

Blakeney Sailing Club **Patrol Boat, launch & recovery of boats**

Risk assessment for BSC on water activities, which usually take place in Blakeney Harbour and its approaches from seaward.

It is approximately 3 miles/5km from the Carnser dinghy park in Blakeney village to the open sea at Blakeney Point at the Western end of the harbour.

The Harbour has shallows, is exposed on the North Norfolk coast to variable winds in strength, direction and reliability, the sandbanks and channels can be subject to unpredictable movement by strong winds and high tides.

During periods of spring tides launching and returning to the dinghy park at Blakeney Carnser is only usually possible one and a half hours either side of High water.

There is usually only a short stand after the flood tide at high water before the ebb sets in, this needs to be considered by sailors, rowers and race officers during periods of light or unreliable winds to allow both sufficient time and depth of water to ensure a return to the dinghy park on that tide.

BSC usually provides a Patrol boat[s] during organised events, which are manned by volunteer amateur crews who are not necessarily trained in first aid or rescue procedures.

Blakeney Harbour is 'free' and available for use by anyone at any time, consequently there may be inexperienced adults and children on the water, there are also commercial ferries operating out of Blakeney cut and Morston creek, There are many moorings off the entrance to Morston creek in the area known as 'the Pit' as well as other moored boats in the harbour.

All members should note that BSC is a Community Amateur Sports Club that is run by members for the benefit of members. We all have a responsibility for our own health and safety and the safety of others. It is the member's responsibility to please follow the advice and guidance laid down in this risk assessment and not to engage in any activity that puts you or others at risk of injury.

Before making the decision to go afloat members and guests taking part in BSC events need to be aware of all the risks involved. They need to have acquainted themselves with an up to date weather forecast, have assessed the capabilities of their crew and the condition and suitability of their boat and its equipment. It is advised that sailing in the presence of the club patrol boat reduces risks. Risks can also be reduced by sailing with a minimum of two boats in a buddy system and being prepared to offer assistance to each other if necessary.

The following are risks we have identified:

Hazard -1	Potential severity and risk	Who is at risk	Control Measures	Further measures as appropriate	Residual risk
Drowning or injury from falling overboard from patrol boat	Death – Low Injury - Medium	Patrol boat crew	All crew to wear buoyancy aids or lifejacket. Two crew members unless conditions very calm. Only approved persons to operate club patrol boats. See note 1	Crew to check patrol boats for tripping and slipping hazards and rectify prior to use. Kill cord to be worn at all times Spare kill cord to be kept in PB	Low

Hazard -2	Potential severity and risk	Who is at risk	Control Measures	Further measures as appropriate	Residual risk
Injury to other water users due to incompetent operation of boat under power	Death – Low Injury - Medium	Sailors and Patrol boat crew	Only persons approved to operate patrol boat See note 1	Patrol boat to be operated with care and consideration at all times	Low

Hazard -3	Potential severity and risk	Who is at risk	Control Measures	Further measures as appropriate	Residual risk
Injury from propeller upon falling overboard	Death – Medium Serious Injury - Medium	Patrol boat crew	Use of kill cord is mandatory. Helm to activate kill cord if crew falls overboard. All crew to sit entirely within boat.		Low

Hazard -4	Potential severity and risk	Who is at risk	Control Measures	Further measures as appropriate	Residual risk
Injury to sailors or others in the water when patrol boat providing assistance	Death – Medium Injury – Medium	Persons in the water	Kill cord to be activated when close up and dealing with persons in the water in line with good practice	Great care to be taken by helm. Manoeuvre slowly	Low

				Further measures as	

Hazard -5	Potential severity and risk	Who is at risk	Control Measures	appropriate	Residual risk
Injuries from boat to boat contact	Crushed hands / legs etc - Medium	Patrol boat crew and sailors	Helm to ensure hands / legs etc are kept inside boat when coming alongside other boats etc	Patrol boat to be operated with care and consideration at all times	Low

Hazard -6	Potential severity and risk	Who is at risk	Control Measures	Further measures as appropriate	Residual risk
Setting of race marks/buoys – injury to hands etc and risk of falling overboard	Injured hands / back injury / strain - Low	Patrol boat crew	Helm to ensure patrol boat crew is safe to set start line marks and race buoys, in line with good practice. Great care to be exercised at all times	Kill cord to be worn at all times	Low

Hazard -7	Potential severity and risk	Who is at risk	Control Measures	Further measures as appropriate	Residual risk
Failure of patrol boat engine	Loss of patrol boat cover resulting in exposure of dinghy sailors to risk - Medium	Sailors	Second patrol boat to be brought into operation. Race Officer to determine if race or event should be postponed or cancelled	Patrol boat engines to be serviced annually and maintained in good order – see note 2 Paddle to be carried for self recovery	Low

Hazard -8	Potential severity and risk	Who is at risk	Control Measures	Further measures as appropriate	Residual risk
Loss of control on slipway when launching or recovering dinghies or patrol boats	Injury to self and or others. Strain, broken bones etc- Medium	Slipway users	Persons launching or recovering boats to seek assistance as necessary with due regard to weight of the boat.	Use of road vehicles or recovery winch on road trailers as appropriate	Low

Hazard -9	Potential severity and risk	Who is at risk	Control Measures	Further measures as appropriate	Residual

					risk
Dinghy and patrol boat launch trolleys causing hazard	Injury to self and or others. Strain, broken bones etc- Medium	Sailors and members of the public	Trolleys to be left as far as possible away from slipway and near to parked boats	Users to minimise hazard as much as possible	Low

Note 1

Further names of suitably skilled members of BSC will be added by the committee as appropriate. Approved helms will either have Power Boat level 2 qualification & Safety Boat qualification or have been assessed and approved by the BSC committee

List of Approved Patrol Boat Helms at 11th March 2017

Edward Allen

Hugh Ambery

Steve Banks

Matt Boreham

Joe Carr

Geoff Cleall

Alan Collett

Angela Harcourt

Freddie Harcourt

George Harcourt

Antonia Hardcastle

Amy Howes (subject to assessment)

Rod Jeffreys

Chris Keys

Séan Moore

Trish Moore

Alan Robinson

John Seymour

William Sherlock

Roy Sherlock

Steve Soanes

Tony Webster

Simon Witts ((subject to assessment))

Removed from lists 2016 & 2017.

Nick & Susie Emmett, Jane Lewis

Note 2

Patrol boat to be maintained by bosun/BSC Committee