



Penarth Yacht Club

Sailing Risk Assessment

Area covered by this assessment: Penarth Sea Front and Penarth Roads Sea Area

Activities Covered: Dinghy Sailing and Sail Training

People Involved: Adult Beginners.
Experienced Adults
Event Organisers
Rescue Boat Crews

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Date of reassessment: 11 August 2023

Existing safety measures	People at risk
One or two rescue boats	
Buoyancy aids	Sailors, Beginners and Experienced
Record of Participants	Instructors
VHF Radios	Rescue Boat Crews
	Public, pedestrians and swimmers



Top Ten Risks

No	Hazard	Description	Mitigation Action
1	Road	The road is one way and has a speed limit of 30 mph, which is often exceeded.	all movements of boats across and along the road to and from the slipway must be supervised as far as is possible. Also, trainees should be reminded at all briefings to follow proper road crossing procedures. Wherever reasonably possible and needed, Junior Sailors should be assisted with road crossing.
2	High Winds	Sea conditions can deteriorate quickly, especially in Spring and Autumn seasons.	Senior personnel need to be aware of forecast and conditions out at sea. Extra rescue boat provision should be considered in accordance with club sailing instructions.
3	Sea Conditions	Easterly and North Easterly and South Easterly winds can create large waves with breaking surf on the beach.	Senior personnel need needs to be aware of forecast and conditions out at sea. Extra launch and recovery assistance should be considered in certain conditions.
4	Shipping Lane	Merchant shipping is constrained by draught and the need to navigate into a dredged channel which starts at the Outer Wrack Buoy. The area concerned is east of a line from 100 metres off the end of the pier to the Rannie Buoy at Lavernock Point. Unless absolutely essential, training should take place inside that line towards the beach.	Shipping movements should be checked with Cardiff Harbour Authority prior to sailing. If merchant vessels are moving in the area, the Safety Boat should ensure that all dinghies are west of that line. Unless absolutely essential, training should take place inside that line towards the beach.
5	Low winds	If the wind drops boats can be taken away by the tide.	In conditions of marginal wind the course should be laid up tide (but see Risk 9). The race or training should be halted before boats are taken by the tide.
6	Safety Boats	There is a risk from the safety boat propellor when people are in the water e.g. when launching or attending a capsized.	Safety boat drivers should keep the propellor away from people in the water; they should wear and test the kill cord. Only people judged competent should drive the rescue boat(s).
7	Beach	The movement of the beach can deposit pebbles on the slipway and make movement of boats difficult and cause a slip and trip hazard	Care should be taken to ensure boats are moved on the slipway with sufficient hands and trainees are aware of the hazard.
8	Ebb Tide	The ebb tide in Penarth is always stronger than the flood and runs due south toward Lavernock Point where there is a risk of rock ledges and increasing current.	Training should not take place south of the Q buoy unless in small groups accompanied by a rescue boat in flood tides. Trainees should be briefed to stay up tide
9	Penarth Pier	The pier is situated about 200 metres north of the Club slipway. The danger is of being swept into the framework of the pier. The problem really only arises on a flooding tide.	Training marks should not be set between the slipway and the pier on a flooding tide when winds are light or if winds are in a southerly direction. The OOD or Senior Instructor should take this risk into account at all other times when setting training areas. No training is to take place adjacent to the pier on the side nearer to the "Barrage".
10	Petrol Store	Fuel is stored at the club and rescue boat tanks filled manually	Fuel store is designed to meet fire regulations with re-enforced door. Trainees are not permitted to carry out refuelling.



11	Pedestrians	Pedestrians use the pavement immediately in front of the club and near the boat store on the other side of the road. They may encounter trip hazards and obstacles when boats are being rigged / derigged.	Care should be taken when moving boats out of the sheds or across pavements. A clear path must be maintained for pedestrians at all times.
12	Swimmers	There are an increasing number of swimmers, e.g. the Dawn Stalkers, swimming off the slipway and people using the slipway generally.	Dinghies and rescue boats must be vigilant of swimmers and give them a wide berth, especially when launching and coming ashore. Members of the public on the slipway should be politely advised if they are putting themselves in harms way (e.g. close to dinghies with rigged sails) and extra care taken to prevent incidents.