

Appendix 2

The Medium Event model is similar in structure to the Major Event model, but with fewer risk control measures in place and no reference to crisis management plans. It is anticipated that an annual assessment could be carried out, and used for any event run by a club. Clearly if a club were to run cruiser racing, as well as dinghy racing and windsurfing racing, the different nature of the risks in each case might require different risk assessment forms for each kind of vessel involved.

Standard Control Measures for Medium Events

Measures	General Comments	Applicability
----------	------------------	---------------

1. Planning

1.1	Use of Tidal Prediction Information	Time events to suit tidal range & streams	
1.2	Limit Competitor Numbers	Match entry numbers to resources	
1.3	Planning of Starting Sequence	Separate classes and avoid risk of collision	
1.4	Advance Briefing of Race Management	By oral briefing and/or written instructions	
1.5	Advance Safety Briefing with Authorities	Liaise with relevant port and safety organisations	
1.6	Shipping Movement Monitoring	Obtaining details of movements from Port Control	
1.7	Weather monitoring	Use forecasts to decide whether to proceed	
1.8	Manning	Ensure competent personnel for race management	
1.9	Emergency/Contingency Procedures	Establishment of action plan for emergencies	
1.10	Media management	One contact to control information fed to media in an emergency.	
1.11	Race Management Team Welfare	Ensure race management volunteers are equipped for the event .	

2. Communications

2.1	Notice of Race	Specify conditions and safety requirements to competitors	
2.2	Sailing Instructions/Amendments	Include compliance with Harbour Bylaws	
2.3	Safety Briefing	Safety briefing to Competitors	
2.4	Competitors' Shore Contact	Record details of all crew members on board	
2.5	Shore Signals	Race Signals as provided under the RRS	
2.6	VHF Radio Announcements	Designated VHF channel for announcements	
2.7	Communications with Authorities	Port control.	
2.8	Mobile Telephones and VHF	Communication with race management and coastguard	
2.9	International Collision Regulations	For right of way between racing and non-racing traffic.	

3. Control Measures Before Start

3.1	Safety Inspections	Spot checks of on-board safety equipment	
3.2	Marshalling and patrol boats	Safety craft for traffic control during starts and at finish.	
3.3	Competitor Marshalling Areas	Designated areas for waiting in event of traffic	
3.4	Postponement/suspension of starts	In the event of commercial or other traffic movements.	
3.5	Length of Starting Line	Matched to competitor numbers per RYA recommendations	
3.6	Ferry Traffic	Check ferry times on race date and avoid traffic clash	

4. Additional Control Measures After Start and During Race

4.1	Abandonment	In the event of adverse weather or other factors	
4.2	Shortening Course	In the event of lack of wind or other factors	
4.3	Race Observers	Observers on shore at strategic locations	
4.4	Escort vessels	Club member's or other vessels	
4.5	Monitoring of wind/sea conditions	By communication with observers and escort vessels	

5. Additional Control Measures at Finish

5.1	Finishing line length	Matched to number/size of competing boats	
5.2	Retirement Monitoring	Reporting by boats retiring or tally system	
5.3	Harbour Patrol	Patrolling of finishing area	
5.4	Race Declaration	Boats sign in after race to monitor all finishers	
5.5	Use of Engine	Boats to clear line after crossing the finishing line	

6. Special Control Measures

6.1			
6.2			
6.3			