

BRIXHAM GIG ROWING CLUB DEVON

RISK ASSEMENTS

Contents

1. Weather
2. Launch, Recovery and On the Water

Risk Assessment Matrix

Probability (P)	Severity (S)	Risk Value (RV) 0 = Least Risk 25 = Highest Risk	Risk Band (RB)	Action
1 Highly Unlikely	1 Minimal Impact	1 - 4	Minor Risk (Min)	Continue
2 Unlikely	2 Minor Injury/impact	5 - 7	Tolerable Risk (Tol)	Continue with caution
3 Likely	3 Moderate Injury/impact	8 - 11	Moderate Risk (Mod)	Extreme caution, extra diligence required in applying ALL control measures
4 Very likely	4 Serious Injury/impact	12 - 15	Substantial Risk (Sub)	Do not continue
5 Extremely High	5 Fatal/Major Injury or Major Impact	16 - 25	Intolerable Risk (Int)	Do not continue

Risk Estimator Matrix	Minimal Impact	Minor Injury	Moderate Injury	Serious Injury	Fatal/Major Injury
Highly Unlikely	Min	Min	Min	Min	Tol
Unlikely	Min	Min	Tol	Mod	Mod
Likely	Min	Tol	Mod	Sub	Sub
Very Likely	Min	Mod	Sub	Int	Int
Extremely High	Tol	Mod	Sub	Int	Int

Record of Reviews and Amendments

Review Date & Number:	Owner: (name & signature)	Brief description of any amendments, if any:

BRIXHAM GIG ROWING CLUB DEVON

RISK ASSEMENT FOR WEATHER CONDITIONS

Risk Band Decode	Minor Risk Min	Tolerable Risk Tol	Moderate Risk Mod	Substantial Risk Sub	Intolerable Risk Int	See Contents Page for Risk Matrix
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Ser No	Hazard	Potential Outcomes	Level of Risk				Control/precautionary measures to Mitigate Identified Risks	Level of Risk after			
			Probabil	Severity	Risk	Risk		Probabil	Severity	Risk	Risk
1	Adverse sea and/or weather conditions: Sea state Precipitation (rain, snow etc) Fog/Mist & low light levels Thunder & Lightning	Vessel becomes waterlogged Vessel capsizes Hypothermia Sunburn, Heat stroke, Dehydration Drowning	2	5	10	Mod	The Cox is responsible. He/She is to: <ul style="list-style-type: none"> • Check weather forecast • Assess and continually monitoring the sea and weather conditions, both prior to and during the exercise. • Be mindful of the possibility of an adverse change in the conditions. The following are some examples – the list is by no means exhaustive: <ul style="list-style-type: none"> <input type="checkbox"/> Fog may not be a factor when you launch but it can quickly clamp in without warning, which in turn increases the risk of becoming lost and collision <input type="checkbox"/> An overcast summer day can quickly turn into a blistering hot day <input type="checkbox"/> Increasing wind will quickly change the sea state; an increasing north-westerly wind will quickly make the harbour untenable for gig rowing <input type="checkbox"/> If lightning is detected return to base. The 30/30 rule is a good gauge of the proximity of thunder and lightning - When you see lightning, count the time until you hear thunder. If it is 30 seconds or less, the thunderstorm is close enough to be dangerous, seek shelter <input type="checkbox"/> If light levels are reduced show navigation light(s) and be vigilant for other vessels. Use the air horn if necessary to alert other vessels to your presence <input type="checkbox"/> Be mindful of a lee shore, allow plenty of manoeuvre room • Select a suitable area to operate in and do not venture into any area where the sea or weather conditions are even slightly questionable • Ensure that the First Aid kit (Grab Bag) and a competent radio operator are aboard • Ensure the crew are suitably attired for the prevailing and possible future conditions • Assess crew competence vis-à-vis the conditions and take the necessary steps to ensure the vessel is competently crewed throughout; if a crew member becomes ill return to base • Make decisions that solely concerned with the safety of the crew and vessel, regardless of any peer pressure • Notify and keep in contact – via VHF channel 14 & 16 and mobile telephone - with local harbour authorities • Conform with any instructions given by the harbour authorities • Be prepared to curtail the exercise if any doubt about the conditions Crew are responsibilities/actions: <ul style="list-style-type: none"> • Arrive properly attired and equipped for the exercise • Be confident that you are able to be an effective crew member during the exercise; if in doubt inform the Cox • Comply with the Cox's instructions and be conversant with and apply Club rules throughout • Be prepared to voice any concerns you may have 	1	5	5	Tol

BRIXHAM GIG ROWING CLUB DEVON

RISK ASSEMENT FOR LAUNCH, RECOVERY & ON THE WATER

Risk Band Decode	Minor Risk Min	Tolerable Risk Tol	Moderate Risk Mod	Substantial Risk Sub	Intolerable Risk Int	See Contents Page for Risk Matrix
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Ser No	Hazard	Potential Outcomes	Level of Risk				Control/precautionary measures to Mitigate Identified Risks	Level of Risk after			
			Probabil	Severity	Risk	Risk		Probabil	Severity	Risk	Risk
1	The effect of rowing, launching and recovering on persons of varying physical ability and fitness	• Muscle strain/injury • Heart attack • Chaffing and blisters • Exceeding one's physical ability as a result of trying to keep up with the rest of the crew	3	5	15	Sub	<ul style="list-style-type: none"> • All coxes and crew are to confirm that they are fit to row and undertake the associated physical activity required to operate the gigs from the outset; should there be a change in an individual's fitness she/he must inform the cox and/or gig captain immediately. On joining the Club the Gig Captain is to confirm the individual's fitness to undertake vessel launch, recovery and rowing activities; if professional medical clarification is required to make this judgement the individual concerned must obtain this clarification from their GP and advise the Gig Captain accordingly. • The Gig Captain is to ensure that all Coxes are fit and competent to cox. Further, the Gig Captain is to ensure that all coxes are aware of their crew abilities and any limitations and/or medical conditions. • Only qualified coxes are to cox Club gigs. Coxes are to: <ul style="list-style-type: none"> o Confirm crew fitness before undertaking launch, recovery and rowing activities. o Brief crew on range of activity to be undertaken, weather conditions, the need to apply correct techniques etc o Confirm crew are suitably attired (appropriate clothing, correctly fitted life jacket, sunscreen etc) for the actual and forecast conditions. o Balance the boat according individual crew strength and ability to ensure optimal trim. o Conduct a warm up exercise before engaging in any physical exertion. o Be ever mindful of crew condition and take steps as required to ensure abilities are not exceeded 	1	5	5	Tol

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Ser No	Hazard	Potential Outcomes	Level of Risk				Control/precautionary measures to Mitigate Identified Risks	Level of Risk after			
			Probabil	Severity	Risk	Risk		Probabil	Severity	Risk	Risk
1	The effect of rowing, launching and recovering on persons of varying physical ability and fitness	<ul style="list-style-type: none"> Muscle strain/injury Heart attack Chaffing and blisters Exceeding one's physical ability as a result of trying to keep up with the rest of the crew 					<ul style="list-style-type: none"> All coxes and crew are to confirm that they are fit to row and undertake the associated physical activity required to operate the gigs from the outset; should there be a change in an individual's fitness she/he must inform the cox and/or gig captain immediately. On joining the Club the Gig Captain is to confirm the individual's fitness to undertake vessel launch, recovery and rowing activities; if professional medical clarification is required to make this judgement the individual concerned must obtain this clarification from their GP and advise the Gig Captain accordingly. The Gig Captain is to ensure that all Coxes are fit and competent to cox. Further, the Gig Captain is to ensure that all coxes are aware of their crew abilities and any limitations and/or medical conditions. Only qualified coxes are to cox Club gigs. Coxes are to: <ul style="list-style-type: none"> Confirm crew fitness before undertaking launch, recovery and rowing activities. Brief crew on range of activity to be undertaken, weather conditions, the need to apply correct techniques etc Confirm crew are suitably attired (appropriate clothing, correctly fitted life jacket, sunscreen etc) for the actual and forecast conditions. Balance the boat according individual crew strength and ability to ensure optimal trim. Conduct a warm up exercise before engaging in any physical exertion. Be ever mindful of crew condition and take steps as required to ensure abilities are not exceeded 				
			3	5	15	Sub		1	5	5	Tol

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			Probabil	Severity	Risk	Risk		Probabil	Severity	Risk	Risk
2	Collision (with another vessel, submerged object, pontoon, marker buoy etc) Running aground Man overboard	<ul style="list-style-type: none"> Vessel damage Sinking Crew thrown overboard by impact Crew injured by impact Drowning Hypothermia Loss of the boat 					<ul style="list-style-type: none"> Every 6 months coxes are to drill their crew and keep a record of the drills undertaken. The drills to be undertaken are: <ul style="list-style-type: none"> Man overboard (MOB) – predominantly a talk through exercise though an attempt to recover an inanimate object such as a fender should be attempted to give coxes practise approaching a MOB). Collision, sinking - talk through Grounding - talk through Beaching (talk through only). Cox and crew to maintain close contact with port authorities and coastguard as required and summon assistance in a timely manner Cox trained and assessed as competent, properly versed in the Rules of the Road, light, day and sound signals and capable of making the timely correct decisions to ensure the vessel and crew's safety. Cox to be fully aware of the vessel's location and other vessels and hazards in the vicinity. Brixham is a busy port, trawlers are constantly manoeuvring in the harbour and its approaches. Cox must be aware that such vessels can easily lose sight of small vessels such as gigs and should therefore give them a wide berth and allow them plenty of manoeuvring room. When operating in the outer harbour among the moorings be aware that other vessels/hazards may be unsighted by moored vessels 				
			3	5	15	Sub		1	5	5	Tol

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Ser No	Hazard	Potential Outcomes	Level of Risk				Control/precautionary measures to Mitigate Identified Risks	Level of Risk after			
			Probabil	Severity	Risk	Risk		Probabil	Severity	Risk	Risk
3	Vessel Recovery: Coming alongside/to slipway Launch Recovery to clubhouse	<ul style="list-style-type: none"> Crew injury Drowning Vessel damage Vessel equipment damage Damage to other vessels or equipment/infrastructure 					<ul style="list-style-type: none"> Cox is to ensure the conditions are suitable and coordinate and direct the launch and recovery of the vessel; she/he is the only person to direct the actions and effort. Crew are to make and keep themselves aware of surrounding obstacles and hazards throughout Cox is to direct the crew on where to place the oars both on launch and when approaching the point of disembarkation and/or mooring. When the vessel is being moored, either alongside or to a buoy, fenders are to be deployed as required and the vessel is to be properly secured. When boarding and disembarking, crew members should take note of the surface of the embarkation/disembarkation area. Further, consider the condition of the water (swell, wash or wake etc). When the vessel is to be launched or recovered the cox is to ensure that all persons involved are properly dressed and the correct functionable equipment used – life jackets worn, gloves, non-slip footwear, non-slip matting (low tide areas) where required, trolley in good working order etc. The vessels are heavy and will require significant manual handling. A team of at least 6 physically able people will be required before the Cox instigates and directs the launch or recovery of the vessel; at least 2 of the lifting personnel must be experienced. Ideally, the cox should not be one of the 6 lifting team, so she/he is free to monitor and direct the activity. When loading boats on to the trailer, or when they being pulled to/from the boat shed, ensure members of the public are clear of the trailer. The cox is to brief those conducting the operation, highlight the hazards (trip hazards, keep feet clear when lowering the boat etc). Crew are to complete manual handling training as part of induction process to ensure all club members are aware of and are able to follow the correct procedures and lifting techniques. Coxes are to plan the route and ensure it is suitably clear of obstructions before attempting the move. Coxes to ensure floors, where possible, are dry; take extra care when wet. Take extra care when light levels are low and if possible, deploy additional lighting. Having launched the vessel, the trolley is to be returned to the boat shed or left on the slip in such a manner that it does not become a hazard. Once the activity is complete and the boat has been returned to the shed, stow the trolley in the storage area; trollies are to be stacked neatly, so they are not a hazard to other club members. Any defective equipment is to be reported to the relevant committee member. 				
			3	5	15	Sub		1	5	5	Tol