

Risk assessment

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|---------------------------------------|--|-------------------------|--------------------------------------|---|------------|
| Name of activity, event, and location | Dinghy Sailing and Powerboating at Cambes Permits Weekend, Paxton Lakes Sailing Club, 4/5 October 2025 | Date of risk assessment | 21 September 2025 | Name of person doing this risk assessment | Simon Keen |
| | | Date of next review | Daily throughout the Permits Weekend | | |

| What hazard have you identified? What are the risks from it? | Who is at risk? | How are the risks already controlled? What extra controls are needed? | What has changed that needs to be thought about and controlled? |
|--|---|---|--|
| A hazard is something that may cause harm or damage. The risk is the harm that may occur from the hazard. | For example: young people, adult volunteers, visitors | Controls are ways of making the activity safer by removing or reducing the risk. For example, you may use a different piece of equipment or you might change the way you do the activity. | Keep checking throughout the activity in case you need to change what you're doing or even stop the activity. This is a great place to add comments which will be used as part of the review. |
| Refuelling powerboats: fire, or suffocation by fumes | All | Fuel containers to be refilled on shore and not on the water, in a well ventilated area and away from naked flames and other sources of ignition. High friction clothing (eg drysuits) must not be worn, and mobile telephones must not be used, when refuelling. Fuel supplies to be kept secure when not in use | |
| Launching powerboats: injury caused to self or others | All | Powerboats to be towed out of containers on trailers using a car with a towbar if possible, or otherwise lowered into the water on a long rope. All powerboats will be launched from their trailers. A good look out to be maintained. Check before towing or lowering that powerboats are properly secured to their trailers | |
| Moving sailing dinghies on shore: injury caused to self or others | All | Sailing dinghies to be on trolleys and moved by hand, and launched from the trolleys. Correct manual handling practices to be followed and a good look out to be maintained. Check before moving that dinghies are properly secured to their trolleys | |
| Rigging sailing dinghies: injury caused to self or others (eg from flogging sails) | All | Sailing dinghies to be rigged by or under supervision of instructors and to be head-to-wind and in plenty of space when being rigged. Good look out to be maintained and anyone near rigged boats to be warned of flogging sails and trailing lines. Sails to be lowered/furled when not in use | |
| Launching sailing dinghies: injury caused to self or others | All | Sailing dinghies to be launched under instructor supervision. Correct manual handling practices to be followed and good look out to be maintained. Maintain control of dinghy until ready to sail; instructor to give final brief on boom and ropes before setting off | |
| General sailing: incident arising from loss of control of dinghies | All | All sailing dinghies to be crewed dinghies with instructor aboard to maintain control. Clear sailing areas to be designated and safety boat to supervise dinghy sailing | |
| Knocks from boom: possible head injury | All | Clear warning to be given in land drills and when launching. Instructors to supervise launching. Safety boat to keep watch and issue warnings | |

You can find more information in the [Safety checklist for leaders](#) and at scouts.org.uk/safety

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| Capsize: entrapment and drowning | All | Clear briefing on capsize recovery to be included in land drills before launching. Use masthead flotation where available to prevent total inversion. Sails to be reefed in windy conditions or for lighter participants. Safety boat to attend all capsizes and count heads. Effect rescue from the water if necessary (prioritise people over property). Safety boat to be equipped with knives to cut ropes (not rigging) if necessary | |
| Tangling in ropes: entrapment or injury | All | Clear briefing to be included in land drills before launching and instructors to check boats before launching. Safety boat to keep watch and issue warnings | |
| Driving powerboats: injury caused by collision or contact with propeller | All | Powerboats to be under control of adults holding at least RYA Powerboat Level 2/Scout Adventurous Activity Permit or other helm approved by an RYA Powerboat Instructor. Best driving practices to be maintained at all times and planing speed to be used by safety boat only in emergencies. Kill cords to be worn at all times and their operation checked daily. Engines to be off (not idle) when dealing with people in the water or when transferring people between powerboat and shore/dinghy | |
| Driving powerboats: man overboard | All | Kill cords to be worn by helms and instructors at all times. Engines to be switched off (not just in neutral) when dealing with people in the water. Clear communication and holding on when engaging in any manoeuvre, especially at speed, to avoid man overboard. Powerboats only to be driven at planing speed in clear water away from other people unless attending a rescue. | |
| Recovery of young people from the water: safeguarding concerns where safety boats are single-helmed | All | Safety boat to operate in sight of shore. Binoculars to be available for on-shore visibility of safety boat actions | |
| General sailing: collision | All | Clear briefing on keeping clear to be included in land drills and to cover keeping body parts inside dinghies. Safety boat to keep watch and issue warnings | |
| Landing sailing dinghies: loss of control by inexperienced helms | All | Sailing dinghies to land one-by-one. Lee shore landings to be avoided where possible. Instructor(s) in dinghies and on shore to assist with landings and in particular to coach raising of centreboards and rudders, releasing of sails etc. Safety boat to keep watch and issue instructions before landing | |
| Landing sailing dinghies: slips/trips when leaving dinghies | All | Instructor(s) on shore to assist with landings and to supervise | |
| Recovering sailing dinghies: injury caused to self or others | All | Sailing dinghies to be recovered onto trolleys and then brought ashore under instructor supervision. Correct manual handling practices to be followed and good look out to be maintained | |
| Derigging sailing dinghies: injury caused to self or others (eg from flogging sails) | All | Sailing dinghies to be derigged by or under supervision of instructors and to be head-to-wind and in plenty of space when being derigged. Good look out to be maintained and anyone near rigged boats to be warned of flogging sails and trailing lines | |
| Recovering powerboats: injury caused to self or others | All | Powerboats to be winched back onto trailers in the water, where possible, and secured properly. Powerboats to be towed out of the water on trailers using a car with a towbar where possible, or otherwise pulled up using a long rope. A good look out to be | |

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| | | maintained. Check before towing or pulling up that powerboats are properly on, and secured to, their trailers. Powerboats to be returned to their containers immediately following recovery | |
| Hot weather: sun burn / heat stroke / heat exhaustion | All | All to monitor others. Long sleeves, sun cream and hats advised for sunny weather. Water and shade to be available in case needed. Instructors to cut sessions short if necessary | |
| Cold / wet weather: hypothermia | All | All to monitor others. Windproof clothing and warm hats advised for cold weather. Instructors to cut sessions short if necessary. Clubhouse facilities available for use if needed | |
| Windy weather or just young participants: physical exhaustion | All | All to monitor others. Instructors to cut sessions short if appropriate or to keep control of helms if conditions require it | |

NB: in this risk assessment "instructor" means either a qualified RYA instructor, the holder of a Scout Adventurous Activities Permit for dinghy sailing, or a competent helm approved by the leader in charge.

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