



FORTH CORINTHIAN YACHT CLUB



RISK ASSESSMENT FOR LIFTING OF VESSELS TO AND FROM WATER

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1. INTRODUCTION

In the autumn of each year there is a requirement for many club members to remove their vessels from the water for winter storage and routine maintenance. In the spring the boats are returned to the water.

Due to the design of most yachts the only practical method of achieving this is by using a crane and slings to lift the yachts from the water and place them on storage cradles in the club storage yard. The services of a large capacity crane and professional operating crew is hired for each day.

Whilst historically, safety has been well managed, the club recognises this procedure can present additional hazards to which new members in particular may be unfamiliar.

To this end the club recognises a duty of care to its members and 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 Health and Safety Policy Statement”

The document shall apply to

- a) FCYC Members
- b) Non members who are in attendance at the venue for any reason.
- 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

Health and Safety First Aid Regulations 1981

Reporting of Injuries Diseases and Dangerous Occurrences Regulations 1995

GUIDANCE DOCUMENTS

RYA Managing Health Safety and Food Hygiene ashore 2008

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.

The assessment applies to all persons within the storage yard area unless specifically stated. The adequate level of Personal Protective equipment is detailed in item 5 below.

HAZARD	RISK	CONTROL MEASURES
1.General lack of management and control of the lift out day.	This presents a greater risk of accidents to all persons if unco-ordinated and unplanned working prevails. H	<p>Event co-ordinator shall be the Harbour Secretary. They shall ensure all actions are carried out in a planned and safe manner.</p> <p>They may if they wish appoint other persons who have the required skills and competencies to manage specific areas of operations. For example vessel marshalling or quayside operations.</p> <p>They may also appoint a competent person to act as safety officer. This person's role would be to observe operations, identify and immediately eliminate unsafe actions.</p>
2.Adverse weather conditions	Greater risk for accidents exists with high wind speeds, heavy rain or reduced visibility. M	<p>Weather forecasts are viewed in advance (at least 24hours) and the Harbour Secretary will liaise with Office bearers and the Crane provider whether to postpone or go ahead with the lift out.</p> <p>Should conditions deteriorate on the day of lifting, then again the Harbour Secretary shall liaise as above to decide if the lift day should be terminated.</p>

<p>3.Vessel storage equipment including yacht cradles, packing blocks, battens uneven wet surfaces etc.</p>	<p>The risk of slips trips and falls within the yard when it is busy and congested presents considerable risk. M</p>	<p>All persons must have an awareness of the potential for accidents within the yard. A general tidy up before the day may be instigated by the Harbour Secretary to ensure the area is as clear as possible to allow safe working.</p> <p>Cognisance of Manual Handling must be taken to eliminate injuries such as strains and sprains.</p> <p>It is the responsibility of each owner to ensure that their storage area is tidy presents no additional risk to themselves or other members.</p>
<p>4.Individual Vessels Preparation</p>	<p>Individual vessels without suitable preparation for lifting present risks of slips trip and falls M</p>	<p>All vessels must be prepared to allow safe lifts and transfer to cradles. These preparations should include.</p> <p>Masts removed or ready to be removed as quickly as possible.</p> <p>Uncluttered and non slippery decks.</p> <p>Adequate fendering.</p>

		<p>Suitable mooring and guy lines to steady vessel when lifted.</p> <p>Suitable storage cradle to ensure minimal adjustment and time taken.</p> <p>Adequate markings of lifting points on vessel.</p> <p>All of the above are aimed to minimise the amount of time a vessel is under the crane or suspended in the air.</p> <p>Should the Harbour Secretary feel a vessel or storage cradle is unsafe, he may refuse to lift the vessel or return the vessel to the water.</p>
<p>5.Falling objects: boats, equipment failure etc</p>	<p>There is potential for injury during all stages of the lifting procedure.</p> <p>This presents the risk of minor crushing, cuts or bruises to potentially fatal injury. H</p>	<p>All personnel are to keep clear of area below boat during boat movements, up to final placement in cradle (at lift out).</p> <p>An appropriate level of personal protective equipment shall be worn to minimise injury.</p> <p>Clothing should be of a type to minimise impact entrapment or entanglement.</p>

		<p>Adequate safety helmets must be worn by all persons inside the yard. The only exceptions to this are if a person is outside the lift area and is carrying out a non risk specific task. Examples could be food prep or power washing.</p> <p>Safety shoes and suitable gloves should be worn to eliminate injury particularly during the lowering onto cradle stages</p> <p>Life jackets should always be worn when working on or near water.</p>
<p>6. Lifting equipment. Cranes, slings, spreaders, shackles, blocks etc</p>	<p>The lifting equipment is required to lift and move weights towards 15 tonnes which presents considerable risks should failures occur. L</p>	<p>The club lifting equipment is tested annually in accordance with LOLER regulations. It is stored in a secure place which is unlikely to cause damage or deterioration.</p> <p>The Harbour Secretary has responsibility to ensure equipment is kept “in test”.</p> <p>The crane which is hired in for the day is a high specification vehicle from a reputable company which provides a professional operator and banksperson.</p>

7. Removal of Masts	The task of removing large masts with the crane presents considerable risk due to the requirement for persons to disconnect the mast fully while under the crane. H	<p>The owner must make adequate provision for storage of the mast when it is brought ashore. The minimum number of persons should be aboard to complete the task.</p> <p>A line in good condition of 12-14mm diameter is required for the mast lift.</p> <p>The mast should have the minimum amount of stays to support the mast to ensure a speedy disconnection when the crane is attached.</p> <p>Lines from the foot of the mast should be passed ashore to allow control from the quayside and prevent uncontrolled swing.</p> <p>Persons should stand clear as far as possible when the mast is being raised.</p>
8. Lifting and securing vessels on cradles.	Several risks exist during the process of lifting vessels from the water. These include slips trip and falls from the vessel or the quayside above. Whilst	The slings must be fully secured with the appropriate fastening.

	<p>equipment failure is unlikely it cannot be ruled out.</p> <p>The lowering and securing of the vessel on a cradle presents perhaps the most likely area of injury due to the placing of blocks and packing by several persons. H</p>	<p>The minimum number of persons should be used on the vessel to place the slings in the correct position.</p> <p>Persons should take up a seated position during lift to/from water and only disembark from the vessel when it is held securely into the quayside.</p> <p>No persons shall be aboard the vessel when it is moved to its storage position.</p> <p>No persons shall stand in the swing path of the crane.</p> <p>The vessel should be steadied if required using the guy lines provided fore and aft.</p> <p>The owner shall communicate any vessel specific information to ensure a smooth and safe cradle transfer to the Harbour Secretary and the Banksperson.</p> <p>The vessel securing and sling removal must be carried out carefully in a co-ordinated manner. It is imperative the vessel is left in a secure manner</p>
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		<p>in its cradle. The boat owner is responsible for ensuring that a safe storage arrangement is provided and implemented.</p> <p>All personnel to be briefed to keep hands out of direct placement between boat and cradle.</p>
9. N/A	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” Should an accident occur then an assessment of the extent of injury must be made.</p> <p>An ambulance should be called for anything other than a minor injury.</p> <p>Should CPR be required then a request for a suitable person should be made from members present</p> <p>First Aid should be provided until the arrival of an ambulance.</p> <p>Any accident minor or otherwise should be reported to the Harbour Secretary.</p>

		All accidents should be recorded and if necessary investigated to examine how it could be eliminated in future
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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: Iain R Gray NEBOSH, GIFE
22/01/2012

Revised by: P Douglas
6 April 2022