

	Chapman Sands Sailing Club PERSONAL WATERCRAFT RISK ASSESSMENT	CSSC/RA/001 Issue: 01 Revision 0 21.06.2016
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1 INTRODUCTION

This safety protocol addresses the assessment of risks associated with Personal Watercraft (PWC) use.

The risk assessment needs to be quantitative to facilitate giving the most serious risks the most attention.

Some risks are inherent to PWC use, some are due to local factors and some are dynamic, for example, the weather, sea state and tidal currents. Consequently the risk assessment should be considered also dynamic and reviewed when conditions change.

2 References

The following documents were used in the preparation of this protocol.

- RYA Risk Assessments
- PWC Codes of Conduct – PWP and PLA
- Port of London Authority - Recreational Users Guide

3 RISK ASSESSMENT PROCESS

3.1 Definitions.

Hazard:	The potential for something to cause harm.
Risk:	The probability that harm will occur from the hazard and the severity of its consequence.
Risk Factor/ Rating:	The product of the likelihood and the severity/impact of the Risk being realised.
Control Measure:	The method used to minimise the Risk Factor. The guiding principle should be to implement strategies that reduce risk factors to as low as reasonably practical.

3.2 Process.

The risk assessment shall be prepared and approved by the Chapman Sands Sailing Club committee.

The first step shall list all perceived hazards associated with PWC use and the use area. Then define the risks associated with each hazard. Using simple judgement, for each hazard assign the likelihood that the risks will occur and the severity/ impact they would have if they did occur using a scale of one to three. The Risk Factor/ Rating then is the product of the values assigned for likelihood and severity/ impact as shown in the following table.

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	SEVERITY/IMPACT		
LIKELIHOOD	1	2	3
3	3	6	9
2	2	4	6
1	1	2	3

Risk Factors for each hazard will have values 1, 2, 3, 4, 6 or 9. Then use the following table to assess the importance of implementing the control measures.

RISK FACTOR	FURTHER ACTION REQUIRED
1 or 2	Low risk factor, consider improvements
3 or 4	Medium risk factor, control measures should be implemented
6 or 9	High risk factor, control measures <i>must</i> be implemented.

3.3 Implementation of this protocol

The risk assessment shall be implemented by the CSSC committee and the control measures implemented by those detailed within the risk assessment.

This risk assessment shall be displayed on the notice board within the CSSC clubhouse.



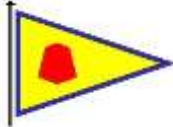
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**NUMBER OF PWCs
EXPECTED**

Less than thirty.

PREPARED BY:	CSSC Committee	DATE:	21.06.2016	AGREED BY:	CSSC Committee
REVIEW DATE:	November 2017				



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HAZARD	RISKS/ (PERSONS AT RISK)	LIKELIHOOD	SEVERITY /IMPACT	RISK FACTOR	CONTROL MEASURES	RISK FACTOR (POST CONTROL MEASURES)
Man overboard	Persons in water at risk of drowning or hypothermia. (Rider and passengers)	3	3	9	Buoyancy aids/ life jackets worn at all times. Kill-cord to be used at all times. User to be advised on procedure for re-mounting PWC. User to ensure the boat is seaworthy and well maintained. Solo PWC users to ride at least in pairs and to keep a lookout for others that go overboard.	3
Cold Water/ Conditions	Hypothermia (Rider and passengers)	3	3	9	Driver and passengers to wear suitable clothing/ wetsuit/ dry suit for the conditions and are responsible for its adequacy and maintenance.(weather forecast to be monitored)	3
Injury as a result of collision or other accident	Cuts, sprains, bruising, breaks, blows to head, rope burns. (Rider and passengers)	2	3	6	Fellow PCW users shall remain vigilant. Recommend handheld VHF to be carried for emergencies. PLA Guidance shall be followed (displayed on CSSC notice board)	3
Gear failure and damage to PWC	Disablement, sinking, or loss of manoeuvrability. Inability to return to shore. (Rider and passengers)	2	2	4	Fellow PWC users shall remain vigilant and carry tow line for emergencies. Damaged PWCs towed to shore by fellow PWC if possible. If boats cannot be retrieved immediately, the riders are to be taken to shore and the coastguard are to be advised by VHF radio or phone that there is a PWC afloat without crew aboard.	2
Collision between club member PWCs	Injury, MOB. Damage to boats (Rider and passengers)	2	2	4	Collision Regulations apply. Congestion minimised by timing of launching and dispersal from slipway.	2



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Medical conditions	Fatigue, dehydration, hypothermia, other condition. (Rider and passengers)	1	3	3	All PWC members to remain vigilant. Call emergency services if necessary.	2
Collision PWCs and other vessels (non-members)	Injury, MOB. Damage to boats (Rider and passengers)	2	2	4	Collision Regulations shall apply. Users to be aware of the channels that are used by larger vessels in shipping channel and race courses used by neighbouring yacht clubs. Rider and passengers shall follow code of conduct.	2
Moving PWCs on land	Impact with PWCs and trailers (members of the public)	2	2	4	Users to prepare PWCs away from members of the public and exercise caution when crossing public rights of way. Trailers to be stored in car park or compound between launch/recovery.	2
Slipway	Slips, Trips, Falls Falls from height (Rider and passengers)	2	2	4	Persons to wear suitable footwear. Care shall be taken on slipway due to wet slippery surface. Algae and weeds to be cleared regularly. Persons to remain up-slope of craft when launching. Persons to stay away from the edge.	2



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User incompetence/inexperience	Potential to cause accidents (Rider and passengers)	2	2	4	Encourage PWC training, RYA certificate. Safety talk before first launch.	1
Deterioration of weather or sea conditions.	Lack of headway and possible breakdown. (Rider and passengers)	2	2	4	Rider and passengers to obtain detailed weather forecast prior to sailing.	2
Tide, strong current, wind over tide conditions.	Risks of groundings and capsizes. (Rider and passengers)	2	2	4	Rider and passengers to make themselves familiar with local conditions, drying heights, tide heights, currents and charts Call Coast Guard /RNLI if further assistance is required.	2
Emergency situation requiring assistance	Any situation posing threat to life. (Rider and passengers)	2	2	4	Encourage use of handheld VHF's (training and licence required) and carrying of mobile phone in suitable waterproof container.	2
Communications lost due to distance, interference or equipment failure	Inability to call for help if required. (Rider and passengers)	2	2	4	Encourage use of handheld VHF's (training and licence required) and carrying of mobile phone in suitable waterproof container.	2
Medical conditions	Fatigue, dehydration, hypothermia, other condition. (Rider and passengers)	1	3	3	All PWC members to remain vigilant. Call emergency services if necessary.	2



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Unsuitable weather conditions before going afloat.	Some users may not be able to deal with the conditions. (Rider and passengers)	1	3	3	Rider and passengers to assess conditions before launching.	2
Fog	Possibility of lost users unable to find way back. (Rider and passengers)	1	3	3	Users to carry compass and means of communication to call Coastguard for assistance if required.	2

Conclusion

The highest risks are users in the water and/or injured after capsizes or collisions and at risk of hypothermia or drowning.

The competence of rider and passengers is the most important control measure.

The control measures detailed above shall be implemented and reduce our risks to an acceptable level.