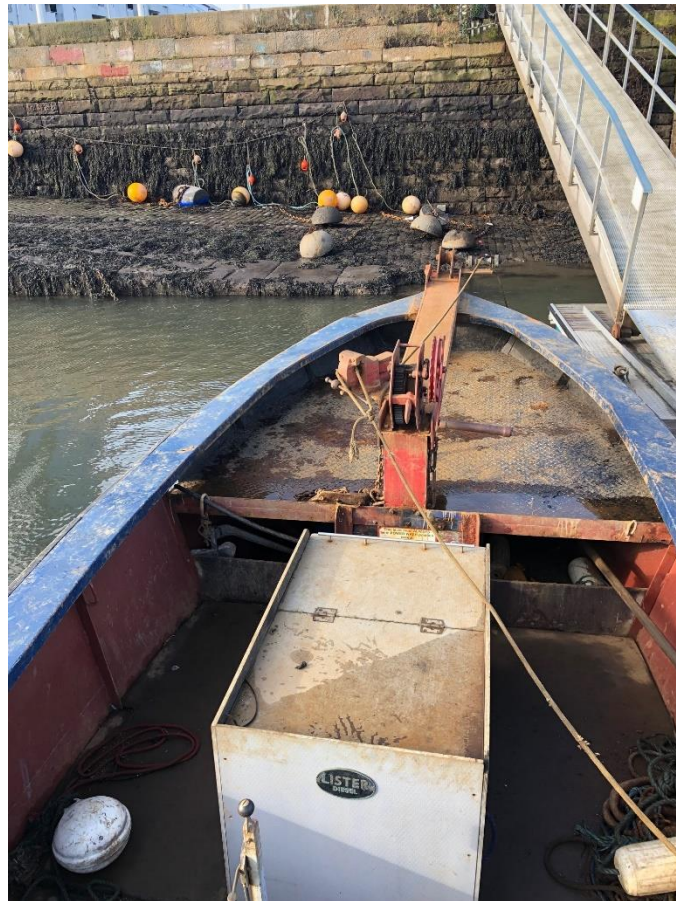




FORTH CORINTHIAN YACHT CLUB



RISK ASSESSMENT FOR Laying and Lifting of Moorings

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1. INTRODUCTION

FCYC operates a large number of club moorings, which require inspection and maintenance on an annual basis.

Maintenance is conducted using *L.O.Linklater*, a steel workboat. This boat has a diesel engine with recoil start, and is fitted with a windlass for mooring work over the bow.

There are risks associated with the lifting of heavy sinkers and attached chain. Hence all members engaged in mooring work shall be required to familiarise themselves with this risk assessment and the risk assessment relating to operation of club motor boats, and act in accordance with them.

The club has produced this document to identify hazards and eliminate or minimise risk to persons, property and the environment. This document forms part of the “FCYC Safety Management System”

The document shall apply to

- a) FCYC Members
- b) Non members who are transported in any FCYC boat.
- c) Any person contracted to carry out any task by the FCYC

2. LEGISLATION

This document has been produced to comply with and follow guidance from the following legislation. Some aspects of this legislation would refer specifically to employees but the FCYC extends a duty of care to all members and would always use current legislation as “best practice”.

Health and Safety at Work Act 1974

Management of Health and Safety at Work Regulations 1999

Provision and Use of Work Equipment Regulations 1996

Lifting Operations and Lifting Equipment Regulations 1998

Manual Handling Operations Regulations 2002

Personal Protective Equipment at Work Regulations 1992

Reporting of Injuries Diseases and Dangerous Occurrences Regulations 1995

GUIDANCE DOCUMENTS

HSE 5 Steps to Risk Assessment

3. GUIDANCE ON USING TASK SPECIFIC RISK ASSESSMENT

Definitions

HAZARD describes something that has the potential to cause harm (accident, loss).

RISK describes the likelihood of harm (accident, loss) should an uncontrolled event occur.

Included in this column is a grading either Low Medium or High which takes into account the likelihood of an uncontrolled event and possible severity of injury.

CONTROL MEASURES are the practices, procedures and equipment which have been put in place to eliminate or minimise the risk of an uncontrolled event (accident loss) occurring.

HAZARD	RISK	CONTROL MEASURES
1. Sudden release of energy, due to lifting sinkers embedded in silt.	The risk of slips, trips, falls and potential entry into water. M	The boat operator should brief all crew to hold onto boat as required. Lifejackets should be worn by all crew.
2. Windlass and chain have moving parts.	The risk of clothing, hair, body parts being caught in moving parts and suffering injury. M	Boat is not to be operated without the operator receiving training from experienced club user. The boat operator should brief all crew to avoid entanglement as required.
3. Mooring chain lying on deck.	The risk of crush injuries, falls and potential entry into water. M	Boats are not to be operated without the operator receiving training from experienced club user. Crew to be briefed by operator to avoid side of decking where chain is piled, and to be particularly aware of bights in chain.
4. Sudden release of energy, due to dropping sinkers.	The risk of slips, trips, falls and potential entry into water. L	The boat operator should brief all crew to hold onto boat as required. Crew to be briefed by operator to avoid side of decking where chain is piled, and to be particularly aware of bights in chain.
5. Use of hand tools i.e. saw, knife	Potential injury to skin. M.	Gloves to be worn where practical.

6. Use of power tools i.e. portable grinder	Potential injury to skin and eyes. M.	Goggles and gloves must be worn by user; other crew to maintain distance.
7. Personal injury resulting from above causal factors	In view of the possibility of an accident occurring provision must be made for such an event	<p>An up to date First Aid kit shall be made available in the “Bell Block”</p> <p>Should an accident occur then an assessment of the extent of injury must be made. An ambulance should be called for anything other than a minor injury. First Aid should be provided until the arrival of an ambulance.</p> <p>Should CPR be required then a request for a suitable person should be made from members present.</p> <p>Any accident minor or otherwise should be reported to the Harbour Secretary and Safety Officer.</p> <p>All accidents should be recorded and if necessary investigated to examine how they could be eliminated in future.</p>

5. REVIEW PERIOD

This assessment should be reviewed by a competent person after a 3 year period, or when the procedure changes or on moving to a different location.

Assessor: Peter Douglas
06/04/22