

Sussex Sailability

Sailing Drascombe Lugger (Marky & Isabella Pinkerton)

Risk assessment

Sussex Sailability Drascombe Lugger Risk Assessment

Event:	Drascombe Lugger (Marky)	Website:	www.sussexsailability.org.uk
Organising Authority:	Sussex Sailability	Email:	sussexsailability@gmail.com
Sailing Area	River Adur East of the footbridge up to the harbour entrance and out to sea.	Expected number of boats:	2 x Drascombe Lugger
Operating area:	Shoreham Harbour	Authorities Informed:	Shoreham Coastguard. Shoreham Harbour RYA Sailability
OOD Callsign:	Syco Base		
Sussex Sailability Headquarters:	Sussex Yacht Club Tel No.01273 464868		

Signed:

Senior Instructor:

Date:

Review Date:

Sussex Sailability Drascombe Lugger Assessment

Risk Category	Description of Risk	Priority	Severity	Probability	Risk Factor	Measures to reduce Risk
1. Injury and/or fatality	1.1 Slip, Trip and/or Fall	Medium	3	2	6	1.2, 1.4, 1.5, 2.2, 2.5, 4.1, 4.3
	1.2 On board equipment i.e. boom	Medium	4	2	8	1.2, 1.5, 1.8, 1.9, 2.2, 2.5, 4.1, 4.3
	1.3 Result of rig or equipment failure	Medium	3	1	3	1.3, 1.8, 1.9, 2.4, 2.5, 3.2, 4.2
	1.4 Result of collision with other sailing vessels	Medium	3	2	6	1.1, 1.2, 1.3, 2.1, 2.2, 2.4, 4.2
	1.5 Result of collision with commercial vessel	Low	5	1	5	1.1, 1.2, 1.3, 2.1, 2.2, 2.4, 4.2
	1.6 Falling in water from quay side	Medium	5	1	5	1.3, 2.4, 4.1, 4.2
2. Boat damage	2.1 Rig or equipment failure	Medium	2	2	4	1.3, 1.9, 3.1, 3.2
	2.2 Result of collision with other boats	Medium	2	2	4	1.1, 1.5, 1.3, 1.7, 2.1, 2.4, 2.5, 3.2,4.2
	2.3 Result of collision with commercial vessel	Medium	5	1	5	1.1, 1.5, 1.3, 1.7, 2.1, 2.4, 2.5, 3.2,4.2
3. People in the water	3.1 Injury and/or fatality form Man Overboard	High	5	2	10	1.1, 1.2, 1.3, 1.4, 2.2, 2.3, 2.4, 3.1, 3.2, 4.1, 4.2,
	3.2 Injury and/or fatality from Capsize	High	5	2	10	1.1, 1.2, 1.3, 1.4, 2.2, 2.3, 2.4, 3.1, 3.2, 4.1, 4.2,
4. Disability	4.1 Physical	High	5	2	10	4.1, 4.2, 4.3
	4.2 Neurological	High	5	2	10	4.1, 4.2, 4.3
5. Other Hazards when sailing	5.1 High Wind conditions	Medium	5	1	5	1.1, 1.3, 1.4, 1.5, 1.8, 2.2, 2.3, 2.4, 2.6, 3.1, 3.2
	5.2 Rough seas	Medium	5	1	5	1.1, 1.3, 1.4, 1.5, 1.8, 2.2, 2.3, 2.4, 2.6, 3.1, 3.2
	5.3 Bad visibility	Low	3	1	3	1.1, 1.3, 1.4, 1.5, 1.8, 2.2, 2.3, 2.4, 2.6, 3.1, 3.2
	5.4 Shipping Movements	Medium	5	1	5	1.2, 1.4, 1.5, 1.7
	5.5 Fatigue	Medium	3	3	9	1.3, 1.4, 1.5, 1.8, 2.2, 2.3, 2.4, 2.6, 3.1, 3.2
	5.6 Launch & Recovery of boats	Medium	2	3	6	1.2, 1.4, 1.5, 1.9, 2.5, 4.1, 4.3

Sailability 2021:

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General Instructions for a Sailability Session using Drascombe Lugger

1. Sessions will be sailed in the Adur River or out to sea.
2. The OOD has overall responsibility for assessing the suitable conditions for sailing to commence.
3. Boat skippers will be equipped with hand set radios.
4. The skipper is responsible for assessing the sailing conditions to avoid the risk of collision and grounding.
5. The skipper will be responsible for the safety of the crew whilst the boat is away from the jetty
6. The skipper will be responsible for assessing the prevailing conditions when the boat has left the jetty
7. Suspension of sailing after launch is at the discretion of the skipper in liaison with the OOD
8. The skipper is to radio for assistance in all incidents relating to safety and/or injury.
9. Wind speed for sailing will be assessed with the nominated Senior Safety Boat Officer and OOD at the beginning of the session. No sailing is permitted in club boats in winds of 21 knots and greater.
10. The nominated Senior Safety Boat Officer will liaise with the Port Authority about the session and shipping movements.
11. The OOD/safety boat skippers will suspend sailing when there is poor visibility due to fog or mist.

1. Planning:		
Measures.	General Comments.	Additional Measures
1.1 Tidal Prediction Information, weather and wind forecasts	The OOD to obtain in advance for a pre-session briefing.	OOD allocated to each session on Duty Man at least 4 weeks prior to the session date
1.2 Skippers allocated to boats.	Skippers of boats must be approved and logged by a senior instructor.	Sailing area instructed by OOD
1.3 Safety Boat Cover	OOD to ensure there is sufficient boats and RYA Safety qualified drivers available for the session	No Boats allowed on the water without safety boat cover. OOD to nominate the Senior Safety Boat Officer for the session. Minimum requirement on a safety boat will be one RYA Safety Boat qualified driver and one RYA Power Level 2
1.4 Advance Briefing of all boat skippers and Crews	OOD to hold a briefing prior to the sailing session	Skippers to collect new crews and brief before leaving the jetty. OOD to include a member of the reception team on the briefing
1.5 Advance Briefing Crews	Boat Skippers to brief crews before launching	
1.7 Notification of activities and advice from appropriate Authorities.	Nominated Senior Safety Boat Officer for the session to advise Port Authority of sailing session and request information relating to ship movements for the period of the session. Helms informed of movements during briefing	Session reception team advised of shipping movements
1.8 Pre-launch inspections	All boats to be inspected by OOD and Skipper prior to launch to ensure the boat has been rigged properly.	Inspections can be undertaken by instructors and confirmed to OOD

1.9 Boat/Trailer defects.	Any defects or breakages noted during the session are to be reported to the OOD before leaving. The OOD can then inform the appropriate person to effect repairs.	OOD to inform SYC Office of defects as back-up in case there is a need to declare the boat out of use.
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2. Sailing:		
Measures.	General Comments.	Additional Measures
2.1 Skippers to stay within the boundaries of the prescribed sailing areas	OOD to use on board hand held VHF radio or via safety boats to liaise with in the event that there is sailing beyond approved limits	Hand held radio's to be issued to boat skippers
2.2 No Crew changes on the water.	OOD to agree all crew transfers and that they are transferred whilst tied alongside the jetty. The only exception will be for emergencies or when directed by a safety crew.	Senior safety to be advised should it be necessary to transfer crews on the water
2.3 Crew per boat for sailing session is a maximum of 6, where two must be able bodied sailors.	The OOD and Skipper to ensure the boats do not exceed accepted capacity	A senior instructor will approve skippers.
2.4 Personal buoyancy aids are mandatory for everyone that goes onto the slip ramp, jetty and going into or on the water.	Reception, OOD and safety boat crews to ensure that everyone going into the designated wet area is wearing a correctly fitting bouncy aid.	Buoyancy aids are provided by Sussex Sailability.
2.5 Launching and recovering boats will be supervised by the boat skipper.	The skipper will need to satisfy themselves that adequate assistance is on hand for launching and recovering boats. Briefings will be required for those not experienced in launching a drascombe	The skipper will need to ensure the boat is rigged properly prior to launch and is de-rigged suitable for going on a trailer before recovery.
2.6 Sail reefing in strong winds.	The OOD will confirm the need to reef sails if the wind conditions are too strong. Reefing is then to remain until permission has been granted by the OOD to remove.	The OOD will liaise with the Senior Safety Boat Officer to assess the decision on wind conditions and reefing. A joint decision will also be required to change from reefed sails if wind conditions improve

3. Communications.

Measures.

General Comments.

Additional Measures

3.1 The outside training room has a static radio that should be on channel M2 or P4 to manage water activities with the safety team. This set can be monitored by reception personal, but can only be used by either a competent VHF radio user or in the supervision of a certificated operator.

The OOD will need to be mobile to oversee activities on the jetty and at reception, therefore the base set can be monitored by the reception team and the OOD use a hand set whilst being mobile. The OOD will need to be aware that the handset is only good for short range communication.

OOD's are required to hold a certificate of competence to use VHF radios

3.2 Base to boat communication will normally be relayed via the hand held radio set, but can also be relayed via safety boats VHF radios.

VHF handsets will be issued to the Drascoambe Skipper. A handset owned by the skipper can be used, but Sailability cannot accept any liability should it be lost or damaged in the water.

Skippers are also expected to have a whistle or use the accepted distress signal to attract the attention of the safety boat.

Safety boats will relay messages to Skippers by coming alongside.

Safety boat crews to also have a whistle to attract the attention of the skipper to come along side.

3.3 OOD will confirm call signals during when briefing new skippers

Call signs may change according to the boats on the water and those with radios. The OOD will confirm the call signs at the start briefing.

4. Mixed Ability Sailing		
Measures.	General Comments.	Additional Measures
4.1 Skippers need to be aware of individual abilities/disabilities for the crew on the Drascombe.	Reception to advise the needs of crew members when collected for the session on the water	Skippers to ensure that individual needs are managed before leaving the jetty.
4.2 Medical emergencies whilst on the water	The skipper must ensure the security of the boat and safety of all on board before summoning assistance. When summoning assistance it is important to be precise in the nature of the emergency and the assistance required.	Skippers are trained in the various methods for summoning assistance.
4.3 Disability awareness	All skippers will need to have been on a disability awareness course.	Skippers to be first response first aid certificated.