

Use of Power Boat

All those who drive Priory Sailing Club's powered craft should do so in a safe and professional manner, focusing on low speed close quarters handling, with some limited driving at planning speed when appropriate and safe to do so.

- 1) Helms must be RYA PB2 as a minimum
- 2) All training provided to young people and adults helming must be by qualified RYA Power Boat Instructors.
- 3) Young people under 12 should not drive the power boat.
- 4) When an uncertificated young person under 16 is driving the boat an additional kill cord should be attached to the supervisory instructor.
- 5) Young people must not launch or recover the craft unsupervised.
- 6) Young people must not handle fuel unsupervised.
- 7) Safety Boat drivers are encouraged to attend refresher training sessions.

All participants must be appropriately briefed before the start of the activity

HAZARD	PERSONS AT RISK	PRECAUTIONS & CONTROL MEASURES	Risk Value	LONG TERM MEASURES
Manual Handling Back Injury/Strains Moving boats on trailers Lifting fuel cans, anchors Retrieving craft or personnel from the water	All	Careful Instructions and supervision Use correct manual, handling techniques	Medium	Ongoing training
Personal injury from inappropriate use of winch	All and those in vicinity	Winch should only be used by trained personell	Medium	On going training
Personal injury from mechanical failure of winch	All and those in vicinity	Regular inspection of winch and cable	Medium	Ongoing
Fire – Petrol	All and those in vicinity	Petrol to be decanted into fuel tank and an appropriate manner. Use of fuel funnel Tank to be refueled whilst on land and tank outside of the boat. Fuel to be stored in fuel locker Boat to be fitted with fire extinguisher No smoking in area or on boat	Med / Low	On going training
Slipping when launching	Anybody helping to launch	Assessment of conditions. Briefing, awareness of footwear, positioning. Ensuring nobody is behind the boat when launching or recovery is made	medium	Ongoing training to safety boat team
Painter getting caught in prop	Participants waiting to be rescued	The priory safety boat painter is longer than the boat length. It is therefore imperative that the line, and all other lines on board, are store correctly before leaving the shore	medium	Ongoing training & monitoring
Slipping when getting into the boat and on	Boat personnel	Reminder to personnel by boat helm.	medium	Ongoing

Risk Assessment by Chief Powerboat Instructor and approved by Principal

walkway		Helping each other into and out of craft		training to safety boat team
Falling into boat or into water when boat accelerates.	All on craft	Helm to communicate with all personnel on board craft Helm to wear safety kill cord	Low	Ongoing training & monitoring to ensure kill cord is used
Drowning	All on craft	All personnel to wear approved PFD	Low	Ongoing training & monitoring
Trapping fingers when coming alongside	Helm and others on board.	Helm to approach at correct speed	Medium	Ongoing training
Trapping fingers in anchor chain	Helm and crew	Handle with care.	Low	Ongoing training

Security of Equipment	All	Key to be removed from the boat when its not in use	Low	Ongoing monitoring
Recovery of boat from the water. Slips & Trips	Recovery Team Participants watching and other nearby users	Correct use of winch (Winch training required) Ensuring that there is enough participants should the boat manually be hauled from the water	Low	Ensuring that there are NO participants behind the craft Ensuring that people do not trip over winch cable
Students loosing control at high or low speed whilst training	Participants Other water users	Ensure that PBI sits in the correct position near to the controls Consider the use of a second kill cord.	Low	Ensure that twin kill cords are used when training under 16's
Collision on water	Participants	Ensure that safety boat is driven safely and that crews and helms are aware of collision regulations	Low	