



## **LYME REGIS SAILING CLUB Ltd**

### **RIB Launching Risk Assessment and Method Statement**

- The current assessment should be reviewed, if it is no longer considered valid.
- This might be the case following an accident, for example, or if there are any significant changes to hazards, such as new work equipment or work activities.
- Assessor: Jerry Rook.
- Assessment date: 16 November 2015.

# Risk assessment

This is the risk assessment for:	<b>Launching and Recovering of LRSC ribs by LRSC members</b>
Risk Assessment Conducted by:	<b>J T Rook</b>
Date of Assessment:	<b>16/11/2015</b>

Severity of Occurrence	Likelihood of occurrence		
	Remote or has not happened	Moderate or has happened before	Likely or happens often
Severe Harm or Death	Yellow	Red	Red
Injury	Yellow	Yellow	Red
Very Minor	Green	Yellow	Yellow

When considering additional measures the hierarchy of hazard control should be applied:

1. Eliminate – get rid of the activity or item that causes the hazard
2. Reduce – do less of the hazardous activity
3. Isolate – separate the hazard from those who can be harmed
4. Control – safe systems of work and other procedures
5. PPE – protective equipment to be provided
6. Discipline – enforce and monitor

What are the hazards?	Who might be harmed and how?	What are you already doing?	RYG status	Do you need to do anything else to control this risk?	Revised RYG status
Run away RIB	The launch crew and the public by impact of the RIB on people and property	Multiple persons controlling the RIB's movement at a steady pace, under the supervision of the RIB driver. (applies to all below) Proceed at a pace which enables the RIB to be quickly stopped if necessary.	Red	Have a nominated person clearing and watching the route and keeping it free of persons and property. At low tides a vehicle could be used to restrain and control the RIB. Annual briefing of RIB crew (applies to all below). Inspect and replace ropes when required.	Yellow
Run over when launching	The launch crew	Verbal warning from RIB driver or another competent person	Green		
Fuel spill	Environment and those in direct contact	Fuel in sealed tanks with self-sealing hoses	Yellow	RIB crew to ensure tanks and fuel caps are secure before launching	Green
Crushing in constrained areas	Launch crew at gates or in RIB store areas	Verbal warning from RIB driver or another competent person. In likely area RIB will be fully under control.	Green		
Hands and arms trapped in RIB or between RIB and trolley	Launch crew if RIB ran away or when recovering on to trolley	Verbal warning from RIB driver or another competent person	Green		

# Method Statement

A safety method statement is not required by law. It describes in a logical sequence exactly how a job is to be carried out in a safe manner and without risks to health. It includes all the risks identified in the risk assessment and the measures needed to control those risks. This allows the job to be properly planned and resourced.

1. Annual RIB crew briefing and activity risk assessment training which should consider:
  - a. How many people must be present given the daily circumstances to launch the RIB
  - b. What are the conditions and how do they impact (lots of public, high activity on slipway, state of tide)
  - c. Check tow rope and tyres, fuel security and engine position
2. Preparation
  - a. Activity risk assessment by launch crew (does not need to be written)
  - b. Any appropriate action following assessment
3. Activity: Launch
  - a. Verbal warnings if required
  - b. Remove chocks and manoeuvre the RIB into the water.
  - c. Untie restraining ropes when in the water
  - d. Float off the RIB
4. Activity: Recovery
  - a. Verbal warnings if required
  - b. Float on the RIB
  - c. Secure restraining ropes
  - d. Manoeuvre RIB to the yard
  - e. Chock RIB securely
5. Any defects to be notified to the Club bosun immediately.