

## Ethel Trust Risk Assessment

Sheet Ref.	1	Degree of Risk										Persons at Risk				
Date	1 <sup>st</sup> September 2019	Seriousness					Likelihood									
Risk Area	The Vessel	4	3	2	1	5	4	3	2	1						
Assessor	John Batley / Bill Carruthers															
Ref. No.	Risks and Hazards															
1	Hull deterioration / Collision impact – damage below water line	X								X	4	X	X	X		X
2	Collision with another vessel/fixed structure	X								X	4	X	X	X		X

3	Moving heavy hatch covers			X					X		4	X	X	X		X
4	Banging head on partly open hatch covers			X				X			6	X	X	X		X
5	Fire on board	X								X	4	X	X	X	X	X
6	Electrical installation, Electrocutation	X								X	4	X	X	X	X	X
7	Access to Engine Room		X						X		6	X			X	

**Risk Scores**

**Low 1 – 5**

**Medium Risk 6 – 12**

**High Risk 13 – 20**

## Action Plan

Risk or Hazard		Existing Controls	Preventative Action	By Whom	Completion date	Initial Risk Rating	Final Risk Rating
1	Hull deterioration / Collision impact below water line	<p>Vessel dry docked every 2 years. Hull Inspected, any defects remedied and protective paint applied.</p> <p>Boat Safety Certificate Inspection every 4 years.</p> <p>Hull inspection every 4 years by a Registered Marine Surveyor.</p>	Existing controls to be continued.	Maintenance co-ordinator.	Ongoing	4	4
2	Collision with another vessel / fixed structure	<p>Trained crew</p> <p>Alert at all times</p> <p>Give clear signals</p> <p>Give way to other craft.</p> <p>Adequate training and</p> <p>Refresher training</p>	Existing controls to be continued.	Training Team	Ongoing	4	4

3	Moving heavy hatch covers	Crew training	Existing controls to be maintained. Situation to be monitored. Possibly replace with lighter weight covers.	Training Team  &  All crew	Ongoing	4	2
4	Banging head on partially open hatch covers	Crew training  Warning signs displayed  Rubber cushioning applied  Coloured warning tape applied.  Mention at pre-trip briefing.	Existing Controls to be maintained.	Trainers  Skippers	Ongoing	4	2

5	Fire on board	<p>Crew training.</p> <p>Pre-trip safety briefing on action to be taken and evacuation procedure before departure.</p> <p>Location of fire extinguishers explained.</p> <p>Fire extinguishers checked annually.</p> <p>Smoke Alarm fitted and tested weekly</p> <p>Regular training exercises.</p> <p>Automatic fire extinguishers in engine room.</p>	Existing controls to be maintained.	<p>Trainers</p> <p>Skippers</p>	Ongoing	4	4
6	Electrocution from electrical installations.	<p>RCD &amp; circuit breakers fitted to shore line / inverter.</p> <p>Regular testing of RCD's.</p> <p>P.A.T. Testing.</p> <p>Regular inspection of exposed cables.</p> <p>Socket blanking devices fitted.</p>	Existing controls to be maintained.	<p>Skippers</p> <p>All crew</p>		6	4
7	Access to engine room	<p>Metal non-slip gratings fitted.</p> <p>Surfaces regularly cleaned</p> <p>All non-grated surfaces to be treated with non slip paint.</p> <p>Safety chains to be used when engine room hatch is open.</p>	<p>Existing controls to be maintained.</p> <p>Chains stored in wheelhouse</p>	<p>Skippers</p> <p>Trainers</p> <p>All crew</p>		6	3

**Assessed by : John Batley / Billy Carruthers**

**Date:** 1<sup>st</sup> September 2019