



Risk Assessment

NOTE: This risk assessment covers only those under the direct remit and control of Monday and Tuesday sessions. Spectators (adults or children), other Club members and their families or guests or casual visitors are not included in this assessment.

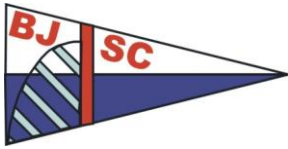
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This file was discussed and approved on Monday 21 March 2009 by the following voluntary staff.

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DROWNING



1. Hazard

Staff and Juniors may drown if trapped under a capsized dinghy especially if they are unconscious when they enter the water.

2. Risk Groups

Instructors

Helpers

Junior Sailors

3. Control Measures

All participants, whether junior or adult are required to wear a buoyancy aid complying to the CE 50 Newton standard at all times when on the slipway or afloat.

A support boat should assess any capsize within three minutes.

All juniors must book in and be issued a band before being allowed on the slipway.

No running, playing or pushing allowed on the slipways at any time.

All participants with long hair should have it tied up before going on the water.

All key personnel are adequately trained for the role that they perform.

Safety equipment includes croppers for shrouds.

4. Further Action Planned

Annual review of Risk Assessment and Safety Policies.

Annual safety briefing for all involved.

Annual training course to maintain and improve staff competence.

CLINICAL HYPOTHERMIA

1. Hazard

Participants may get clinical hypothermia from wind chill especially if they have got wet first, particularly if inadequately dressed or if in the water for an extended period following a capsize.



2. Risk Groups

Instructors

Junior Sailors

3. Control Measures

All participants, whether junior or adult, must wear suitable clothing at all times. Parents/Guardians sign to confirm that Juniors will attend suitably dressed.

No boats should go outside the designated sailing areas.

Speed is paramount - dinghies can be left at sea if necessary to get casualties ashore..

Support boat personnel are trained to watch participants for signs of hypothermia.

All juniors must book in and be issued a band before being allowed on the slipway. All must be accounted for before the Senior Instructor can leave.

Suspected suffers are taken to BYC where they are warmed up and monitored.

The parent or guardian is informed if there is a serious problem.

All key personnel are adequately trained for 1st aid.

4. Further Action Planned

Annual review of Risk Assessment and Safety Policies.

Annual safety briefing for all involved.

Annual training courses to maintain and improve staff competence.

INJURIES

1. Hazard

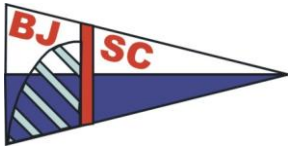
Staff and Juniors may be injured embarking or disembarking, by a boom: eg when gybing, or by equipment breakage or by being hit by another boat.

2. Risk Groups

Instructors

Helpers

Junior Sailors



3. Control Measures

All equipment must be properly designed, maintained and regularly inspected to reduce the chance of breakages and injury by damaged equipment.

No children are allowed on the slipways unless part of a session.

Spectators are required to watch from the car park.

A support boat should assess any capsizes within 3 minutes.

An accident book is maintained.

No running, playing or pushing allowed on the slipway at any time.

All participants are carefully monitored to ensure they don't take unnecessary risks and are attempting tasks within their ability.

All key personnel are adequately trained for the role that they perform.

All instructors are to be familiar with the Club's Instructions for Dealing With Accidents and Emergencies..

Staff and children are warned of the hazards of embarking/disembarking, gybing, etc.

Stay in sailing area.

4. Further Action Planned

Training courses to maintain and improve staff competence.

Annual review of Risk Assessment and Safety Policies.

Annual safety briefing for all involved.

Accident record of head injuries from booms to be kept under review and if necessary action will be taken by padding booms or providing crash hats.

TRIPPING UP

1. Hazard

Staff and Juniors may be injured by or after tripping up on the slipways or walk-ways.

2. Risk Groups

Instructors

Helpers

Junior Sailors



3. Control Measures

All slipways maintained and regularly inspected to reduce the chance of accidents.

BYC asked to maintain the slip and Harbourmaster to take care of the main slipway.

An accident book is maintained.

No running, playing or pushing allowed on the slipway at any time.

4. Further Action Planned

Annual review of Risk Assessment and Safety Policies.

Annual safety briefing for all involved.

Annual training courses to maintain and improve staff competence.

FIRE

1. Hazard

Staff and Juniors may be injured by fire

2. Risk Groups

Instructors

Helpers

Junior Sailors

3. Control Measures

Club fire precautions and extinguishers provided in Shed and on shuttle.

An accident book is maintained.

No spare fuel for support boats is carried.

Support boats are not to be refuelled on the water.

All key personnel are adequately trained for the role that they perform.

4. Further Action Planned

Annual review of Risk Assessment and Safety Policies.

Annual safety briefing for all involved.

Annual training courses to maintain and improve staff competence.

UNDERWATER OBSTRUCTIONS



1. Hazard

Staff and Juniors may be injured by hitting an underwater obstruction either when in a boat or when jumping off the slipway.

2. Risk Groups

Instructors

Junior Sailors

3. Control Measures

The main slipway is a known problem and all staff are trained to cope with this

All participants must be briefed as to the designated sailing areas.

Any obstruction should be noted and participants briefed.

No jumping off rocks is permitted.

An accident book is maintained.

No running, playing or pushing allowed on the slipways at any time.

All participants are monitored to ensure they don't take unnecessary risks.

All key personnel are adequately trained for the role that they perform.

Stay in sailing area.

4. Further Action Planned

Annual review of Risk Assessment and Safety Policies.

Annual safety briefing for all involved.

Annual training courses to maintain and improve staff competence.

OPERATION OF SAFETY CRAFT

1. Hazard

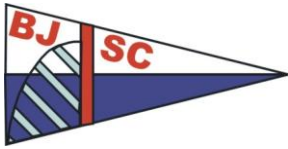
Staff and Juniors may be injured either by the boat itself or by its propeller.

The boat may suffer mechanical breakdown or an accident resulting in the crew or those supported by the boat being put at risk.

2. Risk Groups

Instructors

Helpers



Junior Sailors Safety Craft Crews

3. Control Measures

All equipment must be properly designed, maintained and regularly inspected to reduce the chance of unforeseen breakages and injury by damaged equipment.

All safety boat drivers to be adequately trained.

Support boat engines should be stopped when a person is in the water beside the support boat, especially if abaft the console.

All planing craft must have a kill cord which must be used when the engine is running.

An accident book is maintained.

All safety boats should have a minimum crew of two at all times - one prepared to enter the water.

All participants are carefully monitored to ensure they don't take unnecessary risks and are attempting tasks that they should be capable of achieving.

All key personnel are adequately trained for the role that they perform.

No boat should sail outside the designated sailing areas.

All Safety Boats should carry the following equipment: a VHF radio, paddles or oars, bucket or bailer, bridle secured with towing eyes, towline, thermal protective aid, watertight first aid kit containing large wound dressing and triangular bandages, bower anchor, chain and warp and either orange smoke and pinpoint red or day/night distress flares.

Avoid going near rocks when alternative measures are feasible.

4. Further Action Planned

Annual review of Risk Assessment and Safety Policies.

Annual safety briefing for all involved.

Annual training courses to maintain and improve staff competence.

MEDICAL AILMENTS

1. Hazard

Staff and Juniors may be injured because of a previous medical problem in a participant.



2. Risk Groups

Instructors

Helpers

Junior Sailors

3. Control Measures

Parents are obliged to notify BJSC of any medical or physical conditions which may have an effect on the safety of participants in the programme. This is on the consent form which is legally binding.

Medical advice should be sought as to the suitability of suffers of unknown or uncommon medical problems being involved in the scheme.

An accident book is maintained

All parents/guardians must sign a consent form annually certifying that they have disclosed any medical problem that might affect a junior member.

Participants with known conditions are carefully monitored to ensure that any problems are quickly recognised and the appropriate action taken.

All key personnel are adequately trained for the role that they perform.

4. Further Action Planned

Annual review of Risk Assessment and Safety Policies.

Annual safety briefing for all involved.

Annual training courses to maintain and improve staff competence.

OTHER WATER CRAFT

1. Hazard

Staff and Juniors may be injured by their boat being hit by a trawler, ferry or wash.

2. Risk Groups

Instructors

Helpers

Junior Sailors



3. Control Measures

All participants are warned to keep well clear of the end of the breakwater where visibility is limited.

The fairway is only used with instructors onboard.

There must always be a support boat available.

No boat should sail outside the designated sailing areas.

Safety boat coxswains should have knowledge of collision rules and experience of the likely manoeuvres of other boats.

Stay in sailing area.

4. Further Action Planned

Annual training courses to maintain and improve staff competence.

Annual review of Risk Assessment Safety Policies.

Annual safety briefing for all involved.

MULTIPLE CAPSIZE SITUATIONS

1. Hazard

Due to wind / waves, a number of boats engaged on Junior Sailing might capsize at the same time.

1. Risk Groups

Instructors

Junior Sailors

3. Control Measures

A support boat should assess each capsize within 3 minutes to ensure that no one is trapped under an upturned boat.

If conditions are such that the support boat personnel or the Senior Instructor feel that there is a risk of injury to people in the water, the personnel will be recovered and the boats abandoned.

If conditions permit, the abandoned boats should be marked by tying a piece of spinnaker tape to the rudder.



If the CI decides that support boats resources are inadequate he should consider signalling "Abandon" and calling for assistance from external agencies such as the RNLI. Multiple short sound blasts on the water.

4. Further Action Planned

Annual review of Risk Assessment and Safety Policies.

Annual safety briefing for all involved.

Annual training courses to maintain and improve staff competence.

CHILD ABUSE

1. Hazard

A child is considered to be abused if he or she is treated in a way that is unacceptable in a given culture at a given time.

Adults may be incorrectly accused of abuse by a child.

2. Risk Groups

Children

Coaches

Helpers

3. Control Measures

The CI in charge should not appoint anyone to act "in loco parentis" for a child.

The CI should take up 2 references for any adult helper who may have intimate contact with the children.

The CI should endeavour to ensure that no adult helper spends excessive time alone with a child to whom they are not related. For their own protection volunteers are advised not to use any changing rooms with youngsters unless there are "in a crowd"

The CI should ensure that there is someone trained in child protection available during sessions involving children.

4. Further Action Planned

Annual review of Risk Assessment and Safety Policies.



Adoption of a Child Protection Policy.
Child Protection briefing for all involved.

GENERAL PUBLIC.

1. Hazard

Moving object on slipway and pathway to Brixham

2. Risk Groups

General public.

3. Control Measures

The beachmaster shall inform members of the public what operations are to take place and ask that they keep away from danger zones - eg. when a RIB is to be launched he will stop the pedestrian traffic and clear the slipway.
Someone will be appointed to supervise vehicles on the area of the slipway.

4. Further Action Planned

Annual review of Risk Assessment and Safety Policies.

Annual safety briefing for all involved.

Annual training course to maintain and improve staff competence.