

	<div style="display: flex; justify-content: space-between; align-items: center;"> <i>Blessington</i>  <i>Sailing Club</i> </div> <p style="text-align: center;">Safety Statement</p>	<div> Rev: B </div> <hr/> <div> Date: 12th January 2003 </div>
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Safety Statement

for

Blessington



Sailing Club

at

Baltyboys, Blessington,
Co. Wicklow

Revision B

Blessington Sailing Club Approval:

	Name	Position	Signature	Date
Prepared By:	Neil Mangan	Safety Officer		
Approved By:	James Stewart	Safety Officer		
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Approved By:	Joe Crilly	Commodore		

Revision History:

Revision	Date	Name	Description
A	8 th April, 2002	N. Mangan	Issued for Internal Review
B	12 th January, 2003	N. Mangan	Includes Committee's Comments

Definitions:

Blessington Sailing Club

Blessington Sailing Club
 Baltyboys
 Blessington
 Co. Wicklow

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1 Introduction

This document is the official safety statement of Blessington Sailing Club (hereafter referred to as “the club”). It is complimentary to, and in addition to, the club’s constitution. As such it must be read, understood and adhered to by all club members.

This document has been prepared in line with the Safety, Health And Welfare At Work Act, 1989 (Section 12) and the Safety, Health and Welfare at Work (General Application) Regulations, 1993, (Regulation 10).

This document is the programme, in writing, for safeguarding the health and safety of Blessington Sailing Club’s Members while they are at Blessington Sailing Club. It represents the Club’s commitment to its member’s health and safety

The primary purpose of the Blessington Sailing Club's Health and Safety Policy and Statement is to encourage the reduction of accidents which might cause injury or illness to members and/or damage to club property. The intent of these guidelines is to aid members in developing the proper safety awareness that is vital to the elimination of needless accidents. It is necessary for all personnel to exercise good judgment with personal safety always uppermost in mind in every task that is performed.

Injuries can be prevented if members are constantly alert to possible hazards and take the necessary precautions to avoid dangerous conditions and injuries.

While the Committee will be ever vigilant to comply with legal safety regulations, our first emphasis will continue to be on people. Our interest is in the prevention of human suffering resulting from Club-related injuries. The individual member is in the best position to ensure his or her safety by exercising care, using common sense and following safety rules contained within this document.

2 General

2.1 Overall aim of the club

The overall aims of the club are to follow the I.S.A. standard of sailing, to enter and host racing events and to promote the sport of sailing to anyone wishing to learn. In doing this, we are expressing intent to provide a safe environment in which to carry out these activities.

2.2 The Committee

Whilst the whole committee is in part responsible for the safety of the clubs' members. It shall fall upon the following officials to decide upon, implement and enforce the safety statement. They shall hereafter be called the [safety] sub-committee:

Commodore
Safety Officer(s)
Class Captain(s)

2.3 Safety Declaration

The overall aim of this safety statement is to make sure that all members of the club can enjoy the sport of sailing in the safest possible environment. In doing this, however, it must be recognised that, whilst every possible precaution can be taken, participation in sailing, as with any other water-based physical activity, does have risks which cannot be anticipated.

2.4 Safety Statement and the Members

The sub-committee has a duty to consult the rest of the committee on all safety matters on a regular basis. In addition the sub-committee will distribute appropriate information regarding safety to the rest of the members of the club. There will also be provision for members of the club to raise safety issues with the sub-committee.

The sub-committee shall organise training to further enhance the safety of the club for those who require it. This shall be reviewed on a regular basis and shall include issues such as first aid, instructing, safety boat driving and other related safety issues.

In writing this safety statement and requiring the acknowledgement of it the club expects its members to adhere not just to the letter of the policy but also to the spirit in which it is written.

2.5 Duties of Care

The sub-committee acknowledges the duties under which they have placed themselves. In particular, the duty owed to those who are attempting to learn sailing and those less experienced in the local conditions.

3 Safety Policies

3.1 Preliminary matters

1. Sailors should be able to swim.
2. All those wishing to instruct must ideally provide ISA (or equivalent governing body) certificates of their competence in such matters or have the relevant experience over a reasonable period of time.

3.2 Before Sailing

The following policies are specifically for when sailing takes place at Blessington Sailing Club. This will be summarised in Appendix A

1. All members must make themselves aware of where the first aid kits and telephones are within Blessington Sailing Club.
2. Placed next to the telephone inside Blessington Sailing Club house will be a list of emergency telephone numbers. This list will be updated as soon as any of its details change. It will contain numbers for the Emergency Services and Blessington Sailing Club contact numbers.
3. Members who are new to the area but who would be classed as competent sailors should make themselves fully aware of the particular conditions in which sailing takes place at Blessington Lake. If unsure on any matters it is that members responsibility to ask and clarify the issue.
4. The medical kit(s) shall be checked, and restocked if necessary, on a regular basis.
5. It should be remembered that there should be no sailing between sunset and sunrise except for when participating in an organised event.

3.3 While Sailing

(Also summarised in Appendix A)

1. Whilst on the water all members shall wear suitable buoyancy aids at all times. It should be noted that wetsuits and dry suits by themselves do not count as suitable personal buoyancy.
2. Suitable clothing and footwear must be worn at all times whilst on the water. This must be appropriate not only to the activity but to the sailing conditions. The wearing of an adequate wet or dry suit is recommended to all members at all times while afloat.
3. The number of rescue boats on the water should be appropriate to the number of boats sailing and the weather conditions.
4. When driving a rescue boat a kill cord should be worn at all times.

5. The rescue boat should carry the following items: a means of summoning help (radio, flares or other suitable devices), towing lines, a space blanket, knife, emergency buoys, an anchor, oars and a bailer.
6. All members should be aware of the statutory provisions affecting them whilst on the water. In particular s.422 Merchant Shipping Act in respect to the legal duty to assist another vessel in distress. Also, that it is the responsibility of the person in charge of each vessel as to whether to launch or not and subsequently whether to remain sailing.
7. All sailing boats must have adequate drainage equipment on board.
8. All sailing boats must have adequate buoyancy so that it will float when fully inverted or fully swamped.

3.4 Incident procedures

1. An incident, for the purposes of this safety policy, is defined as an event, which did, or could have caused, significant injury to persons or which did, or could have caused, significant damage to boats or other equipment.
2. The following is a set of general guidelines which are only intended to advise members:
 - 2.1 Do not take unnecessary risks.
 - 2.2 The first thing to identify in any given emergency situation is to ascertain whether all those sailing are safe and well. It must be remembered that signs of concussion, hypothermia, over exertion and low blood sugar levels will be less easy to spot but could be as dangerous as other problems.
 - 2.3 When manpower permits it is advisable to set up a shore base with radio. Again this decision must be taken in relation to the circumstances on the day.
3. All incidents must be reported to a sub-committee member at the earliest practicable opportunity or within 24hrs whichever is sooner.
4. Within 72hrs of the incident all persons directly involved must fill out an incident report form (in appendix B). When filling it in take care to include all conditions, which may have had any bearing on the incident, involved. This must include some indication of the weather and lake conditions and your opinion on how the others involved in the incident acted.
5. Following this the sub-committee will read the reports and decide if any further action is to be taken. This will include further inquiry into the incident resulting in revising this safety statement, disciplinary procedure or other appropriate measures.

3.5 Extra Provisions for Members Whilst Racing

1. Members shall be considered to be competent and have at least a working knowledge of the current I.S.A.F. Racing Rules of Sailing.
2. Emphasis is placed on rules:
 - 1.1 Help Those in Danger**
 - 1.2 Life-Saving Equipment and Personal Buoyancy**
 - 4 Decision to Race**
 - 14 Avoiding Contact**
 - 40 Personal Buoyancy**
 (These are all contained in Appendix D)
3. Members must use their experience to evaluate whether the weather and lake conditions are suitable to their particular skill and experience.
4. Members must also evaluate their boat to make sure it is full working order.
5. Once racing, members must decide whether they are fit to continue racing either after any incident or from continued exposure to the weather conditions.
6. If any equipment is damaged or stops functioning properly such that it could result in there being a danger to racing safely then the boat must return to shore immediately.

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4 Revision of the Safety Statement

1. This safety statement will be reviewed and subsequently revised on a regular basis with the aim of reinforcing the safe environment already prescribed.
2. The sub-committee shall meet at least once a year to review the safety statement.
3. All members should approach a member of the sub-committee with any proposals for updating and improving this safety statement which will then be brought up at that meeting.
4. All revisions shall be implemented on qualified majority voting with a requirement of a four to one majority required.
5. At the end of each year the current sub-committee shall hold a meeting with the succeeding one. At this meeting the new sub-committee should raise any issue contained herein which they need clarifying. Also the overall safety record of the club over the past year shall be reviewed and the results of any incident proceedings summarised.

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5 Publicising the Safety Statement

1. An up-to-date copy of Appendix A shall be displayed at all times in the following places:
the club notice boards in the Blessington Sailing Club house.
2. An up-to-date copy of this safety statement shall be given to all committee members.
3. An up-to-date copy of this safety statement will be available on the club's website.
(In the case of some delay before any changes agreed upon are published on the website, the information held by the members of the committee and safety sub-committee will precede any information displayed on the website)

For Review

Appendix A

Blessington Sailing Club Safety Policy

The following is a summary of the main points contained in the relevant sections of the Club's Safety Statement.

- a) Sailors should be able to swim.
- b) Suitable buoyancy aids shall be worn at all times when on the water.
- c) Suitable clothing and footwear must be worn at all times when on the water.
- d) The number of rescue boats on the water should be appropriate to the number of boats sailing and the weather conditions.
- e) The rescue boat must carry the following items: a means of summoning help (radio, flares or other suitable devices), towing lines, a space blanket, knife, emergency buoys, an anchor, oars and a bailer.
- f) All sailing boats must have adequate draining equipment on board.
- g) All sailing boats must have adequate buoyancy so that it will float when fully inverted or when fully swamped.
- h) All members must make themselves aware of where the first aid kits and telephones are within Blessington Sailing Club.
- i) There must be no sailing at night unless participating in a formally organised event.
- j) If an incident should occur then it must be reported to a sub-committee member at the earliest opportunity, at least within 24hrs.

_____ Date ____/____/____
Safety Officer

_____ Date ____/____/____
Commodore

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Appendix B

Incidence Form

Organisation Details

Name of Organisation: Blessington Sailing Club	Phone No. +353 45 867051
Address of Organisation: Baltyboys Blessington Co. Wicklow	Date of Incident

Type of Activity Being Undertaken and Location of the Incident

What activity was being undertaken at the time of the incident:
Where did the incident take place:

Circumstances of the Incident

Description and Cause:

Details of Notifier

Name:	Date:
Address:	Signature:

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Appendix C

Emergency Telephone Number List

Emergency Services – 999

For Review

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Appendix D

Summary of Relevant I.S.A.F. Rules

Rule 1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

Rule 1.2 Life-saving Equipment and Personal Buoyancy

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.

Rule 4 DECISION TO RACE

A boat is solely responsible for deciding whether to start or to continue *racing*.

Rule 14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way or one entitled to *room* need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room*, and shall not be penalized unless there is contact that causes damage.

Rule 40 PERSONAL BUOYANCY

When flag Y is displayed before or with the warning signal competitors shall wear life-jackets or other adequate personal buoyancy. Wet suits and dry suits are not adequate personal buoyancy.

Appendix E

Risk Assessment Procedure

A risk assessment is nothing more than a careful examination of what, in your Club, could cause harm to people, so that you can weigh up whether you have taken enough precautions or should do more to prevent accidents. You need to be able to show that:

- A proper check was made
- You thought about who might be affected
- You dealt with all the obvious significant hazards, taking into account the number of people who could be involved.
- The precautions are reasonable and the remaining risk is low.

Any regular checks made should be recorded and kept so that they can be shown to an Health and Safety Inspector, or support your evidence should you be come involved in any action for civil liability (e.g. maintenance records for rescue craft).

There are four sections in a risk assessment, which can be laid out in tabular form if preferred.

1. Activities

The first step is to divide the Club into areas (eg. buildings, grounds, boathouse, sailing area.) Examine the activities in each of these areas in turn and look at sources of possible harm, which may arise from those activities.

Examples

- Buildings: Cooking in the Galley, Walking on wet floors
 Grounds: Strimming the grass, launching boats, bar-b-ques
 Boathouse: Using power tools, working ~with resins/chemicals, refuelling power boats
 Sailing Area: Operation of safety craft, sailing, ferrying to yachts

2. Hazards

A hazard is anything that can cause harm. Identify the hazards arising from the activities.

Examples

- Buildings: Electrical (power points, cables, appliances), chemicals (cleaning materials), fire, cooker (burns, gas), slippery floors etc.
 Grounds: Slipways, pontoons, marinas (slippery surfaces, state of repair, sharp objects), Electrical (overhead power lines, outdoor power points), car park, boat park (abandoned boats, tie downs, boat racks), Cranes and Hoists, gardening equipment (operation of lawn mowers, strimmers) etc.
 Boathouse: Petrol (storage, refuelling), chemicals (resins, paint, weed killer, solvents etc), power tools (use and storage), electrical (power points, extension cables).
 Sailing Area: Weather (adverse conditions), inexperienced boatmen/coxswains, underwater obstacles, commercial shipping, contaminated water (pollution, blue green algae), drowning, hypothermia.

3. Risks

Decide what injuries or risks may arise from each hazard. It is a good idea to categorise the level of risk, to determine whether an accident arising from a potential hazard is likely to cause minor or serious injury, or even death. Once the level of risk is determined, think about the groups of people in and around the club, who might be affected by the hazards identified (boatmen, coxswains, instructors, galley/bar staff, cleaners, members, contractors, public). Pay particular attention to; Children, disabled, beginners, trainees, visitors.

4. Precautions

The law says that you must do what is 'reasonably practicable' to keep the working environment safe.

Identify those hazards, which currently have inadequate measures in place to prevent accidents, and decide what more you can reasonably do to improve. Concentrate primarily on the major risks and be wary of setting yourself impossible tasks to control minor risks. Only write down preventative measures, which can be realistically enforced by those concerned.

Is there any formal training for rescue boat personnel?

Are chemicals and flammable materials clearly marked?

Are power tools kept out of reach of children and untrained personnel?

Are trainees properly briefed in advance on what protective clothing to bring on a course?

Decide whether there are sufficient signs for individual hazards ('No Smoking', 'Safety Boat Personnel Only Beyond This Point').

Can you remove the risk completely?

Try a less risky option.

Prevent/discourage access to the hazard.

Ensure protective/safety clothing is worn.

Ensure safety equipment is carried and used.

Educate those who may be affected by the hazard.

Ensure the measures taken, don't contradict the Club Rules or Sailing Instructions.

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Appendix F

Risk Assessment Report

For Review