



THURROCK YACHT CLUB

Promoting sailing in Thurrock

Risk Assessment 2021 v 1.0

Members are reminded that Thurrock Yacht Club is a Community Amateur Sports Club that is run by members for the benefit of members. We all have a responsibility for our own health and safety, and it is in our collective interest to look out for the safety of others.

SPECIAL NOTICE – Keep Right

All TYC members are reminded that special byelaws apply on the tidal Thames. All vessels, including those under sail, are required to stay to the right of the fairway. Please apply common sense:

- Do not cross in front of large vessels
- Keep a lookout astern as well as ahead.
- If approaching a large vessel, make a prompt turn to starboard and get to the right side of the fairway. If you have a loud horn, sound one short blast, but in any case be clear and concise in your manoeuvres.
- If sailing in races or company, make other boats aware of large vessels on channel 37 (M).
- Consider making short tacks and go about midway across the fairway.
- Always carry a functioning VHF Radio and maintain a listening watch on London VTS, unless participating in an organised club event where another channel is prescribed.

Complying with rules reduces the chance of over enforcement being applied, and learning to sail within the constraints will make you a better sailor. For more information please visit the [PLA's Boating on the Thames website](#).

1. All activities whilst afloat

Hazard	Level of risk	Mitigation	Residual risk
1.1 General sailing related incidents, e.g. loss of mast, running aground, man overboard, engine failure etc.	Low	Individual skipper/helm responsibility to assess own/crew/boat competency for prevailing and accepted conditions. Skippers/helms advised to have action plans/assessment/equipment suitable for their boat and to brief crew accordingly. Skipper/individual responsibility to ensure adequate means to raise alarm in event of incident and ensure boat has appropriate equipment in working order. Skipper / Individual responsibility to inform others of intentions before setting off.	Very Low
1.2 Drowning	Low	Wearing of personal flotation device (PFD) compulsory in all club boats and advisory on own boat. Appropriate clothing to be worn. Individual responsibility and awareness for assessing own competency for prevailing conditions. Individual responsibility for sea worthiness of boats. Skippers/helms and crews should be familiar with man overboard recovery.	Very Low
1.3 Hypothermia / Death from cold shock.	Low	Individual responsibility to assess prevailing conditions and wear appropriate clothing. Supply of spare clothing is kept in club.	Very low
1.4 Serious injury	Low	Individual responsibility to assess own competency for prevailing conditions. Individual responsibility for sea worthiness of boats. If event terminated, competitors advised by safety boat / vhf to return to shore/moorings	Very Low
1.5 Non racing collision leading to injury or boat damage.	Low	Individual responsibility to keep a proper lookout and have knowledge of Collision Regulations at Sea, and PLA byelaws.	Very Low
1.6 Risk of injury to other water users.	Low	Individual responsibility to keep a look out for other water users, particularly rowers, kayakers and paddle boarders	Very Low



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1.7 Unsuitable /deteriorating conditions	Low	Individual skipper/helm responsibility to assess own /crew/boat competency for prevailing conditions. Race Officer to consider postponement/shortening course. Course to be set to prevailing conditions.	Very Low
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2. Cruiser Racing

Hazard	Level of risk	Mitigation	Residual risk
2.1 All hazards in section 1	As section 1	As section 1. PLUS Vhf radio to be carried and tuned to prescribed channel.	Very Low
2.2 Collision whilst racing leading to injury or boat damage	Medium	As section 1.5. Individual responsibility to abide by RRS. Race officer to set appropriate course for competitors.	Low
2.3 Failing to account for all competitors and crew after racing	Low	Club to use signing on/off sheets and/or tally boards. Consider crew safe tags by safety boats (for use when crews taken off by safety boats). Race Officer to notify VTS at start/completion of race.	Very Low
2.4 Serious injury whilst racing.	Low	Ability of all boats, including safety boats, to summon emergency assistance via vhf. If event terminated, competitors advised by safety boat / vhf to return to shore/moorings.	Very Low

3. Dinghy Racing

Hazard	Level of risk	Mitigation	Residual risk
3.1 All hazards in section 1 and 2	As section 1	As section 1. PLUS Wearing of personal flotation device is mandatory. Provision of appropriately equipped safety boats with competent coxswain and crew. Racing postponed in adverse weather / river conditions	Very Low

4. Safety Boats (if operated)

Hazard	Level of risk	Mitigation	Residual risk
4.1 All hazards in section 1	As section 1	As section 1.	Very Low
4.2 Injury caused by contact with, or whilst boarding a safety boat	Medium	Only competent coxswains to operate safety boats. Mandatory use of kill cords when fitted to boats. Briefing of safety boat crew prior to use. Safety boats to be used in accordance with club manual. Vhf radios to be monitored for VTS / other river users.	Low
4.3 Collision with commercial vessels/structures	Low	Course set to avoid crossing traffic lanes unless sufficient safety boat cover. Check vessel movements with VTS. Competitors reminded of club rules regarding river traffic. Race Officer and safety boats to maintain regular vhf radio contact.	Very Low
4.4 Engine failure / propeller fouled	Low	Engine / fuel checked prior to start. Oars/anchor checked. Keep lookout for floating debris.	Very Low

5. Shoreside Risk

Hazard	Level of risk	Mitigation	Residual risk
5.1 Slips/trips and falls on foreshore, slipways, and yard	Medium	Keep edges of wall clear and high fittings painted yellow. Ensure yard kept clear. Care taken when using ladders and walking on slipway.	Low
5.2 Injury caused when launching boats using club cranes and forklifts	Low	Only members instructed in the use of cranes / forklifts are permitted to use them. Correct use of slings. Trailers and trolleys returned to storage areas.	Very Low
5.3 Drowning/falling into water.	Low	Junior members to be supervised when on premises. Lifebelt /safety line kept available.	Very Low
5.4 Fire in club house/ boat shed.	Low	Ensure electrical and gas appliances are switched off after use. Keep extinguishers available. Fuel correctly stored.	Very Low



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Important Contacts:

VHF Channels – distress calls to London VTS or Channel 16

Thurrock Yacht Club	Ch 37 / M
London VTS	Ch 68 (Sea Reach 4 to Crayfordness – includes TYC Clubhouse)
London VTS	Ch 69 (Outer Estuary to Sea Reach 4)
London VTS	Ch 14 (Crayfordness to Tower Bridge)

Telephone

Thurrock Yacht Club	01375 373 720
Lifeboat/Coastguard	999 (Distress only)
PLA Navigation Service Duty Officer	01474 560 311
PLA Harbour Master Gravesend	01474 562 212