



FORTH CORINTHIAN YACHT CLUB



RISK ASSESSMENT FOR

Removing and installing masts from vessels with the club gantry

FCYC Health and Safety Risk Assessment for Installing and removing masts from 1
vessels with the club gantry.

Iain R Gray 26/09/2013 (revised P.Douglas 6 April 2022)

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1. INTRODUCTION

In the autumn of each year there is a requirement for many club members to remove their masts from vessels prior them being lifted out for winter storage. There is also a requirement to refit masts in the spring when vessels are returned to the water.

Although larger vessels use the large mobile crane hired on lift out day, smaller vessels have traditionally used the club lifting gantry which was made up for this task many years ago.

Whilst historically, this task has been well managed and safely carried out, the club recognises this procedure 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 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

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 working area of the gantry.

HAZARD	RISK	CONTROL MEASURES
1. The surface area of the pier used for mast removal has a poor surface with the structure of the pier in less than a perfect condition.	The risk of slips trips and falls within the gantry area presents considerable risk. M	The surface should be checked for defects. Members should have an awareness of potential ground hazards with particular care taken in adverse weather conditions
2.The working area is through necessity close to the quayside which is high above the water.	The risk of falls from the quayside into the water or the vessel below presents considerable risk. M	All persons working in or near water should wear lifejackets. The minimal number of persons required to carry out the task should be at the edge for as short a time as possible.
3.On board the vessel which is positioned below the gantry and suspended mast.	This presents in addition to a water risk a danger of masts and attached equipment falling in an uncontrolled manner onto the vessel. H	Persons aboard the vessel should be kept to a minimum. In addition to lifejackets hard hats should be worn. A dedicated lifting strop should be used to attach the mast to the gantry to minimise the risk of disconnection from the gantry hook. Great care should be taken on the quayside to eliminate rigging and bottlescrews falling onto the vessel. A tail line should be attached to the foot of the mast to ensure the mast swing can be controlled from the vessel.

<p>4. Lifting equipment including slings, shackles, blocks, lines etc</p>	<p>The lifting equipment is required to lift weights towards .25 tonnes which presents considerable risks should failures occur. L</p>	<p>The Harbour Secretary has responsibility to ensure equipment is kept in good condition with the authority to replace any equipment they may deem necessary.</p> <p>This requires the gantry is fully examined on an annual basis, by the Harbour Secretary and Harbour Committee.</p> <p>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 gantry unsafe to use then the member should also place a warning notice on the equipment.</p>
<p>5. N/A</p>	<p>In view of the possibility of an accident occurring provision must be made for such an event</p>	<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. 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.

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01/10/13

Revised by: P Douglas
6 April 2022