

## NSFC Risk Assessment. Last Updated: 16/05/26

### 1. RELEVANT TO: All members, visitors or contractors on club site

HAZARD	WHO MIGHT BE HARMED	ASSESSMENT OF RISK	IS RISK ADEQUATELY CONTROLLED?	WHAT FURTHER ACTION IS NECESSARY TO CONTROL THE RISK
<p><b>Illness and injury</b> <b>Illness:</b></p> <p>Stroke or heart attack and similar events.</p> <p>Injury: Concussion, broken bones, sprains, laceration and cuts/grazes.</p> <p>Injury due to uneven ground, slippery surfaces, etc.</p>	Any club member, visitor or contractor.	<p>Probability level - low Seriousness - high</p> <p>Probability – medium Seriousness - medium</p> <p>Probability – high Seriousness - medium</p>	<p><b>CALLING EMERGENCY SERVICES</b> A working telephone is available in clubhouse. Exact location of club for emergency services clearly displayed in clubhouse.</p> <p>Poster states need for someone to meet emergency services at entrance to carpark and someone ready to manage level-crossing gates.</p> <p><b>FIRST AID</b> List of qualified first aiders in clubhouse. The name/s of first aider/s present on the day displayed in clubhouse. First aid kit easily accessible and appropriately stocked. A Defibrillator is accessible on the west outside wall of the clubhouse and with the access code marked on its cupboard door.</p> <p><b>PRECAUTIONS</b> Use of tape or spray paint to highlight hazards on site. Slipways and quay heading are swept regularly to reduce risk of slipping.</p>	<p>Check this information is clearly on display.</p> <p>Check list kept up to date. Regular review of members qualifications and need. for training</p> <p>First aid box checked and restocked regularly.</p> <p>Annual check on equipment.</p> <p>Brush in wet boat shed.</p>

### 2. RELEVANT TO: All members, visitors or contractors on club site

HAZARD	WHO MIGHT BE HARMED	ASSESSMENT OF RISK	IS RISK ADEQUATELY CONTROLLED?	WHAT FURTHER ACTION IS NECESSARY TO CONTROL THE RISK
<b>Falling into the river from bank</b>	Sailors, spectators, children playing near bank, those undertaking work in area.	Probability level - low Seriousness - medium	<p><b>EQUIPMENT</b> A life buoy is located on the wall of the clubhouse. One throw line is kept in each safety boat.</p> <p><b>CHILDREN</b> A notice by entrance informs parents that children under the age of 12 years must always be accompanied by an adult outside the clubhouse AND must wear a correctly sized buoyancy aid.</p>	<p>Ensure equipment is in place and accessible.</p> <p>Check poster is in place.</p>

### 3. RELEVANT TO: All members, visitors or contractors on club site

HAZARD	WHO MIGHT BE HARMED	ASSESSMENT OF RISK	IS RISK ADEQUATELY CONTROLLED?	WHAT FURTHER ACTION IS NECESSARY TO CONTROL THE RISK
<b>Illness from Weil's disease or contaminated water</b>	Any member, visitor or contractor on site who has contact with water or mud, including on boats and equipment	Probability - low Seriousness - high	<b>INFORMATION</b> Posters remind members to wash their hands after putting their boats	Check posters visible in appropriate places.

#### 4. RELEVANT TO: Volunteers Working in Galley and Behind Bar

HAZARD	WHO MIGHT BE HARMED	ASSESSMENT OF RISK	IS RISK ADEQUATELY CONTROLLED?	WHAT FURTHER ACTION IS NECESSARY TO CONTROL THE RISK
<b>Food or beer poisoning or vomiting illnesses</b>	Anyone consuming food and drink served on site.	Probability - low Seriousness - medium	<b>CLEANING</b> The club is regularly cleaned which includes the galley and bar.  <b>FOOD HYGIENE</b> The club meets the criteria for Food Hygiene set by the FOOD Standards Agency.  A nominated member of the House Committee has responsibility for ensuring volunteers working the galley receive information and training regarding good practice in hygiene and guidance is displayed in galley.	Lists of duties on display for cleaner and for volunteers working in kitchen or bar.  Nominated member has responsibility for food hygiene. (See food safety survey document)

**5. RELEVANT TO: Safety Boat Crew, Sailors and OOD**

HAZARD	WHO MIGHT BE HARMED	ASSESSMENT OF RISK	IS RISK ADEQUATELY CONTROLLED?	WHAT FURTHER ACTION IS NECESSARY TO CONTROL THE RISK
<p><b>Capsize and falling out of the boat. The ultimate consequences may be: cold water shock, hypothermia shortness of breath, heart attack, hypothermia, drowning.</b></p>	<p>Sailors Safety boat crews Crew of passing craft.</p>	<p>Probability of capsize - medium</p> <p>Probability of serious consequences - low</p>	<p><b>CLOTHING AND EQUIPMENT</b> All people on the water must, at all times, wear a buoyancy aid sufficient to support their weight in the water. Members are given advice on clothing necessary for conditions and type of boat.</p> <p><b>SAFETY BOAT COVER</b> The Club will provide and maintain two safety boats with basic equipment to provide assistance to people in trouble in or on the water. Safety boat crew check that all necessary equipment on board the safety boat, including: Blankets in waterproof containers and knife to cut rigging if necessary.</p> <p><b>SAILORS' RESPONSIBILITY</b> All sailors intending to go afloat on the water, whether racing or not, must determine for themselves that they and their boats are properly equipped for sailing under the current and anticipated conditions.</p> <p><b>RACE OFFICER'S RESPONSIBILITY</b> The race officer, in consultation with Flag Officers and representatives of the classes sailing will determine whether boats shall be reefed. The race officer has the authority to request individual sailors not to sail if he/she believes they may not be safe in the conditions on the day. The race officer must assure him/herself that there is adequate safety cover available in the light of the conditions and the competence of those on the water. The race officer may delay the start of a race if the safety boat(s) are not present on the course. Should two boats capsize and be receiving assistance the Race Officer must decide whether the conditions are such that the race should be abandoned.</p>	<p>PLEASE NOTE A separate document: 'Guidance for Safety boat drivers and crews' is shared with all safety boat drivers and crews. List of equipment needed is provided.</p> <p>TRAINING AND REVIEW Regular review of training and experience in power boat handling and rescue. Whenever possible one of the rescue crew should hold a current qualification in first aid. List of first aiders see risk 1. Above</p> <p>Keep bag of dry towels in accessible toilet for when needed.</p>

## 6. RELEVANT TO: Safety Boat Crew and Sailors

HAZARD	WHO MIGHT BE HARMED	ASSESSMENT OF RISK	IS RISK ADEQUATELY CONTROLLED?	WHAT FURTHER ACTION IS NECESSARY TO CONTROL THE RISK
<p><b>Damage to a boat and/or equipment putting the crew at risk.</b>            Damage due to collision with a boat belonging to another club member or to another river user or collision with the bank or a moored boat.            Damage due to failure of equipment.</p>	<p>Sailors, safety boat crews and other river users.</p>	<p>Probability – low            Seriousness - high</p>	<p><b>RESPONSIBILITIES OF SAFETY CREWS AND SAILORS</b>            Sailors/owners to check that boats are well maintained and fit to sail in current conditions. All members sailing and in the safety-boat must behave with responsibility and consideration for other members, to the public and to other boats on the water. The crews of the safety boats must determine for themselves that they are competent to provide the assistance to sailors and others that can be reasonably anticipated taking account of the current conditions of wind and weather.</p> <p><b>SAFETY BOAT COVER</b>            The Club will provide and maintain two safety boats with basic equipment to provide assistance to people in trouble in or on the water. Safety boat crew advise other river users how to pass racing dinghies to prevent collisions. STARTS The Race Officer may decide to use a split-start depending on the number of boats racing and taking account of wind conditions, state of tide and amount of navigable space on river</p> <p><b>ROWERS AND CANOISTS</b>            A Guidance document regarding etiquette for sailors, rowers, canoes and kayaks is on display on the club notice board.</p>	<p>Sailors are regularly reminded of the guidance</p> <p>This guidance is kept under review in conjunction with rowers and canoeists.</p>

## 7. RELEVANT TO: First Aiders, All sailors and safety boat crews

HAZARD	WHO MIGHT BE HARMED	ASSESSMENT OF RISK	IS RISK ADEQUATELY CONTROLLED?	WHAT FURTHER ACTION IS NECESSARY TO CONTROL THE RISK
<p><b>Hypothermia, cold-water shock and secondary drowning</b></p>	<p>Club sailors, other river users and people standing near bank.</p>	<p>Probability – low            Seriousness - very high</p>	<p><b>COMMUNICATION</b>            Two pairs of working VHF radios are in-use between Race Office and two safety boats. Frequent radio checks must be made between the race office and safety boats to ensure that any issues are known by all and at earliest opportunity.</p> <p><b>SAFETY COVER - SPEED</b>            A safety boat should endeavour, and be able, to reach someone in the water or in need of assistance as soon as is safely possible.</p>	<p>Safety boat drivers and crews receive training in use of radios.            Batteries kept charged.</p> <p>Guidance for Safety boat drivers and crews is shared with all safety boat drivers and crews in addition to this risk</p>

			<p><b>FIRST AID</b> First aid training for club first aiders includes issues related to water sports including hypothermia, cold water shock and secondary drowning. First aiders and safety boat crews are aware of the dangers of cold-water shock and can take appropriate action. First aiders and safety boat crews are aware of the possibility of secondary drowning and can alert person who has been in the water and their family, or relevant others, of the need to keep the person under observation for some time after the incident.</p> <p><b>CLOTHING</b> Sailors are reminded to wear appropriate clothing for the conditions (See section 5. above).</p>	<p>analysis</p> <p>Annual check on this</p>
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**8. RELEVANT TO: All members, visitors or contractors on club site**

HAZARD	RISK	CONTROL MEASURES in PLACE	RESPONSIBILITY
Safety Boat Propeller	HIGH (when recovering a person from the water) otherwise MEDIUM	Keep the engine as far away as possible from people at all times. The safety boat engine to be switched off before recovering people who are in the water or have any part of their body in the water. Safety boat helm to alert dinghy helm and crew to the importance of staying well inboard if a tow is to be carried out. Particular care to be exercised upon arrival at the jetty.	Safety Boat Helmsman
Fire on Safety Boat	LOW	A fire extinguisher is provided, however if there was a fire on the safety boat the first priority is the crew therefore they should not attempt to put out the fire, but instead abandon the boat. The only exception would be if they had specific training in the use of fire extinguishers.	Safety Boat Crew Safety Officer to check expiry of Fire Extinguisher annually
Fire	LOW	1) Fire fighting equipment in	Inspection of Fire fighting

		Clubhouse. 2) Emergency Response Procedures in place. 3) Fire extinguisher on safety boats.	equipment carried out annually by competent contractor.
Thunder & Lightning	HIGH (when present) – LOW (as not a common occurrence most of the year)	Sailors must come off the water when there is a thunder and lightning in the area.	Members OOD to Abandon Race if lightning nearby