

# Portishead Cruising Club, Risk Assessment - Full Details

## 2014 PCC Cruise To Gloucester

This risk assessment is for the 2014 cruise-in-company to Gloucester Organised by the PCC for the Easter Weekend (Friday 18th April to Monday 21st April inclusive).

The cruise-in-company comprises;

- a) The trip from Portishead to Sharpness Dock
- b) Locking in at Sharpness
- c) A cruise along the Gloucester Sharpness canal to Gloucester
- d) A stay in Gloucester Docks
- e) A cruise back down the canal to Sharpness
- f) Locking out to the Severn (Easter Monday)

Due to the fact that most boats in the cruise will regularly make sea voyages there are a significant number of first aiders in the fleet. To ensure that first aid is available to all participants, a list of those having a first aid qualification (together with the name of the boat that they will be travelling on) will be gathered and circulated.

A key to scoring is at the end of the document. Activities are listed in order of execution (a. to f. etc.) within a particular location i.e. Location 1 is the Bristol Channel/Severn estuary on the way up to Sharpness, location 2 is on the canal and location 3 is in Gloucester Docks. The different risks are detailed under each activity.

### **1. Location - Bristol Channel / Severn Estuary**

Boats setting off from several destinations in the Bristol Channel and Severn Estuary will arrive at Sharpness Dock on the morning of Friday 18 April (Good Friday). The arrivals will be timed approximately 30 mins before H.W.

The established legal principle for boats navigating whilst participating in an organised event is that the skipper is wholly responsible for the decision to set out or undertake any part of the event. This is due to the fact that he/she is more likely to have better information regarding the suitability of the vessel and the ability / experience of the crew.

The responsibilities of PCC are limited to;

- a) those additionally created risks which are due to a number of vessels travelling in company
- b) the duty of care that it has when encouraging skippers beyond their normal cruising range/ability.
- c) providing a safety and rescue plan in the event that several vessels experience difficulties simultaneously (e.g. due to unexpected severe weather or fog).

**a. Activity - Staying overnight in Portishead Hole (prior to event).**

**Risk - Weather deteriorating overnight**

Any vessel in the 'hole' and taking the ground are liable to experience difficulties if the wind direction changes to one with any North in it. This is especially so if the wind increases in strength.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 32**

Mitigating Action: - Advise all skippers (in the skipper's notes) that stopping in the hole must only be undertaken in settled conditions where the wind is not from the North and that it shall not come from the North in the time that the boat shall be in the Hole.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - Collision**

Alongside the 'hole' is the Avonmouth shipping channel, and the fairway to Portishead marina. Any vessels anchoring overnight near these channels have an increased risk of collision. This risk might not be obvious to a novice skipper or someone who is not familiar with the area.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Add to the skipper's notes: - Any vessels anchoring in the 'hole' should ensure that they are not either in the shipping channel nor in the fairway to the marina

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - The boat falling over**

A skipper who is not familiar with the position of the mud around the marina entrance, might inadvertently attempt to take the ground where the mud is not very deep. The consequence of which is that the boat may fall over at low water.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Every 10 Years  
Possible outcome :- Severe

**SCORE = 12**

Mitigating Action: - Add to the skipper's notes a warning advising that boats should only attempt to dry out if they have local knowledge as some areas are not suitable, as the mud is not very deep.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - The anchor breaking out**

With respect to any boats who intend to stay afloat at anchor in the 'hole'. With the large tidal range and fast tidal streams, there is an increased risk that an anchor may trip.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Every Few Years  
Possible outcome :- Catastrophic

**SCORE = 64**

Mitigating Action: - Add a warning to the 'skippers notes' requesting skippers that although the hole is a suitable place to anchor while waiting for the tide that a 'watch' should be kept as the tidal height and rates give an increased likelihood of tripping the anchor and also an increased risk if the anchor does trip/drag.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**a. Activity - Anchoring in the river at Pill**

**Risk - Collision**

The river Avon near Pill is not well illuminated at night and so any boat anchoring in the river does so with the risk of being run down during the night.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Add a note to the skipper's notes, to advise anyone anchoring in the river does so with a risk and that they should advise 'Bristol VTS', and 'Bristol Docks' that they are so doing, and should display the appropriate lights at night.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **Risk - Falling over**

On spring tides the levels in the river can become very low, thus any boat at anchor could fall over at low water.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Every 10 Years  
Possible outcome :- Severe

**SCORE = 12**

Mitigating Action: - Advise skipper's (through the skipper's notes) of the risk.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

## **b. Activity - Transiting up channel to Sharpness**

### **Risk - Engine Failure**

The reliability of the engine is the responsibility of the skipper. However not all skippers might be aware of the additional risks that will occur due to the fast flowing tides.

In addition due to the fast flowing tide, patches of choppy waves can lift debris within the diesel tank and cause engine failure. This trip will/may be the 'shake down' sail for a number of boats and so their engines may not have the reliability that they would have later on in the season.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Every Few Years  
Possible outcome :- Catastrophic

**SCORE = 64**

Mitigating Action: - Include a note of the risks in the 'skipper's notes'. Advise that sails are made ready to deploy, advise that the anchor should be made ready to deploy (also include additional risks of anchoring in fast tides), and to have a tow rope ready.

Advise them to contact either other nearby boats or the coastguard as soon as practical if there are any problems with the smooth running of the engine.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the 'IMPORTANT SAFETY INFORMATION' page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **Risk - Going Aground**

The club has no general responsibility for any vessels going aground. However they do have a responsibility if they are encouraging novice skippers or skippers who are not familiar with the unusual risks associated with the Severn Estuary.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Include in the skipper's notes the fact that the risk assessment identified that the risk of going aground in the Severn Estuary is higher than that normally encountered when sailing. Also include notes that any skipper considering a 'rescue' of a boat going aground should consider their own safety, and should not endanger themselves unnecessarily. In the notes provide the VHF channels for the coast guard. In addition notify the local rescue service (SARA) of the event.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the 'IMPORTANT SAFETY INFORMATION' page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **Risk - Onboard Injury**

The skipper of the vessel is responsible to ensure that there is an adequate first aid kit on board and that there is someone on board trained in first aid.

Should an incident occur the shall skipper contact the Coast Guard who will contact the emergency services for assistance should the emergency be beyond their capabilities.

Risk to whom: - Skipper and Crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - In the skipper's notes, add some words to the effect that there is a recommendation for all boats to have someone on board who has passed the first aid course and that a first aid kit on board, and advise carrying a Marine VHF radio

**Progress Status: - Mitigating action completed**

Mitigation Notes: - A note have been added to the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **Risk - Collision**

There will be an increased risk of collision as the boats (esp. first timers) will want to stay in a flotilla, or at least be following other boats. A flotilla formation is more difficult to avoid, from the viewpoint of another vessel who is deemed the 'give way' vessel according to the collision regs.

Risk to whom: - Other vessels

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Notify Bristol VTS, Severn VTS and Sharpness Docks of the passage of the flotillas in sufficient time to allow them to respond to us before the event. Also notify them on the day to ensure that the 'duty officer' is aware of the situation

**Progress Status: - Mitigating action identified**

Mitigation Notes: - Sharpness Harbour Office are aware of this event.  
The coastguard, Bristol VTS, H.M. Coastguard and S.A.R.A will be notified of the event

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **Risk - Man Overboard**

At this time of year the estuary water is at its lowest temperature. The nature of the tides and eddies would quickly move the MOB away from the initial position of the MOB.

There are some areas of the upper Severn Estuary which can become very choppy in wind over tide conditions, these areas of chop may be isolated and unpredictable, hence increasing the likelihood of catching crew unaware.

Risk to whom: - Skipper and Crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - The responsibility for the safety of the crew whilst onboard any vessel is wholly that of the skipper. However novice skippers or skippers making passage on the upper Estuary may not be aware of the additional risks that are present. Therefore include a list of the additional hazards in the skippers notes handed to each skipper prior to the event. Also in the skippers' note include a recommendation that life-jackets are worn at all times when on deck and life lines be used in choppy waters.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - Vessel Foundering**

There are a couple of unusual risks on the proposed route, namely going aground on the sands near 'Black Rock' South of Sharpness, where vessels avoiding the 'adequately' submerged rock go aground on the nearby shallow sand bank which causes damage. Secondly the strong tides make anchoring dangerous as the vessel is pulled through the water at speed.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Add to the skipper's notes suggestions that boats should 'buddy' up before navigating up to Sharpness. If a boat begins to take on water, the coastguard should be informed in the first instance using either PAN PAN or MAYDAY. Also warn skippers that if a boat does go aground that they could put themselves at risk if attempting a rescue.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Suitable information has been added to the Skipper's notes.

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - Poor visibility**

Due to the proximity of the coastline there is an additional risk of mist and fog.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Add into the skipper's notes that there is a raised likelihood of poor visibility in the upper reaches of the estuary. Also add a list of suitable places to stop in the likelihood of poor visibility, with the warning that doing so should be at the skipper's discretion. In the skippers' notes there should be a recommendation that all boats are fitted with GPS equipment and carry a radar reflector.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **Risk - Onboard Fire**

The responsibility for preventing an onboard fire is solely that of the skipper. However having a vessel on fire in a flotilla may cause other skippers to take a course of action which could put themselves or others at additional risk.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - In the skippers' notes recommend that all vessels carry at least one fire extinguisher.

**Progress Status: - Mitigating action completed**

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **c. Activity - Arriving at and entering Sharpness Dock**

#### **Risk - Colliding with the piers**

The piers at Sharpness are latticework, so that the tide pushes through them. This creates a tidal flow across the intended course into the basin. Skipper's not aware of this flow, or not competent to alter course to compensate may be pushed onto the downtime pier. Keel boats may be rolled once jammed against the pier. Boats with engine problems, or boats under tow, are very susceptible to this risk. In addition a boat which is up-tide of the pier who is keeping close inshore during the passage may be carried into the piers by the tide, if they experience engine problems.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advise skippers of the problems, and the additional risks if there are problems with their engines, or they are in a 'tow'.



**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - Anchoring in the Estuary**

Reports have been heard of in the past of boats having problems when anchoring in the unusually strong tides in the upper Estuary. Namely boats have been rolled if the anchor warp passes over the side of the boat rather than being held securely at the bow, and also that the relatively high speed through the water and the downward pull of the anchor warp, can cause boats to oscillate about the anchor or to be pulled under.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - In the skipper's notes advise the skippers of the risks in anchoring.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - Collision**

Sharpness dock is a working dock and there may be a number of shipping movements into or out of the dock during the tide when participants are entering the dock. Shipping will be constrained in its ability to manoeuvre near Sharpness and also will have difficulty carrying out its obligations as a 'give way' vessel when presented with a scattered flotilla of boats.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advice has been taken from the Harbour Master at Sharpness, that all boats should be listening on Channel 13 ('Sharpness Docks Radio' working frequency), and that flotilla radio traffic be conducted on that channel so that all interested parties are aware of the situation. The skipper's notes to include this and also a note identifying the difficulty that a ship might have in avoiding a

flotilla and that participating boats should make their intentions very clear in plenty of time.

**Progress Status: - Mitigating action identified**

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - Being swept past the piers**

With the very swift tides and the fact that the tide does not stand for long at high water, then boats aiming for the entrance at Sharpness may get swept past. This could delay the locking of boats and could cause the skipper to act hastily to resolve the situation.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Major

**SCORE = 2**

Mitigating Action: - Advise skippers, to have their boats on the South side of the channel to avoid being carried past the pier, but also to avoid being up-tide of the piers where they may be swept onto the piers if they encounter engine problems.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - Tied up boats being held down**

The skipper may tie the boat securely in the basin or lock, such that the boat is held down by the ropes as the water height increases.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Skippers are to be advised of the problem and ensure that all ropes are made fast to cleats such that they can be released when under tension, and to carry a suitable knife to cut ropes when in the lock/basin. And request that the skipper advises the lock staff or call the Sharpness Docks Radio if any such problem occurs.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt  
COMPLETED**

### **Risk - Insufficient 'moorings' in the lock**

If too many boats arrive at the same lock there may not be enough mooring spaces available in the lock/basin.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Every 10 Years  
Possible outcome :- Minor

**SCORE = 2**

Mitigating Action: - Advise Sharpness of the numbers prior to sailing (as they are more knowledgeable in handling the boats in the lock). Advise Skippers to listen to VHF Channel 13 to receive advice from Sharpness Docks as to what action to take if there is a problem

**Progress Status: - Mitigating action completed**

Mitigation Notes: - A note has been added to the events 'to do' list to contact Sharpness once the numbers of boats are known and also to contact them on the day to advise the same.

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **Risk - Falling from the dockside**

The dockside around Sharpness is not fenced.

Risk to whom: - General Public & Club Members

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advise all skipper's of the risk and that it is against the rules of Sharpness Harbour to allow crew to walk around the dock or to get on or off a vessel other than in the lock. Recommend that any crew changes take place on the canal.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **Risk - Fire**

Boats arriving at Sharpness, may raft up such that it might be difficult to remove a boat alongside one which may have caught fire, thus endangering several vessels at the same time.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years

Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advise skippers of the risk and request that no more than a raft of five boats is attempted. Five is a greater number than the rafts allowed in Gloucester harbour but at Sharpness the skippers and crew will all be on-board and alert.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

#### **d. Activity - Leaving Sharpness Dock**

##### **Risk - Being swept into the piers**

Boats leaving Sharpness dock tend to hug the Southern shore to avoid the worst of the adverse tide (before High Water). The boats have only been going a few minutes and will have their engines working hard. There is a higher risk of engine failure at this time, and boats losing way may be carried back by the tide into the piers. Additionally, boat engines may not have been running for very long before setting off between the piers, this increases the risk of engine failure.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advise skippers to keep in the main channel until some distance away from the piers. If the engine fails soon after setting off they will be swept outside the piers, or after some distance they will have some time to contact another boat for assistance, or to deploy their sails / anchor.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

##### **Risk - inclement weather/ poor visibility**

Boats would be at a high risk if embarking down channel in poor weather/visibility.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Arrange with British waterways to allow boats to stay on the canal until such times as it is convenient to leave in good weather.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - British Waterways have agreed to allow vessels to remain on the canal in the event of poor weather/visibility.

**Action Owner: - Derek Estcourt**

**COMPLETED**

e. **Activity - Transiting down channel**  
**(as c. above)**

f. **Activity - Locking in at Portishead Marina**

**Risk - going aground entering the lock**

In the past there has been a bit of a panic as boats attempt to make the last lock into the marina, before the dropping water level makes it too dangerous.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Every Few Years  
Possible outcome :- Catastrophic

**SCORE = 64**

Mitigating Action: - Advise the Marina operators that the event is being undertaken and that they should consider their actions in advising the boats entering the lock. Also advise the skippers that they should be prepared to wait until the following tide as there will only be a few hours before the first lock on the next tide.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - The marina is to be contacted to allow them to prepare their action (added to the event to-do list).

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - Caught on a lee shore**

If the weather is poor and there is North in the wind direction, this can make Portishead Dock hazardous to enter.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advise the skippers to contact the marina before approaching Portishead (Channel 80).

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

## **2.Location - On the Canal**

### **a. Activity - Navigating the Canal**

#### **Risk - General**

British Waterways produces a booklet advising boaters of the risks with do's and don'ts.

Risk to whom: - General Public & Club Members

Likelihood :- Every Few Years

Possible outcome :- Severe

**SCORE = 24**

Mitigating Action: - Request that British Waterways provides a number of these booklets to allow the skipper's to familiarise themselves with the regulations. Advise the skippers (by inclusion in the notes) that such a booklet exists.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Please read the attached links for Canal information, this is the Gloucester and Sharpness canal information, <http://canalrivertrust.org.uk/notices/results/page/1?waterways%5B%5D=94&region=-1&datefrom=&dateto=&Search=Search> The British Waterways Boaters handbook can be found on this link <http://canalrivertrust.org.uk/boating/navigating-the-waterways/boat-handling> **For your safety and enjoyment of the canal it is necessary that you read this information.**

**Action Owner: - Derek Estcourt**

**COMPLETED**

#### **Risk - Leptospirosis**

Leptospirosis is a serious disease which can be contracted by contact with rats urine which may be present on the canal banks.

Risk to whom: - Skipper and Crew

Likelihood :- Less Than Every 10 Years

Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advise all skippers of the causes, symptoms and action to take. (on a separate form from the skipper's notes).

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - Collision**

Rowing boats use the canal. Those on board tend not to be facing the way that they are going and so the risk of collision is fairly high.

Risk to whom: - Other vessels

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advise in the skippers' notes that all boats should carry some device to produce an audible warning to alert other canal users of their presence.

**Progress Status: - Risk identified**

Mitigation Notes: - The note has been added to the skippers' notes.

**Action Owner: - Derek Estcourt**

**\* \* \* NOT COMPLETED \* \* \***

**b. Activity - Mooring on the canal**

**Risk - Fire**

Where boats are rafted up, fire may readily spread from one boat to another. In addition a boat within a raft may find it difficult to extract themselves if a fire occurs on one of the other vessels.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advise skipper's that they should only raft out to a maximum of three boats.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - trip / slip**

Mooring ropes across the canal towpath can cause a trip hazard.  
Muddy and wet canal banks can be very slippery, causing people to slip into the water.

Risk to whom: - General Public & Club Members

Likelihood :- Every 10 Years  
Possible outcome :- Severe

**SCORE = 12**

Mitigating Action: - Advise skippers not to put mooring lines across the canal, and advise them of the slipperiness of the canal banks.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **Risk - Collision**

Keel boats may not be able to moor alongside the canal bank and thus impede passing traffic, this is even more of a risk where boats are rafted out.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Every Few Years  
Possible outcome :- Major

**SCORE = 8**

Mitigating Action: - Advise skippers to avoid impeding the fairway.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

## **3.Location - In Gloucester Docks**

### **a. Activity - Mooring in the Docks**

#### **Risk - Falling in**

Especially following a night out, there is a risk of falling into the docks.  
This risk is heightened if the victim is on their own and during the hours of darkness.

Risk to whom: - Skipper and Crew

Likelihood :- Every Few Years  
Possible outcome :- Catastrophic

**SCORE = 64**



Mitigating Action: - Advise skippers to their responsibility to their crew and to ensure that during the hours of darkness participants do not wander onto the water's edge/pontoons etc. alone.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - trip / slip**

Mooring ropes and rings will be present on the dockside which are a tripping hazard.

Risk to whom: - Skipper and Crew

Likelihood :- Every Few Years  
Possible outcome :- Major

**SCORE = 8**

Mitigating Action: - Advise skippers of the risk.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

**Risk - electrocution**

Electricity is available at some places on the canal.

Risk to whom: - General Public & Club Members

Likelihood :- Less Than Every 10 Years  
Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advise skippers that if they use shore power that they only use tested and safe equipment, and are mindful of the hazards to others.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

### **Risk - Fire on board**

Fire has been covered elsewhere in this risk assessment, however in the docks there may be times when the boats are left empty, and so fire may spread unnoticed.

Risk to whom: - The vessel, skipper and crew

Likelihood :- Less Than Every 10 Years

Possible outcome :- Catastrophic

**SCORE = 16**

Mitigating Action: - Advise skippers to limit the rafting out to three boats, and that they carry a fire extinguisher.

**Progress Status: - Mitigating action completed**

Mitigation Notes: - Notes have been added to the IMPORTANT SAFETY INFORMATION page of the skipper's notes

**Action Owner: - Derek Estcourt**

**COMPLETED**

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### **Key to scoring**

The scoring of the likelihood of each risk is;

Never	0
Less than 10 years	1
Every 10 years	2
Every few years	4
Every year	8
Every Month	16
Every Week	32

The impact of each risk is scored;

No Impact	0
Minor	1
Major	2
Severe	6
Catastrophic	16

The scores are multiplied to obtain the overall risk factor for each risk.

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