



COLDHAM HALL SAILING CLUB

Est 1951



Risk Assessment (number: CHSC001)

Risk Assessment Title:		Sailing risk assessment				
Other Relevant Risk Assessments / Information:		CHSC Risk assessments CHSC002, CHSC003, CHSC004 and Club rules & Guidance				
Date Completed:		01/04/2021		Review Date:		01/04/2023
Task / Hazard Details	Who might be harmed and how	Control Measures	Person Responsible	Risk Rating after control measures (see Matrix)		
				Likelihood	Severity	Risk
Launching and Recovery of Boat to facilitate transporting of boats on highway, (Club boat(s)/if applicable)	<p>Boat owner /member of public</p> <ul style="list-style-type: none"> Accidents / Incidents due to inexperienced boat handler Boat slipping from trailer Limbs trapped between boat / trailer / vehicle if towed. Boat incorrectly strapped / unstrapped from trailer Trailer incorrectly attached to vehicle. Note. <i>No motor vehicles on dingy park.</i> 	<ul style="list-style-type: none"> Drivers of vehicles with trailers to be competent and experienced for towing. Boat to be secured adequately to the trailer prior to moving away from vicinity of slipway, sailing club. All trailer lights to be tested prior to moving off once plugged into vehicle Additional lighting required to launch and recover in the dark, either by directly lit independent lighting of the slipway or rear facing spotlights fitted to towing vehicle. (Launching in dark not recommended). 	Boat owner/ authorised person in respect of club boats.	2	2	(L) 4
General use of Slipway during the Launching / Recovery of Boats	<p>Boat owner/ competent and authorised person in respect of club boat</p> <ul style="list-style-type: none"> Accidents / Incidents due to inexperienced persons Person standing or balancing on trailer or tow bar Slipping on contaminated surface 	<ul style="list-style-type: none"> Incorrect footwear being worn Lifejacket to worn if OOD identifies, sailing conditions dictate, high risk task, or not competent swimmer Dynamically assess the launching area considering, surface, water level and drop off relative to end of slipway, assess potential for slips, trips and falls. Ensure painters are in good state of repair and attached to boat and launching trailer. Sufficient persons to assist launching. Ensure appropriate/suitable non-slip footwear is worn. Standing or balancing on trailer is not permitted 	Boat owner/ authorised person in respect of club boats	2	3	(L) 6
Use of Outboard Engines (if applicable)	<p>Boat owner</p> <p>Injuries due to:</p>	<ul style="list-style-type: none"> Ensure outboard is securely fixed to transom. Kill cord to be removed and battery isolated before working on engine or propeller. 	Boat owner/ authorised person in respect of club boats	2	3	(L) 6



COLDHAM HALL SAILING CLUB

Est 1951



	<ul style="list-style-type: none"> • Outboard Engine becoming detached from transom • Outboard Engine operated out of water • Periodic maintenance/inspection not carried out on Outboard Engine, as per manufacturer's instructions 	<ul style="list-style-type: none"> • Advisable not to run the outboard, out of the water. • Engine serviced as per manufactures instructions. • Refuelling- see Safety boat risk assessment • Kill cord must be used when operating an outboard motor 				
<p>Capsizing/ Drowning (See 'Water Safety Guidance')</p>	<p>Boat user/ crew /Safety launch Drowning due to:</p> <ul style="list-style-type: none"> • Crew/ passengers being non-swimmers • Not wearing life jacket or PFD when required by environment or task • Life Vests do not inflate as required • Life Vests not maintained and tested as per manufacturer's instructions 	<ul style="list-style-type: none"> • Participants familiar with what to do in event of capsize. • Advisory for member to use own life jacket. • CHSC Life vests to be regularly inspected. • Physical inspection of life vest to be made prior and after each use. • The need for Life vests should be accessed taking into consideration the environment and task whenever in the vicinity to the water. • Suitable clothing to be worn with regard to conditions and task. • Consider footing and hand holds when moving around boats and launches • Masthead buoy to be considered. • Additional dry clothing available. • Competent and authorised person in respect of use of club boats and launch 	<p>Boat owner/crew, authorised person in respect of club boats & inspections.</p>	2	4	(M) 8
<p>Lack of information or understanding of Navigation, Tidal and Weather implications</p>	<p>Boat owner/ crew/ competent and authorised person in respect of club boat, OOD when organised sailing. Boat sinks / capsizes / strays into boating lanes / hits submerged items or banks due to:</p> <ul style="list-style-type: none"> • Not assessing weather / tidal information • Inexperienced crew. • Crew not briefed prior to use of club equipment 	<ul style="list-style-type: none"> • Club Boats to be used in accordance with certification and the qualifications/ competency of the crew, suitable knowledge and experience • Weather information to be assessed prior to trip • Tidal information to be available prior to launch. • OOD to provide guidance to launch operation and race protocol prior to event. 	<p>Boat owner/ authorised person in respect of club boats OOD.</p>	2	3	(L) 6
<p>Access and Egress</p>	<p>Boat owner/ competent and authorised person in respect of club boat</p> <ul style="list-style-type: none"> • Whilst boat is in water Boarding Ladder/ jetty damaged / not inspected 	<ul style="list-style-type: none"> • When boat is located on trailer, access/egress to the boat is by using the 'Portable Boarding Ladder' or by standing on the trailers' mudguard access points • Inspect all Boarding Ladder and jetty before use 	<p>Boat owner/ authorised person in respect of club boats</p>	2	3	(L) 6



COLDHAM HALL SAILING CLUB

Est 1951



	<p>prior to use</p> <ul style="list-style-type: none"> Slips, Trips and Falls when accessing / egressing boat Wet surfaces underfoot leading to slips and possible drowning. Life Jackets/PFD not being worn 	<ul style="list-style-type: none"> Ensure provided hand-holds are used at all times Ensure landing stages are fit for purpose Beware of wet surfaces when accessing / egressing boat Consider lifejacket and PFD being worn prior to boarding boat in the water 				
<p>Physical Environment Creating Slips, Trips, Falls</p> <ul style="list-style-type: none"> Embarking & Disembarking Whilst on-board 	<p>Boat owner/ competent and authorised person in respect of club boat member of public</p> <ul style="list-style-type: none"> Incorrect footwear worn leading to slips Boat kept in a untidy condition, leading to slip, trips and falls 	<ul style="list-style-type: none"> 'Hazards associated with use of Slipway' Slip way to be kept free from debris Suitable footwear and life vest to be considered Ensure boat is kept clean and tidy at all times. Consider footing and hand holds when moving around boats and launches. 	Boat owner/ authorised person in respect of club boats	2	3	(L) 6
<p>Manual Handling</p> <ul style="list-style-type: none"> Man overboard Capsize 	<p>Competent and authorised person/member of public</p> <ul style="list-style-type: none"> Not using correct manual handling techniques, leading to upper limb disorders and back injury 	<ul style="list-style-type: none"> Crew to be aware of the correct methods of recovery or dealing with a capsize or person who falls into the water. Crew working together Provision of safety boat at organised events. 	Designated/authorised members. OOD	2	3	(L) 6
<p>Climatic Conditions</p> <ul style="list-style-type: none"> Heat, Cold, Wet 	<p>Boat owner/ crew, competent and authorised person in respect of club boat</p> <ul style="list-style-type: none"> Exposure to differing climatic conditions could lead to heat stroke, sunburn, hypothermia etc. 	<ul style="list-style-type: none"> Protective clothing and footwear worn. Sun screen. Head covering. 	Boat owner/ authorised person in respect of club boats	2	2	(L) 4
<p>Collision with Debris or another Boat</p>	<p>Boat owner/ crew, competent and authorised person in respect of club boat</p> <ul style="list-style-type: none"> Collision with another boat/debris, leading to possible sinking and injury No first aid kit available to treat injuries 	<ul style="list-style-type: none"> Crew to be aware of their surroundings and conditions at all times First Aid Kit to be available in the event of injury Avoid fending with arms, legs or feet Utilise local event and water rules when sailing 	Boat owner/ authorised person in respect of club boats	2	3	(L) 6



COLDHAM HALL SAILING CLUB

Est 1951



<p>Cleaning of Boat</p>	<p>Boat owner/ competent and authorised person in respect of club boat</p> <ul style="list-style-type: none"> • Incorrect pressure washing equipment and detergent used • Pressure washer not PAT tested • Pressure washer not used in accordance with manufacturer's instructions • Person hit by water jet from pressure washer 	<ul style="list-style-type: none"> • Boats at CHSC Dinghy Park to be cleaned using non-abrasive detergents and standard car pressure washing equipment, following manufacturer's instructions • Pressure washer PAT tested • Pressure washer used as per the manufacturers' instructions • Ensure all people in the vicinity are aware of the pressure washer being used. <p>(Use environmentally friendly detergent).</p>	<p>Boat owner/ authorised person in respect of club boats</p>	<p>2</p>	<p>3</p>	<p>L (6)</p>
<p>COVID -19 – Infectious Diseases. (Adhere to relevant Government advice at time).</p> <p>Communicable Diseases/Infections</p>	<p>Committee/ Boat owner/ crew, competent and authorised person in respect of club boat</p> <ul style="list-style-type: none"> • No Wearing of face covering/protect eyes. • Risk of infection from one person to other persons on board. • No First Aid Kit carried available nearby. • First Aid Kit not checked, resulting in items being out of date, or not replenished, and therefore not available following injury. • No anti-bacterial gel carried/used. • Contracting Weils Disease • Lymes disease from tick bites <p>Risk of infection through poor hygiene and from contaminated surfaces.</p>	<ul style="list-style-type: none"> • Hand contact points will be regularly cleaned/ disinfected. • Two persons in a bubble where possible. • Advised to wear suitable PPE which will include a suitable disposable Repellent Surgical Mask and gloves if social distancing of 2m cannot be achieved. • Provision of Anti-bacterial gel/liquid. • Ropes are difficult to effectively clean and disinfect. All persons will ensure they sanitise their hands before and after handling whenever possible. • Crew to be aware of additional hazards associated with water environment • Information available locally outlining dangers and symptoms of Weils Disease • Anti-Bacterial Hand Gel to be used after hands have been in contact with river water • First Aid Kit available on safety boat/clubhouse. • First Aid Kit contents to be checked at appropriate times • All crew to ensure they check themselves for Ticks after work in vegetation rich areas. Use of Tick removal tool if these are observed. 	<p>CHSC Committee. Boat owner/ authorised person in respect of club boats</p>	<p>2</p>	<p>3</p>	<p>L (6)</p>

Produced by

Risk Assessor

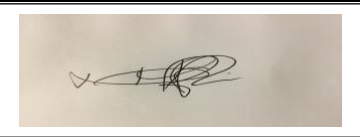
CHSC



COLDHAM HALL SAILING CLUB

Est 1951



 Signature:	Name: Nigel Kippin	Signature: G. CORBETT	Name: Gary Corbett
Role: Commodore		Role: Risk Assessor	
Date: 16/6/21		Date: 05.07.21	05/07/21

Risk Matrix

The following matrix will be used to determine the 'Residual' Risk Rating.

Risk Rating – This rating is calculated following the application of Controls.

Ratings are calculated by multiplying the 'Likelihood' of the risk taking place; by the potential 'Severity' should the risk occur.

Risk Matrix					
Risk Scoring = Likelihood x Severity					
	Likelihood				
Likelihood Score →	1	2	3	4	5
Severity ↓	Rare	Unlikely	Possible	Likely	Almost Certain
5 Catastrophic	5	10	15	20	25
4 Major	4	8	12	16	20
3 Moderate	3	6	9	12	15
2 Minor	2	4	6	8	10
1 Negligible	1	2	3	4	5

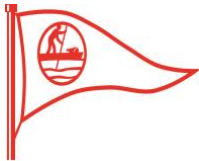


COLDHAM HALL SAILING CLUB

Est 1951



Risk Evaluation		
LOW (L) Risk	1 to 6	Monitoring is required to ensure controls are maintained.
MEDIUM (M) Risk	7 to 12	Further controls may be required to reduce risks to as low as reasonably practical (ALARP) levels. Consideration must be given to ensure all reasonable risk controls have been applied.
HIGH (H) Risk	13 to 25	Additional controls shall be implemented to control the risk further. Work shall not be started or continue until the risk has been reduced to an acceptable level by the introduction of further controls.



COLDHAM HALL SAILING CLUB

Est 1951



Risk Assessment (number: CHSC002)

Risk Assessment Title:	Boat handling safety boat inc. Launching, Recovery and Officer Duties Risk Assessments CHSC001, CHSC003, CHSC004, CHSC005					
Other Relevant Risk Assessments / Information:	CHSC Risk assessments, Club Rules, Club Bylaws, Sailing Instructions.					
Date Completed:	01/04/2021			Review Date:	01/04/2023	
Task / Hazard Details	Who might be harmed and how	Control Measures	Person Responsible	Risk Rating (see Matrix)		
				Likelihood	Severity	Risk
Launching and Recovery of Boat's including safety boat, use on highway, (applicable to club boats).	<p>Competent and authorised persons, member of public</p> <ul style="list-style-type: none"> Accidents / Incidents due to untrained boat handler Boat slipping from trailer Limbs trapped between boat / trailer / vehicle Boat incorrectly strapped / unstrapped from trailer Trailer incorrectly attached to vehicle. No motor vehicles on dingy park. 	<ul style="list-style-type: none"> Drivers of vehicles with trailers to be competent and experienced for towing. Boat to be secured adequately to the trailer prior to moving away from vicinity of slipway, sailing club. All trailer lights to be tested prior to moving off once plugged into vehicle Additional lighting required to launch and recover in the dark, either by directly lit independent lighting of the slipway or rear facing spotlights fitted to towing vehicle. (Launching in dark not recommended). 	OOD/Designated/ authorised members.	2	3	(L) 6
Use of Slipway during the Launching / Recovery of Boat/engine in incorrect position/slippery surface	<p>Competent and authorised person, OOD</p> <ul style="list-style-type: none"> Accidents / Incidents due to untrained person. Slips, trips and falls due to incorrect footwear being worn Engine in incorrect position Person standing or balancing on trailer or tow bar Race officers Members 	<ul style="list-style-type: none"> Incorrect footwear being worn Lifejacket to worn if OOD identifies, sailing conditions dictate, high risk task, or not competent swimmer Dynamically assess the launching area considering, surface, water level and drop off relative to end of slipway, assess potential for slips, trips and falls. Ensure painters are in good state of repair and attached to boat and launching trailer. Sufficient persons to assist launching. Ensure appropriate/suitable non-slip footwear is worn. Standing or balancing on trailer is not permitted 	OOD/Designated/ authorised members.	2	3	(L) 6
Boat Handling, safety boat/Boat operated	OOD/Competent and authorised person.	<ul style="list-style-type: none"> Previous safety boat experience/ awareness. OOD/Crew to ensure that weather conditions, tide 	OOD/Designated/ authorised members.	2	3	(L) 6



COLDHAM HALL SAILING CLUB

Est 1951



<p>incorrectly, Kill cord not being used/adverse weather conditions</p>	<ul style="list-style-type: none"> Medically unfit person Members Race officers 	<p>heights and place of launch are considered prior to launching the vessel.</p> <ul style="list-style-type: none"> Boats to be used in accordance with undertaking OOD/safety medboat crew duties. Kill cord to be attached to helmsman while operating the boat Kill cord operation to be checked at the start of each duty. 				
<p>Use of Outboard Engines</p>	<p>OOD/Competent and authorised person/member of public Serious injuries due to:</p> <ul style="list-style-type: none"> Outboard Engine becoming detached from transom Outboard Engine operated out of water Periodic maintenance/inspection not carried out on Outboard Engine, as per manufacturer's instructions Kill Cord not removed, and battery not isolated prior to working on engine or propeller Fire when fuelling 	<ul style="list-style-type: none"> Ensure outboard is securely fixed to transom. Kill cord to be removed and battery isolated before working on engine or propeller. Crew to be briefed not to run the outboard, out of the water. Engine service as per manufactures recommendations. Kill cord to be used when operating all outboard engines If conditions, environment and task require wear a life jacket or PFD Ensure outboard motor is in neutral before starting Operate as manufacturer's instructions Refill fuel tank out of the boat cockpit area and preferably in safe location on shore Check tell tail and warning lights are not indicating a fault. 	<p>Designated/authorised members. Bosun.</p>	<p>2</p>	<p>4</p>	<p>(M) 8</p>
<p>Drowning (See 'Water Safety Guidance')</p>	<p>Boat user/ crew /Safety launch Drowning due to:</p> <ul style="list-style-type: none"> Crew/ passengers being non-swimmers Not wearing life jacket or PFD when required by environment or task Life Vests do not inflate as required Life Vests not maintained and tested as per manufacturer's instructions 	<ul style="list-style-type: none"> Participants familiar with what to do in event of capsise. Advisory for member to use own life jacket. CHSC Life vests to be regularly inspected. Physical inspection of life vest to be made prior and after each use. The need for Life vests should be accessed taking into consideration the environment and task whenever in the vicinity to the water. Suitable clothing to be worn with regard to conditions and task. Consider footing and hand holds when moving around boats and launches Masthead buoy to be considered. 	<p>OOD/Designated/ authorised members.</p>	<p>2</p>	<p>3</p>	<p>(L) 6</p>



COLDHAM HALL SAILING CLUB

Est 1951



		<ul style="list-style-type: none"> Additional dry clothing available. Competent and authorised person in respect of use of club boats and launch 				
Fuel	<p>OOD/Competent and authorised person/member of public</p> <ul style="list-style-type: none"> Boat does not undergo 4 yearly examination <p>Fire / Explosion due to:</p> <ul style="list-style-type: none"> Sources of ignition present during refuelling Antistatic equipment not used during refuelling More than 30ltrs of fuel carried on-board in unapproved container Fuel tanks kept outside of locker No Fire Extinguisher available Fire Extinguisher not checked annually 	<ul style="list-style-type: none"> Ensure boat undergoes 4 yearly '<u>Boat Safety Scheme Examination</u>' Refuelling of boat tanks to take place in open air, away from other sources of ignition, using antistatic equipment Only 30ltrs of fuel to be carried on board in approved container Spare fuel to be carried in approved container, i.e. additional fuel tank Fuel tanks to be kept in fuel locker/beneath rear seat. Fire Extinguisher to be available and checked annually. 	Designated/authorised members. Bosun.	2	3	(L) 6
Lack of information or understanding of Navigation, Tidal and Weather implications	<p>Boat owner/ crew/ competent and authorised person in respect of club boat, OOD when organised sailing.</p> <p>Boat sinks / capsizes / strays into boating lanes / hits submerged items or banks due to:</p> <ul style="list-style-type: none"> Not assessing weather / tidal information Inexperienced crew. Crew not briefed prior to use of club equipment 	<ul style="list-style-type: none"> Club Boats to be used in accordance with certification and the qualifications/ competency of the crew, suitable knowledge and experience Weather information to be assessed prior to trip Tidal information to be available prior to launch. OOD to provide guidance to launch operation and race protocol prior to event 	OOD/Designated/ Authorised members.	2	3	(L) 6
Fire On-Board Boat	<p>OOD/Competent and authorised person/member of public.</p> <ul style="list-style-type: none"> No fire-fighting equipment on-board Fire-fighting equipment has not undergone annual examination. Boat unable to be moored up Loss of power on-board 	<ul style="list-style-type: none"> Ensure members of the Public are kept a safe distance away Only try to extinguish fire if safe to do so If possible, moor boat in a safe location For engine fire, follow on-board checklist Paddle to be carried on boat. Correct storage of fuels and hazardous materials Gas bottles to be isolated when not in use 	OOD/Designated/ Authorised members. Bosun.	2	3	(M) 6



COLDHAM HALL SAILING CLUB

Est 1951



	<ul style="list-style-type: none"> Crew / Members of the Public smoking on boat The above could lead to Fire, Explosion, possible burn injuries and collision with other vessels Incorrect storage of fuel, gases and hazardous materials 	<ul style="list-style-type: none"> Cruisers to carry fire extinguishers 				
Emergency Incidents in Water	<p>OOD/Competent and authorised person/member of public</p> <ul style="list-style-type: none"> Prolonged exposure in the water Crew correctly dressed. Complete change of clothing not carried on-board 	<ul style="list-style-type: none"> All crew to be competent in use of safety boat Secure help. Do not enter the water to make a recovery Consider how to safely recover a person in the water relative to the environment. Particular attention to propellor and person proximity. Secure immediate area ensuring no other person enters water unless this is deemed appropriate (Untrained persons can quickly become victims) Consider the potential hazards to rescuers and victims Provide a current and full update emergency services. (carry mobile phone) Consider how you can respond. <u>Risk assess the tactical options open to you that are realistically likely to succeed</u> Use life-buoy where required Complete change of dry warm clothing to be carried on board vessel at all times Utilise throw lines as required 	Designated/authorised members. Bosun.	2	3	(M) 6
Collision with Debris or another Boat	<p>Boat owner/ crew, competent and authorised person in respect of club boat</p> <ul style="list-style-type: none"> Collision with another boat/debris, leading to possible sinking and injury No first aid kit available to treat injuries 	<ul style="list-style-type: none"> Crew to be aware of their surroundings at all times Speed Limits to be observed, unless this would hinder the operational purpose for which the boat is being used at a specific time. Where the speed limit is being exceeded this will be subject to an ongoing dynamic risk assessment considering the risk of injury and/or damage at all times and being aware of the level of wash being caused by the boat and the impact that this can have on banks and other vessels First Aid Kit to be available 	Designated/authorised members.	2	3	(L) 6



COLDHAM HALL SAILING CLUB

Est 1951



		<ul style="list-style-type: none"> Avoid fending with arms, legs or feet Utilise local event and water rules when sailing 				
Cleaning of Boat	<p>Competent and authorised person/member of public</p> <ul style="list-style-type: none"> Incorrect pressure washing equipment and detergent used Pressure washer not PAT tested Pressure washer not used in accordance with manufacturer's instructions Person hit by water jet from pressure washer 	<ul style="list-style-type: none"> Boat to be cleaned using non-abrasive detergents and standard car pressure washing equipment, following manufacturer's instructions Pressure washer PAT tested annually Pressure washer used as per the manufacturers' instructions Ensure all people in the vicinity are aware of the pressure washer being used. <p>(Use environmentally friendly detergent).</p>	<p>Designated/authorised members.</p> <p>Bosun.</p>	2	3	(L) 6
Access and Egress	<p>OOD/Competent and authorised person/member of public</p> <ul style="list-style-type: none"> Whilst boat is in water 'Portable Boarding Ladder' damaged / not inspected prior to use Slips, Trips and Falls when accessing / egressing boat Wet surfaces underfoot leading to slips and possible drowning 	<ul style="list-style-type: none"> When boat is located on trailer, access/egress to the boat is by using the 'Portable Boarding Ladder' or by standing on the trailers' mudguard access points Inspect all Boarding Ladder and jetty before use Ensure provided hand-holds are used at all times Ensure landing stages are fit for purpose Beware of wet surfaces when accessing / egressing boat Consider lifejacket and PFD being worn prior to boarding boat in the water 	<p>Designated/authorised members.</p> <p>Bosun.</p>	2	3	(L) 6
<p>Physical Environment Creating Slips, Trips, Falls</p> <ul style="list-style-type: none"> Embarking & Disembarking Whilst on-board 	<p>Competent and authorised person/member of public</p> <ul style="list-style-type: none"> Incorrect footwear worn leading to slips Boat kept in an untidy condition, leading to slip, trips and falls 	<ul style="list-style-type: none"> See Item 2 'Hazards associated with use of Slipway' Suitable footwear to be provided and worn Ensure boat is kept clean and tidy at all times. Do not stand up unsupported in boat. Consider footing and hand holds when moving around boats and launches. 	<p>Designated/authorised members.</p> <p>Bosun.</p>	2	3	(6) 6
Communicable Diseases/Infections	<p>Competent and authorised person/member of public</p> <ul style="list-style-type: none"> Crew not briefed on the additional hazards of working on the water, which could result in drowning No First Aid Kit carried in-board No anti-bacterial gel carried/used, resulting in the crew possibly contracting 	<ul style="list-style-type: none"> Crew to be aware of additional hazards associated with water environment Information available in regard to dangers and symptoms of Weils Disease Anti-Bacterial Hand Gel to be used after hands have been in contact with river water First Aid Kit to be carried on boat First Aid Kit contents to be checked at appropriate 	<p>Designated/authorised members.</p> <p>Bosun.</p> <p>First Aider.</p>	2	3	(L) 6

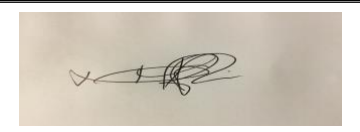


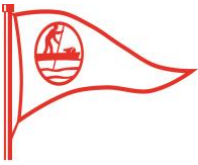
COLDHAM HALL SAILING CLUB

Est 1951



	<p>Weils Disease</p> <ul style="list-style-type: none"> • First Aid Kit not checked, resulting in items being out of date, or not replenished, and therefore not available following injury • Lymes Disease from Tick Bites 	<p>times</p> <ul style="list-style-type: none"> • All crew to ensure they check themselves for Ticks after work in vegetation rich areas. Use of Tick removal tool if these are observed. 				
<p>Climatic Conditions</p> <ul style="list-style-type: none"> • Heat, Cold, Wet 	<p>Competent and authorised person.</p> <ul style="list-style-type: none"> • Exposure to differing climatic conditions could lead to heat stroke, sunburn, hypothermia etc. 	<ul style="list-style-type: none"> • Protective clothing and footwear worn. • Sun screen. • Head covering. 	Designated/authorised members.	2	2	(L) 4
<p>COVID -19 – Infectious Diseases.</p>	<p>Competent and authorised person,</p> <ul style="list-style-type: none"> • Risk of infection from contaminated vessel to persons, of from one person to other persons on board. • Risk of infection through poor hygiene and from contaminated surfaces. • Risk of infection through poor hygiene and from contaminated surfaces. • Risk of infection through failure to ensure social distancing (National guidance in place at time.) 	<ul style="list-style-type: none"> • Hand contact points will be regularly disinfected. • Two persons in a bubble will be on the vessels at all times, all to wear suitable PPE which will include a disposable Surgical Mask if social distancing of 2m cannot be achieved • Where possible one crew member will be at steering the safety boat and one on the front of the vessel to minimise close contact. • Ropes are difficult to effectively clean and disinfect. All person will ensure they sanitise their hands before and after handling whenever possible. 	Designated/authorised members.	2	3	L (6)

 <p>Signature:</p>	<p>Name: Nigel Kippin</p>	<p>Signature: G. CORBETT</p>	<p>Name: Gary Corbett</p>
<p>Role: Commodore</p>		<p>Role: Risk Assessor</p>	
<p>Date: 16/6/21</p>		<p>Date: 05.07.21</p>	



COLDHAM HALL SAILING CLUB

Est 1951



--	--	--	--

Risk Matrix

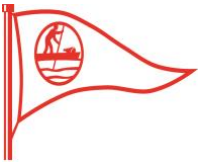
The following matrix will be used to determine the 'Residual' Risk Rating.

Risk Rating – This rating is calculated following the application of Controls.

Ratings are calculated by multiplying the 'Likelihood' of the risk taking place; by the potential 'Severity' should the risk occur.

Risk Matrix					
Risk Scoring = Likelihood x Severity					
	Likelihood				
Likelihood Score →	1	2	3	4	5
Severity ↓	Rare	Unlikely	Possible	Likely	Almost Certain
5 Catastrophic	5	10	15	20	25
4 Major	4	8	12	16	20
3 Moderate	3	6	9	12	15
2 Minor	2	4	6	8	10
1 Negligible	1	2	3	4	5

Risk Evaluation		
LOW (L) Risk	1 to 6	Monitoring is required to ensure controls are maintained.

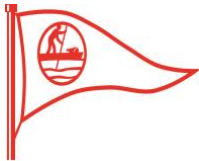


COLDHAM HALL SAILING CLUB

Est 1951



MEDIUM (M) Risk	7 to 12	Further controls may be required to reduce risks to as low as reasonably practical (ALARP) levels. Consideration must be given to ensure all reasonable risk controls have been applied.
HIGH (H) Risk	13 to 25	Additional controls shall be implemented to control the risk further. Work shall not be started or continue until the risk has been reduced to an acceptable level by the introduction of further controls.



COLDHAM HALL SAILING CLUB

Est 1951



Risk Assessment (number: CHSC003)

Risk Assessment Title:	Paddle membership						
Other Relevant Risk Assessments / Information:	CHSC Risk assessments, Club Rules, Club Bylaws, assessments CHSC001, CHSC002, CHSC004						
Date Completed:	01/04/2021			Review Date:	01/04/2023		
Task / Hazard Details	Who might be harmed and how	Control Measures	Person Responsible	Risk Rating (see Matrix)			
				Likelihood	Severity	Risk	
Use of Slipway during the Launching / Recovery of Paddleboard (SUP), Kayak, Canoe	Owner/user <ul style="list-style-type: none"> Accidents / Incidents due to user. Incorrect footwear being worn Lifejacket not worn 	<ul style="list-style-type: none"> Use of craft as per manufactures recommendations. Dynamically assess the launching area considering, surface, water level and drop off relative to end of slipway, assess potential for slips, trips and falls. Awareness of other river users. Awareness of tides/strength/direction. Ensure suitable non-slip footwear is worn. Depending on conditions, relevant RYA guidance and personnel experience consider wearing a Personal Flotation Device whilst on the water. 	User of paddle craft (members).	3		(6) L	
Fall from SUP or kayak	Owner/user <ul style="list-style-type: none"> Adverse weather conditions Injury to user/rider, Hypothermia 	<ul style="list-style-type: none"> Inform others of activity and location/times. Accompanied where possible. Awareness of weather conditions and tides. Wearing of suitable clothing for prevailing conditions. Use of leash on SUP between craft and user. Full change of dry clothing available on shore. Appropriate equipment by user. Depending on conditions, relevant RYA guidance and personnel experience consider wearing a Personal Flotation Device whilst on the water. If person cannot get into or on craft use it for added flotation and swim it to the bank 	User of paddle craft. (member)	3	2	(6) L	
Drifting/ Unable to return to shore	Owner/user <ul style="list-style-type: none"> Rider not able to bring craft back to launching area. Hypothermia 	<ul style="list-style-type: none"> Inform others of activity and location/times. Accompanied where possible. Awareness of weather conditions and tides. Appropriate equipment/clothing/PFD. Use of leash between SUP craft and person at all 	User of paddle craft. (member)	3	2	(6) L	



COLDHAM HALL SAILING CLUB

Est 1951



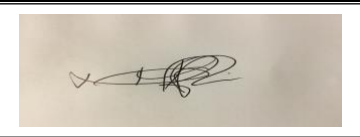
		<ul style="list-style-type: none"> times Full change of dry clothing available on shore. Consider weather and environment conditions before setting off. Plan the trip according to tide, stream and wind. 				
Drowning	<p>Owner/user Drowning due to:</p> <ul style="list-style-type: none"> User being non-swimmers PFD not used Life Vests/PFD not maintained and tested as per manufacturer's instructions. 	<ul style="list-style-type: none"> Physical inspection of life vest to be made prior and after each use. Use of leash between craft and person and all times Be accompanied where possible. Depending on conditions, relevant RYA guidance and personnel experience consider wearing a Personal Flotation Device whilst on the water. Buddy up to provide added safety. Use SUP or boat as added flotation device. Competent swimmer 	User of paddle craft. (member)	3	2	(6) L
<p>COVID -19 – Infectious Diseases. (Adhere to relevant Government advice at time).</p> <p>Communicable Diseases/Infections</p>	<p>Committee/ craft owner/ crew.</p> <ul style="list-style-type: none"> No Wearing of face covering/protect eyes. Risk of infection from one person to other persons on board. No First Aid Kit carried available nearby. First Aid Kit not checked, resulting in items being out of date, or not replenished, and therefore not available following injury. No anti-bacterial gel carried/used. Contracting Weils Disease Lymes disease from tick bites <p>Risk of infection through poor hygiene and from contaminated surfaces.</p>	<ul style="list-style-type: none"> Hand contact points will be regularly cleaned/ disinfected. Two persons in a bubble where possible. Advised to wear suitable PPE which will include a suitable disposable Repellent Surgical Mask and gloves if social distancing of 2m cannot be achieved. Ropes are difficult to effectively clean and disinfect. All persons will ensure they sanitise their hands before and after handling whenever possible. Awareness of additional hazards associated with water environment Information available locally outlining dangers and symptoms of Weils Disease Anti-Bacterial Hand Gel to be used after hands have been in contact with river water First Aid Kit available on safety boat/clubhouse. First Aid Kit contents to be checked at appropriate times All persons to ensure they check themselves for Ticks after being in vegetation rich areas. Use of tick removal tool is recommended. 	All members	2	3	(6) L



COLDHAM HALL SAILING CLUB

Est 1951



 Signature:	Name: Nigel Kippin	Signature: G. CORBETT	Name: Gary Corbett
Role: Commodore		Role: Risk Assesor	
Date: 16/6/21		Date: 05.07.21	

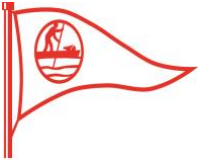
Risk Matrix

The following matrix will be used to determine the 'Residual' Risk Rating.

Risk Rating – This rating is calculated following the application of Controls.

Ratings are calculated by multiplying the 'Likelihood' of the risk taking place; by the potential 'Severity' should the risk occur.

Risk Matrix					
Risk Scoring = Likelihood x Severity					
	Likelihood				
Likelihood Score →	1	2	3	4	5
Severity ↓	Rare	Unlikely	Possible	Likely	Almost Certain
5 Catastrophic	5	10	15	20	25
4 Major	4	8	12	16	20
3 Moderate	3	6	9	12	15
2 Minor	2	4	6	8	10
1 Negligible	1	2	3	4	5



COLDHAM HALL SAILING CLUB

Est 1951



--	--	--	--	--	--

Risk Evaluation		
LOW (L) Risk	1 to 6	Monitoring is required to ensure controls are maintained.
MEDIUM (M) Risk	7 to 12	Further controls may be required to reduce risks to as low as reasonably practical (ALARP) levels. Consideration must be given to ensure all reasonable risk controls have been applied.
HIGH (H) Risk	13 to 25	Additional controls shall be implemented to control the risk further. Work shall not be started or continue until the risk has been reduced to an acceptable level by the introduction of further controls.