

Sussex Sailability

Power & Safety Boats

Risk assessment

Sussex Sailability Power & Safety Boats Risk Assessment

Event: Driving: Website: www.sussexsailability.org.uk
Planing Pioner Multi
Tub
Dory
Solent RIB
Adele RIB
Displacement Champ
Any other outboard powered boat used by Sussex Sailability

Organising Authority: Sussex Sailability Email: sussexsailability@gmail.com

Sailing Area River Adur East of the footbridge up to the
harbour entrance, out to sea and the waters
the harbour Expected number of boats: 5 x power boats

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 Power & Safety Boat Risk 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, 1.7, 2.2, 2.3, 2.4, 2.5, 4.1, 4.2, 4.3
	1.2 Result of engine or equipment failure	Medium	4	2	8	1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 2.2, 2.4, 2.5, 3.2, 4.1, 4.2, 4.3
	1.3 Result of collision with other sailing vessels	Medium	5	1	5	1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 2.2, 2.4, 2.5, 3.2, 4.1, 4.2, 4.3
	1.4 Result of collision with commercial vessel	Low	5	1	5	1.1, 1.2, 1.4, 1.5, 1.6, 2.1, 2.2, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3
	1.5 Entering water to undertake a rescue	Medium	5	1	5	1.1, 1.2, 1.3, 1.5, 2.1, 2.2, 2.4, 3.1, 3.2, 3.3, 4.1, 4.2, 4.3
2. Boat damage	2.1 Engine or equipment failure	Medium	2	2	4	1.1, 1.6, 1.3, 1.4, 1.5, 2.1, 2.2, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3
	2.2 Result of collision with other boats	Medium	2	2	4	1.1, 1.6, 1.3, 1.4, 1.5, 2.1, 2.2, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3
	2.3 Result of collision with commercial vessel	Medium	5	1	5	1.1, 1.6, 1.3, 1.4, 1.5, 2.1, 2.2, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3
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, 1.5, 2.1, 2.2, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3
	3.2 Injury or fatality due to propeller strike	High	5	2	10	1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.2, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3
4. Disability	4.1 Physical	High	5	2	10	1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3
	4.2 Neurological	High	5	2	10	1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3
5. Other Hazards when driving power boats	5.1 High Wind conditions	Medium	5	1	5	1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.3, 2.4, 3.1, 3.2, 3.3, 4.1, 4.2, 4.3
	5.2 Rough seas	Medium	5	1	5	1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.3, 2.4, 3.1, 3.2, 3.3, 4.1, 4.2, 4.3
	5.3 Bad visibility	Low	3	1	3	1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.3, 2.4, 3.1, 3.2, 3.3, 4.1, 4.2, 4.3
	5.4 Shipping Movements	Medium	5	1	5	1.2, 1.3, 1.5, 2.1, 2.2, 3.1, 3.2, 3.3, 4.1, 4.2, 4.3
	5.5 Fatigue	Medium	3	3	9	1.2, 1.3, 1.5, 2.1, 2.2, 3.1, 3.2, 3.3, 4.1, 4.2, 4.3
	5.6 Launch & Recovery of boats	Medium	2	3	6	1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 2.4, 2.5, 4.1, 4.2, 4.3

Sailability 2021:

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General Instructions for a Sailability Session

1. Skippers are to ensure the pre-launch checks are completed and the boat log is completed following recovery.
2. Skippers of power boats being used for safety cover must hold a RYA Safety Boat Certificate and a current First Aid Certificate. The minimum requirement for the crew is RYA Level 2 Power.
3. Safety boats are to have two able bodied drivers.
4. All boats not being used as a safety boat must have two drivers, where one is able bodied. The minimum requirement is for both drivers to be qualified to RYA Level 2 Power.
5. Skippers of power boats are to hold a valid VHF Radio Licence.
6. The OOD and Safety Boat Skippers have overall responsibility for assessing the suitable conditions for water activities.
7. The skipper will be responsible for the safety of the crew and those being taken for the ride whilst the boat is away from the jetty
8. The skipper will be responsible for assessing the prevailing conditions when the boat has left the jetty
9. Safety boat skippers have authority to instruct boats and or people off the water.

1. Planning:		
Measures.	General Comments.	Additional Measures
1.1 Tidal Prediction Information, weather and wind forecasts	The OOD to brief Safety & power crews pre-session.	OOD allocated to each session on Duty Man at least 4 weeks prior to the session date
1.2 Senior Safety Boat.	OOD to appoint a senior safety boat skipper for each session.	Senior Safety Boat will coordinate the operations of other safety boats when on the water.
1.3 Skippers allocated to boats.	Skippers of boats must be approved and logged by a senior instructor. Were the skippers are to be on safety boat duty safety then the boat will be allocated by the Safety Boat Manager.	OOD & Safety Boat Managers to agree boat skippers & crews.
1.4 Advance Briefing of all boat Skippers and Crews	OOD to hold a briefing prior to the session.	OOD to will brief the operational area for power sessions.
1.5 Notification of activities and advice from appropriate Authorities.	OOD to advise Port Authority of the session and request information relating to ship movements for the period of the session. Skippers informed of movements during briefing	
1.6 Pre-launch inspections	Skippers to complete pre-launch inspections to ensure they are in suitable condition.	Boat log to be completed when boat has been recovered, highlighting any defects
1.7 Boat/Trailer defects.	Any defects or breakages noted during the session are to be reported to the OOD and logged in the boat logs in the sail store.	OOD to inform SYC Office of defects as back-up in case there is a need to declare the boat out of use. Boats declared out of use by the Safety Boat manager and can only go back on the water when they have been signed off a serviceable.

2. On the Water:		
Measures.	General Comments.	Additional Measures
2.1 Skippers to stay within the boundaries of the prescribed areas	OOD to use VHF radios to liaise with boat skippers.	OOD to check in with Safety Boat Skippers throughout the session.
2.2 Boat movements	OOD to advise skippers of jetty positions when returning.	
2.3 Crew per boat is 2, where one must be an able bodied sailor.	The OOD and Skipper to ensure the boats do not exceed accepted capacity	A senior instructor will approve sailors and skippers able to enter races.
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 senior safety boat skipper to ensure that everyone going into the designated wet area is wearing a correctly fitting bouncy aid.	Bouncy 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. The capstan for launching and recover can only be used by those trained and approved to operate.	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.

3. Communications.		
Measures.	General Comments.	Additional Measures
3.1 The outside training room has a static radio that should be on channel 14 to monitor harbour movements. 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 Boat to base & safety Boat to boat communications	Skippers are expected to have a whistle or use the accepted hand signal to attract the attention of the dinghies.	
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.	Boat skippers to undertake a radio check with OOD before leaving the jetty.

4. Mixed Ability Sailing		
Measures.	General Comments.	Additional Measures
4.1 Skippers need to be aware of individual abilities/disabilities for the crew on their boat.	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.