

BTAC Risk Assessment

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| 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 | 2027 |
| 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 |
| April 23 | Ash Cato | No changes |
| May 2025 | Di Smith | No Change |

| 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 | | Probability = 1 Severity = 5 LOW |

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| Powerboat getting out of control - Collisions | Power boating participants Other water users (High - Very High) | All Safety Boat drivers should hold RYA 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 | Staff training sessions | low |
| -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 powerboat 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 | | low |
| 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. | low |
| 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 and weather conditions are appropriate (Target time: to be underway within 30 seconds of a capsize) | All mudweight cables to be fitted with marker buoys. | low |

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| 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. Safety boat drive to watch wave and wake conditions from other boats. | Remind students of towing rules | low |
| 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. | | low |
| 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. | | low |
| 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 | | |

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| 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 | | |