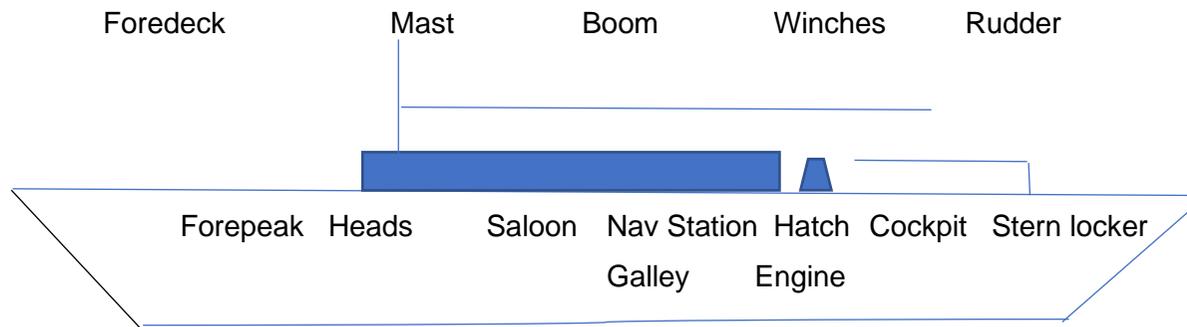




Overlord

COVID-19 Risk Assessment

1 August 2020



RETURN TO SAILING

Critical factors for consideration by the Offshore Cruising Club (OCC)

The OCC Sailing Manual supplies excellent comprehensive guidance and is the framework used for this risk assessment:

OCC SAILING MANUAL

| | | | | |
|---------------|-------------------|----------------------|-------------|-------------------------|
| 1.1 Dinghy | 1.2 Man Overboard | 3.9 Ship Cleaning | 4.0 Rigging | 5.1 – 5.8 Sail Handling |
| 8.1 Anchoring | 8.2 Mooring | 9.2 – 9.6 Navigation | | |

x Factors not in the Sailing Manual

x.1 Social distancing on deck

x.2 Social distancing and accessibility below decks – Galley, Saloon, Boudoir, Heads, Forepeak (Anchor chain & sail storage)

WITH DUE REGARD TO THE OCC SAILING MANUAL – New factors for consideration

Guiding Principles

For safely returning to sailing during the pandemic, essential adaptations and modifications in personal activities, the joint crew behaviour, and expert skippers' guidance are fundamental. New thinking for safe onboard practice is now needed. The old ways of doing things are coronavirus hazards.

The New Mantra

How can six people safely and comfortably socially distance onboard?

The skipper and crew must actively consider each task in advance to meet social distancing, mitigations, and COVID-19 guidelines.

For a more restrained approach to sailing that is cautious, considerate, and conservative, there is now no genoa and spinnaker.

Think about – plan and practice the task ahead with the minimum number of people to complete each job to the required standard.

1.1 Dinghy

Only use if essential, e.g. kedging after running aground.

1.2 Man Overboard

Think about – plan the task, and practice with the minimum number of people to complete the tasks quickly and safely. Individually and collectively as a crew under the instructions of the skipper work towards best safe practice.

3.9 Ship Cleaning

A 72-hour quarantine works before/after sailing. Carry out a comprehensive deep clean with all hard surfaces cleaned. Only one person below deck at any one time. Do not put yourself at risk – use personal gloves and face mask—one person only below with forehatch, the main hatch, and skylight open. Use sanitiser for personal use on completion.

4.0 Rigging

One named crew member has responsibility for running the backstays and kicker.

5.1 – 5.8 Sail Handling

Jib Headsails managed with one person getting out the sail, hanking on, and tying to the rail.

Mainsail Think through activity. Break down the task and discuss. How can we raise the mainsail with the least number of people? - One person is working at the mast step, raising/hiking the sail. A second hand deployed on the opposite side of the mast in a safe space ready to winch. A third hand is supporting, spotting and prepared to help raise the sail or loosen the topping lift.

On derigging, (think through activity), one crew on the halyard, and one on all sail handling. Take a reef in before lowering the main. Minimise the number of people for this task – think about one person on the sail and one on the halyard socially distanced etc. - The crew tending can be standing 2m distance away from the mast.

8.1 Anchoring

Avoid a line of people huffing and puffing. Break activity and tasks down according to the context. (Think through the actions) Consider using the sheet winches to pull up the anchor. (Or a block and tackle) Can the halyard support the last stage to lift onto the anchor roller?

8.2 Mooring

Mooring lines and fenders – A minimum number of people for lines and fenders. Only one person only to handle the fenders on the voyage. Appoint designated crew on the bow and stern lines.

9.2 – 9.6 Navigation

One person only to use the Nav Station.

‘x’ FACTORS NOT IN THE SAILING MANUAL

x.1 Social distancing on deck

The cockpit is small and contravenes social distancing with two people - five or six is often the norm before the pandemic, particularly in heavy weather.

No more than a maximum of 6 persons on board.

An outcome of the return to sailing risk assessment means sitting on coach roof or standing on the deck and constant vigilance on for personal social distancing most of the time.

Restrictions mean only one crew member below deck at any one time.

There are significant implications for the crew’s wellbeing and welfare in cold, wet, and windy conditions while being still on deck.

Keep the minimum number of people in the cockpit – even when tacking avoid having five people in the cockpit.

Consider one member on the port and one on starboard winches/runners.

Helm and engine control to sanitised after use or disposable clothes used. Ditto winch handles. Sanitise regularly.

If relying on disposable gloves change over for each new task or activities and throw away. Bring your own.

x.2 Social distancing and accessibility below decks

Galley, Saloon, Boudoir, Heads, Forepeak (Anchor chain & sail storage)

Restricted and limited access below decks – only one person at any one time to use heads, do navigation, or to retrieve extra clothing.

No onboard catering. No food preparation or use of the galley. (Minimum pots and pans) etc. Sanitise if used.

Heads/washbasin sanitised by people using the facilities.

No overnight stays. (The mattresses are not onboard).

Bring your food, mugs, and thermos flasks.

SUMMARY

Sailing a 'club' boat with a crew from different social bubbles presents challenges as illustrated in the above dialogue. The guiding principles in the introduction are about pragmatically thinking through necessary adaptations and modifications to activities while on the yacht. A prerequisite is individual members taking personal responsibility for not only themselves but the whole crew under the command of the skipper.

How can six people on board safely and comfortably socially distance? Giving the size and weight of Overlord, sailing comfortably with a team of six is a challenge.

It is possible to provide day sailing with minimal access below - most of the time sitting on the coach roof, standing on the deck and being always being vigilant on keeping distance. How many takers will we get as the weather gets colder in September, October, and November or early Spring?

In consideration of the economic viability and finances for trips with a shorten crew of six, raising the daily sailing fee to a workable £50? Add expensive berthing costs, for example, running out of Haslar, will be another significant drain to the depleted accounts.

RECOMMENDATION

The OCC Skippers' COVID-19 Task Group unanimously agree, as, in the earlier reports, to recommend that the Offshore Cruising Club's General Committee write the 2020 sailing season off.

For 2021, use this risk assessment as a basis for successfully planning and delivering a modified and adapted safe sailing program influenced by the 'new future' in the age of the pandemic. Can the club rise to the challenge?

The Offshore Cruising Club now requires new strategic and operational decision-making to deliver a successful future.

Offshore Cruising Club Risk assessment

The 58' classic yacht Overlord COVID-19 'Returning To Sailing After Lockdown.'

Assessors:

Eddy Jackson, John Salmon, Adrian Clark, and Stephen Collins

Date: 1 August 2020

Review date: At each OCC GC meeting

To be used in conjunction with the documents produced on the 1 August 2020 onboard Overlord and the club's sailing manual.

| What are the hazards? | Who might be harmed and how? | What are you already doing to control the risks? | What further action do you need to take to control the risks? | Who needs to carry out the action? | When is the action needed by? | Done |
|-------------------------|------------------------------|--|---|------------------------------------|-------------------------------|-------------------------|
| 1.1 Dinghy | Crew | Restricted access | Emergency use only | Skipper | Before sailing | At trip safety briefing |
| 1.2 Man Overboard | Skipper & crew | Highlighting risks | Inform share practice | OCC GC crew | Before sailing | At trip safety briefing |
| 3.9 Ship Cleaning | Crew | Overlord RA doc | Individual crew actions | Crew | Before sailing | At trip safety briefing |
| 4.0 Rigging | Skipper & crew | Overlord RA doc | Follow guidance, review, & update as needed. | Crew | Before sailing | At trip safety briefing |
| 5.1 – 5.8 Sail Handling | Skipper & crew | Overlord RA doc | Follow guidance, review, & update as needed. | Crew | Before sailing | At trip safety briefing |

| What are the hazards? | Who might be harmed and how? | What are you already doing to control the risks? | What further action do you need to take to control the risks? | Who needs to carry out the action? | When is the action needed by? | Done |
|---|------------------------------|--|---|------------------------------------|-------------------------------|-------------------------|
| 8.1 Anchoring | Skipper & crew | Overlord RA doc | Follow guidance, review, & update as needed. | Crew | Before sailing | At trip safety briefing |
| 8.2 Mooring | Crew | Overlord RA doc | Follow guidance, review, & update as needed. | Crew | Before sailing | At trip safety briefing |
| 9.2 – 9.6 Navigation | Skipper mates | Overlord RA doc | Follow guidance, review, & update as needed. | Skipper mates | Before sailing | At trip safety briefing |
| x.1 Social distancing on deck | Crew | Overlord RA doc | Follow guidance, review, & update as needed. | Crew | Before sailing | At trip safety briefing |
| x.2 Social distancing and accessibility below decks | Crew | Overlord | Follow guidance, review, & update as needed. | Crew | Before sailing | At trip safety briefing |

NOTE

Following the Overlord Risk Assessment held on the 1 August 2020 at the Elephant Boat Yard, Bursledon, and in consideration to this proforma, there remains a considerable amount of work to be completed. It is related to successful communications and accountability involving the positive involvement, support, and backing of members, Overlord crews, skippers, and the OCC General Committee to the ideas presented in these documents.

The best health and safety practice actively involves individual members, crews, and skippers working in consultation with the OCC's leaders to deliver a safe environment that benefits all concerned. There is no compromise to safety and members' wellbeing. We take this seriously.

Eddy Jackson