



HEALTH & SAFETY @ CHANONRY SAILING

Standing Risk Assessment

L = Likelihood scale: S = Severity scale:
 5 = High 5 = Severe
 3 = Medium 3 = Concerning
 1 = Low 1 = Recordable
 RF = Risk Factor (= L x S)

ANNEX D – ST AYLES SKIFF ROWING

Hazard	Persons at Risk	Risk			Controls Applied	Residual Risk		
		L	S	RF		L	S	RF
Capsize in open water [Capsize in open water is possible due to breaking waves and areas of confused seas; in particular wind against tide conditions. Likewise such conditions can arise in shallows, where depths change significantly over a short distance, and where fresh and salt water mix. Likewise capsize as a result of broaching is a possibility crossing harbour or river bars or with heavy following seas.]	All participants	3	5	15	<p>The primary control to avoiding capsize in open water is avoiding unsuitable conditions.</p> <p>Cox to ensure predicted and observed conditions are appropriate before launch. And to ensure during rowing that areas of unsuitable conditions are navigated around, or return to shore or stand-off as appropriate.</p> <p>Cox to ensure avoidance of unsuitable conditions takes place even when racing, and especially where coxswain or crew are less experienced.</p> <p>Cox to ensure to minimise broadside exposure to larger waves by careful alteration of course and building up speed before commencing a turn and judging the moment to turn by observation of wave pattern. It is prudent to steer into larger waves.</p> <p>Cox to ensure appropriate emergency signaling devices are included in the safety kit.</p> <p>Cox to ensure, where no safety cover is available, that a Personal Locator Beacon (PLB) is carried by one member of the crew who knows how to use it.</p> <p>All participants to ensure, in the event of capsize that lifejackets that fail to automatically trigger are manually or orally inflated.</p> <p>All participants to ensure that any water shipped is promptly bailed. Cox to ensure crew work as a team to balance the skiff during and after shipping water.</p> <p>Cox to ensure hand-held VHF radio is attached to one person in the boat who knows how to use it. It is recommended to carry a second VHF</p>	1	5	5

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					<p>secured to the boat.</p> <p>All participants to ensure, in the event of capsize where no safety cover is available, that a MAYDAY call by VHF channel 16 and or trigger the PLB is actioned. If MAYDAY call is unacknowledged orange smoke should be deployed to indicate distress.</p> <p>All participants to ensure that, in the event of capsize where safety cover is available, that immediate contact is made with the safety boat by VHF.</p> <p>All participants to ensure that, in the event of capsize, all crew stay together and with the skiff. The one exception is where it is possible to easily (due to proximity, depth and wind and tidal conditions) reach shore, in this case all should proceed together to shore. Distance is often deceptive and staying with the skiff is almost always going to be the best option.</p>			
Sinking or other serious damage to vessel due to poor navigation.	All participants	1	5	5	<p>Cox to ensure they are aware of hazards where rowing is to take place; by consulting with appropriate charts and pilots, local knowledge and by attending briefings at organised events.</p> <p>For passages outside a line joining Chanonry Point Lighthouse and Avonch Harbour, Cox to ensure at least one crew member on board has basic navigation skills. A chart extract, pilotage details and a hand bearing compass must be carried. For longer passages carry a GPS.</p> <p>All participants are encouraged to take up navigation courses run by the Club.</p>	1	5	5
Drowning	All participants	3	5	15	<p>The primary control against drowning is to avoid entering the water due to capsize or falling overboard.</p> <p>Cox to ensure all controls outlined elsewhere in this risk assessment to prevent ending up in the water are followed. All participants to ensure they take care when changing positions in the skiff: use handholds and only one person to move at any one time.</p> <p>Cox to ensure all crew using the club skiffs wear lifejackets during skiff activities. All participants to familiarise themselves with the lifejacket they wear to ensure it is in serviceable condition and that they are able</p>	1	5	5

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					to adjust to a secure fit, and that they know how to inflate in the event of automatic inflation failure. The Club provides a number of lifejackets for skiff use; these are auto inflate, with manual or oral inflation as backup; all have crotch straps. Ensure the Club provided lifejackets are inspected monthly by the Health & Safety Officer and appropriate maintenance actioned.			
Entrapment	All participants	1	5	5	The primary control is avoidance of a situation where the skiff is inverted due to capsize. All participants to ensure they are not secured to the skiff other than through use of toe strap, from which they are to ensure they can remove feet swiftly without hindrance. Cox to ensure all gear and lines are neatly secured. In the event of an entrapment, the remaining crew to ensure they work as a team to right the skiff (or at least get it out of the inverted position) and assist the entrapped person. Only as a last resort should a crew member enter the inverted skiff to assist.	1	5	5
Hypothermia	All participants	3	5	15	The primary control against hypothermia is avoiding ending up in the water & the wearing of appropriate clothing. All participants to ensure all controls outlined elsewhere in this risk assessment to avoid ending up in the water are followed. All participants to ensure appropriate clothing is worn: hats, face/neck coverings, loose clothing in multiple layers, sleeves that are tight around wrists, insulating fabrics rather than absorbent cottons, a wind and waterproof (preferably breathable) garment as an outer layer. Ensure wet clothes are removed as soon as possible. Waders are inappropriate other than for launch or recovery and must not be worn. Cox to ensure anyone inappropriately dressed is advised. All participants to ensure for longer trips that they bring sufficient high energy foods and warm drinks in flasks. The coxswain must abort rowing activities if they are concerned that participants risk hypothermia following, for example, getting wet.	1	5	5

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					The skiff shall carry one space blanket per person, within a first aid kit. Someone suspected of suffering from hypothermia must be provided with a space blanket and assisted ashore.			
Risk of injury during beach landings where surf is present. [There is a possibility of capsize in shallow water as a result of broaching during beach landings where surf is present. The risk to rowers is that of injury by being thrown from the boat or indeed hit by the capsizing boat, oars or other gear, or other participants.]	All participants	3	3	9	Cox to ensure landing spot is clear of obstacles such as rocks, debris, groynes, swimmers, other vessels. Cox to ensure that when the tide is high and the zone of breaking waves narrow that the skiff rowed hard right onto the beach at 90° to beach and surf. The movement through the water helps maintain control. The coxswain must concentrate very hard to keep the boat in a straight line, using quick and sometimes exaggerated movements of the tiller. Cox to ensure that where the tide is low or the zone of breaking waves is wide that a drogue is deployed from the stern of the skiff attached to a strong fastening point. The pull on the drogue line will be considerable so ensure it is secured before deployment and that body parts, tiller and rudder are not entrapped during deployment. The drogue will tend to keep the skiff at 90° to following waves and the skiff should be stable. The rudder will be ineffective with drogue deployed so any steering will be by oar. The slow boat speed may allow waves to enter over the stern so the coxswain may get wet but with appropriate clothing this should not be a safety concern.	1	3	3
Injury through collision [Collision can be between boats or between a boat and a hard object (fixed or floating).]	All participants	3	3	9	The primary control is a combination of education and maintaining a sharp lookout. Ensure a sharp lookout is maintained at all times by coxswain and crew. If rowing from Fortrose the coxswain will take especial care to keep clear of boats engaged in racing; courses can be confirmed from the Race Officer prior to launch or by VHF. Cox to ensure rowing does not take place in poor visibility or during the hours of darkness. All participants especially coxswains are encouraged to attend Club run courses that focus on collision regulations and boat handling. All participants to be aware that in the event of collision they should never to fend off with body parts.	1	3	3

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					The skiff carries a basic First Aid kit (inspected by the Health & Safety Officer) (as do the club's safety boats) and the Club has a fixed main First Aid kit in the Race Office (inspected by the Health & Safety Officer).			
Injury through collision while racing [Collision in skiff racing can occur between skiffs or between the oars of one skiff and the rowers in another skiff, the risk is more likely to arise during single buoy turn races.]	All participants	3	3	9	<p>Ensure all participants are aware of responsibility to avoid a collision; there must be an acceptance that collision avoidance is more important than performance in the race.</p> <p>Ensure all participants taking part in a race are familiar with the SCRA Rules of Racing (available from: https://scottishcoastalrowing.org/documents/ under the safety section).</p> <p>All rowers to ensure commands from the coxswain are obeyed; the coxswain must obey right of way instructions from umpires, and shall in any event try to anticipate the actions of other boats and use best judgement to avoid collision.</p> <p>All participants to be aware that in the event of collision they should never to fend off with body parts, but that ducking and dodging the oars of another skiff are prudent actions should they be needed.</p> <p>The skiff carries a basic First Aid kit (inspected by the Health & Safety Officer) (as do the club's safety boats) and the Club has a fixed main First Aid kit in the Race Office (inspected by the Health & Safety Officer).</p>	1	3	3
Injury during rowing [Rowers may be unbalanced due to catching crab or breaking an oar, this can lead to them being thrown from the thwart. At some point all rowers will catch a crab.]	All rowers	3	3	9	<p>The primary control is instinctively knowing how to react when it starts to happen, as well as concentrating on the position of the oar in the water; these come largely with experience.</p> <p>All rowers to ensure they are aware of how to regain control of the oar (by pressing down hard on the inboard end of the oar to get the blade out of the water).</p> <p>All participants to ensure they have their feet under toe straps.</p> <p>Rowing sub-committee to ensure oars are periodically inspected for cracks, delamination or other damage that could lead to a failure.</p>	1	3	3
Incapacitation due to medical issue [St Ayles skiff rowing]	All participants	3	5	15	All participants are to declare any known significant medical condition that could cause incapacitation during rowing. Coxswain must reserve the right to refuse persons on medical grounds.	1	5	5

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is a physical activity, in particular effort at race events is significant. Medical incapacitation cannot be excluded as a risk.]					<p>All participants to ensure they do not feel unwell before rowing.</p> <p>All participants to ensure any appropriate medication or other requirement has been taken or is carried.</p> <p>Cox to ensure hand-held VHF's are carried.</p> <p>All participants to ensure Coastguard is called on VHF channel 16 in event of serious medical emergency. If a safety boat is available they should also be contacted (VHF channel 37A/ M1 at Chanonry Sailing Club).</p> <p>All participants to ensure an attempt is made to locate a first aider. All participants to ensure first aid is administered as soon as possible.</p>			
Injury during launch and recovery	All participants	3	3	9	<p>All participants to ensure fingers are not entrapped in lynch pin when attaching/ detaching launch trolley from road base.</p> <p>All participants to ensure fingers are not entrapped in lynch pin when attaching/ detaching jockey wheel to launch trolley.</p> <p>All participants to ensure skiff is roped onto launch trolley before it is moved.</p> <p>Cox to ensure one person steers the launch trolley during launch and recovery, remainder should be evenly distributed down both sides of the skiff. Cox to ensure sufficient persons available where any significant gradient is involved.</p> <p>Cox to ensure that transit to the water is controlled by all persons, slowing the skiff as required for a safe descent to the water.</p> <p>All participants to ensure care is taken on slipways and any other slippery surface to avoid slips and falls, use appropriate footwear. Ensure feet are kept away from launch trolley wheels.</p> <p>All participants to ensure they are aware of surroundings so do not fall into deep water.</p>	1	3	3
Wind, waves or currents preventing desired navigation	All participants	3	3	9	Cox to ensure weather forecast and tide tables are consulted in tandem with known local tidal and weather anomalies and observed conditions prior to launch.	1	3	3

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					<p>Cox to ensure passage plan takes into account predicted and observed weather and tidal conditions, capability of crew based on experience and fitness prior to launch.</p> <p>Cox to ensure a lookout for crew fatigue, technique and progress. Be prepared to adjust passage plan or put ashore if required.</p> <p>Cox to ensure, when considering rowing at locations outside normal zone of operation (line between Chanonry Point Lighthouse and Avoch Harbour), that especial care should be taken to assess predicted and observed conditions, and where possible local knowledge should be sought.</p> <p>All participants to ensure, when rowing at external events that especial notice of relevant information given at briefings, and to make own assessment of predicted and observed conditions.</p> <p>Cox to ensure that in the event of not being able to follow the desired navigation, amendments to passage plan are made, consider putting ashore, anchoring or returning to launch site as appropriate.</p>			
<p>Weil's disease</p> <p>[A bacterial infection (leptospirosis) carried in rat's urine that contaminates freshwater water and wet riverbanks. Infection is via skin and mucous membranes of the mouth and eyes and through open abrasions.]</p>	All participants when activity takes place in fresh or brackish water.	1	3	3	<p>All participants to ensure they are aware of the risks of Weil's disease when the skiff is rowed in fresh or brackish water.</p> <p>All participants to ensure you wash and shower after boating, cover any abrasions with a waterproof plaster and wear protective footwear to avoid abrasions to feet.</p> <p>All participants to ensure you see your GP early if you experience flu like symptoms after rowing in freshwater, and explain how you may have been exposed.</p>	1	3	3
Road accident while towing skiff		3	5	15	<p>Driver to ensure the road base is inspected before towing to confirm it is serviceable (tyres, handbrake, emergency brake, lights) ensure spare trailer wheel and means to change a wheel are carried.</p>	1	5	5

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					<p>Driver to ensure appropriate vehicle is used for the tow; do not use a vehicle that is not legally permitted to tow the skiff. Load trailer/ skiff to give correct nose weight at hitch. Driver to ensure they are legally entitled to tow, by confirmation of appropriate endorsement on driving licence (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/447803/INF30_130715.pdf) and appropriate insurance cover for towing on public roads is in place.</p> <p>Driver to ensure that gear inside the skiff is securely tied down, and that the cover is affixed with webbing straps and the ratchet strap. Ensure that the skiff is roped to the launch trolley at the bow.</p> <p>Driver to ensure that the skiff launch trolley is correctly secured to the road base by the lynch pin (watch your fingers) and winch line (ratchet on and taught). Driver to ensure the skiff and launch trolley are secured to the road base with webbed ratchet straps.</p> <p>Driver to ensure lighting board is securely fixed to trailer with correct number plate for towing vehicle. Driver to ensure all lights are in working order.</p> <p>Ensure trailer is properly secured to tow vehicle at the hitch, and that the lighting cable is appropriately routed to allow enough scope during manoeuvres but is not dragging on the ground. Ensure break loose cable is attached to the tow vehicle.</p> <p>Ensure driving style addresses the extra challenges of towing the skiff. Observe warning signs, drive at reduced speed; particularly at times of increased risk (early morning and evening). Allow extra time for journey. Ensure frequent use of all mirrors (including both side mirrors to maintain safe position in road). Take especial care passing pedestrians, horses and cyclists. Leave extra room when overtaking to account for increased train length. Take especial care on single track roads. Do not take evasive action for small animals.</p>			

Issue Eight, February 2018	Prepared by: James Dargie	Agreed by:		Reviewed by: Mike Wilson	Agreed by:	
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