



Penarth Yacht Club

Sailing Risk Assessment

Area covered by this assessment: Penarth Sea Front and Penarth Roads Sea Area

Activities Covered: Dinghy Sailing and Sail Training

People Involved: Children from age 7 up.
Adult Beginners.
Experienced Adults
Event Organisers
Rescue Boat Crews

Assessor: Martyn Bromley

Date of Initial Assessment: 13 February 2012

Date of reassessment: 14 May 2021

Existing safety measures and people at risk

Existing safety measures	People at risk
One or two rescue boats	Children
Lifejackets	Adult, Beginners and Experienced
Record of Participants	Instructors
VHF Radios	Rescue Boat Crews
Tally System	Public



Top Ten Risks

No	Hazard	Description	Mitigation Action	Severity
1	Road	The road is one way and has a speed limit of 30 mph, which is often exceeded. It is difficult to see traffic approaching because of the parked cars etc"	all movements of boats across and along the road to and from the slipway must be supervised as far as is possible. Also, students should be reminded at all briefings to follow proper road crossing procedures. Wherever reasonably possible and needed, Junior Sailors should be assisted with road crossing.	2
2	High Winds	Sea conditions can deteriorate quickly, especially in Spring and Autumn seasons.	Senior personnel need to be aware of forecast and conditions out at sea. Extra rescue boat provision should be considered in accordance with club sailing instructions.	4
3	Sea Conditions	Easterly and North Easterly and South Easterly winds can create large waves with breaking surf on the beach.	Senior personnel need needs to be aware of forecast and conditions out at sea. Extra launch and recovery assistance should be considered in certain conditions.	4
4	Shipping Lane	Merchant shipping is constrained by draught and the need to navigate into a dredged channel which starts at the Outer Wrack Buoy. The area concerned is east of a line from 100 metres off the end of the pier to the Rannie Buoy at Lavernock Point. Unless absolutely essential, training should take place inside that line towards the beach.	Shipping movements should be checked with Cardiff Harbour Authority prior to sailing. If merchant vessels are moving in the area, the Safety Boat should ensure that all dinghies are west of that line. Unless absolutely essential, training should take place inside that line towards the beach.	3
5	PS Waverley and MV Balmoral	During some summers, these 2 vessels come to the end of Penarth Pier. They will always come onto the pier stemming the tide. Thus, if the tide is flooding, they will follow the shipping channel and will be clear of the training area. If the tide is ebbing, they will come inside the ODM	Safety Boats must assess the course of the vessel and ensure that dinghies are either close inshore or seaward (east) of the ODM.	2
6	Slipway	The level of the beach moves up and down from time to time. At the top of the slipway, from which dinghies launch, there can be a drop of up to 2 metres.	Students should be warned to stay clear of the slipway edges. When the tide is in, extra care needs to be taken as the edge of the slipway cannot be seen and stepping off the edge will leave the person swimming.	2
7	Beach	The movement of the beach can deposit pebbles on the slipway and make movement of boats difficult and cause a slip and trip hazard	Care should be taken to ensure boats are moved on the slipway with sufficient hands and trainees are aware of the hazard.	2
8	Ebb Tide	The ebb tide in Penarth is always stronger than the flood and runs due south toward Lavernock Point where there is a risk of rock ledges and increasing current.	Training should not take place south of the Q buoy unless in small groups accompanied by a rescue boat in flood tides. Students should be briefed to stay up tide	2
9	Penarth Pier	The pier is situated about 200 metres north of the Club slipway. The danger is of being swept into the framework of the pier. The problem really only arises on a flooding tide.	Training marks should not be set between the slipway and the pier on a flooding tide when winds are light or if winds are in a southerly direction. The SI should take this risk into account at all other times when setting training areas. No training is to take place adjacent to the pier on the side nearer to the "Barrage".	2
10	Petrol Store	Fuel is stored at the club and rescue boat tanks filled manually	Fuel store is designed to meet fire regulations with re-enforced door. Trainees are not permitted to carry out refuelling.	2



5 Steps to Risk Assessment

1	Identify the hazards
2	Decide who might be harmed and how
3	Evaluate the risks and decide on precautions
4	Record your findings and implement them
5	Review your assessment and update if necessary

Scoring System

Hazard severity	Likelihood of occurrence
5 = Very high (multiple deaths)	5 = Very high (100% certain to occur)
4 = High (death or serious injury)	4 = Likely (small change = accident)
3 = Moderate (injury or disease)	3 = Quite possible (may happen)
2 = Slight (minor injury)	2 = Possible (low or minimal risk)
1 = Nil (no risk)	1 = Not likely (no risk present)

Types of Risk

	Risk Type	Severity	Likelihood	Risk Rating
1	Fall of person from height	3	2	6
2	Fall of object or material from height	3	2	6
3	Fall of person on same level (e.g., slip or trip)	2	3	6
4	Drowning	4	3	12
5	Entrapment	4	3	12
6	Adverse weather conditions (where exposure is part of the task)	4	4	16
7	Manual handling (includes pushing, pulling, lifting, and carrying)	2	4	8
8	Use of machinery	3	2	6
9	Injury through collision	4	3	12
10	Fire, including that which can be caused by static electricity	4	2	8
11	Electricity or electrical equipment	4	1	4
12	Stored energy (e.g., elastic cords, hydraulic and air pressured systems)	3	2	6
13	Explosions (e.g., from Petrol)	4	3	12
16	Noise	2	2	4
18	Use of hand tools	2	1	2
19	Chemicals or substances	4	1	4
20	Storage, stacking or shelving	3	3	9
21	Housekeeping	2	2	4
22	Lighting levels (too high or too low, rapid changes)	0	0	0
23	Confined spaces	0	0	0
24	Cleaning	0	0	0
25	Use of display screen equipment	0	0	0
26	Lone or unaccompanied working	0	0	0
27	Abuse	0	0	0
28	Other (please state)			