

LSC Risk Assessment

	Lympstone Sailing Club	Assessment No:	3	Assessment Date:	01 Oct 2017
Section/Department:	Sailing event organization	Assessment Type (Delete as appropriate; see Note 1)			
		Specific YES	Generic	Record of Dynamic Assessment	
Activity/Process:					
DINGHY SAILING - Racing, Cruising and Training					
Assessor			Acceptance (See Note 2)		
Name:	MRC Gall		Name:		
	LSC Principal, Committee member and sailor			LSC Committee	
Signature:			Signature:		

Hazards (Include Hazard Survey Number where applicable)		Who is at Risk ?	Control Measures (Specific existing Control Measures)	Risk Rating (Likelihood X Consequence) (See Note 3)			Additional Controls (Each Control Measure is to be specific and managed)	Residual Risk Rating (See Note 4)	Management Plan		
Activity	Hazards			L	C	RR			Owner	Target Date	Comp Date
Launching and Recovery	1. Reversing Trailers 2. Slips, Trips & Falls 3. Damage to Boat Hull. 4. Injuries to helm, crew and third parties.	10 +	No bare feet or flip flops! Treat Members are required to wear proper footwear that improves adhesion between the shoe and the slippery surfaces found near water. Correct footwear also reduces the risk of foot/toe injuries.	1	2	2	All activities overseen by OOD or supervising instructor according to activity. Separate Slip Way Instruction Annex. First Aid Equipment available.	1	OOD	Ongoing	
									Cdre		Oct 17
									Cdre		Oct 17

			Treat Craft connected to trailer until underway (launched or alongside with responsible crew/helm in control). Treat				First Aid trained members at hand. First aiders list		Cdre		Oct 17
Severe Weather	1. Damage to boats 2. Injuries to crew	10 +	Safety Boat Helm advises OOD and has capacity to cancel event. Treat All craft driven within the limits of the helms' experience. Treat Driven according to the prevailing conditions. Only experienced / qualified helms to use Club craft unsupervised. All others users must be under the direct supervision of a qualified instructor. Treat Club boats insured for multi user. Transfer	1	1	2	Consideration of likely weather for the event – race, passage or training serial - to be a consideration of the Helm and their crew OOD and safety boat will direct retirement of overpowered participants Expected weather conditions on race board First Aid Equipment available. First Aid Trained Personnel	1	SB helm OOD OOD Cdre	Ongoing Ongoing Ongoing	Oct 17
Man Overboard	Drowning, partial, secondary drowning, hypothermia and other injury	10 +	SB Helms properly trained, qualified and in regular practice. PB2 minimum qualification Treat Number of passengers does not exceed approved maximum and account is taken of weather/sea state.	1	3	3	Safety boat crew dressed and prepared to enter the water if required Approved buoyancy aids are correctly fitted, inspected and maintained	1	Helm Helm	Ongoing Ongoing	

			<p>Treat</p> <p>Helms' and crew are trained in MOB recovery and first aid. MOB recovery is exercised on first sailing and as appropriate thereafter.</p> <p>Treat</p> <p>Radio comms with LSC Bridge (working channel) and CG (Ch16) to mobilise emergency services.</p> <p>Showers avail to warm cold but not hypothermic victims</p>				<p>A minimum of a 50N buoyancy aid provided are to be worn at all times.</p> <p>Evacuation plan with emergency services.</p> <p>Mobile and land line comms with emergency services (The Swan).</p>		Cdre	Ongoing	Oct 17
General Boat use	Seasickness	10 +	<p>Risk is reduced by early advice on diet and fluids ie avoid fatty food, alcohol etc. before event. Individuals suffering from seasickness, are monitored for proper fluid intake to avoid dehydration.</p> <p>Treat</p>	1	2	2	<p>First Aid Equipment available. First Aid trained personnel.</p> <p>Drinking water carried in safety boats</p>	1	Helm	Ongoing	
Operations underway	Rig Failure	10 +	<p>Safety boat on standby</p> <p>Priorities are life and limb ahead of craft.</p> <p>Treat</p> <p>Prevention through inspection and maintenance.</p> <p>Treat</p>	1	1	1		1			
Close quarter manoeuvring in shallow tidal water and near	Grounding and collision	10 +	<p>The International Regulations for Preventing Collision at Sea (IRPCS) are to be applied at all times.</p> <p>Treat</p> <p>Helms' will be trained and</p>	1	2	2	<p>Local chart in LSC foyer</p> <p>IRPCSS</p>	1			

other vessels.			<p>qualified to appropriate seamanship skills to avoid grounding. Treat</p> <p>Helms' are trained to employ extra cautionary measures where risk of collision is higher, such as in fog or low visibility. Treat</p> <p>Racing courses and training areas located cognisant of tides, time and drafts. Treat</p> <p>Daylight hours events only unless training syllabus requirement. Treat</p>							
Sailing underway	<p>Man overboard resulting in drowning or injury from outboards propeller and other craft.</p> <p>Physical injuries inc. head injury cuts, graze and bruise</p>	10 +	<p>Helms' are properly trained, qualified and in regular practice in accordance with the RYA code of practice. Treat</p> <p>Safety boat capacity. Number of passengers does not exceed approved maximum and account is taken of weather/sea state. Treat</p>	1	3	3	<p>Review use of prop guards</p> <p>First Aid kit available on safety boat and in clubhouse</p>	1		
Operations in cold weather conditions	Non-freezing cold injury and hypothermia	10 +	<p>Participant and safety boat crews provide own appropriate cold/wet weather clothing, briefed on keeping warm & dry and on the symptoms of hypothermia. Treat</p>	1	2	2	<p>First Aid Equipment available</p> <p>First Aid Trained Personnel available</p>	1		

			In extreme weather conditions, exposure time is controlled and work/training stress is controlled				Clean dry clothing is available in clubhouse				
Operations in hot weather conditions.	Sun burn and heat exhaustion	10 +	Helms and crews will be briefed on preventative measures. Treat	1	2	2	First Aid equipment available First Aid trained personnel available Hydration plan UV index and preventive measures on race board	1			

Assessment Review (See Notes 2 and 5)							
Review Date:	Oct 18	Review Date:	Oct 19	Review Date:	Oct 20	Review Date:	Oct 21
Name:		Name:		Name:		Name:	
Signature:		Signature:		Signature:		Signature:	

Notes:

- 1 If using a 'Generic' risk assessment, Assessors and Line Managers are to satisfy themselves that the assessment is valid for the task and that all significant hazards have been identified and assessed. If additional hazards are identified they are to be recorded and attached to the Generic assessment.
- 2 Line Managers are to note that they are responsible for production of the risk assessment and that they are signing to indicate that the risk assessment is suitable and sufficient and they consider the risks to be acceptable.
- 3

High	Common, regular or frequent occurrence.	3	3 Med	6 High	9 High
Medium	Occasional occurrence.	2	2 Low	4 Med	6 High
Low	Rare or improbable occurrence.	1	1 Low	1 Low	3 Med
Risk Matrix Likelihood X Consequence			1	2	3
			Minor injury or illness.	Serious injury or illness.	Fatalities, major injury or illness.
			Low	Medium	High

When recording the Risk Rating ensure that both the Likelihood and Consequence scores are included.

High	Improve control measures or consider stopping work. Conducting work at this level of risk is to be reported up the Line Management / Command chain.
Medium	Review control measures and improve if reasonably practicable to do so, consider alternative ways of working.
Low	Maintain control measures and review if there are any changes.

- 4 Record the residual Risk Rating to demonstrate that the risk has been reduced to an acceptable level.
- 5 Risk Assessments are to be reviewed:
 - Annually.
 - If there is reason to doubt the effectiveness of the assessment.
 - Following an accident or near miss.
 - Following significant changes to the task, process, procedure or Line Management.
 - Following the introduction of more vulnerable personnel.
 - If "Generic" prior to use.