



FORTH CORINTHIAN YACHT CLUB



RISK ASSESSMENT FOR **Operation of club motor boats**

INDEX

1. Introduction
2. Legislation
3. Guidance for using Task Specific Risk Assessment
4. Task Specific Risk Assessment
5. Review Period

1. INTRODUCTION

At present, FCYC owns three boats which may be operated by members:

- *Dumbo*, a GRP motor launch with a small cuddy, used for harbour transport and as a Race Officers' vessel. This boat has a diesel engine with manual start.
- *Wee Dumbo*, an open GRP motor launch, used for harbour transport. This boat has a diesel engine with electric (manual backup) start.
- *L.O.Linklater*, a steel workboat used for mooring work. This boat has a diesel engine with recoil start.

All full club members may operate these vessels, however the *L.O.Linklater* is normally used in the context of club maintenance work. Harbour transport may include towing of vessels i.e. yachts without functional engines.

There are clear risks associated with the operation of any vessel. Hence all members shall be required to familiarise themselves with this Risk assessment and act in accordance with it.

The club recognises these activities can present specific 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 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. The surface of both boat and pontoon may offer poor adhesion, particularly when wet; this can be compounded by boat movement and unfamiliarity with such risks.	The risk of slips trips, falls and potential entry into water, especially whilst accessing and egressing boat. H	The boat operator should brief all passengers as required.
2. All boat engines have moving parts.	The risk of clothing, hair, body parts being caught in moving parts and suffering injury. M	Boats are not to be operated without the operator receiving training from experienced club user. Engine and transmission covers are to be used at all times after starting and before leaving pontoon.
3. Potential for collision with other boats and pontoon.	The risk of crush injuries, falls caused by sudden deceleration and potential entry into water. M	Boats are not to be operated without the operator receiving training from experienced club user. Passengers to be advised by operator to remain seated and not to extend limbs over sides of boats.
4. Collision or swamping event causes boat to founder.	Risk of personnel entry into water. L	The operator should ensure that boats are not overloaded, and that passengers are able to swim. Lifejackets should be worn at the discretion of the operator and whenever the boat is outwith Granton harbour.

5. Mechanical failure	Stranding or involuntary departure from harbour. L	Any club members who notices a defect has a duty of care to fellow members and must report the defect to the harbour secretary. Should this be a defect which renders the boat unsafe to use then the member should also place a warning notice on the equipment. All boat operators are to carry a VHF radio or mobile phone. Boat operator must check fuel, oil and bilge conditions prior to leaving pontoon.
7. Hazards associated with laying and retrieving anchor (applies only to <i>Dumbo</i>)	Access to bow of boat increases risk of man overboard. M.	Boat operator to assess risk in prevailing conditions, and avoid anchoring if necessary. Alternatively, painter may be used to attach to anchor warp after most of warp is paid out, avoiding need to leave the cockpit. Boat operator to be aware of hazards associated with bights of anchor warp.
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	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. An ambulance should be called for anything other than a minor

		<p>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

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