

Setanta Risk Assessment

Last reviewed July 2021. Review required July 2022 unless stated otherwise against individual risks.

It is the responsibility of the skipper to maintain a dynamic risk assessment and to always operate within the limits of their own knowledge, skill and experience, the ability of the participants, and the prevailing conditions.

Hazard:	Risk:	Who's at Risk:	Action taken to control Risk:	Responsibility for Control of Risk:	Review:
Covid-19	Severe illness or death	All participants	Group Leader to confirm that all participants have not shown any symptoms of Covid for at least 14 days prior to event. Leader in charge to have a complete list of participants names and contact details to comply with any track and trace requirements. Number in Group: Skipper to assess and confirm the total number of participants onboard based on weather conditions and maintaining social distancing. With guidance around general social distancing at 2m the expected total number onboard is likely to be 4 but this may be adjusted due to allocated tasks (bow/foredeck use) and physical size of individuals. Skipper to brief participants of the restricted space onboard and explain the limited use of the Cabin area (1 person only). Maintain social distancing where possible. Participants to wear face masks/coverings when working less than 2m apart. Cabin area to be accessed by one person at a time. This would be to adjust lifejacket/personal floatation device, change clothing (add warmer layers or remove excess layers), or to pass bags up for breaks. Only in a First Aid situation should more than one person be in the Cabin area. All surfaces in the Cabin should be wiped down after access using appropriate wipes. When changing helm consider wiping down surfaces to reduce possible cross infection. Pre-activity brief to include each participant carrying and using their personal hand sanitiser. Before and after using any ropes and equipment use hand sanitiser or gloves may be worn. If anyone in the group develops symptoms, cough or temperature then the session should be abandoned. The appropriate isolation of lifejackets/personal floatation devices is to be followed (current advice 48 hrs between uses). Additional Covid Safety Briefing to include above and be included as part of the group briefing.	Qualified skipper Group leader	When Covid restrictions change level

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Retrieval of yacht from mooring/Return to mooring	Lone working Trip hazards Falling overboard	Skipper	Overall process requires support crew on shore and someone to go and get/leave yacht on mooring. Ideally the yacht would be retrieved/returned by at least two people. Covid restrictions are likely to limit this to one person. Communication method to be confirmed between Skipper going to Yacht and support crew on shore. Support crew to maintain vigilant lookout. Skipper to confirm when initially onboard. (mobile phone/radio) Personal Floatation Device to be worn at all times. When transferring between tender and yacht ensure tender is secured to yacht before transfer. (Tender or kayak/other vessel. If lone working extra care to be taken in moving around the deck with trip hazards. Particular care needed when using fuel from engine. Ensure yacht is prepared for coming alongside the jetty/mooring before leaving mooring/jetty (fenders, ropes).		
Yacht trailer and vehicles manoeuvring	Collision with vehicle or trailer	Those helping to launch and recover	Use vehicle launch; keep clear of manoeuvring vehicles; do not stand behind reversing trailers/ vehicles. Provide banksman for reversing vehicles. Participants to keep clear of manoeuvring vehicles and be appropriately supervised on car park by group leader.	Qualified skipper Group leader	
Engine and fuel tank	Fire Spillage Fumes	All on board	Keep fuel containers sealed unless in cockpit area; open containers in well ventilated area; refill fuel tanks on shore, where possible. Store fuel and engine away from flammable materials and naked flames. No smoking or vaping on board. Keep fire extinguisher to hand when dealing with flammable materials and liquids. In emergency follow Muster list for Fire on Board.	Qualified Skipper Committee	
Cooking on board	Fire CO poisoning	All on board	No cooking should take place onboard.	Skipper Participants	

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Eating on board	Food poisoning Food allergies	All eating	Applying the risk hierarchy, eating on board should be avoided if possible. Meal breaks are best taken ashore where social distancing can be maintained. If eating on board: Wash hands before eating food. Each individual should bring their own food. Keep food and drink in closed containers away from contaminants; Do not store food on board except during the activity (6 hrs max). Group leader to be aware of participant's allergies. Food to be consumed while sitting in the cockpit area or on deck (considering use of safety lines and jackstay).	Group leader Skipper	
Ropes	Trips and falls Entanglement Man overboard	All on board	Safety briefing to include: • awareness of ropes • no running on board or on jetty • ropes to be kept neat and tidy as appropriate • being vigilant Skipper to carry rescue knife	Qualified skipper Group leader	
Fixtures and fittings including deck fittings etc	Trips and falls Trapped fingers Injury to feet	All on board	Safety briefing to include: • no running • awareness of fixtures and fittings – cleats and rope guides etc. • wearing of appropriate footwear whilst aboard. Joining instructions to include statement about appropriate footwear	Qualified skipper Committee Group leader	
Boarding from Jetty	Slip between jetty and boat Trapped hands and feet	All boarding	Wear lifejacket or buoyancy aid when on jetty and before attempting to board. Highlight potential hazards to participants. Safety briefing to include: • stepping aboard safely – one at a time • Use guard rails, etc. • Follow instructions of skipper	Qualified skipper Group leader	
Rigging of the boat and sails	Trips, falls, entanglement	Participants	Skipper to give clear instructions to participants.	Qualified skipper	
Boom	Head injury Man overboard	All on board	Safety briefing to include: swinging boom.	Qualified skipper	
Uneven surfaces	Slips, trips and falls	All onboard	Safety briefing to include: uneven surfaces; accessing foredeck; entry into the cabin: lip and steps.	Qualified skipper	
Low cabin ceiling	Head injury	All onboard	Safety briefing to include: awareness of low cabin ceiling.	Qualified skipper	

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Winches	Trapped fingers Rope burns	Participants	Safety briefing to include: safe use of the winches.	Qualified Skipper	
Anchor	Man overboard Trapped or crushed fingers Strain	Participants deploying anchor	Participants clip on whilst deploying or recovering anchor. Avoid over-exerting when lowering or raising anchor: • use good lifting technique • raise anchor when rope/chain is near vertical	Participants Skipper	
Fall overboard	Drowning	All on board	Skipper to be notified of weak/non-swimmers. Non-swimmers to be supervised 1:1 Safety briefing to include wearing of lifejackets or buoyancy aids at all times. Keep guard rails in place. Clip into jackstay when leaving cockpit, when required (determined by skipper) Qualified skipper to initiate MOB drill.	Group leader Qualified skipper	
Lifejacket fails to inflate	Drowning	All on board	Check lifejackets are serviceable prior to each use; Re-arm if required. Participants briefed on use of manual inflation. Lifejackets stored to minimise potential for accidental inflation. Lifejackets serviced annually.	Qualified Skipper	
Critical Illness on board	Threat to life	Individual concerned	Group Leader to notify skipper of health information on participants. Skipper to be First Aid qualified. Communicate with shore/ emergency services by VHF Radio or mobile telephone; return to shore; arrange suitable medical transfer	Group Leader Qualified Skipper	
Other Lake users on Coniston	Collisions	All on board	Safety briefing to include the importance of keeping a good lookout. Competent skipper	Qualified skipper All on board	
Shallow waters and protruding rocks etc	Collisions leading to taking on water	All on board	Qualified skipper to be aware of shallow areas and danger areas on the lake. Map of lake available on board. In emergency follow Muster list for Collisions.	Qualified skipper Committee	
Hot weather	Dehydration Sun burn Heat exhaustion	All on board	Joining Instructions to include: • bringing drinks • suitable clothing • sun block First Aid kit on board; skipper first aid qualified. Keep casualty in saloon; return to shore for further treatment.	Group leaders All	

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Cold weather Wet weather	Hypothermia	All on board	Joining instructions to include: suitable clothing First Aid kit on board including foil blankets; skipper first aid qualified. Return to shore for further treatment.	Group leaders All	
Fog	Collision Grounding	All on board	If fog is present, do not sail If fog is forecast, limit sailing area; consider not sailing; If sailing in fog is essential: prepare a written passage plan with compass bearings for outward and return journeys, as well as a Plan B to ensure safe return to Coniston Boating Centre Participants to clip harness on to jackstay before moving out of cockpit. Appropriate audible fog signals (see COLREGS) must be used.	Qualified skipper	
Strong winds	Capsize Man Overboard	All on board	Qualified skipper to check weather forecast and decide on best course of action for the day. Reefing: Skipper to reef to suit conditions and competence of participants. Typically for winds over Force 3, add reef in the Mainsail and/or use storm jib Return to shore: at skipper's discretion to suit conditions, their own competence and that of the participants. Typically for winds of Force 5 and above curtail the activity and return to safe haven.	Qualified skipper	
Lightning	Lightning strike Fire	All on board	Avoid: check weather forecast and do not sail if lightning is forecast or likely. Maintain awareness of weather and change plans accordingly. Limit sailing area and be prepared to end session early. Thunder/lightning in distance: return to jetty and disembark participants. Prepare for a squall: reef/ drop sails. Head to safe haven. Lightning close by: Unplug all masthead units, including wind instruments and antennae and ensure ends of leads are kept apart to avoid arcing. As the storm gets closer turn off all electronics. Avoid touching metal around the boat, such as shrouds and guardrails. Move participants to cabin.	Qualified skipper	