

BTAC Risk Assessment

ACTIVITY: Safety Boat	Responsible Chief Instructor:	Ash Cato
Assessment by: Simon Fishwick	Date: February 2013	Target Date for review:
Approved by: Ash Cato	Date: 5 th June 2014	2024
DESCRIPTION OF ACTIVITY: Water based sessions, supporting teaching sessions and independent training Duration: Typically 2 hour sessions	This document should be read in conjunction with: BTAC Standard Operating Procedures All water sports risk assessments	Usual location of activity: BTAC moorings and adjacent waters to Barton Turf Staithe, River Ant, Barton Broad

Latest REVIEWS:

Date of review:	Reviewed by:	Comments:
2017	S Fishwick	No Changes
May 2021	Di Smith	Formatting and some changes in line with advice

Significant Hazards	Those who might be harmed & Level of Risk	Control Measures(CM's):	Additional CM's required? Or Further Action Planned	Residual Rating
Falling in the water and Drowning etc (high)	Power boating participants	All Safety Boat crews MUST wear correctly fitting buoyancy. Lifejackets may be worn ONLY if there is another person on board equipped and competent to enter the water if needed (who must wear a buoyancy aid). All participants MUST wear adequate footwear. No person may sit on the side of any powerboat under way (including RIBs) unless toestraps are fitted and used. (Handholds alone are NOT deemed adequate)	Toestraps MUST be fitted to RIBs if it is likely that people will want to sit on the tubes.	Probability = 1 Severity = 5 LOW
Powerboat getting out	Power boating	All Safety Boat drivers should hold RYA	Staff training sessions	

BTAC Risk Assessment

Significant Hazards	Those who might be harmed & Level of Risk	Control Measures(CM's):	Additional CM's required? Or Further Action Planned	Residual Rating
of control - Collisions	participants Other water users (High - Very High)	Safety Boat certificate or have equivalent training. All powerboat drivers MUST hold a L2 Powerboat certificate or be under supervision of Powerboat Instructor. Drivers of outboard-engined craft MUST wear a kill cord at all times		
-Mechanical breakdown, engine Failure. Or Engine flooding or Running out of fuel	Those on board – low Other people being supervised (high)	Second operational powerboat available when session are running, either on water already assisting or at staithe ready. Someone onsite with level 2 qualification to bring out relief boat Mobile phone, radio, mud weight and paddle to be carried. Pre-operation checks including minimum fuel, sufficient oil, engine warmed etc		
Fire etc		Fuel & oil not in a boat tank to be kept in the fuel store. Petrol-engined boats should have removable fuel tanks. Where possible tanks must be removed from boat for refuelling. All boats to carry appropriate fire extinguishers	Boats to conform to current BSS requirements Petrol-engined boats should have removable fuel tanks.	
Safety boat unable to attend immediately to boats in difficulty.	Participants in capsized boats or in other difficulties.	Safety Boats may be secured to the buoy or on a mudweight ONLY IF they can rapidly release themselves and attend to a boat in difficulties. (Target time: to be underway within 30 seconds of a capsized)	All mudweight cables to be fitted with marker buoys.	

BTAC Risk Assessment

Significant Hazards	Those who might be harmed & Level of Risk	Control Measures(CM's):	Additional CM's required? Or Further Action Planned	Residual Rating
Towing				
Capsize under tow	Persons in boats under tow	Centre/dagger boards to be raised. Rudders to be raised/unshipped except for the last boat of a line. Sails should be furled or lowered, except that for short tows sails can be left set as long as sheets are slackened so sails can flap freely in the apparent wind.		
Breakage of boats due to excessive towing loads		No more than three boats to be towed in line astern, of which only two may be Wayfarers. The larger boats should be at the front.		
Towing alongside (each other or the towing boat) Risk of trapped fingers etc.	Persons in boats under tow or in the towing boat	Where boats are towed alongside the powerboat or where more than one string of boats is towed, there should be adequate fenders positioned between adjacent boats to prevent crushing of fingers etc. Those on the boats must be instructed to keep fingers clear of the gap between them and not hold onto gunwales.		
Supervising sessions from powerboat				
Entanglement entrapments from lose rope in the boat	Boat driver or anybody in the boat tangled in lose unsecured ropes in the boat	Driver to ensure all equipment and ropes in the boat are stowed and secured at all times preventing hazard of entanglements		
Recovery of person in Water - Engine's propeller	Anybody in the water being recovered or near the engine propeller, bodily injury	Stop engine when recovering a Person from the water. Qualified safety boat driver for all activities		

BTAC Risk Assessment

Significant Hazards	Those who might be harmed & Level of Risk	Control Measures(CM's):	Additional CM's required? Or Further Action Planned	Residual Rating
Falling in between the boat and side getting in or out of the boat or being trapped or injured	Anybody getting into or out of the boat on to the board walk, other boat or pontoon	Boat should be secured when passengers get in and out at the staithe. Driver awareness of hazard and training in managing the danger		