

Risk Assessment for SCSC and Tony Cavey Training Centre

Risk Assessment details		Degree of Risk		Risk Rating Matrix						
St Catherine's Sailing Club and Tony Cavey Training Centre		Likelihood (L)		L i k e l i h o o d	Severity					
Date: October 2019	5	Certain			1	2	3	4	5	
Name of Assessors: Justin Horton, Paula Boyle, Dan Washington	4	Likely	1		1	2	3	4	5	
Location: St Catherine's Jersey	3	Possible	2		2	4	6	8	10	
Details of Activity: All Activities at St Catherine's Sailing Club including Tony Cavey Training centre.	2	Unlikely	3		3	6	9	12	15	
	1	Rare	4		4	8	12	16	20	
			5		5	10	15	20	25	
Other Assessments	Please tick if required	Severity (S)								
Safe Handling	X	5	Catastrophic-incident leading to irreversible health effects or death							
COSHH	X	4	Major- incident leading to long term incapacity/disability							
PPE	X	3	Moderate-incident leading to injury. Requiring 7 days or more off work (RIDDOR)							
Noise	X	2	Minor- incident leading to minor injury. Requiring up to 7 days off work							
Other	X	1	Negligible-incident leading to no/minimal injury. Requiring no days off work							

Risk Assessment for SCSC and Tony Cavey Training Centre

Persons at risk: (circle) Employees, clients, Contractors, members of public, Club members

Activities	Hazard	Persons in Danger	Risk Rating Before Controls (L x S)	Existing Controls	Further Controls Required?	Risk Rating After Additional Controls (L x S)
Use of the Clubhouse	<p>The building is old and requires on-going maintenance.</p> <p>Low wall at rear on to rocks.</p>	<p>All users of the club</p> <p>Any person at the seaside of the club needs to be informed of danger, <u>and no sitting on the wall</u> for briefings/prize giving</p>	3 x 4 = 12	<p>The house committee is responsible for the running and safety of the building and infrastructure. Any defects are reported to them or other members of the committee and are dealt with in a timely manner</p> <p>Briefing at gatherings behind the clubhouse.</p>	A hard standing area has been created where the ribs are stored. This has vastly improved the area. Also opi racks moved and a seating area is being made outside the front of the club. A future development plan is being prepared to improve the building standard of the club and modernise the facilities	2 x 4 = 8
Moving boats to slipway	<p>Oncoming traffic</p> <p>Rigging coming into contact with members</p>	Public, club members	4 x 2 = 8	New sectioned off part of the road and walkway by PoJ (Ports of Jersey) has created a safer route to slipway.	Following complaints by the public of boats blocking slip	2 x 2 = 4

Risk Assessment for SCSC and Tony Cavey Training Centre

	of public or vehicles. Potential for injury			All club members advised must rig boats on slipway	way and walkway during extreme high tide before being able to launch, harbours have been requested to put some signage up along the walkway. Continued awareness of a busy area	
Launching and recovery of RIBs	Towing, encounter with other vehicles and public, injury during launching/recovery in heavy swell	Club members, Public	3 x 3 = 9	All members involved in launching and recovery of RIBs have been informed of the hazards and reminded to always use the safety chain during towing and no one to ride in the rib during towing. If the swell is such that the RIB's cannot be launched then it is the decision of the SI, RO or other member in charge to cancel the event. If recovery is identified as too rough the decision can be made to move the trailers round to the slipway at the Lifeboat station and recover from there.	Continued vigilance and awareness of a busy area. All instructors have been reminded to be aware of the dangers of launching ribs following a couple of minor hand injuries. Use of SOP for launching and sailing refers to wind direction and strengths.	2 x 3 = 6

Risk Assessment for SCSC and Tony Cavey Training Centre

On water use of RIBs	Injury to passengers	club members, public, students		All passengers to sit down whilst rib in in motion, and to hold grab handles. Noone to travel on sponsons at over 5 knots and only for short distance (or to transport students to sailing dinghy). Avoid sudden acceleration/deceleration or tight turns without warning passengers	no	1 x 5 = 5
On water use of RIBs	Persons or driver falling from Rib More serious injury if high speed e.g. propeller injury	Rib drivers, club members, public	2 x 5 = 10	All drivers are PB2 qualified and are therefore made aware of the hazards. Kill cords are worn at all times whilst driving rib. No one is permitted to ride on the tubes when the craft is travelling at speed.	No	1 x 5 = 5
Use of slipway	Injury with boats or parts of boats. Slips and trips on the slipway. Falling from slipway	sailors or members of public	3 x 3 = 9	All members are advised to be aware of other users on the slip especially during busy events. Ports of jersey staff clear the slipway of algae several times during the season. If it appears dangerous then the club will inform PoJ. During Learn to sail courses and any junior events the children are reminded to keep away from the edge. Enough helpers to deal with launching and recovery of boats	The use of the slipway is getting increasingly busy and Ports of Jersey have advised that during large events the Club should contact them to request sole use of the slipway by PoJ erecting appropriate signage	1 x 3 = 3
Club Racing	All hazards as below	Club Members	2 x 4 = 8	The primary responsibility for the safety of participants lies with the participants themselves, unless those participants are	no	1 x 4 = 4

Risk Assessment for SCSC and Tony Cavey Training Centre

				<p>children. The RO oversees the safe running of the racing and sailing on the day, with the duty team. If club members wish to borrow club boats they must ask the RO if the conditions are appropriate for them. The decision to go afloat, abandon a race, or postpone rests with the R.O. and team. VHF radio communication between safety boats, club house and slipway. Standard operational procedures are available to view on the SCSC website as well as the Race Officer checklist for race organisation.</p>		
Sailing, racing and on water activities	Inclement weather	All sailors	2 x 3 = 6	The sailing committee, RO or SI will assess whether it is safe to go afloat, race or cruise, with all the possible data available from up to date weather forecasts, tidal information and knowledge of the participants	No	1 x 3 = 3
Sailing, racing and on water activities	Collisions leading to Cuts/bruises	User Public	2 x 3 = 6	Defined sailing area within a 5 knot zone for all motorised vessels. All sailors and guardians to ensure their craft is seaworthy, insured and membership is paid for the duration of the activity.	No	1 x 3 = 3

Risk Assessment for SCSC and Tony Cavey Training Centre

Sailing, racing and on water activities	Illness Any pre-existing illness or injury that could cause problems		1 x 5 = 5	Pre-session forms advise of any pre-existing medical conditions. Instructors are informed of any conditions. Users to be advised to take on activity any medication that may be needed during the session e.g. asthma inhaler	No	1 x 5 = 5
Sailing and on water activities	Climatic conditions leading to: Sunburn, sunstroke, hypothermia, hyperthermia, dehydration	Members, students, instructors and safety boat staff	2 x 3 = 6	All students advised to protect against sunburn and heat, to drink plenty of water and instructors to remove from the sailing area if showing visible signs of cold. Members are advised to carry water during racing.	no	2 x 2 = 4
Sailing and on water activities	Drowning	All users	1 x 5 = 5	Instructors to ensure competency for conditions and craft. Safety boat cover. All sailors and safety boat staff must wear buoyancy aids or lifejackets.	no	1 x 5 = 5
Sailing and on water activities	Entrapment, being trapped under a dingy following capsizing, possible drowning	All sailors under instruction	2 x 5 = 10	All double handed dinghies are equipped with mast floats to prevent full capsize and reduce the likelihood of being caught underneath an unturned hull	no	1 x 5 = 5
Sailing and on water activities	Being hit on the head by the boom	All sailors	2 x 4 = 8	Club members must make their own personal decision as to whether to wear a helmet or not. Rig sails to depower if	no	1 x 4 = 4

Risk Assessment for SCSC and Tony Cavey Training Centre

				appropriate. When the safety boat is alongside, dingy to head to wind. Training boats have mast extensions		
Club cruises	Offshore activity	All persons on club cruise	2 x 4 = 8	Club cruises will only go ahead in fine and settled weather with the appropriate safety cover and resources. An informal Risk assessment will take place by the Sailing committee on the day to assess conditions and resources for the number of members attending. VHF radios are used for all safety boats	A written Risk assessment should be recorded the day of the cruise	1 x 4 = 4

Comments and Information (Use this Section to record any dynamic risk assessment comments and information)

If there is a casualty that cannot be dealt with in situ, call coastguard CH 16, or emergency services on phone 999 or 112 stating the nature of event and position of casualty. Notify the Officer of the Day and parents if a young person is involved.

For Tony Cavey Training events all emergency contacts of the participants are available.

Club cruises : the day of club cruises an informal Risk assessment is made but this should be recorded for safe keeping. The Club house needs modernising and plans are being put forward by the future development committee

Do additional controls adequately lower high risk activities to an acceptable level?	Yes	Signature of Club Commodore "The risk identified in this assessment is controlled so far as is reasonably practicable".
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Date of Reassessment (Every two years minimum)	Are there any changes to the activity since the last assessment	Signature of assessor
Reviewed 30 th August 2019	No	Karen Roworth
Reviewed October 2019	No	Karen Roworth
Reviewed 20.05 22	No	Justin Horton