Steveston RC Sailing Safety Plan

Revised November 10 2020

Exposed Group	Risk	Mitigation Actions
General	Risk that SRCS members are not aware of this Safety Plan and the responsibilities they have in implementing it.	Members will be given a copy of the safety plan and asked to sign off to acknowledge that they have read it and understand their role in implementing it.
	There is a very slight risk of minor cuts or abrasions due to a fall on the dock.	SRCS will maintain a basic First Aid kit as part of its emergency response gear stored in the equipment tote.
	There is a need for someone to take the lead each sail day in terms of identifying conditions that might lead to risks.	The Race Officer will act as the safety monitor, identifying factors that sailors need to be aware of and developing an appropriate response including informing participants on the dock. The Race Officer will ensure that the equipment tote containing the countdown timer and all the safety gear is brought to the race area before racing begins.
The Public	Possible collisions between the public and sailors walking on the dock as they watch their RC boat on the water.	When racers encounter members of the public who are positioning themselves in a spot that might be dangerous, they should politely point out the potential risk and ask that they move to a safer spot.
	Possible risk of a member of the public falling into the water, with or without any contact with a sailor.	Immediately implement the Man Overboard protocol.
Sailors	Possible collisions between sailors walking on the dock as they watch their RC boat on the water. Particularly critical when sailors are moving in opposite directions along the dock.	Sailors should walk on the course side of the dock when following their boats up wind and then move toward the center of the dock when following their boats down wind. When passing another sailor who is moving in the same direction always pass on a path toward the center of the dock.
	Possible tripping hazards with chairs, boat stands and other gear for sailors walking on the dock as they watch their RC boat on the water.	All chairs, boat stands, and gear are to be stored outside of the track used to follow boats.
	Possible risk of a sailor falling into the water while launching, operating or retrieving his or her RC boat.	Sailor is to call out “Man Overboard” immediately. Immediately implement the Man Overboard protocol.
	Additional precautions to accommodate sailors with limited mobility.	Any sailor who must sit while sailing will be encouraged to do so in a location a safe distance from the edge of the dock.

Rescue – Mark Setting Boat Operator	The rescue rowboat is very tippy.	Any member who has concerns about his or her ability to use the rowboat safely should feel no pressure to do so even to rescue your own boat. Other members who are comfortable in the rowboat should be called upon to do the rescue. No one should board the rowboat until at least one other member is in the area and able to assist if requested. Whenever the rowboat is in use members on the dock should monitor the rowboat operations in case a safety situation arises. No one may board the rescue boat until they are wearing a PFD. Be aware that if you are using an inflatable style PFD it is likely to be the type that is manually inflated by pulling the cord at the front.
	Possible risk of falling into the water while getting into or out of the rescue boat.	The rowboat operator shall evaluate the prevailing conditions and determine if, and what, assistance he or she needs for the task at hand. The operator may request assistance from other members who must comply. Because of the tippy nature of the rowboat operators should board or exit with extreme care maintaining good contact with the bull rail on the dock and centering their weight during the process. Do not stand on the seat or in the bow or stern. Falling into the water is most likely to occur while boarding or exiting the rowboat. Therefore, the rowboat should always be tied close to one of the permanent ladders installed along the dock.
	Possible risk of falling into the water when operating the rescue boat.	Rowboat operators must always wear a PFD. When reaching for marks or an RC boat the operator is encouraged to reach out over the stern where there is maximum buoyancy in the rowboat. A fishing pole reaching hook or a piece of wooden dowel with a hook should be in the rowboat to assist with reaching out for a boat. If the operator falls out of the boat, he or she must immediately hail “Man Overboard” and then stay with the boat until a recovery plan has been established with sailors on the dock.
	Risk of not being able to get back into the rescue boat from the water.	The victim and the sailors on the dock must quickly implement a plan that accomplishes getting the victim to the dock or to shore as quickly as possible. First priority is to establish physical contact using the heaving line or life ring and float. If things like wind, waves, cold or strong current make conditions challenging, consideration should be given to use of the yellow tether line attached to the rescue boat so sailors can pull it and the victim back to the dock. It is the rowboat operator’s decision whether to use this system or not. At least two other members must assist if requested to do so.

	Heightened risk associated with operating the rescue boat far from the dock to retrieve a RC boat that has sailed away from the racing area.	In this rare situation the rowboat operator should give serious consideration to using any of the risk mitigating tools available before setting out on such a boat rescue mission. Such tools could include use of an RC rescue boat if one is on site or use of the tether line. Members on the dock should monitor this operation carefully.
	Possibility of needing a second boat to rescue either our operator.	If there is no rescue capability available from the dock call 911, *16 on a cell phone or VHF Channel 16 explaining the nature of the situation and the location. This will most likely result in the call being dispatched to the Royal Canadian Marine Search and Rescue who have rescue craft moored in Steveston Harbour.
	Possibility of needing a second boat to rescue either our operator.	If there is no rescue capability available from the dock call 911, *16 on a cell phone or VHF Channel 16 explaining the nature of the situation and the location. This will most likely result in the call being dispatched to the Royal Canadian Marine Search and Rescue who have rescue craft moored in Steveston Harbour.
	Difficulty of retrieving a person from the water.	Never attempt to pull a victim into a rescue craft except one with adequate flotation and stability. Always tow the victim to shore or to the dock. If sailors are unable to lift a victim back onto the dock, they should implement the use of a ladder. SRCSC will maintain a portable rescue ladder as part of their emergency response gear stored in the equipment tote.
Anyone who has fallen into the water.	Risk that current or wind could move the victim away from the dock.	Swift action to establish physical contact with the victim is key to mitigating this risk. Hence, two sailors close to the victim should ignore their boat and immediately implement the Man Overboard protocol.
	Possibility that cold water could cause hypothermia.	SRCS will maintain a towel and set of warm dry clothing as part of their emergency response gear so that a victim can be warmed up once out of the water.
	Possibility that cold water could cause heart attack or other medical condition.	SRCS members who have CPR training are expected to intervene in such events. Call 911 immediately.
	Possibility of drowning.	SRCS members who have CPR training are expected to intervene in such events. Call 911 immediately.