



## **Detailed Risk Assessment re potential Covid infection during Kircubbin Sailing Club's 2021 Annual Regatta.**

This Risk Assessment is based on guidance from HSENI.  
<https://www.hseni.gov.uk/topic/risk-assessment>

### **The HAZARD -**

The hazard that this Risk Assessment aims to eliminate, or reduce as far as possible, is the risk of person-to-person transmission of the Covid-19 virus at Kircubbin Sailing Club's 2021 Regatta.

### **PERSONS AT RISK -**

Persons at risk of infection are those competing in the Regatta and other visitors to Kircubbin SC, and the Club's organising personnel for the event, both afloat and ashore.

### **RISK EVALUATION -**

Risk is evaluated using the three variables for Covid transmission risks ; these are...

- droplet transmission and aerosol generation associated with any activity, and based on the proximity of those at the resultant risk and the duration of that proximity.
- the risk associated with the movement of persons and their normal handling of surfaces, including the transfer of any equipment used ('fomite transmission').
- the number of participants likely to take part in the proposed activity plus known risk factors of participants with underlying health conditions or high-risk groups, who wish to participate ('population')

Re the maximum number of participants likely taking part in the Regatta, from previous experience this is estimated as 40 competing boats each with 2.7 crew persons aboard, giving a maximum total of 118 including organising staff & officials. Re high-risk participants & those with underlying health conditions, such competitors will be a very small fraction of those competing due to the physical nature of sailing itself, and who further have the option to radically reduce their risk by opting not to go ashore at KSC after racing (see 'post-racing ashore' below).

Evaluation is in two parts, one part relating to risk afloat, the other to risk ashore.

**a) Risk afloat -**

- Risk during competitive sailing

Crews (usually 2-4 persons) are responsible for following 'mixed household' guidance, and possibly social distancing in addition on large boats. Once aboard, any contact with other competitors, safety boats or event organisers afloat is both distanced and fleeting.

The vast majority of competitors sail in keelboats which are highly autonomous, and the above will apply even in an 'assistance required' situation – see below.

Competitors sailing in dinghies (as opposed to keelboats) *and* requiring assistance have a marginally greater risk through possible close contact with their safety boat crew (usually 2), though the duration of this contact would typically be brief, & extremely unlikely to be more than 5 or 6 minutes.

The event organisers afloat are the Race Committee aboard the Committee Boat, and the small number of safety boat crews mentioned above.

The Race Committee (5 or 6) will follow 'mixed household' guidance and/or social distancing while afloat ( ~3hrs maximum), and all are fully inoculated.

Safety boat crews will follow 'mixed household' guidance and have masks, wipes and hand/surface disinfectant on board. As above, their contact with competitors or others afloat is both distanced and fleeting. In the rare event of a serious injury to a competitor afloat requiring medical attention ashore, hygiene will be maintained as best possible, but in any case the race area is such that contact duration in going ashore is most unlikely to be as long as 15 minutes.

- Risk during pre-race preparations afloat, & after racing

Pre-racing, the risk outlined above varies little if at all.

Following racing, boats may 'raft together' side by side and will continue to be responsible for complying with 'mixed household' guidance, and possibly social distancing on large boats, in this situation.

- Risk while ferrying ashore / returning

A ferry service will be provided for crews wishing to go ashore and following 'mixed household' guidance. Hand sanitiser will be available on boarding, and the boat driver will sanitise the boat's handholds and other contact surfaces as necessary & appropriate. Masks will be available to protect the boat driver against the heightened risk of carrying passengers. The lift ashore is in essence a very brief trip ; the boat driver has discretion to embark only one crew per trip.

From the above, normal risk afloat is exceedingly low. For ferrying ashore & in a distress situation risk is heightened, but this extra risk is satisfactorily controlled as outlined. The risk of infection afloat generally is therefore at an acceptable level.

## **b) Risk ashore -**

- Risk prior to the Finish of Racing

It is unlikely that the number of persons ashore pre-Regatta will exceed 10, and this will be reduced by half when the Race Committee go afloat after 1100.

The clubhouse, with the exception of the toilets, will be closed to competitors who arrive by car, etc, and to any visitors. Those remaining on site will almost exclusively be KSC personnel who will be working on separate organisational areas, largely distributed over various different parts of the Club site, and will be maintaining social distancing.

The hard surfaces and contact points (taps, handles, etc) in the toilets will be serviced with disinfectant on a regular basis during the Regatta.

The risk of infection ashore up to the finish of racing and any competitors subsequently arriving ashore is generally very low, and therefore at an acceptable level.

- Post-racing ashore

A written precis of the mitigation measures in force ashore will be provided to inform all competitors afloat of our expectations should they decide to come ashore – this will be provided along with the essential ‘course sheet’ before the start of racing. A significant number of those competing will in any case decide *not* to come ashore. (Generally in normal times, several competing crews do not stop off at the host club after racing at SLRC Regattas. At the 2021 Regattas run prior to KSC’s Regatta, rather than go ashore after racing, many competitors have remained afloat and rafted up with another boat by way of post-racing relaxation and more limited socialising.)

As above, with the exception of the toilets, KSC’s clubhouse will be closed to anyone other than the small number of KSC personnel providing bar service and refreshments. The ashore part of the Regatta post-racing is therefore in essence an ‘open air’ event.

Potential gathering areas and choke points have been identified and steps taken to encourage maintaining social distancing : these are the Bar, the Refreshment Area (tea, coffee, etc), the Jetty used for ferrying and the Regatta prize-giving. Competitors will be reminded to use ‘one way traffic’ on the relatively narrow jetty in order to maintain social distancing, and the prizegiving will be held outside.

Club Bar – a bar-service system will be used and will be wholly outside/open air. To provide a rapid service and so minimise any queueing, at least 2 persons will be manning the service point. As some queueing is likely, social distance markings and queue direction indicators will be provided. Hand sanitiser will also be provided for those queueing.

Refreshments – as above, a rapid outside bar service will be provided to minimise any queueing. As some queueing is likely, social distance markings and queue direction indicators will be provided. Hand sanitiser will also be provided for those queueing. As far as possible food items will be pre-wrapped and manufacturer-sealed from commercial sources.

As above, hard surfaces and contact points (taps, handles, etc) in the clubhouse toilets will be serviced with disinfectant on a regular basis during the Regatta.

Using social distancing along with the above control measures, the risk of infection ashore is low. Competitors who arrive ashore for refreshment, etc, will generally disperse within an hour of the prizegiving, which in any case will be held as soon as racing results become available. The risk ashore is therefore generally controlled to an acceptable level.

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