

Elimination:

Wherever possible, use alternative methods that eliminate the need for hazardous work.

Substitution:

Use safer techniques or equipment (e.g., mechanical rather than manual).

Engineering Controls:

Install physical barriers, exclusion zones, and dust suppression systems to control hazards.

Administrative Controls:

Implement comprehensive planning, worker training, and safe work procedures for work activities.

Personal Protective Equipment (PPE):

Ensure workers use appropriate PPE, including hard hats, respiratory protection, hearing protection, gloves, and safety b

Rescue Plans:

Ensure a rescue plan is in place to safely and quickly recover anyone who is injured.

First Aid:

Ensure trained first-aid responders are available on-site, and first-aid kits are readily accessible.

POWSA:

consider tasks, hazards, equipment, tools, weather and rescue plan

Threat Bands Matrix					
Likelihood / Severity	Insignificant	Minor	Moderate	Major	Severe
Very High					
High					
Moderate					
Low					
Very Low					
Operate only in Green, or Yellow with precautions					

Probability		
Descriptor	Score	Probability
Very High	5	> 90%
High	4	60 - 90%
Moderate	3	30 - 60%
Low	2	10 - 30%
Very Low	1	0 - 10%

Impact		
Descriptor	Score	Credible Consequence
Severe	5	Death
Major	4	Life Changing injury
Moderate	3	Fracture
Minor	2	Cut requiring stitches
Insignificant	1	Bruise / Abrasion

Glossary of Terms:

ALARP	As low as reasonably practicable
ASLI	Automatic Safe load Indicator
DMC	Duty Mooring Coordinator
LM	Lift Master
LOTO	Lockout / Tagout (for electrical safety)
MM	Mooring Master

POWSA	Point of work safety assessment
RO	Race Officer
SWL	Safe Working Load
WLL	Working Load Limit
Racing Location Terms	
M	Main Channel
O	Other harbour channels
D	Docks & Ferry Terminal
P	Poole bay
S	Sandbanks & mudflats
S/F	Start/Finish
W	Windward Mark
L	Leeward Mark
G	Gybe Mark

Lilliput Sailing Club Risk Assessment: - Building Works

Evaluated Risk				After Mitigation Applied					
Hazard	Probability	Impact	Evaluated Risk	Controls / Barriers	Action By	Probability	Impact	Evaluated Risk	
Hazards									
Structural Collapse: A building or structure may collapse unexpectedly during demolition, putting workers at risk of being crushed by falling debris.	Low	Severe		<ol style="list-style-type: none"> Conduct a structural survey before demolition to understand the integrity of the building and identify load-bearing walls and weak points. Ensure exclusion zones are established to keep workers at a safe distance from demolition areas. Use controlled demolition techniques (e.g., section-by-section demolition) to prevent sudden collapses. 	Team Leader	Very Low	Major		
Falling Debris: Debris, such as bricks, concrete, or other building materials, can fall from heights, potentially injuring workers or the public.	Moderate	Major		<ol style="list-style-type: none"> Use protective netting and barriers around demolition zones to catch falling debris. Maintain exclusion zones to keep non-essential personnel and the public away from hazardous areas. Workers must wear hard hats, and debris chutes must be installed for safe removal of materials from heights. 	Team Leader / Members	Moderate	Minor		
Dust and Airborne Particles: can be hazardous when inhaled, particularly if they contain silica or asbestos.	Moderate	Major		<ol style="list-style-type: none"> Use water suppression techniques to reduce dust generation during demolition activities. Ensure workers wear proper respiratory protection, such as dust masks or respirators. Members and visitors without suitable PPE must be informed to keep clear when dust and airborne particles are present. External contractors will be expected to work under their own risk assessment that we will have had sight of prior to commencement of work. If asbestos or other hazardous substance is found, specialist advice must be sought for its safe removal (see Hazardous Substances) 	Team Leader / Members	Moderate	Insignificant		
Scaffolding and work platforms	Moderate	Major		<ol style="list-style-type: none"> Supplier to provide equipment in sound condition and with current test/examination certificates. Guardrails, toe boards and mid-rails on all open sides Use fall arrest systems, including harnesses, lanyards, and shock absorbers, for workers exposed to fall hazards Use work restraint systems that prevent workers from reaching the edge of a structure where they could fall. 	Supplier / Team Leader / Members	Low	Major		
MEWPs (Mobile Elevated Work Platforms) and Scissor Lifts: Workers can fall if they are not secured properly, if the platform is unstable, or if they lean out over the edge.	Moderate	Major		<ol style="list-style-type: none"> Ensure the ground is stable, level, and free from obstacles before operating. Do not exceed the load limits, including people, tools, and materials. Use outriggers or stabilizers for added stability, especially on uneven surfaces. Conduct pre-use inspections and ensure operators are certified. Use fall protection systems such as harnesses and lanyards inside the platform. 	Operator / Team Leader / Members	Low	Major		
MEWP: Entrapment/Crushing: workers may become trapped between the MEWP and surrounding structures, especially when maneuvering in tight spaces or near overhead obstacles.	Moderate	Moderate		<ol style="list-style-type: none"> Ensure the operator is trained to be aware of the surroundings and possible trapping points. Use spotters (Banksmen) when operating MEWPs in confined spaces or near structures. Avoid placing the MEWP too close to overhead structures, walls, or equipment. 	Operator / Team Leader / Members	Low	Minor		
Other machinery and equipment	Low	Major		<ol style="list-style-type: none"> Ensure operators of heavy machinery are properly trained and certified. Implement clear communication and signaling systems between machinery operators and ground workers. Establish exclusion zones around the operating range of heavy machinery to prevent unauthorized personnel from entering the area. 	Operator / Team Leader / Members	Very Low	Major		
Vehicle Movement: Collisions with Pedestrians if proper separation is not maintained.	Low	Moderate		<ol style="list-style-type: none"> Separate Routes: Designate separate paths for vehicles and pedestrians. Mark these routes clearly with signage and barriers. Physical Barriers: Use fencing, railings, or bollards to physically separate pedestrian walkways from vehicle traffic areas. 	Team Leader / Members	Very Low	Moderate		
Vehicle Movement: Limited visibility or blind spots increases the risk of accidents, particularly in tight spaces.	Moderate	Minor		<ol style="list-style-type: none"> Use of Spotters (Banksmen): In high-risk areas or where visibility is limited, use spotters (Banksmen) to guide reversing vehicles. Ensure spotters are highly visible and trained to communicate effectively with drivers. 	Team Leader / Members	Moderate	Insignificant		
Vehicle Movement: Crowded or poorly organized workspaces increase the risk of accidents as vehicles and workers cross paths.	Moderate	Minor		<ol style="list-style-type: none"> Loading/Unloading Zones: Designate specific areas for loading and unloading, away from pedestrian traffic. Ensure these areas are level and clear of obstacles. Parking Areas: Provide designated parking areas for vehicles, ensuring they are organized and do not obstruct work areas or pedestrian walkways. Clear Obstructions: Regularly inspect the site to remove unnecessary obstacles or hazards from vehicle paths. Lighting: Ensure work areas, vehicle routes, and pedestrian walkways are well-lit, especially during night shifts or in low-light conditions. 	Team Leader / Members	Low	Minor		
Utility Strikes (Electricity, Gas, Water)	Moderate	Moderate		<ol style="list-style-type: none"> Conduct a utilities survey to map the location of all underground and overhead services. De-energize and isolate utilities as appropriate prior to commencing work. Use ground-penetrating radar (GPR) or other techniques to identify underground utilities. 	Team Leader / Members	Moderate	Minor		
Equipment failures									
Scaffold collapse: due to overloading, poor assembly, or unstable foundations.	Low	Major		<ol style="list-style-type: none"> Perform regular inspections to verify structural integrity. Avoid overloading platforms with workers, tools, or materials beyond the safe load capacity. Stabilize scaffolding with appropriate base plates and bracing, ensuring it is on solid, level ground. Use tie-ins to the building for additional stability. 	Supplier / Team Leader / Members	Very Low	Major		

MEWPs (Mobile Elevated Work Platforms) may have mechanical failures or become unstable and tip over if operated on uneven ground, overloaded, or struck by another vehicle.	Low	Major		<ol style="list-style-type: none"> 1. Ensure the ground is stable, level, and free from obstacles before operating. 2. Do not exceed the load limits, including people, tools, and materials. 3. Use outriggers or stabilizers for added stability, especially on uneven surfaces. 4. Conduct pre-use inspections of all critical components, including hydraulics, tires, controls, and safety features. 5. Have an emergency lowering mechanism or procedure in place in case of power failure or platform malfunction. 	Supplier / Team Leader / Members	Very Low	Major	
Personnel Safety								
General Safety	Low	Moderate		<ol style="list-style-type: none"> 1. Work crew to carry out POWSA prior to commencing building or demolition work. 2. Persons involved to be briefed on POWSA, RA, hazards and clearly understand their roles. 3. PPE - Hard hats, safety boots, hi-viz and hand protection to be worn at all times. 	Team Leader / Members	Very Low	Insignificant	
Working at height	Moderate	Moderate		<ol style="list-style-type: none"> 1. Only use ladders for short-duration tasks (less than 30 minutes). 2. Ensure ladders are stable, positioned on firm, level ground, and secured to prevent slipping. 3. Maintain three points of contact when using ladders (two hands and one foot, or two feet and one hand). 4. Use fall arrest systems, including harnesses, lanyards, and shock absorbers, for workers exposed to fall hazards 5. Use work restraint systems that prevent workers from reaching the edge of a structure where they could fall. 	Team Leader / Members	Low	Moderate	
Hazardous substances: building may contain asbestos, lead-based paints, or other hazardous materials that can pose health risks when disturbed.	High	Moderate		<ol style="list-style-type: none"> 1. Conduct a hazardous materials survey prior to demolition to identify asbestos, lead, or chemicals. 2. Use certified removal professionals to safely handle asbestos and other hazardous substances. 3. Ensure workers wear appropriate personal protective equipment (PPE), such as respirators and protective suits, when handling hazardous materials. 	Team Leader / Members	Low	Minor	
Struck by falling object, swinging load etc.	Low	Major		<ol style="list-style-type: none"> 1. Use protective netting and barriers around demolition zones to catch falling debris. 2. Maintain exclusion zones to keep non-essential personnel and the public away from hazardous areas. 3. Workers must wear hard hats, and debris chutes must be installed for safe removal of materials from heights. 4. Use tag lines when lifting building materials 	Team Leader / Members	Very Low	Major	
Electrical hazards	Low	Major		<ol style="list-style-type: none"> 1. Shut off power and isolate circuits before commencing electrical work. Ensure workers have clear documentation showing the status of circuits. 2. Implement Lockout/Tagout (LOTO) procedures to ensure circuits are de-energized and cannot be accidentally turned on during work. Only authorized personnel should apply and remove lockout devices, and circuits must be clearly tagged to indicate their status. 3. Non-Conductive Tools: Use tools with insulated handles when working near live electricity. 4. Eye and Face Protection: Use safety goggles or face shields to protect from sparks or flying debris during electrical work. 5. Insulation: Ensure all electrical wiring and connections are properly insulated to prevent accidental contact with live parts. 6. Cable Management: Secure cables and power cords to avoid trips and reduce the chance of damage that could expose live wires. 7. Use RCDs to automatically cut off the power in case of a fault, or where electrical equipment is used in damp or hazardous environments. 	Team Leader / Members	Very Low	Major	
Slips, trips and falls.	Low	Moderate		<ol style="list-style-type: none"> 1. Clear site of tripping hazards prior to commencing work, and maintain it so far as practicable. 	Builders	Very Low	Moderate	
Noise and vibration exposure	Moderate	Moderate		<ol style="list-style-type: none"> 1. Use hearing protection such as earplugs or earmuffs. 2. Conduct noise assessments and, where possible, schedule noisy tasks for times that minimize disruption. 3. Monitor vibration to ensure they do not exceed safe limits, especially near sensitive structures or equipment. 4. People with a previous HAVS diagnosis must not use vibrating tools. 	Team Leader / Members	Very Low	Minor	
Manual handling injury	Moderate	Moderate		<ol style="list-style-type: none"> 1. Sufficient personnel to minimise individual effort. 2. Wheel barrows/trolleys available for across-site moves. 	Team Leader / Members	Moderate	Minor	
Use of power tools	Moderate	Minor		<ol style="list-style-type: none"> 1. Regularly inspect tools for wear, defects, and proper operation. 2. Eye protection (safety glasses or face shields) to prevent debris from causing eye injuries. 3. Hearing protection (ear plugs or ear muffs) in noisy environments. 4. Cut-resistant gloves to protect hands from blades and sharp objects. 5. Respiratory protection (dust masks or respirators) when working with materials that produce dust. 6. Ensure adequate lighting in work areas. 	Team Leader / Members	Low	Minor	
Hot works	Moderate	Minor		<ol style="list-style-type: none"> 1. Use due diligence in deciding where to carry out hot work such as welding or grinding to prevent fire. 2. When leaving the site check to ensure there is no risk from smoldering debris. 	Team Leader / Members	Low	Minor	
OTHER ISSUES								
Unsuitable weather increasing risk. E.g. strong wind, poor visibility, thunderstorms, snow and ice.	Low	Moderate		...	Team Leader / Members	Low	Minor	

Lilliput Sailing Club Risk Assessment: - Fire

Evaluated Risk				After Mitigation Applied					
Hazard	Probability	Impact	Evaluated Risk	Controls / Barriers	Action By	Probability	Impact	Evaluated Risk	
Signals Room									
Boiler catching fire	Low	Major	Yellow	1. Boiler is serviced annually to ensure it's in good condition. 2. Fire alarm in Signals Room which is regularly checked 3. Sign showing where to isolate the gas supply on the front of the boiler	Committee	Low	Minor	Green	
Flammable materials - cleaning materials, old cooking oil and paint stored in room	Moderate	Major	Orange	1. Room checked regularly to ensure no items are placed close to the boiler in the taped exclusion zone 2. Items are stored on shelving and on the floor outside the taped exclusion zone	H&S Officer / Members	Low	Minor	Green	
Entrance, Internal Passageways and Stairs									
Front entrance door locked so occupants are unable to exit	Low	Major	Yellow	1. Break-glass with key – by door	Members	Low	Minor	Green	
Stair lift catching alight	Low	Major	Yellow	1. CO2 Fire extinguisher by the downstairs side door and in the lounge by the serving area	Fire Warden / Members	Low	Minor	Green	
External front steps, miss stepping	Low	Major	Yellow	1. Handrail 2. External lighting 3. Step edges marked	Members	Low	Minor	Green	
Corridors/passageway unit if power is cut	High	Major	Red	1. Emergency lighting installed to ensure occupants can see to exit the building 2. Emergency lighting is tested annually to ensure illumination for 60 minutes in the event of a power cut	H&S Officer / Members	Low	Major	Yellow	
Side door leads onto steps	Low	Major	Yellow	1. Door swings inwards and latches back to stay open 2. A PIR with switch for outside light 3. Step edges painted	Members	Low	Minor	Green	
Unable to see to turn GAS off	High	Major	Red	1. Emergency Light under stairs		Low	Major	Yellow	
Kitchen									
Electrical appliance fire	Low	Major	Yellow	1. Regular PAT testing 2. Smoke and CO alarm fitted 3. Fire extinguishers	Members	Very Low	Major	Green	
Fat fryers or food on gas hob catching alight.	Moderate	Major	Orange	1. Fire blanket beside sliding door 2. Include hob with annual gas safety check when the boiler is serviced	Members	Low	Major	Yellow	
Bar / Lounge									
Foam seats not made of fire retardant material	Low	Major	Yellow	1. Probability of fire low due to limited use and no smoking 2. Any new furniture must be to fire retardant standards 3. Fire Service advised that "regulations are not retrospective" and chairs acquired before latest regulations can still be used. 4. Fire alarm fitted above bar counter	Members	Very Low	Major	Green	
Exit signs	Low	Major	Yellow	1. Emergency escape routes are clearly signed either down main staircase or via the balcony	H&S Officer / Members	Low	Major	Yellow	
Balcony exit obstructed inside lounge	High	Major	Red	1. Keep clear sign installed	Members	Low	Major	Yellow	
Bar person is fire warden when present otherwise club members present need to take action	Low	Major	Yellow	1. Fire gong to raise an alarm in case of fire 2. CO2, Water and Foam Fire extinguishers suitable for most fire types	Fire Warden / Members	Low	Major	Yellow	
Poor visibility in case of fire	High	Major	Red	1. Emergency lighting installed to ensure occupants can see to exit the building	Fire Warden / Members	Low	Major	Yellow	
Balcony									
Fire escape stairs – falling down stairs in darkness Edge of balcony trip hazard at top of steps	High	Major	Red	1. Two handrails 2. Fire escape step edges are painted for improved visibility	Members	Low	Major	Yellow	
Smoking	Low	Major	Yellow	1. No smoking inside buildings 2. Fire extinguishers 3. Ashtrays to extinguish cigarettes	Members / visitors	Very Low	Major	Green	
Stores / Workshop									
Welding unit is used from storage position in workshop with long leads Welder catching flammable material/oils alight	Moderate	Major	Orange	1. CO2 Extinguisher for electrical fire 2. Foam Fire Extinguisher for oil fires 3. Thermal cutout on welder	Members	Low	Major	Yellow	
Electrical hazard from small appliance	Moderate	Major	Orange	1. Regular PAT testing of small appliances and welder	Members	Very Low	Major	Green	
Explosion from battery charging gases	High	Moderate	Orange	1. Automatic charge and cut off on charger 2. Warning sign "Do not disconnect battery before switching charger off" 3. Window left open during battery charging	Members	Very Low	Moderate	Green	
Dropping metal tools on exposed battery terminals	Moderate	Moderate	Orange	1. Training and awareness of members operating in the store 2. Provide covers for battery terminals to prevent potential risk	Members	Low	Moderate	Yellow	
Tripping and falling on steps	Moderate	Moderate	Orange	1. Handrail at right hand edge of steps 2. Steps kept clear of obstructions	Members	Very Low	Moderate	Green	
Diesel, petrol, oil and waste oil stored in workshop	High	Major	Red	1. Metal fuel store between side gated storage area and outboard shed 2. Waste oil to be removed and dumped regularly	Members	Low	Major	Yellow	
Plastic Store / Mooring Store									
Rain water harvesting distribution pump risk of catching fire	Low	Minor	Green	1. Possibly needs smoke alarm or heat detector with remote warning but risk acceptable?	Members	Low	Minor	Green	
Outboard Shed									
Petrol in outboards	Moderate	Major	Orange	1. Fire extinguishers 2. Signage No Smoking and Flammable Materials 3. Conforms to fire regulations for fuel storage 4. Members must not attempt to fight a fire in the engine shed due to risk of explosion in the enclosed space.	Members	Low	Major	Yellow	

Shed is locked which may be an access issue in case of fire	High	Major		1. If a fire in shed occurs it will be beyond local resources very quickly. 2. The fire brigade will be able to access if required. 3. Members should not attempt to contain any type of fuel fire and must keep a safe distance away.	Members	Low	Major	
Cruisers on hardstanding and Inflatable storage	Moderate	Moderate		1. There is a fire extinguisher in an external cabinet by the workshop and additional extinguishers in the workshop and engine shed.	Members	Moderate	Minor	
Honorary Secretary's Office								
Fire outside office door	Low	Major		1. Smoke alarm in corridor above the office door 2. Secondary escape via office window	Committee	Very Low	Major	
Computer / printer / network server and small appliances catching fire	Moderate	Major		1. Regular PAT testing.	Committee	Very Low	Major	
Photocopier overheating	Moderate	Major		1. Regular servicing and equipment turned off when office unoccupied	Office staff / Members	Very Low	Major	
Poor light when trying to escape	Moderate	Major		1. No emergency light but office mainly occupied during daylight hours 2. Emergency lighting in corridor	Fire Warden / Members	Low	Major	
Treasurer's Office								
Computer / printer and small appliances catching fire	Moderate	Major		1. Regular PAT testing and equipment turned off when office unoccupied	Office staff / Members	Very Low	Major	
Unable to see to escape room if power failure	Moderate	Major		1. Emergency lighting in corridor 2. This space is not usually occupied after office hours usually 12:30pm	Fire Warden / Members	Low	Major	
Petrol fumes coming into office	Moderate	Major		1. Fuel must not be stored in the workshop. It should be in the correct outside storage.	Members	Low	Major	
Committee Room								
Committee Room Door Locked and members unable to exit	Moderate	Major		1. Key in break glass box by door	Office staff / Members	Very Low	Major	
Fire exit obstructed	Moderate	Major		1. Regular checks to ensure exit kept clear	H&S Officer / Members	Low	Major	
Unable to leave safely if a power failure	Moderate	Major		1. Emergency Light Fitted	Members	Very Low	Major	
Bar / Bar Store								
Electrical appliance fire	Moderate	Major		1. Regular PAT testing. 2. Fire alarm above bar counter	Members	Very Low	Major	
Unnoticed electrical fire in bar store	Moderate	Major		1. Regular PAT testing. 2. Fire alarm above bar counter	Members	Very Low	Major	
Personnel Safety								
Trip hazards	Moderate	Major		1. Access routes, stairs and car park must be kept clear of trip hazards 2. Step edges should be clearly marked 3. Regular inspections to ensure escape routes are kept clear.	Members	Very Low	Major	
Emergency Lighting	Low	Major		1. The emergency lighting must be checked every year to ensure lighting is maintained for at least 1 hour following a power failure	Committee	Very Low	Major	
Access / Egress	Moderate	Major		1. Fire doors and access routes must not be blocked by stored items 2. Regular inspections to ensure compliance with item 1	Committee	Very Low	Major	
In case of fire	Moderate	Major		1. It is recommended that members not trained in fire safety should only raise the alarm and leave the building as quickly as possible. 2. Members who are trained or have experience may attempt to suppress minor fires using the fire extinguishers or fire blanket but must be sure to use the correct type of extinguisher for the type of fire. if in doubt get out and stay out. 3. Bar person as Fire Warden should supervise evacuating the building	Committee	Low	Major	
Diesel Store	Moderate	Major		1. Fuel is stored in 10L containers in a steel store 2. maximum amount stored 30L 3. Diesel is much more resistant to ignition steel store is separate to both building and engine shed	Committee	Low	Major	

Review History	Date	Team
Revision 1	06-Mar-06	Jeff Pangbourne, Dave Carruthers, Dave Harland, John Guess
Revision 2	25-Mar-18	Jeff Pangbourne, Andrew Cherowbrier, Darren Cook and committee
Review	09-Apr-21	I. Lawrence

Lilliput Sailing Club Risk Assessment: - Inside Mooring Maintenance

Evaluated Risk				After Mitigation Applied					
Hazard	Probability	Impact	Evaluated Risk	Controls / Barriers	Action By	Probability	Impact	Evaluated Risk	
Preparation									
Cutting chain for risers, use of angle grinder causing sparks	High	Moderate	High	1. Carrying out this task in an appropriate area 2. PPE - wear gloves, eye protection, and overalls for this task if Grinding is to be prolonged Hearing protection is advised	DMC	Moderate	Minor	High	
Replacement of ground screws due to corrosion or being unseated.	High	Minor	High	1. DMC must give clear instructions and check they are understood 2. Even pressure must be applied to the turning bar on both sides to ensure safe operation, with due regard to the issues with working in soft mud. 3. Teamwork is essential 4. Hands must be kept clear of the centre boss.	Individuals	High	Insignificant	Medium	
Keeping records of maintained moorings.	Low	Minor	Medium	1. Record those in attendance at the beginning and end of the activity. 2. Record details of work undertaken and any faults that could not be fixed in the session.	DMC	Low	Insignificant	Medium	
Lack of understanding of task and risks	High	Moderate	High	1. Operations and procedures explained by the DMC (Duty Mooring Coordinator) in POWSA prior to commencing work 2. DMC to check all crew are aware of PPE requirement 3. DMC to place members in working groups with a team leader	DMC	Low	Moderate	High	
Weather	Low	Minor	Medium	1. Do not start if weather unsuitable 2. Stop when conditions are unsuitable and unsafe to continue work	DMC	Very Low	Minor	Medium	
Loading ground chain, risers and tools leading to physical injury	High	Moderate	High	1. Sufficient personnel to minimise individual effort 2. Use wheelbarrows or trolley for transport along pontoon where practicable. 3. Correct lifting methods to avoid strains and injuries. 4. Correct positioning of the barge to enable easy loading 5. Use the winch for loading 6. Correct PPE, steel toe cap shoes or boots and gloves	Individuals	Low	Moderate	High	
Lifting & working with risers									
Straining lifting riser and ground chain to inspect bottom shackles, for correcting faults or replacing shackles.	High	Moderate	High	1. Wait for tide to fully drop. 2. Following retrieval of the buoy and pennant line, the team of 2 inspect the riser, shackle and head of ground screw to determine condition. If any item is defective then replacement is undertaken using hand tools. 3. Individuals to be attentive at all times and prepared to call Stop 4. Younger club members to assist older members 5. Correct PPE, buoyancy aid, gloves, waders or wetsuit with wetsuit boots. 6. POWSA to ensure all are aware of hazards, safe working practice and rescue plan see below	Individuals	Low	Moderate	High	
Cuts and grazes working with chain, shackles and seizing wire	Low	Moderate	Medium	1. Use correct tools, i.e. cutters, pliers 2. Individuals to be attentive at all times and prepared to call Stop 3. Correct PPE, as above.	Individuals	Low	Minor	Medium	
Loading & laying ground chain									
Slips, strains & injuries from loading or unloading ground chain and anchor into dinghys.	High	Moderate	High	1. DMC must give clear instructions and check they are understood 2. Crew must follow these instructions 3. Correct positioning of the dinghys to enable easy loading 4. Teamwork and correct lifting procedures 5. Individuals to be attentive at all times and prepared to call Stop 6. Correct PPE as above	Individuals	Low	Moderate	High	
Other Issues									
Bad weather	Low	Minor	Medium	1. Do not start if the weather is unsuitable 2. Stop and return to club when conditions are unsuitable and unsafe to continue working	DMC	Very Low	Insignificant	Medium	
Diminishing daylight	Low	Minor	Medium	1. Ensure work is finished in adequate time 2. List work items not completed for future attention	DMC	Low	Insignificant	Medium	
Being cold and hungry - general well being	Moderate	Moderate	High	1. All should be adequately clothed 2. Sufficient food and warm drink is taken for time on the water. 3. If any member needs to return to the club for whatever reason, then this can be facilitated if practicable 4. Crew to lookout for other members wellbeing	All	Low	Insignificant	Medium	
Fuel Spills	Moderate	Moderate	High	1. Owners to ensure careful refuelling to minimise the potential for fuel spillage.		Very Low	Insignificant	Medium	
Potential for dinghys colliding with objects or people	Moderate	Moderate	High	1. DMC must give clear instructions and check they are understood 2. Keep arms and legs clear to prevent crush injuries or entrapment	All	Very Low	Insignificant	Medium	
Personnel Safety			#N/A						#N/A
Serious injury	Moderate	Major	High	1. Safely recover injured person if possible. 2. Immediately contact emergency services Tel 999 'Coast Guard' Harbour control Tel 01202 440230 VHF-- PHC on channel 14, Coast guard channel 16. 3. Undertake all practical measures to rescue casualty and or safeguard the individual until emergency services arrive. 4. All members must be wearing buoyancy aids/life jackets and Individuals experienced with operating on water/ boat ownership. 5. Safe access to pontoon landing – other than LSC Parkstone Yacht Club- main pontoon -- 01202 743610 Salterns Marina - 01202 709971 6. Application of mitigations elsewhere in this assessment reduces the likelihood of this hazard	All	Low	Major	High	

Getting Stuck in Mud	High	Moderate		1. POWSA to ensure all are aware of hazards, safe working practice and rescue plans 2. Take tender to cruiser & wait for low tide 3. Wellington Boots give a larger surface area although wetsuit boots often preferred. 4. Using tender, for support and to pull up. 5. Walk around west side of Lagoon and down the east side of channel, reasonably firm 6. Use a stick or pole to assist walking 7. Other club members to assist	All	Low	Moderate	
Individuals falling into water	Moderate	Minor		1. Individuals experienced in transferring to/from tender. 2. Individuals experienced with working on barge 3. All individuals wearing buoyancy aids 4. Members advised to work in pairs "BUDDY SYSTEM"	All	Low	Minor	
Cuts & grazes working with seizing wire	Low	Moderate		1. Wear protective gloves 2. Use correct tools, i.e. Pliers, Cutters	All	Very Low	Moderate	

Review History	Date	Team
Original – Revision 1	30-Sep-02	J. Pangbourne, J. Carr, R. Oppenshaw
Revision 1	06-Sep-05	J. Pangbourne, J. Carr, R. Oppenshaw
Revision 2	31-Oct-16	B. Morse, J. Pangbourne
Revision 3	30-Apr-18	B. Morse, J. Pangbourne
Review	09-Apr-21	I. Lawrence

Lilliput Sailing Club Risk Assessment: - Kitchen

Evaluated Risk				After Mitigation Applied					
Hazard	Probability	Impact	Evaluated Risk	Controls / Barriers	Action By	Probability	Impact	Evaluated Risk	
Hazards									
Fire Risk (grease, open flames, electrical faults, deep fat fryers)	Moderate	Major		1. Fire extinguishers mounted on the wall just outside the kitchen area 2. Fire blanket wall mounted in the serving area 3. Smoke and CO detector ceiling mounted in the kitchen 4. Regular PAT testing of all electrical items. 5. Fire evacuation plan via main staircase or balcony	Members	Low	Major		
Manual handling	Low	Minor		1. Kitchen staff shouldn't need to lift anything heavy with the food we prepare at the club. 2. Use the trolley if required. 3. Kitchen staff must request assistance for any heavy lifting.	Members	Very Low	Insignificant		
Slips, Trips & Falls (wet floors, clutter)	Low	Minor		1. Non slip flooring in kitchen and serving areas, 2. Kitchen and serving area must be clean and tidy before and after use.	Members	Very Low	Minor		
Chemical Hazards (cleaning agents)	Low	Moderate		1. All chemicals must retain their proper labelling. 2. No hazardous chemicals to be stored in the kitchen area. 3. COSHH compliance must be maintained.	Members	Low	Minor		
Food Safety Hazards (cross-contamination, spoiled food)	Moderate	Minor		1. Relevant staff trained in food hygiene. 2. Kitchen is inspected by the council to ensure compliance with regulations (currently 5*, the highest rating) 3. Minimum storage of prepared food or foodstuffs that may spoil. 4. Kitchen supervisor must be informed of any foodstuffs that may spoil at end of kitchen duty.	Kitchen Supervisor / Members	Low	Minor		
Personnel Safety									
Knife injuries	Low	Moderate		1. All kitchen utensils are properly stored 2. The food we prepare doesn't include foodstuffs that require much cutting.	Kitchen Staff	Very Low	Moderate		
Burns & Scalds (hot oil, steam, surfaces)	Low	Moderate		1. Ensure all kitchen staff are aware of the hot surfaces (hob, oven, deep fat fryers and microwave contents) 2. PPE - oven gloves are provided and must be used when in contact with hot surfaces. 3. First Aid Kit in the kitchen contains Burn Gel.	Kitchen Staff	Low	Minor		
OTHER ISSUES									
			#N/A					#N/A	

Original – Revision 1	14-Jun-25	I. Lawrence, P. Evans
-----------------------	-----------	-----------------------

Lilliput Sailing Club Risk Assessment: - Launch Operations

Evaluated Risk				After Mitigation Applied					
Hazard	Probability	Impact	Evaluated Risk	Controls / Barriers	Action By	Probability	Impact	Evaluated Risk	
Hazards									
Launch filling with water when tied to pontoon	Low	Major		1. Automatic electric bilge pump controlled by flotation switch. 2. Regular checks by members and before use. 3. Manual bilge pump and bucket for bailing as back-up.	Members	Very Low	Major		
Diesel spills when filling fuel tank	High	Moderate		1. Check sufficient fuel for planned operations before use. 2. Only fill the tank when the launch is alongside the pontoon. 3. Oil spill kit/cloths to soak up spillage available	Launch users	Moderate	Minor		
Diesel spills when filling fuel containers at Salterns	Moderate	Minor		1. Fuel Cans to be stood in drip trays. (Kept in forward locker)	Launch users	Moderate	Insignificant		
Ropes or lines caught around the propeller	Low	Major		1. Helmsman to take care and other crew to keep a good look out when close to moorings. 2. Ladder available if it is possible to enter water to remove rope. 3. Call out second vessel to recover back to pontoon	Launch users	Low	Moderate		
Engine failure, launch drifting	Low	Major		1. Call second vessel for recovery. 2. Tie up to LSC cruiser or LSC mooring. 3. Deploy anchor and wait for assistance.	Launch users	Low	Minor		
Difficulty contacting others in an emergency	Low	Major		1. Mobile phones commonly carried on launches 2. Flares available for use 3. Carry a portable VHF radio for extended launch operations	Launch users	Very Low	Moderate		
Launch coming adrift when moored at pontoon	Very Low	Moderate		1. Always ensure that lines are secure and two springs are attached.	Members	Very Low	Insignificant		
Personnel Safety									
Injury from starting handle when starting	Low	Minor		Members experienced in starting.	Launch users	Low	Minor		
Injury when straining to turn a cold diesel engine	Moderate	Moderate		1. Launches now have electric start 2. Two members on launches at all times can take turns on the starting handle	Launch users	Low	Minor		
Falling and/or tripping when launch underway	Moderate	Minor		1. Be familiar with the trip hazards in the launch. 2. The helmsman to control the launch speed with consideration for the sea state.	Launch users	Low	Minor		
Damage to the rudder in shallow water when turning to moor at the pontoon	Moderate	Moderate		1. Make use of the dredged turning circle. 2. If the tide is ebbing and there is the possibility of insufficient water go alongside the pontoon bow first and turn the launch using the warps to be ready for next use. 3. Use very low speed in shallow water to minimise possible damage	Launch users	Low	Minor		
Occupants of the launches falling into the water	Low	Moderate		1. All launch users to wear a buoyancy aid / personal flotation device. Life buoy onboard.	Launch users	Low	Minor		
Difficulty getting back onboard after falling in	Low	Moderate		1. Boarding ladder on the launches that can be deployed to enable climbing back into launch.	Launch users	Low	Minor		
Being wet and cold after falling in and a risk of hypothermia	Low	Major		1. Survival bag carried in the emergency kit kept in the forward locker. 2. Be familiar with Rescue Plans to minimise rescue time	Launch users	Low	Moderate		
			#N/A					#N/A	
OTHER ISSUES									
			#N/A					#N/A	

Original – Revision 1	18-Oct-24	J. Pangbourne, N. Kriek
Review	09-Apr-21	I. Lawrence
Review	01-Aug-25	I. Lawrence, P. Evans

Lilliput Sailing Club Risk Assessment: - Lifting Operations

Evaluated Risk				After Mitigation Applied					
Hazard	Probability	Impact	Evaluated Risk	Controls / Barriers	Action By	Probability	Impact	Evaluated Risk	
Load falls to ground									
Slippage of strops from under load.	Moderate	Major		1. Position/security of strops visually checked by LM and if necessary adjusted as load taken for each lift. 2. Strops tied together if any risk of slipping.	LM	Low	Major		
Sudden failure of loose lifting tackle, i.e. chain slings, spreader frame, fabric strops.	Low	Major		1. Crane supplier to provide equipment ordered in sound condition and with current test/examination certificates. 2. LM or other Officer to check examination certificates the day before lifting. 3. LM and work team to observe strops for possible damage during operations.	LM Crane Operator	Very Low	Severe		
Sudden failure of part of crane. e.g. hoist rope, jib, etc.	Low	Major		1. Supplier to provide crane in safe and sound condition, free from known or foreseeable defects, and appropriately certified.	Crane Operator	Very Low	Severe		
Contact with overhead wires etc.	Very Low	Major		1. No wires, trees, or other obstructions across lifting site. Only overhead wire is near gate where crane is in road configuration. 2. Tag line handlers can minimise the impact of any contact with overhanging trees.	LM Crane Operator	Very Low	Moderate		
Crane Overturns									
Load v radius parameters exceeded.	Moderate	Major		1. Crane selected has ample capacity if used correctly. 2. Outriggers always used when lifting and lowering. 3. LM to assess overall safety of load v radius for each lift in liaison with the crane driver. 4. Only LM directs the crane operations, using standard hand signals to driver. 5. Crane driver will use ASLI and stop the lift if in danger.	Crane Operator	Very Low	Major		
Ground gives way under crane wheels or outrigger feet.	Moderate	Major		1. Ground is known to support crane without cause for concern. Underground voids very unlikely. 2. Outrigger feet put on load-spreading pads where necessary.	Crane Operator	Very Low	Major		
Inclined or uneven ground.	Low	Moderate		1. All lifting and lowering done with crane jacked level. 2. A slight slope exists at the top of the slipway but the cane is only setting up when travelling over the slope.	Crane Operator	Very Low	Major		
Personnel Safety									
General site and operations safety	Low	Minor		1. LM and Crane Driver to carry out POWSA prior to commencing lifting operations. 2. Persons involved in controlling lifts briefed on POWSA, RA, hazards and clearly understand their roles. 3. LM and Crane Driver not to be distracted during lifts unless safety critical. 4. Clear line of site between LM and Crane Driver to be maintained throughout lifts.	LM / Members	Very Low	Insignificant		
Struck by falling load, crane etc.	Low	Severe		1. Crane safety issues above address this major risk. 2. Measures below minimise injury potential further.	LM / Members	Very Low	Severe		
Struck by falling object, swinging load etc.	Low	Moderate		1. Only persons needed to control lift to be in vicinity of crane. 2. All persons in the yard must wear hard hats. 3. Tag lines used to control swing of load during movement.	LM / Members	Very Low	Major		
Trapped between boat and its stand or between boats.	Moderate	Major		1. LM to ensure all crew in safe places before signalling moves by crane. 2. Members briefed in POWSA to avoid being in "line of fire"	LM / Members	Very Low	Major		
Slips, trips and falls.	Moderate	Minor		1. LM to check and clear site of tripping hazards prior to lifts commencing, and maintain it so far as practicable. 2. Use the club ladders provided to access boats to attach lifting strops	LM / Members	Very Low	Moderate		
Falling from suspended boat.	Low	Major		1. No one allowed on boats when lifted. LM ensures adherence.	LM	Very Low	Major		
Manual handling injury e.g. moving blocks, stands, outrigger pads	Moderate	Minor		1. Sufficient personnel to minimise individual effort. 2. Wheel barrows/trolleys available for across-site moves.	Members	Moderate	Minor		
Other Issues									
Unsuitable weather increasing risk. E.g. strong wind, poor visibility, thunderstorms.	Low	Moderate		1. LM and crane driver have authority to suspend operations if risk rises significantly. 2. Weather forecast to be checked for possible issues 3. Wind speed to be monitored using gauge to ensure crane stays within safe operating limits.	LM	Low	Minor		

Review History	Date	Team
Original – Revision 1	30-Sep-02	C. Cole, R. Openshaw, T. Barnes, R Brackstone, J. Pangbourne
Review	06-Sep-05	C. Cole, R. Openshaw, T. Barnes, R Brackstone, J. Pangbourne
Review	09-Apr-09	R. Openshaw, C. Stewart, R. Brackstone
Review to Revision 2	28-Jan-13	C. Stewart, R. Brackstone, I. Wall, J. Pangbourne
Review	10-Mar-18	C. Stewart, I. Wall, K. Hardy, N. Kriek, C. Head
Review	09-Apr-21	I. Lawrence
Review to Revision 3	18-Oct-24	I. Lawrence

Lilliput Sailing Club Risk Assessment: - Mast Derrick

Evaluated Risk				After Mitigation Applied					
Hazard	Probability	Impact	Evaluated Risk	Controls / Barriers	Action By	Probability	Impact	Evaluated Risk	
Equipment									
All lifting equipment must have a clearly marked SWL or Working Load Limit (WLL), specifying the maximum load the equipment can handle safely	Moderate	Major		1. Never exceed the SWL of any lifting equipment. 2. Lifting equipment must be thoroughly examined by a competent person every 12 months 3. Records of all examinations must be kept. At least one of every mast lift team must have prior experience and competency	Committee	Low	Major		
Lifting strop detaches or slips under load.	Moderate	Major		1. Position/security of strop visually checked by cruiser captain and if necessary adjusted prior to lift.	Cruiser captain	Low	Major		
Sudden equipment failure, i.e. Crane tower, boom, lift cable, slew cables and guy lines.	Low	Major		1. Mast derrick and barge to be thoroughly inspected prior to deployment on harbour wall. 2. Mast derrick and barge to be visually inspected and free from known or foreseeable defects prior to working.	Barge crew	Very Low	Major		
Contact with overhead wires, trees etc.	Moderate	Moderate		1. No wires, trees, or other obstructions across lifting site against harbour wall. 2 Yacht rigging poses a risk and requires careful manipulation of jib to prevent entanglement	All	Very Low	Minor		
Barge or boat mooring shift during lifting operation	Low	Major		1. Mast derrick barge mooring and boat mooring to it checked as secure prior to commencing lifting operations.	All	Very Low	Major		
Crane collapse or failure									
Load v radius parameters exceeded.	Low	Major		1. Crane has ample capacity to lift masts of any club boat if used correctly. 2. Boats should be positioned carefully using mooring and spring lines to ensure good and secure alignment with the boom. 3. Accurate alignment of the boom using spring lines minimises the need to slew the crane during lifting operation.	All	Very Low	Minor		
Crane tower movement	Low	Major		1. Crane guy line security checked by mast barge crew prior to lifting operations and again following any adjustment.	Barge crew	Very Low	Major		
Personnel Safety									
General safety	Low	Minor		1. Mast barge crew to carry out POWSA prior to commencing lifting operations. 2. Persons involved in the mast lifts briefed on POWSA, RA, hazards and clearly understand their roles. 3. PPE - Hand protection and non-slip footwear should be used by Mast Barge crew.	All	Very Low	Insignificant		
Struck by falling load, crane etc.	Low	Severe		1. Crane safety issues above address this risk. 2. Measures below minimise injury potential further.		Very Low	Severe		
Struck by falling object, swinging load etc.	Low	Severe		1. Mast barge crew (2 persons) plus cruiser captain and crew should be able to comfortably control the lift 2. Cruiser captain must ensure any items attached to the mast are secure and cannot fall. 3. Tag lines can control mast swing during movement.	Cruiser captain	Very Low	Major		
New / inexperience boat captains and crew	High	Moderate		1. Mast derrick barge has an experience crew (2 persons) to guide inexperienced people. 2 at least one barge member must be experienced to allow operations to commence	Cruiser captain	High	Minor		
Slips, trips and falls.	Moderate	Moderate		1. Both the mast barge and boats can be slippery when wet. Appropriate footwear must be worn. 2. Crews should be aware of potential slip/trip type injuries while controlling unsecured masts	All	Low	Moderate		
Manual handling injury	Moderate	Moderate		1. Sufficient personnel to minimise individual effort. 2. Crews should be aware of potential sprain/strain type injuries controlling unsecured masts	All	Moderate	Minor		
Other Issues									
Unsuitable weather increasing risk. E.g. strong wind, tide, thunderstorms.	Moderate	Moderate		1. Mast barge crew have authority to suspend operations if risk rises significantly. 2. Weather forecast to be checked for possible issues 3. Mast lifts should be suspended in conditions where wind gusts exceed 25kts.	Barge crew	Low	Minor		
Unauthorised access to the mast derrick barge, possible vandalism and potential harm to trespassers.	Low	Moderate		1. The mast derrick barge is difficult to access unless by water due to tides and the condition of the harbour wall. 2. Warning sign to alert trespassers that accessing the equipment is not allowed and potentially dangerous. 3. Boom is secured using 3 points of safety (lifting cable, securing tie and additional chain) to minimise potential unsafe condition prior to leaving the mast derrick barge. 4. CCTV preset 11 allows remote monitoring of the barge.		Low	Minor		

Review History	Date	Team
Original – Revision 1	18-Oct-24	I. Lawrence
Review		

Lilliput Sailing Club Risk Assessment: - Outside Mooring Maintenance

Evaluated Risk				After Mitigation Applied					
Hazard	Probability	Impact	Evaluated Risk	Controls / Barriers	Action By	Probability	Impact	Evaluated Risk	
Preparation									
Cutting chain for risers, use of angle grinder causing sparks	High	Moderate		1. Carrying out this task in an appropriate area 2. PPE - wear gloves, eye protection, hearing protection and overalls for this task	DMC	Moderate	Minor		
First timers unsure of activities & reminders for others	High	Moderate		1. Operations and procedures explained by the DMC (Duty Mooring Coordinator) in POWSA prior to commencing work 2. DMC to check all crew are aware of PPE requirement	DMC	Low	Moderate		
Loading ground chain, risers and tools onto mooring barge leading to physical injury	High	Moderate		1. Sufficient personnel to minimise individual effort 2. Use wheelbarrows or trolley for transport along pontoon where practicable. 3. Correct lifting methods to avoid strains and injuries. 4. Correct PPE, steel toe cap shoes or boots and gloves	Individuals	Low	Moderate		
Personnel Safety									
Anchors, mooring chain and risers are heavy requiring a powered winch. There is a potential for these to jam and snag, when inconsidered actions may result in crush, trip, entrapment or manual handling injuries.	Very High	Major		1. POWSA to ensure all are aware of hazards, safe working practice and rescue plans 2. DMC must give clear instructions and check they are understood 3. DMC to check all crew are aware of PPE requirement 4. Keep the work area as clear as practicable to minimise trip hazards 5. Use the winch and tools not hands in the event of jams or snags 6. Anybody can shout "Stop" in the event of any safety issue 7. The majority of the crew will have undertaken this task previously and gained competency. Only 1 without experience per crew 8. Teamwork is essential	All	Low	Moderate		
Winch operation can cause crush or entrapment injuries	High	Moderate		1. Winch operator must fully understand the full use of all controls 2. DMC or designated crew must give clear instructions prior to winching 3. Winch operator must be attentive at all times and prepared to stop operations immediately	DMC & winch operator	Low	Minor		
Lifting & working with risers									
Strains & injuries when moving riser chain on barge for connecting to winch.	High	Moderate		1. Following retrieval of the buoy and pennant line, this is carefully moved to the stern chute. 2. Line located on chute and connected to winch, avoiding all strains. 3. Individuals to be attentive at all times and prepared to call Stop 4. Correct PPE, buoyancy aid, gloves, steel toe cap shoes or boots	Individuals	Low	Minor		
Cuts and grazes working with chain, shackles and seizing wire	High	Minor		1. Use correct tools, i.e. cutters, pliers 2. Individuals to be attentive at all times and prepared to call Stop 3. Correct PPE, steel toe cap shoes or boots and gloves	Individuals	Moderate	Insignificant		
Loading & laying ground chain									
Slips, strains & injuries from loading ground chain and anchor onto mooring barge	High	Moderate		1. Correct positioning of the barge to enable easy loading 2. Use the winch for loading 3. Teamwork and correct lifting procedures 4. Individuals to be attentive at all times and prepared to call Stop 5. Correct PPE, steel toe cap shoes or boots and gloves	Individuals	Low	Moderate		
Injury when manhandling anchor and chain onto and over the chute	High	Moderate		1. DMC must give clear instructions and check they are understood 2. Crew must follow these instructions 3. Careful manoeuvring of chain and anchor - teamwork. 4. Use of anchor snubber 5. Individuals to be attentive at all times and prepared to call Stop 6 Correct PPE, steel toe cap shoes or boots and gloves	All	Low	Moderate		
Chance of being injured when bringing in and paying out ground chain and anchors. Potential for winch chain to snap.	High	Major		1. Barge & winch moves slowly under control & under direction of DMC 2. Mooring team must keep clear of chains and ropes 3. Follow instructions of DMC 4. Individuals to be attentive at all times and prepared to call Stop 5. Winch chain condition to be checked prior to operations 5. Correct PPE, steel toe cap shoes or boots and gloves	All	Low	Major		
Other Issues									
Serious injury or man overboard	Moderate	Major		1. Safely recover MOB if possible. 2. Immediately contact emergency services Tel 999 'Coast Guard' Harbour control Tel 01202 440230 VHF-- PHC on channel 14, Coast guard channel 16. 3. Undertake all practical measures to rescue casualty and or safeguard the individual until emergency services arrive. 4. All members must be wearing buoyancy aids/life jackets and Individuals experienced with operating on water/ boat ownership / working on barge. 5. Safe access to pontoon landing – other than LSC Parkstone Yacht Club- main pontoon -- 01202 743610 Salterns Marina - 01202 709971 6. Application of mitigations elsewhere in this assessment reduces the likelihood of this hazard	All	Moderate	Minor		
Bad weather	Moderate	Moderate		1. Do not start if the weather is unsuitable 2. Stop and return to club when conditions are unsuitable and unsafe to continue working	DMC	Very Low	Insignificant		
Diminishing daylight	Low	Minor		1. Ensure work is finished in adequate time 2. List work items not completed for future attention	DMC	Low	Insignificant		

Being cold and hungry- general well being	Moderate	Moderate		1. All should be adequately clothed 2. Sufficient food and warm drink is taken for time on the water. 3. If any member needs to return to the club for whatever reason, then this can be facilitated if practicable 4. Crew to lookout for other members wellbeing	All	Low	Insignificant	
Coronavirus (COVID-19) pandemic	Very Low	Insignificant		1. This is no longer a consideration		Very Low	Insignificant	
Launch or Barge colliding with object	Moderate	Moderate		1. DMC must give clear instructions and check they are understood 2. Launch helmsman must keep a good and attentive lookout fore and aft at all times and proceed very slowly when close to obstacles.	All	Very Low	Insignificant	

Review History	Date	Team
Original – Revision 1	23-Sep-09	J. Pangbourne, Rob Brackstone
Review	01-Apr-18	T. Holder
Review - Revision 2	15-Oct-20	T. Holder I Lawrence
Review	09-Nov-22	T. Holder I Lawrence
Revision 3	30-Oct-23	T. Holder I Lawrence
Review	01-Nov-24	T. Holder
Revision 4	23-Nov-24	T. Holder I. Lawrence K. Kennedy

Lilliput Sailing Club Risk Assessment: - Racing

Evaluated Risk				After Mitigation Applied						
Hazard	Probability	Impact	Evaluated Risk	Controls / Barriers	Action By	Probability	Impact	Evaluated Risk		
Planning										
1.1 Use of Tidal Prediction Information	Low	Minor		Time events to suit tidal range and streams.		Low	Insignificant			
1.2 Limit competitor numbers	Low	Minor		Match entry numbers to resources.		Low	Insignificant			
1.3 Planning of Starting Sequence	Low	Minor		Separate classes and avoid risk of collision (for larger events)		Low	Insignificant			
1.4 Advance Briefing of Race Management	Moderate	Minor		Brief race officers and assistants at start of season, Provide club sailing instructions		Low	Minor			
1.5 Advance Safety Briefing with Authorities	Moderate	Minor		Liaise with Poole Yachting Association, other clubs & Poole VTS (harbour authorities)		Low	Minor			
1.6 Shipping Movement Monitoring	Moderate	Minor		Check details of relevant shipping movements & monitoring Poole VTS (Harbour control) radio traffic (VHF Ch14)		Low	Insignificant			
1.7 Weather monitoring.	Moderate	Minor		Use up-to-date weather forecast and Live weather data (Parkstone start online weather monitor) before proceeding with planned race		Low	Insignificant			
1.8 Race management training & manning	Moderate	Minor		Ensure adequate competent personnel for race management, including support Boat driver training		Low	Insignificant			
1.9 Emergency /Contingency Procedures	Low	Moderate		Establishment of action plan for emergencies, including written instructions in RO box and on Console of Support Boats		Low	Minor			
1.10 Race Management Team Welfare	Very Low	Minor		Ensure race management volunteers are equipped for the event.		Very Low	Insignificant			
Communications										
2.1 Notice of Race.	Low	Minor		Specify conditions and safety requirements to competitors.		Low	Insignificant			
2.2 Sailing Instructions/Amendments.	Low	Minor		Provide instructions to competitors including specifying governing rules and amendments, compliance with Harbour Bylaws & Collision Regulations etc. Issue of amendments to sailing instructions Provide instructions to competitors including specifying governing rules		Low	Minor			
2.3 Safety Briefing.	Low	Minor		Safety briefing to competitors.		Low	Minor			
2.4 Competitors' Shore Contact.	Low	Minor		For Open meetings, record details of all crew members on board.		Low	Minor			
2.5 Shore Signals.	Low	Minor		Shore signals are impractical and not used for dinghy racing except when Lagoon racing where they might be used.		Very Low	Insignificant			
2.6 VHF Radio Announcements.	Very Low	Minor		Designated VHF channel for announcements.		Very Low	Minor			
2.7 Communication with Authorities.	Very Low	Moderate		Port, Harbour Control. VHF CH14		Very Low	Minor			
2.8 Communication with emergency services	Low	Major		In accordance with the "Small Craft Emergency Protocol" published by Poole Harbour Commissioners.		Low	Moderate			
2.9 Mobile Telephones and VHF	Low	Minor		The RO is instructed by the PHC to communicate with Poole Harbour control Prior to the start of each and every race to provide the key information they require using the club mobile phone. When on the water the RO and his team must have VHF communication with Poole Harbour Control and the Support Boats The Club channel should be set to Low power. The RO is expected to be the primary contact for Poole Harbour Control and the Coastguard if required. Only in extreme situations would a support boat need to do this directly. It is a legal requirement that there must be at least one person on Little Holly and in each Support boat with a VHF licence. Any dinghy or cruiser using VHF must adhere to the same legal requirements		Low	Minor			
2.10 International Collisions Regulations	Low	Moderate		For right of way between racing and non-racing traffic.		Low	Minor			
Control measures before start										
3.1 Safety inspections.	Low	Moderate		All Support boat crews must fully check all on-board safety equipment, including checklists for equipment and the key functions of the boat before and during launching the Support Boats. Support boats must not leave the hard until the crew is satisfied all these checks are complete. The club has training videos on this safety aspect and checklists attached to each kit bottle and boat.		Low	Minor			
3.2 Marshalling and Support Boats	Low	Minor		Support boat craft for traffic control during starts and at finish as directed by the RO.		Low	Minor			
3.3 Postponement/suspension of Starts	Low	Moderate		In the event of commercial or other traffic movements potentially affecting safe racing the RO reserves the right to adjust starts to minimise any potential traffic conflict.		Low	Minor			
3.4 Length of Starting Line	Low	Minor		Matched to competitor no's as per RYA recommendations.		Low	Minor			
3.5 Avoiding Ferry/Commercial Traffic	Low	Major		Dinghy Racing does not take place in the vicinity of the chain ferry, Cross channel ferry movements checked with PHC prior to start. RO and ARO will have radios so that VHF 14 Poole Harbour Control) and the club channel will be constantly monitored to give live situational awareness		Low	Minor			
3.6 Competitors Sign Out/ Sign In	Low	Minor		Record of vessels and competitors taken by RO information communicated to support boats		Low	Minor			
Additional control measures after start during race										
4.1 Abandonment.	Low	Moderate		In the event of adverse weather or other factors. The RO will make a decision if Abandonment is required and communicate the decision	RO	Low	Minor			
4.2 Shortening course.	Moderate	Minor		In the event of lack of wind or other factors. The RO may decide to shorten a course this will need to be communicated to all competitors'	RO	Moderate	Insignificant			
4.3 Race Observers.	Low	Minor		ROs assistants to monitor progress of racing vessels and to help monitor CH14 Poole Harbour Control and Club VHF channel	RO	Low	Minor			
4.4 Support Boats	Low	Minor		Support Boats to patrol race area and watch for potential problems maintaining VHF contact with the RO		Low	Minor			

4.5 Monitoring of wind/sea conditions	Moderate	Major		Pre-race observation using PHC and other local sailing clubs live Data RO makes decision about viability of racing communicates to competitors' pre race via WhatsApp. When conditions are marginal all competitors' may proceed to rig ready to race. However no one must launch until RO is happy racing is on and has carried out a briefing to all competitors'. If conditions fall outside safe limits (under 22 knots gusts) during racing RO will decide if racing must be abandoned and communicate this to all taking part. Individual crews may retire at any point.		Low	Minor	
Additional control measures at finish								
5.1 Finish Line Length	Low	Minor		Matched to number/size of competing boats.		Low	Insignificant	
5.2 Retirement monitoring.	Low	Moderate		Reporting by dinghies retiring monitoring of retirements by By both RO and Support boat(s)		Low	Minor	
5.3 Support Boat Deployment	Low	Minor		Support boat to remain in finish area until RO satisfied all vessels accounted for observing all participants until instructed by RO by VHF		Low	Minor	
5.4 Post-race check by Race Officer	Low	Moderate		The Race Officer will check that all boats on the Competitors Sheet are ashore, or otherwise accounted for.		Low	Minor	
Special control measures								
6.1 Harbour procedures for race officers	Moderate	Minor		Poole VTS Harbour control need to be advised of any races prior to the event by the RO using the provided club mobile phone additional consultation with Poole VTS (Harbour control) may be required for any "special courses" e.g. Round the islands.		Low	Minor	
6.2 Slipway clearance	High	Minor		Regular weed/algae removal to reduce risk of slipping		Moderate	Minor	
6.3 Support boat handling training	Moderate	Moderate		Drivers of the Support Boats must hold an appropriate qualification to drive a power boat. This is usually RYA Powerboat Level 2, and the club provide subsidised training to ensure this. Annual refresher training is offered to race support teams to promote best practices in supporting dinghy racing and assisting dinghy sailors requiring assistance during a race.		Low	Minor	
6.4 Support boat selection and management	Moderate	Moderate		Appropriate boat selection for likely conditions and usage, with additional second boat as backup. Training of crew and practice sessions. Training of crew and practice sessions. Support boats are rated to carry a minimum of 3 crew in Category 'C' conditions (See UKCA / CE definitions https://en.wikipedia.org/wiki/Recreational_Craft_Directive). Guidance to Race Officers emphasises safe loading		Low	Minor	
Collisions								
7.1 Racing boat with racing boat	Moderate	Minor		ISAF Racing Rules, IRPCS		Moderate	Minor	
7.2 Racing boat with pleasure boat	Low	Minor		IRPCS, course selection		Low	Minor	
7.2 Racing boat with commercial vessel	Low	Major		IRPCS, Support boat deployment(s); PYA/PHC Code of conduct		Very Low	Major	
Grounding								
8.1 Racing boat aground	Moderate	Minor		Course selection relevant to tidal state		Low	Minor	
Capsize/Sinking								
9.1 Single capsize	Moderate	Minor		Support boat deployment(s)		Moderate	Minor	
9.1 Multiple capsize	Low	Moderate		Support boat deployment(s) where the number of capsizes exceeds the number of support boats Support boats need to quickly establish those with the greater need and proceed on that basis		Low	Minor	
9.1 Sinking Dinghy	Low	Moderate		Support boat deployment(s)		Low	Minor	
Sinking cruiser	Very Low	Major		Personal buoyancy; Safety equipment carried; on board.VHF /Mobile phone; communication, other competitors		Very Low	Moderate	
Support Boat capsize/inundation/incapacitation	Very Low	Major		Driver and crew training, patrol boat selection appropriate for conditions (CE/UKCA recreational boat Category C), support boat loading with operational limits with safety margin, second support boat as backup, proximity of shore/moorings and external help, communications via VHF		Very Low	Moderate	
Boat damage								
Rig/equipment failure	Low	Minor		Support boat deployment(s) If the situation is beyond local intervention the RO will contact Poole VTS or Coastguard as appropriate		Low	Minor	
Personnel Safety								
Minor injury	Moderate	Minor		Support boat first aid kit(s)/competitors first aid kit		Moderate	Insignificant	
Injury requiring emergency services	Very Low	Major		In Most cases the RO will manage the situation and may decided to use Mayday or Contact Poole Harbour Control for support if a Support boat is to handle the initial incident The RO will direct the Casualty to be taken to an agreed emergency pick up point, usually Parkstone Yacht Club. The RO will liaise with blue light services. where the situation or injury is an immediate threat to life The Support boat must action a May day call		Very Low	Moderate	
Other Hazards								
High winds or other severe weather	Moderate	Moderate		RO makes the decision how to manage the situation Support boat(s) deployment will support the decision.		Moderate	Minor	

Review History	Date	Team
New version created 01/10/2035	01-Oct-25	A.Bethel, I. Lawrence, P.Evans

Evaluated Risk				After Mitigation Applied					
Hazard	Probability	Impact	Evaluated Risk	Controls / Barriers	Action By	Probability	Impact	Evaluated Risk	
Hazards									
Gate lock mechanism and retaining pins has the potential to trap fingers and cause minor injuries.	Low	Minor		1. Members are aware of the issue and take suitable care	Members	Low	Minor		
Trailer for safety boat protruding into fire exit route. Could cause bruising injury if person collides with it.	Low	Major		1. Marked with a warning cone when necessary 2. Members should be aware fire exit routes must be kept clear at all times	Members	Very Low	Major		
Hoses not coiled neatly causing a trip hazard	Low	Minor		1. Hoses to be kept coiled near taps or in the workshop.	Members	Very Low	Minor		
Slipping on slipway due to mud and seaweed	High	Moderate		1. Part of regular (weekly) yard cleaning to maintain in a clean state 2. The club has a high pressure washer to remove weed.	Yard supervisor / Members	Moderate	Minor		
Electric Extension Cables left on the ground running from electric boxes to cruisers could be a trip hazard.	Moderate	Minor		1. Members know that they exist and exercise care when walking between cruisers needing to watch the ground to avoid blocks and cradles. 2. Cables must be coiled back to cruisers at the end of the day.	Members	Low	Minor		
Blocks, mooring gear and cradles causing a trip hazard	Moderate	Minor		1. These are generally within the outline of the yacht so individuals are forced to keep clear. 2. Club members should be reminded periodically of the importance of good housekeeping	Members	Low	Minor		
Boats placed too close together. Difficult to walk between and to work on some cruisers.	Moderate	Minor		1. Lift Masters try to give cruisers a reasonable separation between craft.	LM	Low	Minor		
Fire In Cruiser Storage Area	Low	Severe		1. Most cruisers are equipped with fire extinguishers. 2. There is a club fire extinguisher outside in a cabinet by the workshop. 3. Those undertaking hot work on vessels allow sufficient fire watch time post work to ensure all is cold and safe before leaving 4. Ensure all electrical systems are left safe or disconnected at the end of the activity 5 Any resin work is done early enough in the work period to ensure no excessive exothermic reaction occurs post worker departure	Members	Very Low	Major		
Personnel Safety									
Electric Shock	Low	Major		1. Members only to use safe, well maintained equipment. 2. Sockets are protected by circuit breakers.	Members	Very Low	Major		
Trip Hazards	High	Minor		1. Weekly work parties 2. Members are responsible for ensuring their activities don't compromise yard safety. 3. This is a self-help club so members are responsible for making any hazards that they see safe, or notifying a responsible person or committee member.	Members	Moderate	Minor		
Extreme High Tides flooding the yard	High	Minor		1. Members should be aware from tide tables or notifications on the WhatsApp groups of high tides and must secure any dinghy's and equipment accordingly.	Members	High	Insignificant		
Manual handling injury	Moderate	Moderate		1. Sufficient personnel to minimise individual effort. 2. Wheel barrows/trolleys available for across-site moves.	Members	Low	Moderate		
Members on yard duties working at height.	Moderate	Major		1. Only use ladders for short-duration tasks (less than 30 minutes). 2. Ensure ladders are stable, positioned on firm, level ground, and secured to prevent slipping. 3. Maintain three points of contact when using ladders (two hands and one foot, or two feet and one hand). 4. Use fall arrest systems, including harnesses, lanyards, and shock absorbers, for workers exposed to fall hazards 5. Use work restraint systems that prevent workers from reaching the edge of a structure where they could fall. 6. The club has 2 good quality ladders suitable for most tasks.	Members	Low	Major		
Members on yard duties using power tools	High	Moderate		1. Regularly inspect tools for wear, defects, and proper operation. 2. Eye protection (safety glasses or face shields) to prevent debris from causing eye injuries. 3. Hearing protection (ear plugs or ear muffs) in noisy environments. 4. Cut-resistant gloves to protect hands from blades and sharp objects. 5. Respiratory protection (dust masks or respirators) when working with materials that produce dust. 6. Ensure adequate lighting in work areas.	Members	Low	Minor		

Original – Revision 1	14-Jun-25	I. Lawrence, P. Evans
-----------------------	-----------	-----------------------

Lilliput Sailing Club Risk Assessment: Rescue Plans

Outside the Lagoon

When the tide is out making the pontoon inaccessible use Salterns Marina 01202 709971 or Parkstone Yacht C
Dial 999 and ask for Coastguard or

VHF Channel 16 high power to make a Mayday or Pan Pan call depending on the nature of the emergency

Serious casualties may require an air ambulance

Trained first-aiders should assist casualties until ambulance staff arrive

Follow any advice given by 999 call staff or Coastguard

Make use of unused moorings to secure launches or barges