

POWERBOATING RISK ASSESSMENT 2020

Date reviewed: 22/02/2020, M Thomas / S Moore

Signed: 

HAZARDS/possible outcomes				RISK
Hazard	Person at Risk	Severity	Control	Likelihood
Slipway		Med/high	Briefing	Low
Trips & falls	Trainee/Instructor/volunteer	Med/high	Briefing	Low
Person overboard.	Trainee/Instructor/volunteer	High with prop injury	Kill cord & training	Low
Capsize	Trainee/Instructor/volunteer	High	Briefing & boat handling	Low
Swamping	Trainee/Instructor/volunteer	Med	Correct loading & trg.	Low
Rope Burns	Trainee/Instructor/volunteer	Low/med	Briefing	Low
Fire	Trainee/Instructor/volunteer	High	Maintenance	Low
Collision other boats	Trainee/Instructor/volunteer	High	Vigilance, trg., speed	Low
Engine failure	Trainee/Instructor/volunteer	Low	Maintenance + paddle + second Patrol Boat	Low

Crush injuries associated with:

- Coming alongside	Trainee/Instructor/volunteer	Med	Briefing... 'hands in'	Low
-Transferring crew	Trainee/Instructor/volunteer	High	Kill engine	Low

In addition to above all Level 2 trainees to be made aware of effects of a hook in high powered craft and means to avoid and mitigate this manoeuvre.

NB: Hook is not to be demonstrated by instructors – trainees to be alerted and advised on avoidance and mitigation.

Essential Controls:

- Patrol Boat Helms PBII or Safety Boat Qualification and *crewed by experienced and competent crew. Briefed before going on water.*
- All PB helms to undertake annual update / assessment.
- All instructors/volunteers to have read Otley Sailing Club Safety Policy and Procedures Manual (Incorporating: The Training Safety Procedures) 2020.
- All instructors to hold current First Aid Qualification unless exempt.
- Engine interlocks, training and kill cords reduce risk levels related to prop injury.