

Hazard	Control Measure	Further Considerations
<p>Drowning Drowning is an inherent risk in all water activities.</p>	<ul style="list-style-type: none"> • Buoyancy Aids must be worn. • RYA Keelboat Instructors. • VHF Radio carried. • EAP in place. • Buoyancy Aids are checked by instructors before use. 	<p>Self-inflating lifejackets should be available for guests that have injuries or disabilities which prevent them from turning themselves face up after falling in the water.</p>
<p>Collisions Other water users The Boom</p>	<ul style="list-style-type: none"> • RYA Keelboat Instructors. • Guests are instructed of the dangers of the boom. • EAP in place. • Safety equipment on board. • Appropriate lighting in place. • Radar reflectors in use. • Monitoring shipping movements on VHF radio. 	<p>IC to ensure operating areas are correct for group sizes and abilities. SI afloat to monitor sessions and offer support where necessary.</p>
<p>Slippery Deck</p>	<ul style="list-style-type: none"> • Guests advised to be careful. • If Ice on deck then it will be removed before departure. • Maintenance plan and checks to be carried out. • Instructors to perform checks prior to going afloat. 	<p>Slippery decks to be reported to maintenance where appropriate.</p>
<p>Hypothermia Cold</p>	<ul style="list-style-type: none"> • RYA Keelboat Instructors. • Waterproof clothing is provided. • Make sure students wear clothing suitable for conditions. 	<p>Additional clothing to be brought on sessions where appropriate.</p>
<p>Hyperthermia Hot</p>	<ul style="list-style-type: none"> • RYA Keelboat Instructors. • Instructors make sure guests are drinking enough water during the day. • Instructors make sure sun-cream and clothing is suitable. 	

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Guests using the engine	<ul style="list-style-type: none"> • Guests are not allowed to use the engine unless permission has been given by the chief instructor. • Guests are permitted to use the engine when on RYA Keel Boat courses. 	
Guest Medical Issues	<ul style="list-style-type: none"> • All guests must have completed a medical form before going afloat. • All instructors must check if there any medical issues with the group they are taking out. • If a guest has a medical issue which may warrant an individual risk assessment the chief instructor will make sure this is completed. 	Those with additional needs will require a separate risk assessment where appropriate.
High Winds	<ul style="list-style-type: none"> • The keel boats do not operate in more than a force 5. The call of whether to go afloat rests with the Chief Instructor or the IC for the day and will be discussed in the morning staff meeting. • Wind against tide scenarios must be weighed and considered. • In stronger winds the instructor will reef the keel boat accordingly. 	
Sailing Area	<ul style="list-style-type: none"> • Normal sailing area is stated in the SOP's. • Sailing area for J80: BKA cadets might sail out of there sailing area when race training. They must inform UKSA base of any movements this is in the SOPs that they will sign to say they have read. • More than one boat is out buddy up and within hailing distance of each. 	Wind and tide considerations must be weighed when choosing correct sailing location.

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Radio Use	<ul style="list-style-type: none"> • Correct radio procedure must be used at all times. • Radios to be fitted to the instructor when on session. 	Mobile phones to be used and issued from Ops.
Winches Catching fingers	<ul style="list-style-type: none"> • Use of winches for students to be clearly explained in the safety brief by the instructor. • Minimum of three turns of rope around the winch. 	Those with additional needs will require a separate risk assessment where appropriate.
Grounding	<ul style="list-style-type: none"> • Check battery and depth sounder are working before leaving. • Instructors to check charts and tidal heights if planning to go to an unfamiliar area. • Don't sail too close to the shore. • Grounding must be immediately reported to the IC. 	IC of the day to ensure session plans are appropriate for the activity and location. Grounding must be reported to the maintenance department as soon as is convenient.
Flooding of keel boat	<ul style="list-style-type: none"> • ½ wash boards must be fitted at all times when afloat. • Full wash boards and coach roof to be fitted in windier conditions. • Bilges pumped dry at the start and end of use. 	
Engine Failure	<ul style="list-style-type: none"> • Instructor to carry out engine checks before leaving the dock. • VHF radio carried to call for assistance. • Coach boat ready to assist if need tow. • Main halyard always attached once left UKSA so ready to use sail if necessary. • Anchor chain and warp to be free and ready for deployment. • Sail covers are not be used until the vessel is alongside. Main halyard must be fitted to the head of the sail ready for hoisting when engines are running. 	