



Transport
for NSW

Aquatic Activity Operational Plan for

CDSC REGATTA - 28 & 29 March 2026

CARCOAR DAM SAILING CLUB

PROVIDED BY

Rene Reimers & Ash Johnson

PART ONE: OPERATIONAL PLAN

INTRODUCTION

The Carcoar Dam Sailing Club (CDSC) will be hosting an **inland regatta for catamarans and dinghies** on the weekend of **Saturday 28th and Sunday 29th March 2026**. The event will take place at **Carcoar Dam**, located at **540 Carcoar Dam Road, Carcoar Dam, NSW**.

The regatta will attract over **30 sailing vessels**, with approximately regional **50 participants**, a possibility some whom to travel from **interstate**. A number of **spectators and support crew** are also anticipated to attend across the two days.

The event will be staged from the **Carcoar Dam Sailing Club grounds**, with rigging and launching activities conducted in designated areas adjacent to the water. The event will be conducted in accordance with all relevant marine safety regulations. **No exclusive use of the waterway** has been requested, and **no exemptions from marine legislation** have been applied for.

This regatta forms part of CDSC's annual calendar and promotes safe, family-friendly competitive sailing in the region.

OFFICIAL

Friday 27th March 2026 (Optional Early Arrival)

- **3:00 PM – 9:00 PM:** Grounds open for early arrival and camping setup (by arrangement)

Saturday 28th March 2026

- **7:00 AM:** CDSC grounds open
- **7:00 AM – 10:00 AM:** Arrival of participants, camping setup, boat rigging
- **9:00 AM – 10:30 AM:** Registration and sign-in at CDSC clubhouse
- **10:30 AM – 10:45 AM:** Competitor briefing at clubhouse
- **11:00 AM – 4:00 PM:** Racing session 1 (1-3 races scheduled, depending on conditions)
- **4:30 PM:** End of day one racing
- **5:00 PM onwards:** Social gathering and BBQ dinner for competitors and guests (optional)

Sunday 29th March 2026

- **7:30 AM:** Grounds reopen
- **8:00 AM – 10:30 AM:** Final preparations and rigging
- **11:00 AM – 2:30 PM:** Racing session 2 (1-2 races scheduled)
- **3:00 PM:** End of racing
- **3:30 PM – 4:00 PM:** Presentation ceremony and closing remarks

Note: All times are subject to change depending on weather and race conditions. Updates will be communicated during the event via official noticeboard and race management.

EVENT COORDINATION / MANAGEMENT – CDSC Inland Regatta

The **Carcoar Dam Sailing Club (CDSC)** will have a dedicated team overseeing the coordination, safety, first aid, and successful delivery of the Inland Regatta on **28–29 March 2026**. Key personnel are listed below:

Event Management Team

- **Rene Reimers – Commodore / Event Coordinator**
 - **Role:** Overall event coordination, liaison with race officials, participant oversight
 - **Location During Event:** CDSC Clubhouse and onshore coordination area
 - **Contact:** Via Club VHF radio (Channel TBA), mobile number listed in registration pack

- **Ash Johnson – Vice Commodore / Deputy Event Coordinator**
 - **Role:** Assists with event management, logistics, and crew coordination
 - **Location During Event:** Primarily onshore, mobile between staging areas
 - **Contact:** Via Club VHF radio (Channel TBA), mobile number listed in registration pack

- **Safety Officer – TBA**
 - **Role:** Responsible for on-water safety operations, monitoring racing activity, and emergency response coordination
 - **Qualification:** Trained and certified Australian Sailing Powerboat Safety Operator
 - **Location During Event:** Aboard the designated safety boat
 - **Contact:** Via Club VHF radio (Channel TBA)

First Aid Officers

- **Elizabeth Spencer – First Aid Officer**
 - **Location:** Onshore at CDSC Clubhouse – designated First Aid Station
 - **Contact:** Via VHF radio and mobile (details in registration pack)
- **Evan Ross – First Aid Officer**
 - **Location:** Mobile between shore and boat rigging areas
 - **Contact:** Via VHF radio and mobile (details in registration pack)

Both officers are trained in **First Aid and CPR** and will be available throughout the event to respond to any medical needs.

Safety Coverage

- **Safety Boat Coverage:** Multiple vessels on active patrol during all race sessions.
- **Participant to Safety Ratio:** Approximately 1 safety operator per 8–10 participants
- **Safety Response:** Continuous on-water presence with immediate response capabilities

Communication

- All key personnel will be contactable via **Club VHF Radio** throughout the event.
- A full **contact list of officials, first aid officers, and safety personnel** will be provided to all participants upon registration.
- Emergency procedures and updates will be posted at the **official noticeboard** near the CDSC clubhouse and announced via VHF as required.

This structure ensures a **well-coordinated, safe, and responsive environment** for all participants, volunteers, and spectators throughout the regatta weekend.

QUALIFICATIONS – CDSC Inland Regatta

To ensure the safe and effective management of the regatta, all **event officials** and **participants** are required to meet relevant qualifications as outlined below:

Event Officials

- **Commodore (Rene Reimers):**
 - Holds **Australian Sailing Coach accreditation**
 - Responsible for overseeing all race operations and adherence to safety protocols
- **Safety Officer (TBA):**
 - Must hold a valid **RMS General Boat Licence** and be a **certified Australian Sailing Powerboat Safety Operator**
 - Verification of qualification will be required prior to the event
- **Safety Boat Operators (x6):**
 - Each operator must possess:
 - A current **RMS Power Boat Licence**
 - Relevant on-water experience in safety/rescue operations
 - At least one operator per vessel to hold **Australian Sailing Powerboat Safety Operator certification**
- **First Aid Officers (Elizabeth Spencer & Evan Ross):**
 - Hold current **First Aid and CPR certificates** from a recognised training provider
 - Copies of certifications to be supplied and verified prior to the event

Participants

- All competitors must provide their **Australian Sailing Number** at registration.
- This number will be **verified against the Australian Sailing database** during the check-in process.
- Participants must ensure that their Australian Sailing membership is **current and valid** for insurance and eligibility purposes.

Verification Process - All required qualifications and documentation (e.g. boat licences, first aid certifications, Australian Sailing numbers) must be:

- **Submitted at the time of registration** or
- **Presented in person during check-in** at the event
- CDSC officials will maintain a **compliance register** confirming that all personnel and participants meet their required credentials

These qualifications are essential to maintain a **safe, compliant, and professionally run regatta**, in line with **Australian Sailing** standards and **NSW maritime regulations**.

PROCEDURES AND STANDARDS – CDSC Inland Regatta

The **Carcoar Dam Sailing Club Inland Regatta** will be conducted in accordance with the following **governing procedures, policies, and standards** as issued by relevant national and state authorities:

Governing Bodies & Applicable Procedures

1. Australian Sailing

- **Racing Rules of Sailing (2025–2028 Edition)** – as adopted by World Sailing and Australian Sailing
- **Australian Sailing Prescriptions to the Racing Rules of Sailing**
- **Australian Sailing Safety Regulations** (for Off-the-Beach Boats, Dinghies, and Catamarans)
- **Australian Sailing Policies and Procedures**, including but not limited to:
 - Member Protection Policy
 - Code of Conduct
 - Risk Management Policy
 - Child Safe Sport Policy
 - Safety and Rescue Guidelines for Dinghy and Catamaran Events

2. NSW Roads and Maritime Services (RMS)

- **NSW Maritime Boating Safety Regulations**, including licensing and vessel safety equipment requirements
- **Powerboat Licensing Standards** applicable to all safety/rescue boat operators

3. First Aid & Emergency Procedures

- Event First Aid Officers operate in line with the **Australian Resuscitation Council Guidelines** and **SafeWork NSW First Aid Code of Practice**

Club-Specific Procedures

• Carcoar Dam Sailing Club Safety Management Plan

- Includes local risk assessments, emergency response procedures, and communication protocols specific to Carcoar Dam

• CDSC Race Management Procedures

- Aligns with Australian Sailing race management principles, including start sequences, protest handling, and on-water safety standards

By adhering to these **established procedures and standards**, the event ensures it meets all requirements for **safe, fair, and competitive sailing**, in compliance with **national sporting and maritime authorities**.

BRIEFINGS – CDSC Inland Regatta

To ensure the safe and effective coordination of the event, a series of **mandatory briefings** will be held for **event officials, safety personnel, marshals, and participants** prior to the commencement of regatta activities.

1. Event Officials & Safety Personnel Briefing

- **Date: Friday 27th March 2026**
- **Time: 6:00 PM**
- **Location: CDSC Clubhouse, 540 Carcoar Dam Rd, Carcoar Dam**
- **Attendees:** Commodore, Vice Commodore, Safety Officer (TBA), Safety Boat Operators, First Aid Officers, Marshals
- **Purpose:**
 - Confirm roles, responsibilities, and communication channels
 - Review emergency procedures, on-water safety protocols, and incident reporting
 - Allocate safety boat coverage zones and marshal stations
- **Contact Numbers:**
 - **Rene Reimers (Event Coordinator / Commodore):** Provided in registration pack
 - **Ash Johnson (Vice Commodore):** Provided in registration pack

2. Participant Competitor Briefing – Day 1

- **Date: Saturday 28th March 2026**
- **Time: 10:30 AM**
- **Location: Outside CDSC Clubhouse (Official Noticeboard Area)**
- **Attendees:** All registered competitors and skippers
- **Purpose:**
 - Outline racing schedule, course layout, and weather conditions
 - Review racing rules, starting procedures, and protest process
 - Explain safety protocols, communication via VHF radio, and what to do in an emergency
- **Contact Numbers:** Included in competitor handout provided at registration
- **Note:** Attendance is **mandatory** for all skippers; crews are strongly encouraged to attend.

3. Optional Day 2 Competitor Update

- **Date: Sunday 29th March 2026**
- **Time: 9:30 AM (if required)**
- **Location: CDSC Clubhouse Noticeboard Area**
- **Purpose:**
 - Provide weather updates, any schedule changes, or safety announcements for Day 2 racing
 - This briefing will be held only if significant changes are required

All key updates and notices will also be posted on the **official regatta noticeboard** located at the clubhouse. Emergency and race-related communication will occur via the **Club VHF radio system**.

These briefings are essential for ensuring the **smooth, safe, and coordinated running of the event**.

SAFETY CRAFT, EQUIPMENT AND OTHER REQUIREMENTS

1. Safety/Rescue Craft

Two dedicated **Safety/Rescue Boats** will be deployed for the duration of the regatta. These vessels will operate under the direction of the **Safety Officer** and are staffed by qualified operators with powerboat licences and Australian Sailing Powerboat Safety training.

Boat Name	Call Sign	Crew	Position	Identification
Start Boat	"Start Boat "	2 x Qualified Operators	Southern racecourse boundary	High-visibility flag + CDSC markings
Safety Boat 2	"Safety 2"	2 x Qualified Operators	Northern racecourse boundary	High-visibility flag + CDSC markings

Each boat will maintain a visible patrol position ‘**on station**’ throughout racing sessions, ensuring full course coverage and rapid emergency response times.

2. Safety Equipment Carried Onboard (in addition to standard marine requirements)

Both safety boats will carry the following **event-specific and enhanced safety gear**:

- VHF Radio (tuned to club race channel)
- Rescue throw lines and boat hooks
- Emergency towing lines
- First aid kit (waterproof, stocked for trauma/heat-related conditions)
- Thermal/space blankets
- Drinking water (minimum 5L per vessel)
- Sunscreen (SPF 50+)
- Paddle or oar (manual backup)
- Fire extinguisher
- Spare PFDs (Personal Flotation Devices)
- Knife (for line-cutting emergencies)

3. Onshore Safety and Health Requirements

- **Participants** are required to bring and use:
 - Personal sunscreen and hydration
 - PFDs (must be worn at all times on the water)
 - Appropriate sun protection (hats, sunglasses, long sleeves)
- **First Aid Officers** will be stationed onshore with access to:
 - Fully equipped first aid station
 - Communication via VHF and mobile phone
- **Drinking water** will be made available at the clubhouse and rigging area
- **Heat Management Plan** in place: Race officials may delay or shorten races in high-heat or severe weather conditions

4. Emergency Protocols

- All safety craft are in direct communication with the **Race Officer, Commodore, and First Aid Officers** via **VHF radio**.
- In the event of an incident, Safety Boat 1 and 2 will respond immediately, and additional assistance will be coordinated from shore if required.
- A designated **Evacuation Point** and vehicle access area has been assigned near the boat ramp for emergency response if needed.

This plan ensures that the regatta meets or exceeds **Australian Sailing and RMS safety requirements**, prioritising participant wellbeing and rapid emergency response at all times.

1. On-Water Infrastructure

The following infrastructure will be deployed on the water to define the racecourse and ensure safe, clear navigation for participants:

- **Race Buoys:**
 - **Type:** Yellow inflatable markers and soft rubber buoys
 - **Number:** Approximately 5, depending on course configuration and wind conditions
 - **Purpose:** Used to mark start/finish lines, turning points, and race boundaries
 - **Visibility:** High-visibility colours (yellow/orange) and low-profile designs to minimise collision risk
 - **Deployment:** Positioned and retrieved by safety/rescue boat operators before and after racing sessions each day

FIRST AID & EMERGENCY SERVICES

1. First Aid Coverage

- **Number of First Aid Officers: 2**
 - **Elizabeth Spencer** – Primary First Aid Officer
 - **Phone: 0408 515 392**
 - **Evan Ross** – Assistant First Aid Officer
 -
- **First Aid Station Location:**
 - Located **directly in front of the CDSC clubhouse** under a marked shade tent or gazebo
 - Clearly signposted and accessible from the rigging, launching, and spectator areas
- **Availability:**
 - First Aid Officers will be on-site and on-duty throughout the event hours on both Saturday and Sunday
 - Equipped to respond to minor injuries, heat-related illness, and immediate first response needs

2. Emergency Services Access & Contact

- **Emergency Services Contact (General):**
 - **Triple Zero (000)** for Ambulance, Police, or Fire
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- **Emergency Response Location / Muster Point:**
 - **Primary Evacuation and Muster Point** is located **in front of the CDSC clubhouse**
 - This area provides:
 - Clear access for emergency vehicles
 - Proximity to First Aid Station
 - Open space for assembly and triage if needed
- **Access for Ambulance/Emergency Vehicles:**
 - Emergency services will be directed to enter via **540 Carcoar Dam Rd** and proceed to the boat ramp or clubhouse area for direct access

3. Additional Emergency Support

- While no emergency services will be physically present during the event, they are on-call and will be contacted **immediately in the event of a serious incident**
- Event officials and safety personnel will coordinate initial response and guide emergency crews to the scene if needed

4. Communication in Emergency

- All key personnel (Commodore, Safety Officer, First Aid Officers, Safety Boat Crews) will be connected via **Club VHF radio**
- Mobile phones will also be used where appropriate to contact emergency services or provide updates

This setup ensures rapid first aid response and clear evacuation procedures, aligning with **best-practice safety management** for inland sailing events.

1. Primary Communication Methods

- **Marine Radio (VHF Radio):**
 - All key event officials and safety personnel will be equipped with **handheld VHF marine radios**.
 - **Primary Channel:** Club-designated channel (**TBA prior to event**) will be used for all race management, safety coordination, and emergency communication on the water and shore.
 - Radios will have **reliable coverage across the dam area** ensuring continuous communication between:
 - Race Officer
 - Safety Officer and Safety Boats
 - First Aid Officers
 - Onshore Event Coordinators (Commodore, Vice Commodore)

2. Secondary / Alternate Communication Methods

- **Mobile Phones:**
 - All key personnel will carry fully charged mobile phones as a backup communication method.
 - Mobile numbers for event officials will be included in the official **contact list provided at registration**.
 - Mobile phones will be used for external communication including contacting emergency services (000) and relevant government agencies.

3. Communications Links Between Officials

- **Race Officer and Safety Officer:**
 - Maintain constant VHF radio contact to coordinate race starts, course safety, and respond to incidents.
- **Safety Boats and First Aid Officers:**
 - Use VHF radios to communicate any on-water injuries or emergencies requiring onshore medical support.
- **Event Coordinator (Commodore / Vice Commodore):**
 - Monitors VHF channel and mobile communications to oversee the event flow and assist with incident management.

- Acts as liaison with external agencies if required.

4. Emergency Communication Protocol

- In case of emergency:
 - Safety Officer initiates communication with Race Officer and First Aid Officers via VHF.
 - Event Coordinator contacts emergency services (000) via mobile phone if required.
 - Official updates and instructions are broadcast on the VHF channel for participant awareness.

1. Incident Reporting Procedures

- **Primary Incident Reporting Officer:**
 - **Name:** Rene Reimers
 - **Position:** Commodore / Event Coordinator
 - **Contact Methods:**
 - VHF Radio (Club Channel)
 - Mobile Phone (provided in registration)
- **Procedure:**
 - Any incident (injury, equipment damage, near miss, or safety concern) must be reported immediately to the Safety Officer or directly to the Commodore.
 - The Safety Officer or designated crew will assess the situation and provide first response or call for additional support.
 - The Commodore will log the incident details in the **Incident Report Log** including:
 - Time and location
 - Persons involved
 - Nature of incident
 - Actions taken
 - The report must be submitted within 24 hours following the event to Australian Sailing and relevant authorities if required.

2. Alternative Incident Officer

- **Name:** Ash Johnson
- **Position:** Vice Commodore / Deputy Event Coordinator
- **Contact Methods:**
 - VHF Radio (Club Channel)
 - Mobile Phone (provided in registration pack)

- **Procedure for Multiple Incidents:**

- If two or more incidents occur simultaneously, the Commodore and Vice Commodore will divide responsibilities:
 - Commodore manages the first incident
 - Vice Commodore manages the second or additional incidents
- Both officers communicate regularly to coordinate resources and support
- Other safety boat operators and first aid officers will assist as needed under direction

3. Notifying Relevant Authorities

- **When to Notify:**

- Serious injury requiring ambulance or hospital transport
- Major property damage or environmental hazards
- Any incident involving police or fire services
- Any incident that triggers insurance claims or formal investigation

- **Notification Procedure:**

- Event Coordinator or Safety Officer calls emergency services on **000** immediately if required
- Contact Australian Sailing event safety liaison within 24 hours
- Notify Transport for NSW maritime authorities as applicable
- Complete and submit any official incident or accident reports as per regulatory requirements

4. Documentation and Follow-up

- A formal **Incident Report Form** will be completed for all incidents, regardless of severity.
- Reports will be securely stored by the CDSC event management team.
- A post-event review meeting will include an incident debrief to identify lessons learned and improve future event safety.

1. Weather-Dependent Factors

- The continuation, suspension, relocation, or cancellation of races and event activities will be governed primarily by the **Race Officials** in consultation with the **Vice Commodore** and **Safety Officer**.
- Key **weather-related trigger points** include:
 - **Wind Strength:**
 - Races will be suspended if sustained wind speeds exceed **25 knots** or gusts exceed **30 knots**, as deemed unsafe for dinghy and catamaran sailing.
 - **Lightning or Thunderstorms:**
 - Immediate suspension and evacuation of waterborne activities will occur upon sighting or forecast of lightning within 10 km of the dam. Activities will resume only after a minimum 30-minute clear period without lightning.
 - **Severe Weather Conditions:**
 - Heavy rain, poor visibility, or other hazardous weather impacting safety will prompt race suspension or cancellation.

2. Incident-Driven Triggers

- **Serious Injury or Medical Emergency:**
 - If an accident involving serious injury occurs, the event may be suspended to facilitate emergency response.
- **Multiple Simultaneous Incidents:**
 - The presence of two or more serious incidents at once may lead to suspension of activities to allow appropriate management.
- **Equipment Failure or Waterway Hazard:**
 - Significant hazards such as floating debris or dam infrastructure issues may cause temporary suspension or relocation of races.

3. Decision-Making Authority

- Decisions regarding the **suspension, rescheduling, relocation, or cancellation** of the event will be made jointly by:
 - **Vice Commodore – Ash Johnson**
 - **Race Official(s) – appointed for the event**
 - **Safety Officer – TBA**

- These officials will consult with each other, consider participant safety, weather forecasts, and official advice before communicating decisions.

4. Communication of Decisions

- Any decisions to suspend, relocate, or cancel races will be promptly communicated to all participants, safety personnel, and spectators via:
 - VHF Radio announcements
 - Public address system (where available)
 - Event noticeboard and clubhouse briefings

5. Rescheduling and Relocation

- Where possible, suspended races will be rescheduled later the same day or the following day, subject to weather conditions.
- Relocation of races within Carcoar Dam waters may occur if safety or course conditions necessitate it, as directed by Race Officials.

This contingency framework ensures the event maintains the highest safety standards while providing flexibility to adapt to changing conditions.

1. Post-Event Debrief

- A **mandatory debrief meeting** will be held with all key event officials, safety personnel, and volunteers shortly after the conclusion of the regatta.
- **Date & Time:** Sunday, 29th March 2026, at **4:00 PM** (immediately following presentations)
- **Location:** CDSC Clubhouse

2. Purpose of Debrief

- To review overall event operations including:
 - Safety management and incident response
 - Race management and scheduling
 - Communication effectiveness
 - Infrastructure setup and logistics
 - Participant and spectator feedback
- To identify:
 - Strengths and successes of the event

- Challenges and issues encountered
- Recommendations for improvements in future events

3. Review Methods

- **Incident Reports:** All incident forms and safety reports will be reviewed collectively.
- **Participant Feedback:** Feedback forms collected during the event will be discussed.
- **Official Observations:** Race officials, safety officers, and coordinators will provide their observations and suggestions.
- **Action Items:** Clear improvement actions will be documented, assigned to responsible personnel, and tracked for follow-up.

4. Reporting

- A **formal debrief report** summarising key points and recommendations will be prepared by the Event Coordinator (Commodore) and circulated to CDSC committee members and Australian Sailing within two weeks post-event.

This debrief process ensures continuous improvement and the ongoing safety and success of future CDSC sailing events.

Carcoar Dam Sailing Club Inland Regatta – Risk Register and Proposed Controls

Event Dates: 28–29 March 2026

Location: Carcoar Dam, NSW

Inherent Risk (what can happen if no controls are put in place)	Likelihood	Consequence	Inherent Risk Level	Controls to be Implemented (brief description)	Residual Risk Level (after controls)	Person(s) Responsible	Comments / Monitoring Methods
Vessel capsize causing injury or drowning	C (Possible)	4 (Major)	High	<ul style="list-style-type: none"> - Regular environmental and weather monitoring - Safety boats on patrol with trained operators - Mandatory life jackets for all participants - Pre-race safety briefing - Strict adherence to Racing Rules of Sailing - Clearly marked race course with buoys 	Medium	Safety Officer, Race Officials	Weather updates provided regularly; Safety boats actively monitor race area
Collision between vessels during races	C (Possible)	3 (Moderate)	Medium	<ul style="list-style-type: none"> - Race Officer to control start and finish sequences - Briefings on right-of-way and safety - Designated rigging and launching areas 	Low	Race Officer, Marshals	Course monitored continuously; quick response to incidents
Injury to participant during rigging or launching	C (Possible)	3 (Moderate)	Medium	<ul style="list-style-type: none"> - Safety briefing covering safe handling - First Aid Officers on site - Clear signage and marshals assisting 	Low	First Aid Officers, Marshals	First Aid station ready; marshals monitor activity areas

Inherent Risk (what can happen if no controls are put in place)	Likelihood	Consequence	Inherent Risk Level	Controls to be Implemented (brief description)	Residual Risk Level (after controls)	Person(s) Responsible	Comments / Monitoring Methods
Heat-related illness or dehydration among participants or spectators	B (Likely)	2 (Minor)	Medium	<ul style="list-style-type: none"> - Provide shaded areas and water stations - Advise participants to carry sunscreen and hydration - First Aid Officers trained to treat heat illness - Regular reminders during briefings - Fire extinguishers available on safety boats and clubhouse 	Low	First Aid Officers, Event Coordinators	Monitor weather conditions; prompt response to symptoms
Fire on vessels or shore infrastructure	D (Unlikely)	3 (Moderate)	Medium	<ul style="list-style-type: none"> - Smoking restrictions enforced - Emergency evacuation plan in place - Public education and signage 	Low	Safety Officer, Event Coordinators	Regular inspection before and during event
Spectator boats entering race area causing interference	D (Unlikely)	2 (Minor)	Low	<ul style="list-style-type: none"> - Marshals to monitor and advise spectators - Use of PA announcements to keep spectators clear - Weather forecasts monitored closely 	Low	Marshals, Race Control	Regular patrol and warnings issued
Sudden severe weather event (lightning/storm) causing suspension	C (Possible)	4 (Major)	High	<ul style="list-style-type: none"> - Lightning hold procedures with immediate race suspension 	Medium	Race Officials, Safety Officer	VHF and PA announcements for urgent updates

Inherent Risk (what can happen if no controls are put in place)	Likelihood	Consequence	Inherent Risk Level	Controls to be Implemented (brief description)	Residual Risk Level (after controls)	Person(s) Responsible	Comments / Monitoring Methods
Emergency medical incident requiring ambulance	C (Possible)	4 (Major)	High	<ul style="list-style-type: none"> - Evacuation to safe muster points - First Aid Officers on site - Clear emergency access routes - Emergency contact numbers readily available - Procedure for quick ambulance call (000) - Spill kits available on safety boats and onshore 	Medium	First Aid Officers, Event Coordinator	Incident response plan practiced and reviewed
Environmental contamination or damage (fuel spills, littering)	D (Unlikely)	3 (Moderate)	Medium	<ul style="list-style-type: none"> - Waste disposal facilities provided - Education on environmental care 	Low	Safety Officer, Event Coordinators	Monitor for hazards; prompt cleanup

Notes on Risk Controls and Comments:

- **Pre-event:** Safety equipment inspections, participant briefings, and course setup are critical to reducing risks.
- **During event:** Constant weather monitoring and communication via VHF radios ensure timely responses to changing conditions.
- **Personnel:** The Safety Officer, Race Officials, and First Aid Officers have clearly defined roles and communication lines.
- **Monitoring:** Incident logs and event debrief will identify any emerging risks or lapses to improve future events.