

Adventures Unlimited Scotland CIC: Risk Assessment Proforma

Activity	Location	Nature of Group	Undertaken by	Date
Safety Boat	Any waterway (Max MCA Category C)	any	S.Sims	March 2013

Hazard: What could go wrong?	Who to?	Control: What can be done about it?	System: How do you make sure that the control happens?
Driver separated from RIB, engine in gear	RIB/crew	Kill Cord to be used at all times, fastened securely to driver.	Safety briefing, monitored at all times
Falling from jetties when boarding/leaving boat	All taking part	Warn not to run on jetty Life jackets to be worn at all times on jetties Only one person to board/leave boat at a time Engine switched off when participants boarding/leaving. Competent person always on board	Reference RIB Safety Policy Close staff supervision Competent adult on board and on jetty
Entrapment of limbs against jetty when leaving / returning	All taking part	Awareness of 'way' maintained by boat when returning to jetty Ensure all limbs kept inside gunwales Sit disabled participants on water side of boat	Safety Briefing before leaving jetty Close staff supervision
Hypothermia	All taking part	Ensure participants are adequately equipped for conditions and have understanding of conditions on the water. Waterproofs available. Monitor all persons regularly and provide extra clothing etc if required.	Information provided to groups and group leaders before the sessions, safety briefing at start and provision of extra clothing if required before starting session.

<p>Grounding or Collision with other water users, fixed objects in water (i.e rocks)</p>	<p>RIB and crew</p>	<p>Only persons holding (min) National Powerboat Certificate (level II) to supervise RIB. Maintain careful lookout at all times, know maritime 'rules of the road'. Use of charts or local knowledge of area, tidal range, hazards etc</p>	<p>Appropriate training/assessment</p> <p>Navigation training and local knowledge</p>
<p>Swamping or Flipping</p>	<p>RIB+passengers</p> <p>Pionner</p>	<p>Training and experience of driver, match speed and manoeuvres to local conditions. Avoid high speed, sharp turns. Awareness of danger of 'Hooking'. Kill Cord worn at all times. Drivers to be familiar with Pionner and avoid 'slamming' onto large waves. Be aware boat will swamp if reversed into waves or left on a lee shore</p>	<p>Appropriate training/assessment / experience to match location and conditions</p>
<p>Injury to Passengers</p>	<p>Passengers</p>	<p>All passengers to sit down at all times whilst RIB is in motion, and to hold grab handles. Noone to travel on sponsons. Disabled passengers should always be supported by able bodied buddy and consideration given to most appropriate seat. In Pionner passengers must sit beside driver or on floor at sides. Not on seats at bows. Avoid sudden acceleration/deceleration or tight turns without warning passengers</p>	<p>Appropriate training</p> <p>Passenger briefing</p>
<p>Injuries arising from use of ramp on Pionner</p>	<p>All on board</p>	<p>Boat must not be driven with ramp down except at very slow speeds in calm conditions. Keep hands and feet clear of side of ramp to avoid entrapment. Ramp not to be raised when persons standing on it. Ensure locking pins in place at all times.</p>	<p>Appropriate training</p> <p>Passenger briefing</p>

Man overboard	All on board	<p>Buoyancy Aids/Life Jackets worn by all on board at all times. Driver must wear kill cord at all times</p> <p>Use of appropriate RYA Man overboard recovery technique Note: appropriate technique depends on ability of casualty. Maintain essential voice contact with visually impaired casualties as soon as possible.</p>	<p>Appropriate training</p> <p>Passenger briefing</p>
Injury from propeller	All on board	<p>Engine to be stopped and kill cord removed when in the vicinity of swimmers</p> <p>Adequate supervision of passengers, do not allow to sit at rear of boat or at extreme front.</p> <p>If necessary paddle boat away from jetties etc rather than use engine.</p> <p>Engine to be stopped and kill cord removed in the vicinity of swimmers.</p>	<p>Regular Engine maintenance.</p> <p>Appropriate training</p>
Engine Failure	RIB	<p>Ensure sufficient fuel for journey. Spares carried on board. Maintain VHF contact, other methods of summoning assistance, flares, signal lamp. Coastguard informed early if necessary.</p> <p>Paddles carried on board at all times. Where appropriate auxiliary outboard engine to be carried.</p>	<p>Appropriate training</p>
Injuries whilst launching and recovering RIB from trailer	All involved	<p>Only competent and experienced persons to launch/recover RIB</p> <p>All participants to be absent from area</p> <p>Keep hold of winch handle, do not let it rotate freely. Care exercised on slippery surfaces.</p> <p>Tow vehicle left in gear when stopped.</p> <p>All persons stand clear when trailer moved by</p>	

<p>Refuelling, risk of explosion</p>	<p>Driver, persons in vicinity</p>	<p>tow vehicle. Take account of weather and sea state, especially swell or breaking waves. Do not place limbs between boat and trailer. Ensure appropriate lifting techniques used at all times. Use mooring rope as backup when winching in case cable fails. Boat must be secured to trailer when moving up or down slipway,</p> <p>Fuel tanks must be filled out of the boat where possible. Use large funnel to minimise spills. Do not overfill tanks. Fire extinguisher to be readily available. Leave 10 minutes for any spilled fuel to vapourise before starting engine if possible, especially if working alone.</p> <p>Date of review: 08/05/14 26/04/15 25/08/16</p>	<p>Reviewed by: S.Sims</p>