



baltic wharf sailing club

sail in Bristol harbour

RISK ASSESSMENT No: 211 July 2021

Activity: Hansa, Race Control and Safety Boat

All Baltic Wharf Sailing Club races that take place in Bristol Floating Harbour are under the overall safety control of the Harbourmaster (employed by Bristol City Council). It is not possible to test for leptospirosis (Weil disease). The risk of contracting this disease is very low.

Coronavirus: Government instructions and law's must be adhered to at all times.

Key: **R:** Scale of risk after mitigation/ control (r – m/c) **r:** Scale of Risk (L x C)

L: Likelihood of Hazard occurring		Scale	C: Consequence should the Hazard happen		Scale of Risk	Description	Action
Frequent	Likely to occur many times	5	Catastrophic	National impact / Loss of life Lose of Equipment	13 – 25	Unacceptable risk	Very high risk (19-25): Must be eliminated or moved to a lower level.
Probable	Likely to occur several times	4	Critical	Major accident / injury Damage to Equipment insurance claim			Significant risk (13-18): Approval must be sought before continuing
Occasional	Some times	3	Serious	Serious incident. Lost time injury Damage to Equipment	8 – 12	Undesirable risk	Must be avoided if reasonably practical. Seek approval to continue
Remote	Unlikely but possible	2	Marginal	First aid accident / minor damage to dinghy	3 – 7	Acceptable risk	Can be accepted, provided that the risk is managed
Improbable	Very unlikely / Assume never	1	Negligible	Very Minor. Little consequence	1 - 2	Negligible risk	No further consideration needed

Activity	Hazard	Whom Affected		L	C	r	R	Mitigation / Control	Responsible
Race control	Weather: 1. Thunder storm and Lightning	a. Race control	a1	3	5	14		Unacceptable risk All race officials should take appropriate action to reduce the risk of lightning strike i.e. do not stand under trees or in the open (-1)	Club Membership Visitors
Safety Boat	Weather: 1. Thunder storm and Lightning	a. Safety Boat Crew	a1	3	5	15		Unacceptable risk Safety Boat crew should not take to the water unless it is a matter of life or death	Safety Boat Crew
Race Control	Waterborne disease and infection	a. Race control	a1	2	4	8	7	All members of the BWSC are provided with on-line advice for water users and hygiene. (-1) Regular monitoring and baiting is undertaken around the harbour to control the rat population. (-1)	Club Membership
Safety Boat	1. Leptospirosis(Weil's)	b. Safety Boat	b1	2	4	8	7		
		Crew	a2	3	3	9	7		
	2. Gastric infections,		b2	2	3	6	4		
	3. Blood diseases.	a3	2	3	6	6	6		

Activity	Hazard	Whom Affected	L	C	r	R	Mitigation / Control	Responsible	
	4. Infection of open wounds. 5. Poisoning		b3 a4 b4 a5 b5	2 2 2 1 1	3 3 3 4 4	6 6 6 4 4	6 6 6 4 4	Changes to the assessment of water quality are posted on the noticeboard at the top of the slipway if E.Coli above 5000 counts per 100 ml all persons should avoid using the water as instructed by the Harbour Master. (-2) All cuts and abrasions should be covered with water proof dressing; if possible persons should not take to the water. All persons should keep the heads above water at all times. The Floating Harbour has been designated a no swimming area by the City Council.	
Race Control Safety Boat	Weather conditions. 1. Heat - Sunburn, Eye strain, De-hydration. 2. Cold water shock.	a. Race control OOD's b. Safety Boat Crew	a1 b1 a2 b2	2 1 3 1	3 2 3 3	6 3 9 3	6 3 7 3	Members are advised to take personal protective measures in hot weather (baseball caps, T-shirts, sunglasses and sun block), and drinks. OODs are aware of the signs of hyperthermia and hypothermia through the on-line OOD notes provided by the club.	Club Membership
Safety Boat	1. Drowning. 2. Sinking of dinghy	a. Sailors. Members and visitors b. Race control OOD's	a1 b1 a2 b2	2 2 2 1	5 5 3 3	10 10 6 3	8 8 4 4	Recovery of persons takes priority over all other matters It is the responsibility of each individual club member to select and wear an appropriately fitting personal flotation device. (-2) Dinghies must also make use of buoyancy tanks/bags if the design of the hull demands additional buoyancy. (-2) Club race courses are set, supervised and controlled by three "Officer of the Day" (OOD) club members. At least one of the members on duty is an experienced sailor and powerboat	Club Membership Visitors

Activity	Hazard	Whom Affected	L	C	r	R	Mitigation / Control	Responsible	
							driver, able to decide upon an appropriate course for the prevailing conditions and to assist in recovery of a person's and dinghy in the event of a capsized. (-1)		
Safety Boat	1. Commercial vessel 2. Race competitors 3. Other harbour users 4. Stationary objects	a. Safety Boat Crew	a1	2	4	8	7	Bristol Floating Harbour is a commercial harbour operated by Bristol City Council. All sailors to operate within the IRPCS. All members should be aware of the local rule of giving way to commercial vessels who are under passage within Bristol Harbour. Sailors at BWSC will be briefed by the OODs or race management on local hazards presented by activities on the quay side and traffic on the water via a pre-race briefing. (-1)	Sailors Helm and crew
			a2	3	3	9	7	It is the responsibility of the Helm of all dinghy's to make them self's aware of the course and topography of the floating harbour sailing area (-1)	
			a3	2	2	4	4	Club racing only takes place in the Floating Harbour with the Harbour Master's permission. This is assumed and is subject to compliance with instructions given by the Harbour Master.	
			a4	2	3	6	6		
Safety Boat Crew	1. Use of power boat	a. Race control OOD's	a1	3	3	9	7	The club power boat shall be driven by an OOD (club membership) who can show an approved qualified or demonstrate experienced / knowledge (>5 years)	Safety Boat Crew
			a1	3	3	9	7	Recovery of a person in the water is from downwind with the engine switched off as per RYA instructions (-2)	
			a1	3	3	9	7	Wearing of an engine kill cord is mandatory for all power boat drivers (-2)	
Safety Boat	1. Drowning	a. Race control OOD's	a.1	3	3	9	7	It is the responsibility of all safety boat crew to select and wear an appropriately fitting	Safety Boat Crew

Activity	Hazard	Whom Affected	L	C	r	R	Mitigation / Control	Responsible	
Crew							personal flotation device well manning the power boat. (-2)		
OOD	1. Change of weather conditions 2. Falling into harbour	a. Race control OOD's	a1	3	3	9	7	The Officer of the day (OOD1) may cancel all water activities in the event that weather conditions change without warning resulting in multiple capsizes, OODs are instructed to seek assistance from the Harbour Master's personnel. (-2)	OOD
			a2	2	3	6	5	Due to the close proximity of the race control on land, to deep water it is advisable to wear an appropriately fitting personal flotation device. (-1) With consent from OOD1, If more than 3 > persons are at race control, in hot weather personal flotation devices may not be required for those persons that are not going on the water, due to the number of persons 3> assistance will be provided by the other race official's to recover any persons in the water. (-2)	

Note:

At the safety briefing the OOD1 must be made aware of all visiting sailors and minors. OOD1 must be introduced to the parent, guardian or person acting in loco parents of all minors.

All minors must have a parent, guardian or someone in loco parentis sailing in the same boat with them or on the quayside in contact with the OOD"1"
It is the responsibility of members to inform the OOD"1" that a minor is sailing with them, even if the child is their own.

Safeguarding venerable adults, is covered by Baltic Wharf Sailing Club Adult safeguarding policy