

GBC06 Task Risk Assessment & Method Statement



1.0 Task Health, Safety & Environmental Risk Assessment

	GBC06	Date	17.08.23	Likelihood of Harm (L)	Consequence (C)			
					Insignificant (1) (Very small injuries)	Minor (2) (Small/minor injuries)	Serious (3) (Unfit >3 days)	Major (4) (Death, major injury)
Task	Racing			Very Likely (5) (Expected to occur)				
Project/Site	Gairloch Boat Club			Likely (4) (Reasonably expected)				
Location in Site	Clubhouse, boat park, jetty, pontoon, sailing area.			Occasional (3) (Occur infrequently)				
Assessed by	A Swift	Signed		Unlikely (2) (Unexpected to occur)				
Approved by		Signed		Negligible (1) (Not expected to occur)				
Client/PC (If Required)		Signed		Risk Rating (LxC)	Low (1-4) Tolerable	Medium (5-11) Intolerable	High (12-20) Intolerable	

Step 1		Step 2		Step 3	
Hazard – Something with the potential to cause harm		Take into account existing controls when assessing Gross Risk		Specify additional controls as required to reduce the Net Risk to “Low” (Tolerable)	
Significant Hazards		Who/What Might Be Harmed & How	Gross Risk	Additional controls to be implemented during task (Other than PPE etc)	Net Risk
1.	Coming into contact with water from falling overboard, falling from launching area/pontoon or capsize	Club members - Ingestion of water/drowning/serious injury.	High	Ensure appropriate life jackets/PFDs are worn when sailing or aboard safety boat. Ensure kill cord is used on safety boat Check condition and security of launching area/pontoon and be familiar with locations of Fixed Rescue Equipment i.e. lifebuoys/rings with rescue lines. Be aware of all means of raising alarm, contacting emergency services, harbour authority etc.	Low
2.	Slips, trips and falls from height resulting in contact with water or ground	Club members/3 rd Parties - Ingestion of water/drowning/serious injury from falling from height or tripping on materials and other items	High	In addition to above measures, ensure area is clear from tripping hazards Awareness of fixed trip hazards such as mooring rings	Low
3.	Slips trips and falls while accessing safety boat on outhaul resulting in contact with water or ground	Club members/3 rd Parties - Ingestion of water/drowning/serious injury from falling from height or tripping on materials and other items	High	Recognise that land access to outhaul is over particularly uneven rock armour, therefore only access safety boat from the water (using other safety boat) until land access is improved.	Low
4.	UV from sunlight	Club members - Sunburn, skin cancer	Medium	Keep top clothing layer on, use dry suit/wet suit or appropriate sailing clothing. Wear a suitable hat that protects the face and neck. Stay in the shade wherever possible. Use a high protection factor sunscreen (15 SPF or higher) which is water and sweat resistant. Use and re apply sunscreen as advised by the manufacturer of the product. Check your skin regularly for any unusual spots or moles. See your doctor urgently if anything is changing shape, size or colour, itching, or bleeding.	Low

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5.	Heat	Club members - Dehydration	Medium	Drink plenty of fluids.	Low
6.	Fatigue	Club members - Physical harm through increased overall risk	Medium	Recognise that sailing can be physically demanding, especially during capsize, and make an early decision to retire if required. Safety crews and race officer to monitor and direct actions of crews if necessary	Low
7.	Collision with other vessels or above water/underwater obstructions Falling due to acceleration of safety boat or deceleration due to painter/mooring lines coming in contact with propeller	Club members/3 rd parties – physical harm from sudden movement causing contact with boat or equipment	High	Use laminated chart of local area. Have good knowledge of fixed obstructions. Keep a good lookout. Obey regulations preventing collisions at sea (Colregs)/rules of racing. Safety boat helm to communicate with crew. Painter/mooring lines to be safely stowed	Low
8.	Cold/wet environment	Club members - Frost bite, dehydration and hypothermia from being outdoors	Medium	Club members to wear suitable cold and wet weather clothing as detailed in PPE section below. Take drinks to combat dehydration.	Low
9.	Dispersal of Dinghy fleet	Club members	Medium	Race officer should recognise signs of worsening conditions and shorten course or abandon racing	Low
10.	Fire. Afloat and ashore	Club members/3 rd parties	High	See COSHH assessment for petroleum	Low
11.	Vehicles in car park and roadway	Club members/3 rd parties	Medium	Awareness of vehicle movements, marshalling of traffic when transporting boats to slipway	Low
12.	Operation of safety craft. Coming into contact with moving propeller	Club members	High	Knowledge of rescue techniques. Use of killcord. Stop engine when in close proximity to people in the water	Low
13.	Contaminated water (blue green algae and Weil's disease)	Club members, 3 rd parties	Medium	Wash areas in contact with water before eating/drinking	Low
14.	Trapped fingers when coming alongside slipway/pontoon/other vessel	Club members/3 rd parties	Medium	Helm to warn crew/sailors	Low
15.	Loss of control/visual observation if race course is round an island	Club members	Medium	Use two or more safety boats to ensure whole fleet is observed	Low
16.	Boom coming into violent contact with head eg during gybe manoeuvre	Club members suffering traumatic brain injury	Medium	Be familiar with types of brain injury, effects, symptoms and 1 st aid treatment.	Low

PPE, Equipment etc Required to Further Control Residual Risks			Competence and Supervision		
Significant Hazards		PPE/Equipment Required	<p>The people carrying out the activity should be competent by means of training knowledge and experience to safely carry out all aspects. However it is recognised that not all members will have achieved that level of competence. Supervision of inexperienced members is therefore essential to ensure the specified safe working practices have been adopted.</p> <p>If the people carrying out the activity are unsure of their ability to safely perform it or if they encounter unexpected hazards, they must stop and seek advice from an experienced club member before restarting.</p>		
1.	Coming into contact with water	Appropriate life jacket /PFD			
2.	Slips, trips and falls	Non-slip footwear.			
3.	UV from sunlight	Appropriate sailing clothing, or wet suit/dry suit. Wear a suitable hat that protects the face and neck. High protection factor sunscreen (15 SPF or higher) which is water and sweat resistant			

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4.	Sailing in cold/wet environment	Wet suit or dry suit. Or appropriate sailing waterproofs Thermally insulated waterproof gloves/sailing gloves Warm Hat
5.	Contact with chemicals	See COSHH assessment for petroleum
6.	Falling overboard from Safety boat	Kill cord to be used at all times.
7.	Boom coming into violent contact with head	Consider wearing suitable head protection, eg watersports helmet and/or using gybe preventer, padding on boom

2.0 Method Statement

Step	Safe Sequence of Work
	Sailing
1.	Ensure safety boat is crewed. Use PPE as directed on the risk assessment
2.	All persons intending to be on the water to sign in and out. Use Beachmaster to monitor. Safety boat crew to check all are accounted for.
3.	Check condition and security of launching/boarding area and be familiar with locations of Fixed Rescue Equipment i.e. lifebuoys/rings with rescue lines and also safety equipment provided in Safety boat.
4.	Be aware of all means of raising alarm, contacting emergency services , harbour authority etc.
5.	Good housekeeping to be employed to ensure that tripping hazards do not accumulate
6.	Club members to wear suitable supplementary clothing and consider wearing a helmet as detailed in PPE section if required. take regular breaks to suit the climatic conditions
7.	Carry out activities as per best practice
8.	Race officer and/or Safety boat crew to have power to call a halt to sailing for any reason

3.0 Task Specific Emergency Procedures (If different from general project/site arrangements)

Sailing: If a serious situation develops, eg multiple capsizes over a large area due to severe weather etc, Safety boat crew to inform Race Officer who will call the coastguard and/or other vessels on VHF Ch 16 to request assistance.

4.0 Review Record

Review Date	Reviewed by	Comments/Changes	Signed
09.02.2023	A Swift	Reference to flares removed	A Swift
17.08.2023	A Swift	Added possibility of brain injury section 16 and helmets to PPE	A Swift
17.03.2024	A Swift	Minor changes to layout and grammar, added additional comments on padding on boom, PPE sect 7	A Swift
29.09.24	A Swift	Reviewed by R Ward and A Swift	A Swift