

BASSENTHWAITE SC – RACING SAFETY FRAMEWORK

Purpose

Provide a simple, consistent approach to managing safety during club racing, supporting volunteer OODs and ensuring decisions are reasonable, consistent and defensible.

1. Responsibility

- The **OOD decides** whether racing proceeds
- Should seek input from safety crews and experienced members
- Safety is a **shared responsibility**

2. Minimum safety expectations

Racing shall not proceed unless:

- Safety cover appropriate to boats • experience • conditions • course
- Normal expectation: **2+ safety boats**
- 1 boat may be acceptable if: low numbers + benign + capable sailors
- Effective radio communication available

3. Safety assessment

- A safety assessment should be made before racing and reviewed as circumstances change
- Consider: conditions • sailors • boats • safety cover
- The **OOD Safety Card** provides a consistent method

Aim: consistent decisions regardless of OOD

4. Decision-making

Where risks are elevated, consider mitigation:

- reduce fleets • shorten course • restrict area • increase/reposition cover

If risks cannot be reduced → **do not race**

5. Safety coordination

- OOD ensures coordination is explicitly considered
- May involve experienced members or safety crews
- No formal “Safety Lead” required

6. Briefing

- **Short briefing:** conditions • course • safety • comms

7. Authority

- OOD may postpone or abandon at any time
- Safety boats may advise stop
- If unsure → do not race

8. Recording

- Log only non-standard conditions or decisions

9. Principle

Make **reasonable, informed and consistent decisions** based on the conditions and people present.