

	Measures	General Comments	Specific comments, measures and assets where necessary
1.1	Vessel traffic information.	Contact local harbour authorities/coastguard.	Sailing programmes should be organised to avoid excessive congestion.
1.2	Weather monitoring.	Use of weather forecast information and monitoring of the present weather to vary race management to control risk.	Sailboats with outboard engines have difficulty manoeuvring in strong winds and big seas and many are prone to broaching and capsize in high winds, especially if flying spinnakers. Races can be postponed, abandoned or shortened to suit the conditions.
1.3	Briefing of race management personnel.	OA to agree Policies and Guidelines and provide suitable training of key personnel.	Suitably experienced, trained and approved Race Officers must apply OA Policies and Guidelines.
1.4	Emergency and contingency procedures.	Establish and maintain an action plan.	Regatta management personnel should be trained in how to deal with an emergency. Regatta management personnel should be familiar with the safety plan, missing persons plan and crisis management plan.
2.1	Communications with other water users.	Vessel movements. Identified special risks.	Communication channels need organising with Coastguard, harbour Authorities, Local Clubs, Race Teams and Safety Boats. This may be by mobile phone and/or VHF radio.
2.2	Right of way between racing and none racing traffic.	All yachts are required to adhere to the Merchant Shipping (Distress Signals and Prevention of Collisions) regulations 1996. Vessels confined by their draft and manoeuvrability.	Sailing Instructions may refer to although they are built into the Racing Rules of Sailing. Regatta committee should protest offending boats.
2.3	Right of way between racing boats	Racing Rules of Sailing (RRS) apply	Regatta Committee may protest offending boats under RRS 2 if no other protests.
2.4	Communications with competitors	Competitors briefings, notices to competitors, Sailing Instructions	Local factors can be brought to competitors' attention.
2.5	Post Race Report	Allows lessons learnt to be passed to others	Report to OA for consideration and possibly adding to policy documents and guidelines.
3.1	Abandonment.	In the event of adverse weather or other factors.	Decision made by Regatta Officer to comply with RRS or the OA Policies and Guidelines.
3.2	Shortening course.	In the event of adverse weather or other factors.	Decision made by Regatta Officer to comply with RRS or the OA Policies and Guidelines.
3.3	Monitoring of weather and sea conditions.	By observation and communications with safety vessels, competitors and Organiser.	In light winds sailboats without engines have difficulty manoeuvring and in high winds many are prone to broaching and capsize especially if flying spinnakers. Sailing should be postponed, abandoned or shortened to suit the conditions.