



**Aquatic Activity Operational
and
Risk Management Plan**

Cronulla Sailing Club

Sailing Events

Activities from the 1st September 2023 to 31st August 2025

Bate Bay, Gunnamatta Bay and Surrounds

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CRONULLA SAILING CLUB LTD.
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INTRODUCTION

Cronulla Sailing Club Limited (CSC) has been in continuous operation since 1913. Cronulla Sailing Club conducts scheduled Sailing Boat Racing and Training from its location in Cronulla, NSW. Sailing activities occur up to five days a week including a variety of on-water activities such as active junior learn-to-sail courses, recreational boating and yachting.

Cronulla Sailing Club has a membership of over 500 members (300 sailing members) and supplies storage for members' boats. Active sailing members will be increased during sailing events held out of the club and racing may be expanded to include establishing racing courses throughout the Port Hacking. Sailing activities are conducted on a shared waterways basis and strict instructions are enforced to comply with navigation requirements of commercial shipping and ferries.

The Club, and its members, operate a range of active recreational activities on the Pacific Ocean, Bate Bay, Port Hacking and Gunnamatta Bay including:

- Sailability (an organised disabled sailing programme run out of Cronulla Sailing Club),
- Junior sail training,
- Dinghy racing,
- Sail board racing,
- Keel boat racing, and
- Social twilight sailing.

This operations plan sets out the framework and risk assessment to promote sailing as a safe and pleasurable activity and to ensure that the risks of undertaking the above activities are as low as reasonably practical.

Cronulla Sailing Club
Sailing Committee



PART ONE: OPERATIONAL PLAN

REGULATIONS AND COMPLIANCE

CSC conducts all its events under the relevant regulations and guidelines, as specified by the following governing bodies:

Australian Sailing

Australian Sailing (AS) is the National Sporting Organisation for sailing and manages safety rules and regulations which all sailors competing in club races are obliged to be aware of and comply with, including;

- Racing Rules of Sailing (RRS)
- Special Regulations Part 1 for Racing Boats (SR1)

These documents can be found at: <https://www.sailingresources.org.au/class-assoc/racing-rules/>

Cronulla Sailing Club

CSC provides additional documentation which governs local events, including:

- Cronulla Sailing Club Ltd. (Incorporating Port Hacking Ocean Yacht Club) Sailing Instructions 2021-2024
- Aquatic Activity Operational Plan and Risk assessment

These documents can be obtained by visiting the CSC website: <http://cronullasc.com/>

EVENT SCHEDULE

A copy of Cronulla Sailing Club Club Racing and Sailing Program is published on CSC Web Site:

<http://cronullasc.com/>

EVENT COORDINATION/MANAGEMENT

All scheduled Sailing Boat Racing and Training sailing activities are conducted in accordance with Cronulla Sailing Club Clubs Sailing Instructions 2021-2024, available on CSC Web Site:

<http://cronullasc.com/>

The operational deployment of personnel during racing is the responsibility of the Race Officer of the sailing division(s). The Race Officer procedure is detailed in the procedures and standards section of this document.



INDUCTIONS AND TRAINING

Sailing Committee Members

All CSC Sailing Committee members are to complete the Australian Sailing Safety Code Induction online within 3 months of being elected to the committee. The course and associated information can be found at: <https://www.sailingresources.org.au/safety/safety-code-induction-online-course/>

The Commodore of the Club is responsible for keeping an up to date register of those Sailing Committee members that have completed their inductions. Members are to provide a copy of the certificate of completion to the Commodore.

Crews

Each vessel that registers will receive and acknowledge Sailing Instructions and risk warning when registering for a CSC event.

Support Vessel Operators

The minimum qualifications required to provide safety support is a NSW Power Boat License, Junior Power Boat Licence (or approved equivalent) and have completed a briefing provided by an officer of the Sailing Committee.

Additional training courses provided by Australian Sailing include:

- Power Boat Handling Course
- Safety Boat Operator

First Aid training is also a course recommended for club volunteers.

A current Working With Children check is also required for instructors and officials eighteen years and older.



PART TWO: PROCEDURES

SUMMARY

This plan outlines the practices and procedures to be adopted by the club in conducting racing and training activities on Port Hacking, Bate Bay and surrounding waters as defined in the CSC Course Book.

The Race Officer shall have authority to direct all racing activities.

The training manager shall be either the Sailing Manager or designated Senior Instructor or Coach and will direct all learning to sail course activities.

Both senior roles are further referred to as "RO". On days when activities are proposed, the RO shall obtain the following information:

- I. Relevant weather forecasts (<http://www.bom.gov.au/marine/index.>)
- II. Activities proposed by other Bate Bay users.

SAILING ACTIVITIES

All sailing activities are conducted in accordance with the procedures and standards set out in:

- [Marine Safety Act 1998](#) and [Marine Safety Regulation 2016](#),
- International Regulations for Preventing Collisions at Sea,
- ISAF Racing Rules of Sailing (RRS), the prescriptions and special regulations of Australian Sailing (AS),
- Cronulla Sailing Club Sailing Instructions ,
- Cronulla Sailing Club Racing Program (published on CSC Web Site),
- Cronulla Sailing Club Course Book (published on CSC Web Site);

and to the risk management strategies established in this Aquatic Activity Operational and Risk Management Plan.

BRIEFINGS

It is a requirement that all persons on board a boat while participating shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number, or hold a valid Sail Pass, or if an international competitor, be a member of club affiliated to a World Sailing recognised Member National Authority. This membership is the foundation briefing for participating in the event.



A season briefing is held annually in the form of the skippers meeting.

Individual event briefings are held at the discretion of the RO prior to the conduct of an event, Racing or Training.

Racing Rules of Sailing - Rule 4

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

CONTINGENCIES

In case of adverse weather or predicted adverse weather as advised by BOM or observed by any other electronic or physical means, the race officer has the absolute discretion to relocate, cancel or postpone operations.

In case of serious incident, accident or injury to a participant or competitors or a race official, the race officer will have the absolute discretion the option to cancel or postpone operations.

INFRASTRUCTURE

A mixture of fixed marks and temporary marker buoys are deployed for / in the conduct of racing. These buoys are launched and recovered by the start boat (committee boat) or support craft and will be laid in the course areas indicated on the Sailing Instructions as amended by the event briefing and according to weather conditions. The GPS positions of the fixed marks are described in the sailing instructions and course book

A trained Race Officer manages this activity consistent with the Notification of Sailing Events and this risk management plan.

The Club has been on its present site since the 1960's. Club facilities include showers, toilets and changing rooms are available for competitors. Dry vessel storage is available for keel boats on the hard stand and dingies in the boat house. Fixed and floating rigging decks and are available for dingy sailing and a tender service is offered on event days for keel yachts.



FIRST AID AND EMERGENCY SERVICES

The club has First Aid officers on hand during operating hours.

For major regatta events, Police, Fire and Ambulance services are notified in advance along with Transport for NSW, and neighbouring clubs.

Emergency plans such as drop-off points for hospitals etc have been prepared and are articulated in the Sailing Instructions and Course Book.

Two fully equipped First Aid kits are maintained by the Club as well as an AEDs - located in the boat shed. The club is not far from Sutherland Hospital and Caringbah medical center. More serious injuries or illnesses would be sent by ambulance to either Sutherland Hospital or St George Hospital.

EMERGENCY PROCEDURES

Save lives, not boats

In the event of an emergency during a sailing event, the following roles and responsibilities apply:

1. Committee Boat (Start Boat)

- The RO is to direct operations until the emergency has passed.
- Advise ALL Club boats by VHF channel 73 that the Rescue Plan is in operation
- Call for extra support from competitors or other boats to assist if required.
- Start the engine and weigh the anchor. Motor around in the same position, ready to assist support boats if needed.
- Keep radio communications to a minimum as radio traffic is heavy at these times.
- Prepare boats (e.g. Remove all race flags) for the rescued crew when they come aboard.

2. Support Boats

- Monitor VHF on channel 73 at all operational times.
- If appropriate, drop off excess passengers at Committee Boat or appropriate safe location (a driver and one crew are sufficient).
- Attend boats worst affected by the emergency for example a vessel being carried towards



rocks or other dangerous area receives highest priority.

- Approach capsized boats from the windward side.
- Disengage the engine, and throw a line to the crew and get them on board.
- Mark upturned hull with marking pen or attach "crew recovered" marker buoy to indicate that crew has been rescued.
- Inform the Committee boat that crew from boat "x" has been picked up and what your next movements will be.
- Once all the crew have been accounted for and are safe, proceed to retrieve any disabled boats. These should be dragged to a sheltered place or to the Committee boat for mooring until the circumstances abate.
- Do not attempt to get a boat upright in extreme conditions. It will only get knocked over and valuable time will be lost.

“Save lives, not boats.”

In emergency conditions outside assistance may not be immediately available. Should critical injuries have been sustained or unforeseen problems arise, the Water Police or Marine Rescue can be contacted from the committee boat (mobile phone) or rescue boats on VHF Channel 16.

At all times, it is at the discretion of the Race Officer that the sensitive nature of incidents is reserved.

Emergency contact information and recommended transfer sites are included in both the Cronulla Sailing Club course book and sailing instructions, held on all keel boats and the committee boat or emergency guide stickers mounted prominently in all CSC support vessels.

All events are conducted in accordance with Cronulla Sailing Club Clubs Sailing Instructions 2021-2024 and procedures or standards published by Australian Sailing containing the 2021-2024 Racing Rules of Sailing (RRS) of World Sailing and the Prescriptions of Australian Sailing and observing the International Regulations for Preventing Collisions at Sea. All vessels must hold a current annual AS Special Regulations Equipment Compliance Form for the appropriate race category and comply with its requirements. “Off the Beach” boats shall comply with the requirements of the relevant Class Rules and Part 2 of the Special Regulations.



EMERGENCY CONTACT NUMBERS

CRONULLA SAILING CLUB

EMERGENCY: Ambulance, Fire, Police 000

Marine Rescue - Sydney 9450 2468

Marine Rescue - Solander 9668 9888

(for Port Hacking/Botany Bay)

Marine Rescue - Broken Bay 9999 3554

Marine Rescue - Cottage Point 9456 3055

Marine Rescue - Middle Harbour 9969 3270

Marine Rescue - South Head 9337 5033

Marine Rescue - Port Kembla 4274 4455

Marine Rescue - Hawkesbury 9985 9012

In a boating emergency Radio for help on

Channel 16 on VHF (distress and calling channel)

Channel 88 (27.880 MHz) on a 27 MHz radio

Royal Motor Yacht Club - Port Hacking 9523 9300

Water Police - Sydney 9320 7499

Water Police - Botany Bay 9529 8140

Water Police - Broken Bay 9910 7899

Weather 131236

Westpac Life Saver Rescue Helicopter 9311 3499 or 1800 805 528

SECURITY

The club operates CCTV surveillance of its premises as well as employing a security firm to carry out patrols from time to time when guest numbers are anticipated to be large.

COMMUNICATIONS

Radio communications are carried out on VHF channel 73 between the race officer, the keel boat skipper, and support boat crews.



INCIDENT REPORTING AND MANAGEMENT

CSC requires that incidents of all types be reported and managed to ensure that lessons can be learned, and appropriate controls can be implemented.

In the first response, the RO will determine the course of action to be taken which could involve anything from a support boat taking a participant ashore for first aid or rest to a full declaration of emergency and notification of Water Police and or Maritime.

What should be reported? All Incidents, including:

- injuries and illnesses
- near hit/miss
- hazards
- environmental incidents
- property loss or damage

Who should report the incident, near hit/miss or hazard?

- The injured person, or persons involved in the incident or near hit/miss or identifying the hazard.
- Skipper of the vessel the vessel where the incident, near hit/miss or hazard occurred
- Any eye witnesses

Submitting an Incident Report

Incident Notifications shall be in writing and submitted to the sailing committee.

Receipt of Incident Report

After an Incident Notification is received, the Sailing Committee will assign an investigator or instigation team.

Incident Investigation

- The investigator or instigation team shall coordinate an investigation into any reported incident/near miss or hazard.
- Incidents involving serious injury or illness, shall be notified to the Board of Directors. All incidents/accidents that involve collisions shall be referred to a protest hearing and reported to TfNSW (Transport for New South Wales)



The Sailing Committee shall ensure that a formal Incident Investigation is completed based upon the severity rating detailed in the Investigation Notification to determine the due date – see below:

- high or extreme incident or hazard or near hit/miss – due within 24 hours
- medium risk incident or hazard or near hit/miss – due within 14 days
- low risk incident or hazard or near hit/miss – due within 21 days

Assigning Corrective Actions

Once an Incident Investigation Report has been completed (including control measures or corrective actions) it should be forwarded to the Sailing Committee for action and inclusion in the risk assessment and sailing instructions.



PART THREE: RISK MANAGEMENT

Cronulla Sailing Club (CSC) Risk management is conducted in accordance with the principles outlined in AS/NZS ISO 31000:2018 (Risk Management: Principles and Guidelines), and complies with risk management principles in that it:

- be an integral part of organisational processes
- be structured and comprehensive
- be based on the best available information. Is customised considers human and cultural factors
- be inclusive
- be dynamic
- be capable of continual improvement.

Cronulla Sailing Club has an incident reporting system to address incidents and identify risks and all members and staff are encouraged to report incidents or risks to any club director or staff member by completing an incident/risk form and returned it to the Club Secretary. See incident reporting and management in Section 2.

Risks are managed using a risk assessment that identifies the risks involved in the main activities undertaken by Cronulla Sailing Club and key controls are in place to reduce those risks to an acceptable level:

- Medium - constant vigilance is provided by Club members and staff across these risk areas of concern
- Low - these risk areas are monitored by Club members and staff

Where any Residual Risks are rated as Extreme or High further consideration of controls will be instigated or the planned activity cancelled. Training or racing may be cancelled on occasions, when the required number of competent volunteer safety boat crews are not available.

HAZARD & RISK IDENTIFICATION

The following are general hazards/risks associated with the sport of sailing. They include but are not limited to:

- Pre-existing medical conditions that could be aggravated by the activity of sailing.
- Sun and heat related injuries and illnesses



- Dehydration
- Collisions between racing / training vessels, submerged objects and other vessels.
- Mechanical issues and breakdowns
- Fire and explosion
- Entrapment due to capsized vessels
- Rigging areas
- Inadequate/insufficient safety and rescue equipment
- Inexperienced crew
- Adverse weather conditions

The above have been identified both through formal and informal means, primarily by the sailing committee members.

RISK ASSESSMENT

The assessment matrix is based on ISO 31000:2009 Risk Management Principles and Guidelines.

RISK RATING = CONSEQUENCE X LIKELIHOOD

Likelihood	Consequence				
	1 Insignificant	2 Minor	3 Moderate	4 Major	5 Catastrophic
5 Almost Certain > 85% probability	Low 8	Medium 14	High 19	Very High 24	Very High 25
4 Likely 65% probability	Low 7	Medium 13	High 18	High 21	Very High 23
3 Possible 50% probability	Low 4	Low 9	Medium 15	High 20	High 22
2 Unlikely 35% probability	Very Low 3	Low 5	Low 10	Medium 16	Medium 17
1 Rare < 5% probability	Very Low 1	Very Low 2	Low 6	Low 11	Low 12

Table 1. Risk Assessment Matrix



Step 1: Identify all inherent risks, recording each on a separate line in the risk register.

Step 2: For each identified risk, assess and record the qualitative measures of likelihood

LEVEL	DESCRIPTION	LIKELIHOOD
5	Almost Certain	Is expected to occur during this event
4	Likely	Will probably occur during and event
3	Possible	Might occur at some time (perhaps every 2-3 years)
2	Unlikely	Could occur at some time (perhaps every 4-10 years)
1	Rare	May occur only in exceptional circumstances (1 in more than 10 years)

Table 2. Likelihood

Step 3: For each risk or hazard, if it was to occur, assess and record the qualitative measures of consequence or impact.

LEVEL	DESCRIPTION	MOST LIKELY CONSEQUENCE IF THE RISK OCCURRED
5	Catastrophic	One or more fatalities, or multiple significant injuries with extended hospitalisation, or wide spread inconvenience to the public over protracted period, or likely to appear as front-page media reports, or cost of damage over \$1M, or significant unrecoverable damage to the environment
4	Major	Significant injuries (requiring hospital treatment), or major inconvenience to the public, or definitely appear in the media, or cost of damage \$100K - \$1M, or environmental impact that is unconfined and requires long term recovery/residual damage .
3	Moderate	One significant injury (requiring hospital treatment), or moderate inconvenience to the public, or would probably appear in the media, or cost of damage \$10K-\$100K, or environmental impact that is confined with medium term recovery.
2	Minor	Small number of minor injuries requiring first aid treatment, or some inconvenience to the public, or may appear in media, or cost of damage \$1K - \$10K, or environmental impact locally confined with short term recovery.
1	Insignificant	One injury requiring first aid treatment, or cost of damage up to \$1K, or environmental impact locally confined and promptly reversible

Table 3. Consequences



Step 4: Calculate and record the risk level using the Probability Matrix

Key:	Aquatic Licence	Event
Extreme risk	Attention required before applying for licence	Unacceptable risk level, event/activity not held
High risk	Attention needed, preferably before applying for licence, certainly before event	Unacceptable risk level, event/activity not held
Moderate risk	Requires constant vigilance and monitoring during event	Acceptable, risk managed through routine processes procedures and monitoring during even
Low /Very Low Risk	Requires monitoring during event	Acceptable risk is as low as reasonably practical

Table 4. Risk Level

Step 5: Determine the appropriate controls that may be put in place to mitigate each identified risk

Hierarchy of Controls (From most effective to least effective)

Eliminate	Can the hazard be removed altogether, such as questioning whether it needs to be done at all?, for example cancel/postpone race
Substitute	Can the hazard be addressed in a safer manner, such as doing it another way that has less risk?
Isolate	Can the hazard be confined to one area, such as containers, barriers and fences?
Engineering	Can something be made or added to the hazard to make it safer, such as seat belts, machine guarding, cut out switches and locks?
Administration	Has the hazard been analysed and documented accordingly, employees inducted and trained appropriately, customers made aware of the hazard(s) and instructions given, and signs displayed?
Personal Protective Equipment	Do employees wear or use equipment to protect them from exposure, such as hard hats, gloves, goggles, masks, aprons, sunscreen and suitable footwear?

Table 5. Controls

Step 6: Re-assess and record the risk level for each identified risk taking into account the specified controls.

Step 7: Record the person(s) responsible for implementing and monitoring each control measure and any relevant comments



Risk Assessment	Date/Time:	version
Assessment Team: Sailing Committee: Robert Croucher, Craig Smith, Bronwyn Elford, Peter Fielder, Stephen Wright, Stephen Wright, Trent Wiggins, Martin Janes	7pm Monday 13 September 2021	1.0
Assessment Team: Sailing Skippers (see 2023 skippers meeting minutes, 24 June 2023)	11am Saturday 24 June 2023	1.1

Inherent Risk	Hazards	Raw Risk			Control Measures For each of the identified list the control measures required to eliminate or reduce the risk so far as reasonably practicable	Residual Risk			Comments/Responsibilities
		L	C	R		L	C	R	
Storm / Deteriorating weather conditions	Injuries to crews and damage to vessels due to unsafe conditions	3	4	20	Race Committee monitor Bureau of Meteorology (BOM) Observations and warnings (wind and sea state). Events cancelled/postpone event if BOM forecast gale wind warning or higher.	2	4	16	RO Events cancelled/postpone event if BOM forecast gale wind warning or higher
Man Overboard (Keel Yachts)	Lost at sea drowning	3	4	20	Carriage of safety equipment (life jackets and dan buoy) Notice of Race Sailing Instructions correctly fitted PFDs worn where class rules require. Lifebuoy fitted / carried in accordance with the sailing instructions. VHF radio to be placed on each boat and turned on to channel 73 Dinghy – Sign on / Sing off sheets. Keel boat Club “Onboard sign on “	1	4	11	Skipper The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone. Event registration and safety certificate



Inherent Risk	Hazards	Raw Risk			Control Measures For each of the identified list the control measures required to eliminate or reduce the risk so far as reasonably practicable	Residual Risk			Comments/Responsibilities
		L	C	R		L	C	R	
Man Overboard/Capsize (Dingy)	Drowning	4	4	21	Safety support vessel (start vessel minimum, preference for additional support boats depending on fleet size). Mandatory wearing of life jackets Race and Crew Briefing Notice of Race Sailing Instructions	1	4	11	Skipper The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. RO monitor mandatory wearing of life jackets Race and Crew Briefing
Capsize (Dingy)	Entrapment & Entanglement	4	4	21	Deploy an adequate number of safety boats (start vessel minimum) Mandatory wearing of life jackets Race and Crew	1	4	11	Skipper The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. RO monitor mandatory wearing of life jackets Race and Crew Briefing RO assess adequate number of safety boats
Collision Run A Ground	Injuries to crews and damage to vessels	3	4	20	Notice of Race / Sailing instructions Race officer assessment of environmental conditions Sailing courses planned (Laid) with marine traffic, mooring areas and fixed structures in mind. Safety boats to constantly monitor all vessel movements during activities (both competitors and other vessels).	1	4	11	Skipper: Racing Rules of Sailing (RRS) Special Regulations Part 1 for Racing Boats (SR1)



Inherent Risk	Hazards	Raw Risk			Control Measures For each of the identified list the control measures required to eliminate or reduce the risk so far as reasonably practicable	Residual Risk			Comments/Responsibilities
		L	C	R		L	C	R	
Collision – between competing boats and/or other vessels	Injuries to crews and damage to vessels	3	4	20	RRS / Notice of Race Sailing Instructions Sailing courses planned (laid) with marine traffic, mooring areas and fixed structures in mind. Race Officer assessment of race environment Coaching and briefing of competitors and volunteers in the safe conduct and participation in racing	1	4	11	Skipper: Racing Rules of Sailing (RRS) Special Regulations Part 1 for Racing Boats (SR1)
Injury due to the nature of the activity (moving vessel moving around vessels)	Injuries to crews	3	3	15	Notice of Race Sailing instructions (example attached) Race Officer assessment of race environment Deploy an adequate number of safety boats. Coaching and briefing of competitors and volunteers in the safe conduct and participation in racing	2	3	10	Skipper and Crew The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.
Boom Strike- Occurring both on the water and on land while boats are being rigged.	Injuries to crews	3	3	15	Competitors made aware of the dangers of boom strike. Awareness of changing weather conditions. Change or reduce sails in fresh wind conditions. Competitors marshalled where to stand when rigging or launching boats. Movements of the general public are monitored around boats.	2	3	10	Skipper and Crew The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.
Insufficient safety equipment on board vessels	Insufficient emergency response which could lead to more serious injuries/death	3	3	15	Race Committee conducts Safety audits in accordance with AS Special Regulations. Safety boat equipment. Trained boat operators.	2	3	10	Skipper ensure safety equipment on board as required



Inherent Risk	Hazards	Raw Risk			Control Measures For each of the identified list the control measures required to eliminate or reduce the risk so far as reasonably practicable	Residual Risk			Comments/Responsibilities
		L	C	R		L	C	R	
Not working/ Damaged comms	Insufficient emergency response which could result in more serious injuries/death	3	4	20	Vessel to carry communications equipment as appropriate to the category of racing defined in the Special Regulations	1	4	11	Skipper ensure safety equipment on board as required
	Failure to correctly identify number of people on the water-insufficient response in an emergency	2	4	20	All vessels to have safety equipment as outlined in sailing category	1	4	11	Skipper ensure safety equipment on board as required
Not being able to safely recover an incapacitated vessel	Injury to persons Loss of vessel	3	3	15	Tow equipment in accordance with Class Rules. Proper maintenance of the boat	1	3	6	Skipper to satisfactory maintenance of the vessel
Exposure to the elements	Sunburn Hypothermia	4	2	13	Use of sunscreen Carrying of sufficient Water Appropriate clothing for the conditions	3	1	6	Skipper to be satisfied with Crew's clothing and personal equipment
Risk of minor injury	Cuts, abrasions etc working around dock	5	2	14	Appropriate briefing, clothing / footwear	2	2	5	
Diver below boats at dock	Injury to diver	4	3	18	Dive Flag signifying below	2	3	10	Diver is responsible for visual notification of presence
Launching and retrieving vessels via the hard stand crane	Injuries to crews and damage to vessels due to unsafe operations	3	4	20	Authorised operators only CSC crane operating procedures Regular crane inspection and maintenance	1	4	11	Operator is responsible to follow CSC crane operating procedures Vessel owners responsible for sling positioning and maintenance