



Risk Assessment

Risk areas:**How the risk is controlled:**

1 MOVING AROUND YACHT	
SLIPS AND FALLS	<p>Non slip deck surface, anislip tapes on all hatches, grab rails fitted.</p> <p>Students are advised to bring proper footwear.</p> <p>The risk of slipping is mentioned during safety briefing.</p> <p>Instructors teach students how to move safely on deck and below deck.</p>
2 FIRE	
FIRE ON BOARD	<p>Fire extinguishers are placed in the saloon, cockpit and each cabin, fire blanket in the galley.</p> <p>Buckets in cockpit lockers.</p> <p>Smoking is not permitted below deck and when working with or near the sails.</p> <p>Electric wiring and fuses checked regularly.</p> <p>Flamable materials are kept in safe distance from the cooker.</p> <p>Fuel kept in designated fuel tank, fuel cut-off switch provided.</p> <p>Fire prevention and gas cooker operation policy is part of the initial safety briefing and the training manual.</p>
FIRE SPREADING	<p>Smoke detectors are placed in cabins.</p> <p>During the safety briefing students are instructed to rise alarm in case of fire.</p> <p>Evacuation procedures discussed during the safety briefing.</p>
3 FAILURE OF THE YACHT AND EQUIPMENT	
EQUIPMENT FAILURE	<p>All equipment is checked regularly by the maintenance staff.</p> <p>Instructors must check the boat and equipment before and during the course.</p> <p>Basic spare parts and tools carried on board.</p>
ENGINE FAILURE	<p>Engine is checked regularly by the maintenance staff.</p> <p>Engine checks must be carried every day during the course.</p> <p>Basic spare parts and tools carried on board.</p>
4 WORKING ON OPEN DECKS	
HYPOTHERMIA	<p>Students are advised to bring sufficient warm clothing and wet weather gear.</p> <p>Instructor checks that students are properly dressed, especially when sailing with beginners or at night.</p> <p>Instructors are familiar with the treatment of hypothermia.</p>
HEAT STROKE, SUNBURN	<p>Students are advised to bring cap or hat to protect the head, suncream, sunglasses.</p> <p>Instructors are familiar with the treatment of heat stroke and sunburns.</p>

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5 MAN OVER BOARD	
FALLING OVERBOARD	The dangers are discussed in safety briefing and instructors manual. Lifejackets and safety harnesses provided in sufficient numbers on the boat, the use explained during safety briefing. Lifejackets and safety harnesses shall be worn: in fog, in rough weather, at night (clipped on when going out of cockpit), by all non swimmers, when abandoning ship, whenever crew want to
LOOSING THE CASUALTY	MOB procedure is trained as soon as practicable at the beginning of the course. MOB procedure is described in the training manual and instructors manual. The need to maintain visual contact with the casualty is emphasised. Appropriate safety equipment (horseshoes with light, danbuoys) provided, lifejackets equipped with light and whistle to attract attention.
6 PROBLEMS OF RECOVERY	
HYPOTHERMIA	Methods of getting the casualty safely on board are shown in the training manual and taught during the course. TPA's provided in sufficient numbers on the boat/in the liferaft. Instructor is well aware of the necessity of getting the casualty out of water as soon as possible, especially in spring/ late autumn. Instructors are familiar with the treatment of hypothermia.
7 GYBING AND TACKING	
BOOM FLYING OVERHEAD	The person on the helm must be instructed to inform everybody on deck clearly when he/she intends to tack or gybe and to wait until everybody is ready for the manoeuvre Students are warned not to sit/stay in the area of mainsheet traveller.
ACCIDENTAL GYBE	Instructors explain the correct gybing procedure and the use of boom preventer early in the course. The preventer shall be used always when running, in heavy seas also when sailing on broad reach. Beginners are not to be left without supervision when helming downwind.
8 COOKING ON BOARD	
BURNS AND SCALDS	The cooker is gimballed to allow safe cooking even when the boat is heeled. Oven door can be locked to prevent accidental opening.
FOOD POISONING	High standards of hygiene and cleaning are maintained throughout the course. Food is stored in the refridgerator. Food hygiene tips are displayed in the galley and in the training manual.

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9 GAS SAFETY	
EXPLOSION	Gas bottle is kept in dedicated locker in the cockpit. Gas bottle is changed by the instructor only. Gas bottle shall be closed before going to sleep and when leaving the boat for longer period. Gas shut off valve near the cooker shall be closed at all times when the cooker is not in use. Gas alarm installed. Gas leak procedure displayed near the galley.
10 MEDICAL AILMENTS	
	Staff medical details are kept in the office. Students sign health declaration together with their booking form, copy is given to the instructor. Instructors are familiar with first aid procedures and train these regularly. First aid kit and emergency medical contact details provided on the boat.
11 WORKING ALOFT	
FALLING	Procedure for hoisting people aloft is described in the instructors manual. Students are allowed to climb on the mast only with the instructor's permission and supervision.
12 GENERAL WORK ON DECK	
INJURIES	Safe deck gear operation procedures are part of the initial safety briefing. Instructor makes sure the students understand the dangers, especially when sailing with complete beginners. Instructor warns the students never to put any part of their body between the boat and pontoon, other boat etc. to prevent collision.
13 DOCKSIDE SAFETY	
GANGPLANKS – falling	Gangplanks tend to slip off the boat or the pontoon, especially when it is windy! Staff, students, visitors are advised before stepping on the gangplank to always make sure both ends are safely on the boat/pontoon and the plank is secured with a lanyard. Instructor briefs the students accordingly when taking them on board for the first time.
PONTOONS – slipping, tripping	Students are warned not to jump off the boat, especially when the pontoons are wet. Staff and students are asked not to leave loose rope ends or any other items lying on the pontoons.
14 LOCAL DANGERS IN THE SAILING AREA	
FERRY BOATS	Ferry boats to/from Split go fast and tend not to give way to sailing boats. Instructors are advised to keep a good lookout when sailing near or in Split harbour and Splitska Vrata.
HVAR ANCHORAGE	Instructors are warned not to stay overnight on anchor in Hvar harbour. The anchorage is extremely crowded (especially during summer), too deep on most places, with poor shelter and only mediocre holding ground.