



## RS Tera Class Association

### Safety Policy

NOTE: This Safety Policy covers only those youth racing matters under the direct remit and control of the RS Tera Class Association. Accordingly, the risk groups covered are only those actually taking part in Racing and Race Training. Spectators (adults or children), those not actually taking part in Racing or Race Training, other RS Tera Class Association members and their families or guests or casual visitors are not considered in this Safety Policy.

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#### 1. INTRODUCTION

1.1. The RS Tera Class Association has a clear responsibility for the safety of children involved in race training and racing activities under its direct remit and control. A child is defined as being any person under the age of 18.

1.2. This document sets out the RS Tera Class Association policy and systems that are intended to reduce the inherent risks associated with its racing and race training activities to a currently socially acceptable level. The RS Tera Class Association will ensure that this level is reviewed regularly.

#### 2. OBJECTIVES

2.1. The objective is to achieve a high standard of safety without unduly constraining the sailing activities. Where these aims conflict, the needs of safety will take precedence.

#### 3. RESPONSIBILITIES

3.1. Overall and final responsibility for safety policy rests with the RS Tera Class Association Head Coach.

3.2. The on-site Head Coach responsible for an RS Tera Class Association, squad or race training activity is responsible for preparing and reviewing a risk assessment of racing and race training activities and ensuring all the participants and individuals involved with the organisation of the activity are aware of the safety policy.

3.3. The RS Tera Class Association Chairman shall also ensure that the Principal Race Officer of all racing events is suitably qualified and a suitably qualified coach runs all training sessions.

#### **4. RACING ACTIVITY MANAGEMENT**

4.1. An Activity Leader is identified for all racing and race training events. This may be the Event Director, the Race Officer or the RS Tera Class Association Head Coach.

4.2. The safety of all participants will be the responsibility of the Activity Leader of the event from the time the first participant goes on the water until the time that all the participants are off the water and have been accounted for. In discharging this responsibility the Activity Leader will have absolute authority to employ all the resources available to them as they see fit, and to direct the work of all those assisting.

4.3. Participants should receive a briefing covering safety and the schedule for race training or the RS Tera Class Association Championship.

4.4. The decision on whether to sail or not to sail, or to stop sailing lies with the Activity Leader and is to be made in the light of all the relevant factors including the present weather, the forecast weather, the class of boat, the experience of the sailors, the number of supervisors and their experience and the location of the intended programme. It may be that the Activity Leader decides to sail, but doesn't allow certain boats to join in. That is his decision, which is final.

4.5. No boat may participate in a sailing activity until the owner(s) or their representative has signed an indemnity certificate in the form determined by the RS Tera Class Association.

4.6. The Activity Leader shall ensure that a record is kept on the shore of all participants out on the water in dinghies, or RIBs acting as support boats. This can be either by completion of a participants list or by a tally system. If a tally system is used all participants should be tallied as should their launching trolleys where appropriate.

4.7. All participants in dinghies, and in open support boats should wear a buoyancy aid or life jacket to an appropriate standard at all times when afloat. Such aids should be correctly fastened.

4.8. Wet/dry suits may be made mandatory for some or all participants at the discretion of the Activity Leader.

4.9. All participants with long hair should have it tied up before going on the water.

4.10. Boats should be rigged appropriately to meet the safety standards of the class and only allowed to launch when adequate support boat cover is available on the water.

4.11. There should be sufficient support boats normally crewed by at least 1 suitably trained operator available to ensure that a support boat can reach a capsized boat within 3 minutes. At least one crew member in each support boat should be prepared to enter the water immediately if necessary.

4.12. All participants should be monitored.

4.13. A kill cord should be used at all times where a kill cord is fitted to a support craft. A spare kill cord should be carried in each boat.

4.14. Support boat engines should normally be stopped when a person is in the water beside the support boat, especially if abaft the console.

4.15. The RS Tera Class Association shall maintain an Incident File. Any incident should be reported to the RS Tera Class Association as soon as reasonably practicable.

## **5. ACCIDENTS**

5.1. The Activity Leader should provide or ensure that first aid kits are available on the water and on shore. All support boat drivers should be briefed on the location of the first aid kits.

5.2. There should be a suitably qualified person available to administer First Aid.

5.3. In the event of any personal injuries, the Activity Leader of the session is to be informed and he is to ensure that the injury is properly examined by a qualified person and, if necessary, the injured person taken to a hospital Accident and Emergency Department. The RS Tera Class Association should note all injuries in the Accident Book as soon as possible after the incident.

## **6. SAILING AREAS**

6.1. All participants should be briefed on the sailing areas.

6.2. The Activity Leader of each session shall decide which area to use and ensure participants are briefed accordingly, taking into account such things as the present weather, the weather forecast and the tide.

## **7. ABANDON PROCEDURE**

7.1. If the Activity Leader decides that support boats resources are inadequate he should consider signalling "Abandon" and calling for assistance from external agencies such as the RNLI.

7.2. If conditions are such that the support boat personnel or the person in charge feels that there is a risk of injury or drowning to people in the water, the personnel should be recovered and the boats abandoned. If conditions permit, the abandoned boats should be marked by tying a piece of tape or similar tied to the rudder or transom. At a coastal venue the coast guard should be informed if boats are abandoned.

7.3. An Abandon Signal should be agreed and all participants briefed before going afloat.

## 8. CHILD PROTECTION

8.1. It is the policy of the RS Tera Class Association to safeguard its Junior and Youth members from physical, sexual and emotional harm whilst participating in Training and Racing.

The RS Tera Class Association takes all reasonable steps to ensure that, through relevant procedures and training, children, young people and adults taking part in RYA Race Training and Racing do so in a safe environment. We recognise that the safety and welfare of the child is paramount.

8.2. The RS Tera Class Association actively seeks to:

- Shoulder its responsibilities in caring for children and young people and those who work with them.
- Be committed to good practice in work with children and young people.
- Recognise that safeguarding the young is the responsibility of everyone, not just those who work with children and young people.
- Be prepared to review its ways of working to incorporate best practice.

We Will:

- \_ Treat all children with respect and celebrate their achievements
- \_ Carefully recruit and select all adults whether paid or voluntary
- \_ Respond to all concerns and allegations appropriately
- \_ Appoint Child Protection Officer at an event, whose details will be shared

The Child Protection Officer is responsible for:

- \_ Monitoring and recording incidents or concerns
- \_ Reporting all concerns to the RYA CPC as soon as possible
- \_ If necessary making referrals to the Police and/or Children's Social Care without delay

The Child Protection Coordinator (CPC) is responsible for:

- \_ Monitoring and recording concerns.
- \_ If necessary, making referrals to the Police and/or Children's Social Care without delay
- \_ Deciding on the appropriate action to be taken in consultation with the RYA Case Management group and the relevant RYA Manager, in line with the RYA's procedures
- \_ Ensuring that all staff and appropriate volunteers have access to up to date Child Protection guidelines (available on the RYA website [www.rya.org.uk](http://www.rya.org.uk), Working with Us).

8.3. Anyone who is concerned about the welfare of a child or young person has a responsibility to share those concerns with the Event Child Protection Officer, the RS Tera Class Association Head Coach, or the RYA CPC.

#### 8.4. Anti-Bullying Policy

The RS Tera Class Association also has an anti-bullying policy which should be read in conjunction with this document. This policy is available from RS Tera Class Association website

### **9. Policy Review**

This policy will be reviewed annually.

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