HAYLING ISLAND PWC CLUB (HIPWC)

RISK ASSESSMENT

Risk Assessment No: **06**	Event: **Southampton Waters Cruise / Cruise Ships**	Location: **Solent / Southampton Water**	Date: **09/08/08**

Persons Exposed	**Club Members**	**Public**	**Young persons**	**Others? (Specify)**	**Person conducting assessment:** **David Jones**
	Yes	Yes	Possibly	Other Sea Users	Person supervising event: **David Jones / Mike Faria**

Severity					
5	5	10	15	20	25
4	4	8	12	16	20
3	3	6	9	12	15
2	2	4	6	8	10
1	1	2	3	4	5
	1	2	3	4	5

Likelihood

Risk = Likelihood x Severity

Likelihood

Rating 1 = Very unlikely
Rating 2 = Unlikely
Rating 3 = Likely
Rating 4 = Very likely
Rating 5 = Almost certain

Severity pton Water, River Hamble & Jolly Sailor

Rating 1 = No injury
Rating 2 = Minor injury or illness
Rating 3 = "3 day" injury or illness
Rating 4 = Major injury or illness
Rating 5 = Fatality, disabling injury, etc

Acceptable | Further review | Unacceptable Risk

HAZARD	1	2	3	4	5	6	7	8
	Factors of Harm		Risk Multiple of columns 1 × 2	CONTROL MEASURES	Likelihood See note 1	Severity See note 1	Residual risk Multiple of columns 5 × 6	Control measures implemented by (name)
	Likelihood	Severity						
Collision at Sea	2	3	6	Club member to lead group and another Club member to follow at rear – this will keep group together and control movements. VHF Radios carried by both if required.	1	3	3	All Committee Members in attendance at event
Adverse Weather Conditions	3	3	9	Check weather conditions and forecast before starting event. Monitor during event. If conditions or forecast is poor or unacceptable, cancel event.	1	3	3	
Member becoming lost during cruise	2	2	4	Club member to lead group and another Club member to follow at rear – both in contact with each other by VHF if required.	1	2	2	
Capsizing / Drowning	2	5	10	Buoyancy aids must be worn by all skiers / passengers on event	2	2	4	
Breakdown / Mechanical Failure	2	1	3	Tow rope carried as part of club safety kit				
Running out of fuel	2	1	3	Review fuel levels at the Needles. Refuelling facililities at Yarmouth, Cowes and Hamble. Members advised to bring finances to pay for fuel. Tow rope carried as 'last resort'.				
Hazards at Sea (e.g. Submarine barrier / sand banks etc)	3	4	12	Safety briefing before departure using Charts for area and explaining hazards to all members. Control route by lead Committee member	1	4	4	

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	Factors of Harm		Risk Multiple of columns 1 × 2	CONTROL MEASURES	Likelihood See note 1	Severity See note 1	Residual risk Multiple of columns 5 × 6
	Likelihood	Severity					
Collision with Swimmers	2	4	8	Go straight to sea after launch and during event, stay 500m from shore	1	4	4
Collision with Cruise Ships	3	4	12	Must stay at least 100m away from cruise ships at all times	1	4	4
Irresponsible Skiers	3	3	9	Only club members or day members allowed on event. Insurance details for everyone on event checked beforehand, Any irresponsible action results in removal from event	1	3	3

NB: See notes below

In order to determine the risk, multiply the likelihood rating by the severity rating. The higher the score, the higher the risk and the higher the hazard's priority for suitable precautions or other actions.

These ratings have to be subjective. They depend on your judgment given your knowledge at the time. Further, they are not absolute,

The law says that risks should be reduced “so far as is reasonably practicable”.

Since risk = likelihood x severity, there are only three basic ways of reducing risk.

1. Reduce the likelihood
2. Reduce the severity
3. Reduce both the likelihood & the severity