sailors are allowed on the water. • The need to be aware of the boom etc. is made clear to social sailors at briefing. The correct way to lift, move and launch a boat is explained to social sailors • Adequate safety cover is provided at all times (a rib, ja1a, or umpire boat) 		All incidents etc. will be recorded in the accident report form on the OUYC website within 24hrs
Motorboats	<p>High speeds could lead to a collision</p> <p>Propeller has potential to harm driver, crew or other boats and crew</p>	<ul style="list-style-type: none"> • All people using a motor boat must have at least RYA Powerboat Level 2, as required by Oxford Sailing Club (OSC). A photocopy of their certificate should be held alongside their membership form. • OSC to provide annual induction sessions for members with RYA Powerboat Level 2 qualifications regarding motor boat usage at Farmoor. • A kill cord must be worn at all times when on the water with the engine running, in line with OSC regulations. • When recovering a capsized boat, the person in the boat should be aware of the risk of people in the water. Identify where 	1 x 5	

		<p>the sailors of the capsized boat are before attending to the boat. If someone is being helped in to a power boat the engine of the boat should be switched off.</p> <ul style="list-style-type: none"> • Petrol to be stored in conjunction with the COSHH regulations • Safe driving (sensible speeds, undistracted) should be practiced at all times as covered in the Powerboat Level 2 course 		
Cold weather	Hypothermia (this risk is low unless a member falls in and becomes immersed)	<ul style="list-style-type: none"> • Appropriate warm clothing to be worn e.g. hats, thermals etc. This is judged by the experience of the sailors themselves. Activity leader should advise novices or those who appear to be unprepared to adjust their clothing before going aDoat • Wetsuits / Dry suits to be worn between January 1st and March 31st • Weather forecast checked before every sailing session so preparations can be made. • The activity leader will monitor the weather conditions and shorten or cancel sessions accordingly. 	3 x 4	The crew must try to prevent immersion. Crew knowledgeable about signs of Hypothermia

Hot weather	Sunstroke, Sunburn, dehydration	<ul style="list-style-type: none"> • Appropriate clothing to be worn e.g. hats, sunglasses. This is judged by the experience of the sailors themselves. Activity leader should advise novices • Limit exposure time in the sun where possible • Regular intake of fluids • Use of suntan lotion by members – spare sunscreen is kept in the container to be given to social sailors of necessary. • Weather forecast checked before every sailing session so preparations can be made. • The activity leader will monitor the weather conditions and shorten or cancel sessions accordingly. 	2 x 3	Crew knowledgeable about signs of Sunstroke, sunburn or dehydration
High winds and gales	Capsizes, broken equipment Secondary risks of hypothermia	<ul style="list-style-type: none"> • Sailing cancelled if wind strength is beyond the competency of those taking part. This is judged from experience by all of those involved, but the final call rests with the activity leader • The activity leader will cancel social sailing 	2x4	

	from falling in	<p>if wind strength is beyond the competency of those taking part. For this group it is usually be a force 4, if not a force 3</p> <ul style="list-style-type: none"> • Weather forecast checked before every sailing session so preparations can be made • The activity leader will monitor the weather conditions and shorten or cancel sessions accordingly. 		
Other poor weather conditions	<p>Electrocution capsize</p> <p>Secondary risks of hypothermia from falling in</p>	<ul style="list-style-type: none"> • Sailing to be cancelled if fog makes visibility low and is a perceived risk, captain of sailing to make the decision • Sailing will be cancelled if there is a thunderstorm with lightning. If boats are on the water they will be sailed in straight away • Weather forecast checked before every sailing session so preparations can be made. • The activity leader will monitor the weather conditions and shorten or cancel sessions accordingly. 	1 x 4	

Seasickness		<ul style="list-style-type: none"> • Keep hydrated. • Take medication where suitable. 	1 x 2	
Drowning		<ul style="list-style-type: none"> • Compulsory wearing of suitable buoyancy aids according to each sailor's weight at all times while afloat 	1 x 5	Prevent immersion where possible.
Drugs and Alcohol	At extreme level vomiting loss of consciousness	<ul style="list-style-type: none"> • Non-prescribed drugs are prohibited. • Alcohol consumption limited to reasonable levels 	1 x 4	
Navigational Hazards	Boats running aground hitting submerged objects (usually sailing area is free of these risks)	<ul style="list-style-type: none"> • Ensure the skipper has a knowledge of navigation and the local area. • Only skippers who are competent and confident in unfamiliar waters should take a boat into such waters. 	1x4	There will be a pre-event briefing about the racing area which we will attend
Collision with another boat or obstacle	Boat damage and possible personal injury	<ul style="list-style-type: none"> • Crews must be clear about 'rules of the road' to reduce the likelihood of collision. • Skippers should avoid contact with other boats during racing. 	2 x 4	

Crew Competency:	Greater degree of chance of injury to novice than more experienced sailor.	<ul style="list-style-type: none"> • All crew members will sign a waiver of liability, to reconfirm that they understand the risks they are taking on. • All skippers will be approved by OUYC before a trip. 	1 x 4	Supervision from experienced squad member during these sessions for novices

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Jennifer Cropley – OUYC Dinghy Rear Commodore 2020/21

University of Oxford Sports Department

Oxford University Yacht Club, Risk Assessment – Racing 2025/26

Date : May 2020

Reviewed October 2025 – Minor amendments by Ffion Wood (Vice-Commodore 2025/26) made to reflect current practices. Overall risk controls remain appropriate and effective.

Key Points:

ξ This is a generic risk assessment for all UK based OUYC racing weekends

ξ All members to have signed an Oxford University Yacht Club Membership Form/Next of Kin form before using any boat.

ξ All members to be informed of location of Oxford University Good Practice Guidelines and Risk Assessment upon joining OUYC. ξ Any member with a potentially serious medical condition should alert the crew before the trip commences or they leave shore. See OUYC Safety Rules and Regulations.

ξ All injuries/accidents must be reported by a member of ASO following a trip out of Oxford.

This document is to give skippers (Activity Leaders) and crew guidelines. It does not stipulate detailed emergency procedures, as these will be left up to the expertise and knowledge of the skipper and crew.

At the start of every trip the skipper (Activity Leader) will give the crew a full safety briefing. Novices should have a briefing before the trip commences.

Scale 1-5, with 5 being the most severe

Hazards	Control Measures in Place	Risk Factor (risk x severity)	Further Control Measures
Road accidents in hired vehicles when travelling to matches/competitions.	<p>ξ Organiser/events secretary to complete the Trip Registration Form before each event. Drivers must have appropriate comprehensive car insurance covering continental Europe. Drivers must comply with driving laws in all relevant countries and carry equipment stipulated by such countries (see AA and/or RAC websites for details). Drivers must comply with the Highway Code when in the UK.</p> <p>ξ OUYC to have telephone numbers of the Hire Company and the Area Safety Officer (Sport). All accidents to be reported to the University Security Services on (01865) 289999 and and Sports Safety Office, David White on 07866 366855 as soon as practicable. ξ ASO as soon as is practicable. Any accident involving a hire vehicle to be reported to Hire Company as soon as is possible.</p>	1 x 4	Vehicle being hired through the Sports Federation Travel Scheme. A copy of the Certificate for Motor Insurance is to be carried in the vehicle at all times.
Road accidents in private vehicles.	<p>ξ Follow guidance of Emergency Services. Individuals to exchange Insurance documents. All accidents to be reported to the University Security Services on (01865) 289999 and Sports Safety Office, David White on 07866 366855 as soon as is practicable</p>	1 x 4	
Drugs and Alcohol	<p>ξ Non-prescribed drugs are prohibited.</p> <p>ξ Alcohol consumption limited to reasonable levels ξ A committee member will remain sober at all times in case of emergencies.</p>	1 x 4	
Accidents on the quayside e.g. slipping and falling.	<p>ξ Experienced sailors help novices.</p>	1 x 2	

Equipment failure	<ul style="list-style-type: none"> ξ The Skipper should not allow the boat to leave if insufficient equipment is supplied. ξ Emergency procedures and equipment will be addressed in the safety briefing. 	1 x 5	A boat check should be carried out by the OA, checking that all safety equipment is present, and as far as can be determined is in working order.
Boat structure and equipment deficiency	<ul style="list-style-type: none"> ξ The Skipper should not allow the boat to leave if they believe insufficient safety equipment is supplied. 	1 x 5	
Personal injury	<ul style="list-style-type: none"> ξ Wherever possible, OUYC is to ensure there is a qualified first aider in board. ξ OUYC will provide a First Aid Kit if not provided by the OA 	3 x 3	In the case of a serious injury the crew must return to shore as soon as possible. If VHF radio on board, inform the coastguard/OA immediately or as soon as possible on return to shore.

Cold ' leading to Hypothermia	<ul style="list-style-type: none"> ξ Appropriate warm clothing to be worn e.g. hats etc. ξ Compulsory for windproof/waterproof clothing to be available for use on board. ξ Warm drinks to be available. ξ OUYC to carry at least one sleeping bag when racing in case of crew coldness. 	3 x 4	Before all trips, the crew are to be advised to bring appropriate clothing. The crew must try to prevent immersion. Crew knowledgeable about signs of Hypothermia. Information provided in skippers briefing.
Hot ' Sunstroke/Sunburn/dehydration	<ul style="list-style-type: none"> ξ Appropriate clothing to be worn e.g. hats, sunglasses. ξ Limit exposure time in the sun where possible. ξ Regular intake of fluids. ξ Use of suntan lotion. 	3 x 3	Before all trips, the crew are to be advised to bring appropriate clothing. The crew must try to prevent immersion. Crew knowledgeable about signs of Sunstroke, sunburn or dehydration. Information provided in skippers briefing.

Seasickness	<ul style="list-style-type: none"> ξ Recognise symptoms of seasickness. ξ Keep hydrated. ξ Take medication where suitable. 	3 x 2	
Head injury from boom	<ul style="list-style-type: none"> ξ Activity Leaders should carry out a thorough safety briefing for novices at the start of each event. 	2 x 5	On land briefing before each event for novices, including basic teaching video, covering all the possible hazards on a boat.
Drowning	<ul style="list-style-type: none"> ξ Compulsory wearing of Life jackets for non-swimmers. ξ All crew members to wear Lifejackets in deteriorating weather conditions. ξ All cell members to be clear of MOB's. ξ Written procedures to be in place and safety briefing to cover such procedures. 	1 x 5	All members should be able to swim 100m. Prevent immersion where possible.
Winching and rope work ' finger trapping	<ul style="list-style-type: none"> ξ Briefing on how to use a winch. 	1 x 3	
Mast ascending	<ul style="list-style-type: none"> ξ Two halyards must be used ' at least one tied on. ξ Activity Leader to supervise winching 	1 x 3	
Sailing Hazards e.g. sudden changes in wind strength, fog etc	<ul style="list-style-type: none"> ξ Before all trips accurate reports of the weather for the trip must be assessed. A decision is then made as to whether to sail or not. ξ Avoid sailing in poor visibility. ξ Strong recommendation to wear life jackets and harnesses in bad weather. ξ Ensure crew/boat/equipment is suitable for all weather conditions. 	3 x 4	

Collision with another boat or obstacle resulting in boat damage and potential sinking.	<ul style="list-style-type: none"> ξ Cells must be cleared about 100m of the boat to decrease the likelihood of collision. ξ Skippers should avoid contact with other boats during racing. ξ Crew briefing must cover emergency procedure, and location of flares and life raft. ξ A complete crew list will be left on shore with the OA and a Trip Registration Form left with the Area Safety Officer (Sport). 		
Navigational hazards	<ul style="list-style-type: none"> ξ Ensure the skipper has a knowledge of navigation and the local area. ξ Only skippers who are competent and confident in unfamiliar waters should take a yacht into such waters. 		We are travelling to the race area a few days early to familiarise ourselves with the sailing area before the racing becomes competitive
Hazard on board: Engine Fire	<ul style="list-style-type: none"> ξ Location of Fire Extinguishers to be made known to crew in the safety briefing and checked before departure from the shore. ξ Engine Procedure to be discussed in safety briefing. ξ Engine Alarms to be in good working order before departure. 		
Crew Competency: Greater degree of chance of injury to novice than more experienced sailor.	<ul style="list-style-type: none"> ξ Safety briefings are to be undertaken at the start of every trip by the Trip Leader covering the Yacht, the type of sailing taking place and the procedures to be followed whilst in the water and in an emergency. ξ All skippers of yachts will hold at least the RYA day skipper certificate of competence or of equivalent standard. ξ Each yacht shall have an after guard of 2 other participants with RYA competent crew standard. ξ All crew members will sign a waiver of liability, to reconfirm that they understand the risks they are taking on. ξ All sailors will have submitted a sailing CV prior to the trip. ξ All skippers will be approved by OUYC before each trip. 		<p>Qualified Skipper 2025/2026</p> <p>John Frame</p> <p>Molly Wilson</p> <p>Betsy Elliott-Fricker</p> <p>Xavier Weill</p> <p>Carl Hentges</p> <p>Viktor Zouboulis</p>

<p>Racing injuries: Sudden gybes with fast moving boom. Collisions with other boats (trapped limbs)</p>	<p>§ It is the responsibility of the skipper/helm to shout and alert the crew if they suddenly anticipate an emergency gybe U the crew is warned in the safety briefing to rapidly duck should this shout be made.</p> <p>§ It is the responsibility of the helm to avoid a collision at all costs regardless of who has right of way.</p> <p>§ Each yacht will have an experienced first aider where possible. § Each skipper/helm will be briefed on potential racing dangers by the current Racing Captain prior to departure.</p>		<p>Qualified first aiders: § Fraser Goldsworth § Ross Gales § Ryan Schenck</p>
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Annika Möslein' OUYC Yachting Rear Commodore 2020/21
