

## Junior Training

### Brief description of activity

The Club runs a series of weekly “camps” during the summer months, catering for young sailors aged 8 and upwards. The syllabus followed is the Small Boat Sailing Scheme laid down by Irish Sailing, and certificates are awarded to participants based on progress. The overall management of the courses is the responsibility of the Senior Instructor, who is expected to follow the guidelines laid down by Irish Sailing with the backing of the Junior Training Committee. The Junior Training Committee consists of the Sea School Principal, Senior Instructor, Training Centre Manager, Junior Organiser, and Children’s Officer(s).

### Risks involved, and steps taken to minimise risks.

Many of the risks associated with Junior Training activities overlap with sections of this document which deal with sailing activities in general. The paragraphs below deal with the principal activities.

**Activity:** General movement of juniors around the clubhouse, changing rooms, and the area inside the front gate

**Hazard:** Steps, wet floors, sharp corners

**Risk:** Injury to Junior Trainees

**Precautions:** The Senior Instructor will include a safety briefing as part of each week’s introductory welcome session. This will include rules about no running or horseplay in the Club premises. Attention will be paid to the risk of slips on wet floors and any spillages will be cleaned up immediately.

**Activity:** Movement of boats from pens to launching areas at slipway or beach

**Hazard:** Traffic, gates, lifting, swinging protrusions, carrying of masts and booms

**Risk:** Injury to trainees, instructors, and members of the public.

**Precautions:** Each instructor will be responsible for supervising their own group as soon as they leave the front gate of the club. This will include supervision of the moving of boats and trailers, spars, and foils. Trainees will be required to work in teams so that no one junior is expected to move a boat or carry a long spar unaided. Particular attention will be paid to boats which need to be moved from the dinghy pen and all road crossing will be supervised by the instructor in charge.

**Activity:** Launching and retrieval of boats

**Hazard:** Water, boats rising and falling as trailers are positioned, booms swinging

**Risk:** Injury to trainees

**Precautions:** No boat will be launched until the Senior Instructor gives formal approval to launch. This decision will be made separately for each session in the day (e.g. morning and afternoon sessions) and will be taken after giving due consideration to the following:

- Prevailing wind, sea and tidal states
- Weather forecast
- Movements or anticipated movements of other vessels
- Local by-laws, regulations and notices
- Local dangers/features and obstructions

Each instructor will then become responsible for supervising the launching of boats in their group and will conduct a safety briefing with their group before any launching takes place. Particular attention will be paid to the risk caused by booms swinging. To minimise the risk of injury, on single handed boats the outhaul should not be secured, and for double handed boats the mainsail should not be raised until at the water's edge. No trainee will be asked to launch a boat single-handedly and the instructor in charge will form teams to ensure that each boat has at least two people to launch it. On retrieval, the same principles will apply, and the mainsail should be dropped, or the outhaul released, as soon as the boat nears the landing area.

**Activity:** Sailing

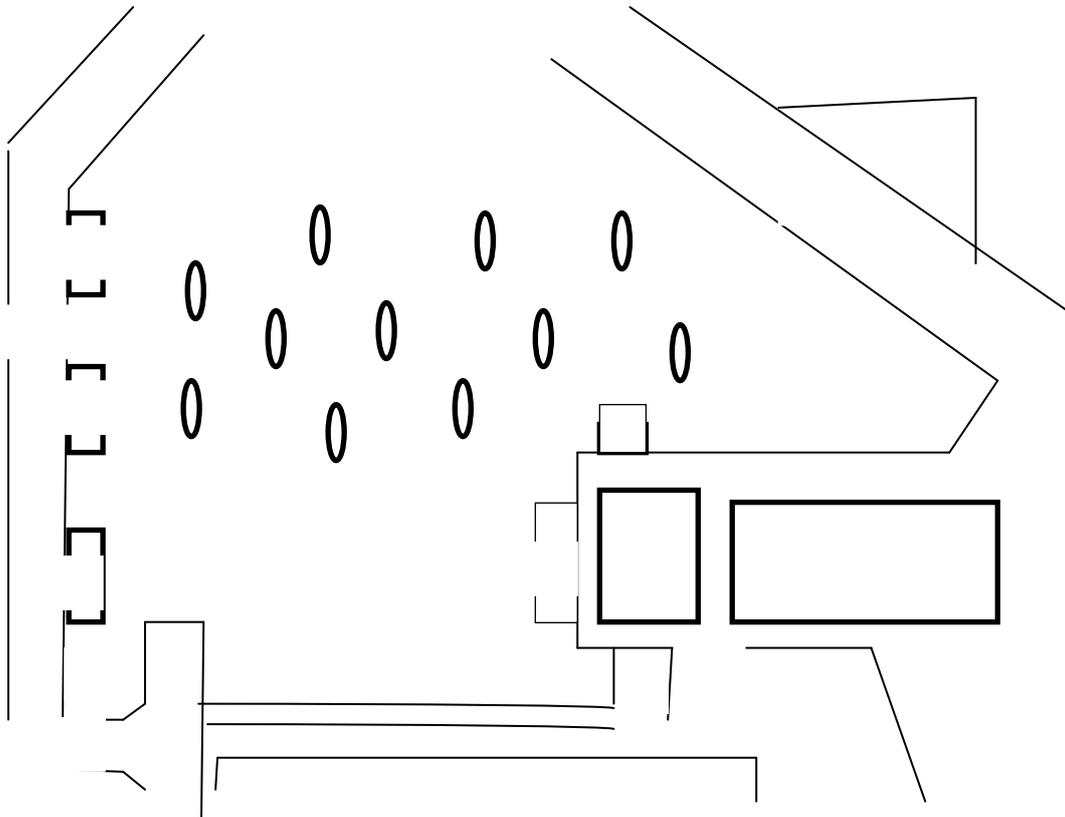
**Hazard:** Water, weather, collision, proximity to power boats

**Risk:** Being struck, drowning, exposure, hypothermia

**Precautions:** While with normal club sailing the decision to launch is that of the skipper of each boat, in Junior Training courses it is recognised that the decision to launch or not will be taken by the Senior Instructor having regard to the conditions at the time (see previous paragraph).

The safety of each boat while afloat is primarily the responsibility of the skipper but in the case of less experienced and very young sailors much of this responsibility will devolve onto the instructor in charge. They will ensure that each boat in their group is seaworthy by carrying out a safety check before launching – in particular, they will check bungs, toe-straps, rigging, and buoyancy (where applicable). Instructors will always exercise the greatest of care when driving power boats in close proximity to dinghies and will immediately kill the engine if a junior is in the water. Speed will always be appropriate to the conditions. Instructors will be aware of the risk of exposure or hypothermia, particularly after cold water immersion and will comply with the Club's head injury policy in the event of a trainee being hit on the head.

## Additional risks associated with different area used during Junior Training.



### **Area A:** Dinghy Parks

**A1:** The dinghy park opposite the club house.

**Hazard:** Sharp stones, heavy metal gates and petrol bunker.

**Risk:** Feet getting cut and scraped, metal gates swinging and fire/explosion from petrol.

**Precautions:** Proper footwear to be worn at all times, gate to be opened fully and held open so to avoid swinging, no flames to be used in the dinghy pen, including lighters. Weekly clean of boat pen A1.

### **A2:** The Main Dinghy Pen

**Hazard:** Sharp stones, cruiser trailers and heavy cruiser equipment

**Risk:** Cut feet and/or shins

**Precautions:** Proper footwear to be worn at all times. Try to keep all of the cruiser equipment together at the south end of the pen. Clean the pen once per week. Ensure boats

used by trainees are located in A1 (small dinghy pen) or to the north of cruiser equipment in A2 (main dinghy pen).

**Area B:** The Main Slip

**Hazard:** Slipping, falling and damage to boats.

**Risk:** Head injuries when pushing boats, falling.

**Precautions:** Out of bounds to all trainees except those with their own boats who choose to launch from here. Trainees must be supervised by an instructor and must be wearing a PFD at all times.

**Area C:** The Harbour Piers/Walls

**C1:** The South Pier.

**Hazard:** Falling.

**Risk:** Injury and drowning.

**Precautions:** Area is out of bounds unless the trainees are supervised by an instructor and wearing PFDs.

**Hazard:** Steps on south pier.

**Risk:** Injury from slipping

**Precautions:** Steps are out of bounds to all trainees unless instructed otherwise by an instructor. Trainees should be warned of the slip hazard the sea weed on the steps poses. Should there be any need to use the steps, proper footwear must be worn.

**C2:** The North Pier.

**Hazard:** Falling.

**Risk:** Injury and drowning.

**Precautions:** Area out of bounds unless the trainees are supervised by an instructor and wearing PFDs.

**Area D:** The Beach

**Hazard:** Water, glass, other sharp objects in the sand, swans & birds.

**Risk:** Cut feet, bites, drowning.

**Precautions:** Proper footwear must be worn at all times. PFDs must be worn near the water. If swimming or other aquatic activities are going on, there must be instructor supervision. Educate the trainees about the wildlife that we have on our beach.

**Hazard:** Launch and Recovery

**Risk:** Collisions, injury, damage to boats and trailers

**Precautions:** All trainees must be supervised by an instructor while launch and recovery activities are taking place. Trainees are not permitted to launch their boat unless there is an instructor on the water in a mobile safety boat. Trainees should be educated on the correct way to launch and recover their boats, in all wind conditions. Trainees should also use the “buddy system” where appropriate.

**Area E:** The Public Road

**Hazard:** Moving vehicles.

**Risk:** Injury by car/vehicle.

**Precautions:** Trainees are not permitted to run around outside the confines of the sailing club. When crossing the road, they should do so safely and as part of a group. When possible, road crossings should be with an instructor.

**Area F:** The Pontoons

**Hazard:** Falling.

**Risk:** Injury on grate, drowning.

**Precautions:** Area is out of bounds unless trainees are supervised by an instructor and wearing PFDs.

**Area G:** The Small Slip

**Hazard:** Steepness, cars parked at the top of slip.

**Risk:** Falling and danger of injury by cars.

**Precautions:** Boats should be wheeled down with adequate “man power” and at an angle if possible. Proper footwear must be worn at all times to avoid slipping. Care must be taken around cars, either parked or mobile. Instructors should always supervise boat transport.

**Area H:** The Club Steps

**Hazard:** Narrowness of path, water, slip on seaweed/rocks, height of ladder.

**Risk:** Falling/slipping into the water, drowning, falling while carrying fuel tank or dropping fuel tank.

**Precautions:** Trainees must be supervised in this area at all times and PFDs must be worn. No running in this area. Extra care must be taken while carrying a fuel tank. Fuel tanks must be lowered down the ladder using a rope and are not to be carried under any circumstances.

### **Area I: The Moorings**

**Hazard:** Moored boats, moorings.

**Risk:** Injury from collision, damage to boats, injury while walking through the harbour at low water from chains/debris.

**Precautions:** Trainees must be supervised while launching their boats and closely watched by an instructor in a mobile safety boat. At low water, take good care where you are walking to prevent injury from chains/debris.

### **Area J: The Bridge**

**Hazard:** Cars, falling and water.

**Risk:** Injury by falling/cars, drowning.

**Precautions:** Area is out of bounds to trainees unless supervised by an instructor. All trainees and instructors must be wearing a PFD.

### **Area K: The River**

**Hazard:** Deep water, strong flow current, sand bank.

**Risk:** Boat damage, rocks and installations can alter the depth of the water, injury possible from jumping out of boat, drowning.

**Precautions:** Area is out of bounds for sailing, safety boat drivers should be especially vigilant of engines when entering this area, particularly beginners and those unfamiliar with the area.

### **Area L: The Breakwater and Beach**

**Hazard:** Rocks and other sharp objects in the sand.

**Risk:** Injury from falling/slipping on rocks, cuts on feet from sharp objects in sand.

**Precautions:** Area is out of bounds for trainees at all times (instructors may enter in the case of an emergency). Proper footwear and PFDs must be worn at all times while on the beach.

### **Area M: The Rocks**

**Hazard:** Sailing onto rocks.

**Risk:** Injuries from rocks and damage to boats.

**Precautions:** Trainees should be informed of the danger of the area, avoid sailing onto the rocks, instructors should supervise closely the launching of dinghies in this area.

### **General Risks of the Club House Area**

- The rear of the clubhouse beyond the ladies changing rooms is out of bounds to trainees, as is beneath the balcony, unless instructed otherwise.
- Proper footwear must be worn at all times within the club premises.
- Trainees should be supervised on the balcony. Trainees or instructors are not permitted to sit up on the wall or lean over the edge.
- Running in the club, courtyard and balcony is not permitted.
- Cruiser equipment is located along the wall near the changing rooms, instructors and trainees should be aware of the hazards that they present.

### **General Risks of Rigging Boats**

- Instructors should supervise the rigging of all boats and help with the hoisting of masts if help is required. Instructors must also ensure that boats are rigged properly before they go on the water.
- Trainees should be supervised when taking equipment from and putting equipment back into the Pico Shed.
- Trainees carrying Pico masts should carry them in pairs, taking care of other trainees around them.
- Trainees should not lift boats on their own as they are heavy and can cause injury if they fall. Trainees should be taught the correct technique of lifting their boat, to avoid short and long-term injuries.

For the risks associated with the use of safety boats, refuelling, see the relevant sections in....XXXXX.