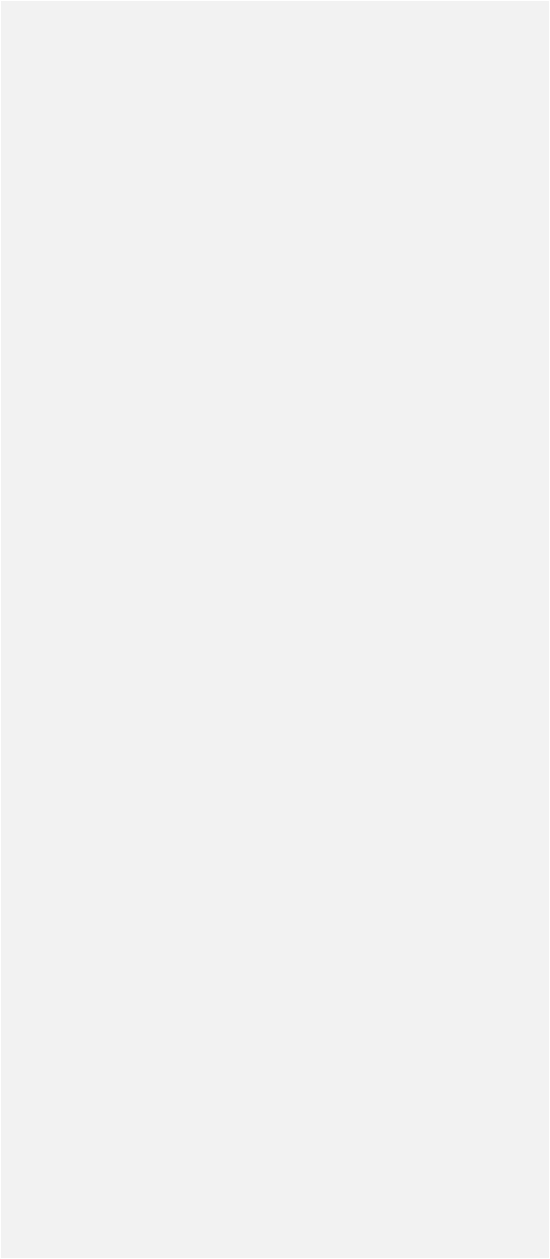


CSC - RISK ASSESSMENT -SAFETY

CHIPSTEAD SAILING CLUB  
SAFETY  
RISK ASSESSMENT 2019

Version	Date	Amendment	Amended by
FINAL	8 April 2020		



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**Safety Boats**

Item	Possible Hazard	Prob (H,M,L)	Consq (H,M,L)	Control Measure
SB 0	Lifting injury when fixing outboard motors to Patrol Boats or storing motors in safes	Medium	Medium	All boats except the Schools boat and Dell Quay Dories have engines permanently attached. Manual lifting of motors in and out of the security safes and on and off these boats must be carried out by a team of two people, and must have the stern of the boat located as close to the security safe as possible to minimise lifting distance.
SB 1	Back injuries due to launching and recovering Safety Boats	Low	Medium	Minimum of two people required to launch and recover. Use of the winch for recovery.
SB 2	Fire or explosion risk due to storage and use of petrol	Low	High	Petrol is stored in purpose designed flame resistant containers which are in turn stored in an outdoor lockable steel fuel store. Coxswains are instructed in the risk of static electricity. Smoking is prohibited in the vicinity of the fuel store and boat shed and during any handling of fuel.
SB 3	Propellers causing injury to persons in the water	Low	High	All Coxswains are regularly reminded of the need to turn the engine off when approaching people in the water. All commando helms should be qualified, experienced or assessed. Guideline reminders will be displayed in the boats .
SB 4	Powerboat 'Out of Control' if Coxswain falls overboard	Low	High	All Coxswains must be have undertaken appropriate training. Wearing of the Kill Cord, around leg, at all times is standard operating procedure. Spare kill cords are available in the safety boats.
SB 5	Injury or hazard creation from wash from safety boats	Medium	Low	Coxswain to ensure that low speed is maintained around pontoons and other water craft. High speeds to be used only where necessary.
SB 6	Collision injuries when moving boats around onshore	Low	Low	A designated person in the team moving the safety boat is to continually monitor the path ahead of the boat to ensure that collisions are avoided.
SB 7	Injuries when starting outboard engines	Low	Medium	Coxswain to ensure that space in front and behind is clear before starting outboard engines.
SB 8	Trip injury from winch rope	Low	Low	Winch operator to view winch area and keep it clear.

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SB 9	Poor communication between OOD and safety crew	Low	High	Safety crews carry a radio for communication to OOD and race hut. Radios are tested before each session.
SB 10	Collision injuries while operating on the lake	Low	High	All Coxswains must have undertaken appropriate training. Coxswains are instructed to maintain low speed around the pontoons and other water craft, and to use high speeds only where necessary.
SB 11	Injury caused by manually launching and recovering powerboats	Medium	Medium	In the event that the winch is inoperative, at least three people must recover a commando and at least five for recovering a RIB due to their weight.

**Foreshore and Pontoons**

Item	Possible Hazard	Prob (H,M,L)	Consq (H,M,L)	Control Measure
FP 0	Risk of drowning if people fall from pontoons	Low	High	All people using the pontoons must wear a buoyancy aid and signs stating that are at each pontoon.
FP 1	Strain injury incurred when launching and recovering boats	Medium	Low	An electric winch is available for launching and recovering heavy boats. Members must be reminded to work in teams.
FP 2	Slips and falls on the concrete slipways or foreshore	Low	Medium	An electric winch is available for launching and recovering safety boats and heavy dinghies.
FP 3	Slips and falls on the pontoons due to wet or dirty surfaces	Low	Medium	Pontoons are power hosed during winter maintenance and at other times as necessary. All staff and students to be regularly warned of the hazard during welcome briefings. Everyone to be told to act responsibly on the pontoons.
FP 5	Slips and falls on the steep grass bank in front of clubhouse	Medium	Low	Guardrails, steps and handrails are provided
FP 6	Slippery steps leading down to foreshore in icy weather	Low	Medium	Handrails are provided
FP 7	Injury from rigged boats on foreshore.	Low	Medium	Rigged boats should not be left unattended when the clew of the sail is attached to the boom
FP 9	Potential health hazard from wildfowl faeces	Low	Medium	All people using the pontoons must be warned of the risk of infection from faeces, and advised to wash hands thoroughly before eating etc. Pontoons to be cleaned regularly.

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FP 10	Injury from vehicles on foreshore.	Low	High	All vehicles to be removed after unloading. Drivers have a duty of care
FP <u>11</u>	Danger from submerged hazards around the pontoons	Low	Medium	Jumping off of the pontoons is prohibited.
FP <u>12</u>	Cuts and lacerations to feet	Low	Low	The foreshore is open to club members and the public, litter can occasionally arise. All members should use appropriate footwear
<u>FP 13</u>	Adders on foreshore, boatpark, or lake.	Low	High	Grass growth around boat park and launching areas restricted by matting and mowing to ensure habitat inhospitable to snakes.

**Clubhouse**

Item	Possible Hazard	Prob (H,M,L)	Consq (H,M,L)	Control Measure
C 0	Inappropriate behaviour towards children	Low	High	A parent or guardian must be onsite at all times. The club's Safeguarding rules require club members not to allow themselves to be alone in the changing rooms when children are present. During junior courses, WS clients with carers use the disabled toilets or must be accompanied by the carer when using the changing room facilities.
C 1	Kitchen area hazards	Low	Medium	Unauthorised persons are barred from entering the kitchen. The cooking area is only to be used by catering staff. Members using the teas area must immediately clear up any spillages.
<u>C 2</u>	Slips on wet floors	Low	Low	Floors are cleaned regularly. . Equipment readily available to deal with spillages.

**Whilst Sailing**

Item	Possible Hazard	Prob (H,M,L)	Consq (H,M,L)	Control Measure
WS 0	Head Injuries from Booms	Medium	Medium	Courses are available to train sailors to avoid such a risk .Members may use suitable head gear

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Item	Possible Hazard	Prob (H,M,L)	Consq (H,M,L)	Control Measure
WS 1	Risk of drowning during capsize or man overboard	Low	High	All people afloat or on pontoons must wear appropriate buoyancy aids. Safety boat must be afloat, on station, and ready for use during all organised sailing activities. Safety crews are briefed to give priority to sailors first rather than boats. BCC provides safety training to their members. Sailors are strongly recommended to consider wearing dry suits to protect from immersion risks.
WS 2	Risk of Entrapment in lines, rigging or trapped under sails	Low	High	All Safety Boat crews to be made aware of risk and are briefed to dress suitably in case they have to take to the water to rescue a sailor. Safety boat must be afloat, on station, and ready for use during all organised sailing activities.
WS 3	Cold and Exposure	Low	Medium	Safety crews are briefed with regard to spotting the early onset of Hypothermia. Wet suits are mandatory during winter months. Dry suits strongly recommended for additional protection.
WS 4	Swimmers in the lake	Low	High	Swimming in the lake is not permitted. Even so the public sometimes do so and this cannot be prevented. Triathlon swimming cannot take place during sailing
WS 5	Damage or injury following collision while sailing	Medium	High	Members must follow sailing's Rights of Way rules and take all steps to avoid collision. Safety boat must be afloat, on station, and ready for use during all organised sailing activities. Safety crews are briefed to give priority to sailors first rather than boats

**Prob:** Likelihood of Occurrence

**Consq:** Consequence of Occurrence

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Risk Summaries

**Safety Boats**

Consequence	H	SB3, SB4, SB9, SB10		
	M	SB1, SB7	SB0, SB11	
	L	SB8	SB5, SB6	
		L	M	H

Likelihood

**Foreshore and Pontoons**

Consequence	H	FP0, FP10, FP14		
	M	FP3, FP7, FP8, FP9, FP12	FP11	
	L	FP2, FP5, FP13	FP1, FP4, FP6	
		L	M	H

Likelihood

**Clubhouse**

Consequence	H	C0		
	M	C1		
	L	C2, C3		
		L	M	H

Likelihood

**Whilst Sailing**

Consequence	H	WS1, WS2, WS4		
	M	WS3, WS5	WS0	
	L			
		L	M	H

Likelihood

