

WORLD SAILING SAFETY POLICY

Introduction

World Sailing is committed to promoting the safety of all Participants in the sport of sailing. Our Safety Policy outlines the standards and guidelines that must be adhered to by Member National Authorities (MNA), World Sailing Classes, Participants and Organising Authorities (OA) to create the safest possible environment for all involved.

1. Risk Assessment and Mitigation

- 1.1 All events organised under the auspices of World Sailing must conduct a thorough risk assessment prior to the commencement of any activities.
- 1.2 Identified risks must be mitigated to the extent possible through appropriate safety measures and procedures.

2. Equipment Compliance

- 2.1 All equipment used during World Sailing sanctioned events or by World Sailing Classes must meet the safety standards relevant for the event and location.
- 2.2 Regular inspections and maintenance of equipment must be conducted to ensure that equipment is in safe and operational condition.

3. Training and Education

- 3.1 All Participants in World Sailing sanctioned events must adhere to the general safety practices applicable to their setting. In addition to World Sailing regulations or guidelines, Organising Authorities should take into account any local laws and regulations that may require adherence to higher safety standards.
- 3.2 World Sailing promotes safety by publishing news and safety guidelines to increase awareness and provide resources for use by MNA, Classes and other stakeholders.
- 3.3 World Sailing will publish Offshore Special Regulations to promote safety in offshore sailing.

4. Emergency Response

- 4.1 An emergency response plan must be in place for every event, detailing procedures for medical emergencies, search and rescue operations, and other contingencies.
- 4.2 Organising Authorities must ensure that all Participants are aware of and familiar with the emergency response procedures.

5. Communication

- 5.1 Clear communication channels and protocols must be established to convey safety-related information to all Participants, Race Officials, and all relevant parties.
- 5.2 Weather updates, emergency alerts, and other safety-critical information must be promptly communicated to ensure the well-being of everyone involved.

6. Continuous Improvement

- 6.1 World Sailing is committed to ongoing evaluation and improvement of safety policies and procedures to keep pace with emerging risks and best practices.
- 6.2 This policy and sections of the World Sailing Regulations that are relevant to safety will be periodically reviewed to ensure their currency and relevance.
- 6.3 Incident reports and other feedback from MNA, Classes and other stakeholders will be used to update safety measures proposed by World Sailing and enable better communication of safety information to the sailing community worldwide.
- 6.4 Safety incidents should be reported to World Sailing according to the incident reporting table contained in this Safety Policy.

7. Conclusion

By adhering to this Safety Policy, World Sailing aims to foster a culture of safety consciousness and responsibility among the sailing community worldwide. We are dedicated to ensuring the well-being of all participants and maintaining the highest standards of safety in the sport of sailing.

(Document continues below)

INCIDENT REPORTING TO WORLD SAILING

REPORTING TO WORLD SAILING IS REQUIRED	Examples	Who is responsible / What is required
Fatality	Death	MNA or OA must: • contact World Sailing within 48 hours of becoming aware of the incident and provide monthly updates to WS until report is provided • investigate the incident according to WS Guidelines for Independent Incident Reviews and Reporting • submit a report to WS Any of the parties involved may: • log the incident on World Sailing portal
May cause fatality	• Loss of keel • Underwater entrapment	MNA or OA must: • log the incident on World Sailing portal Any of the parties involved may: • log the incident on World Sailing portal
Serious injury	• Requires inpatient hospitalisation (of more than 72 hours) for reasons other than medical observation or diagnostic testing • Requires emergency repatriation for medical care • Loss of any limb of the body • Injury requiring resuscitation	

REPORTING TO WORLD SAILING IS RECOMMENDED	Examples	Who is responsible / What to do
Significant injury or life-threatening situation	• Catastrophic structural failure of the hull • Entire crew being rescued • Deployment of life raft • Medical evacuation of one or more crew from the boat • Intentional activation of an emergency beacon or mayday radio call	Any of the parties involved may: • log the incident on World Sailing portal
	• Deployment of Search and Rescue (or local equivalent) authorities • Collision or equipment failure resulting in boat sinking, rescue or life-threatening situation • Collision (with object / vessel / megafauna) resulting in damage sufficient to return to harbour • A near miss of any of the above. • Injury requiring short-term hospitalisation (ie. less than 72 hours) • Concussion • A significant failure of the safety or risk management protocols of the OA • Significant reputational damage to the OA, the sport and/or World Sailing	

REPORTING TO WORLD SAILING IS NOT REQUIRED	Examples	Who is responsible / What to do
Minor injury or other event causing damage	• Injury requiring medical treatment / first aid • Collision or equipment failure not resulting in rescue or serious injury • Dismasting • Grounding • Engine failure • Collision with object / vessel / megafauna not resulting in return to harbour	If you feel that there are valuable lessons to be shared, any of the parties involved may: • log the incident on World Sailing portal Note: reporting may be required to the OA / MNA.

POLICY DETAILS

Date made: 9 November 2024
 Date registered:
 Date commenced: 9 November 2024
 Date amended V1

Responsible committee: Safety Commission
 Administered by: KH
 Review date: 2028
 Related documents: Regulations

AMENDMENT HISTORY		
PROVISION	AMENDMENT	DATE