



**RISK ASSESSMENT FOR BOLEH TRUST
ACTIVITIES-V03(3)**

Registered Charity No
1175954.The Boleh Trust,
The Old Shop, Enford,
Pewsey, Wilts SN9
6AR.Version 03(3).

May 2021

**COASTAL AND OFFSHORE SAILING IN JUNK
YACHT BOLEH TO MCA CAT 2 LIMITS**

No	Activity Element	Hazards Identified	Existing Controls	Risk	Additional Controls Required	Residual Risk
----	------------------	--------------------	-------------------	------	------------------------------	---------------

SKIPPERS WILL BE RYA YACHTMASTER OR ABOVE.

MATES WILL BE RYA DAYSKIPPER OR ABOVE

0	Responsibility	<p>Safety and well being of crew.</p> <p>Safety of yacht.</p> <p>Safety of third parties.</p> <p>Safeguarding of vulnerable persons.</p>	<p>Boleh is crewed by a RYA qualified Skipper and a RYA qualified Mate, DBS cleared when appropriate.</p> <p>Boleh's Skipper has a legal responsibility towards the crew, passengers and owners and to all other vessels at sea. He, or she, is personally accountable, under the Merchant Shipping Act, for the safe operation of Boleh and has a Duty of Care towards the crew and passengers.</p> <p>Notwithstanding the Skipper's responsibilities, the Clients or Charterers retain specific responsibility for the safeguarding and specialist care of any vulnerable persons in their charge.</p> <p>The Skipper has an Emergency Action Plan in the Boleh SOPs, and there is also the Boleh Trust Major Incident Plan, accessible to the Skipper in the JY Boleh folder.</p>	Reduced	<i>Skipper to be advised of requirements of children / disabled on board so that he may take this into consideration when making decisions</i>	<i>Low</i>
1	Severe Weather	<p>Damage to boat.</p> <p>Injuries to crew.</p>	<p>Not to leave safe haven if Beaufort Force 6 or above is forecast.</p> <p>Long and medium term planning using routing and weather forecast charts and other weather forecasts. Short term planning to seek shelter in safe havens or allow sea room and selected heading.</p> <p>Safe havens to be within 60nms for Yachts in MCA Cat 2.</p> <p>Use of "reduced canvas", storm sails, heaving to, trailing warps, etc.</p> <p>Crew briefing on heavy-weather sailing and trained in use of storm sails before leaving the vicinity of the safe haven.</p>	Reduced	<i>Local weather forecasts to be obtained at least once every 12 hours</i>	<i>Low</i>
2	Man Overboard (MOB).	<p>Drowning, partial, secondary drowning, hypothermia and other injury.</p>	<p>Approved lifelines, harnesses and jackstays are correctly fitted, inspected and maintained. MOB recovery equipment is fitted as required by MCA COP plus equipment considered to be MOB "best practice".</p> <p>Automatically inflating lifejackets with integrated harnesses of an MCA approved design are provided and worn by the crew at all times on the upper deck, unless the Skipper orders otherwise. Non-swimmers will wear lifejackets at all times when on the upper deck.</p> <p>Crew always to be hooked on at night, in fog or low visibility, in inclement weather, when seasick and on other occasions when Skipper or the individual considers necessary.</p> <p>Skipper and crew are trained in MOB recovery and first aid. MOB recovery is exercised on first sailing and as appropriate thereafter.</p>	Reduced	<i>All crew wear life jackets when on the upper deck. To be hooked on when on the upper deck as per SOP's.</i>	<i>Low</i>

No	Activity Element	Hazards Identified	Existing Controls	Risk	Additional Controls Required	Residual Risk
3	Sailing Offshore	Seasickness & Medication	<p>Risk is reduced by early advice on diet and fluids i.e. avoid fatty food, alcohol etc. The yacht's medical kit includes anti-seasickness tablets. Participants are encouraged to use the medication as required.</p> <p>Individuals suffering from seasickness, are 'clipped on' to avoid falling overboard when on the upper deck, monitored for proper fluid intake to avoid dehydration; detailed to take the helm, a task that has proven to lessen the effects of seasickness. If incapacitated – placed in a bunk, kept warm and provided with fluids to reduce susceptibility to dehydration.</p>	Reduced	<i>If crew take other medication, Skippers must ascertain medication requirements, where kept and compatibility with sea sickness tablets.</i>	Low
4	Deck and shore Work	<p>Trips and Falls</p> <p>Moving and Falling Objects</p>	<p>Personnel are required to wear proper footwear that improves adhesion between the shoe and the slippery surfaces found near water. Correct footwear also reduces the risk of foot/toe injuries.</p> <p>Traditional Rules: One hand for yourself and one for the boat. Never stand astride a line or in a bight. Never take a turn around yourself. Never handle “live” anchor cable except with a ropes' end. When assisting any crew with reduced mobility ensure that the helper(s) do not injure themselves and compromise their own stability</p> <p>Surefootedness comes with increased sea-sense – hence Comp Crew and experience courses etc. Crew briefed on dangers of moving parts of Boleh, in particular the boom, falls of the sheets, flogging sails and sheets.</p> <p>When working ashore in and around boat maintenance areas hard hats to be worn in accordance with Health and Safety Instructions.</p>	Reduced	<i>Crew with limited agility or mobility should not work on deck or be closely supervised</i>	Low

No	Activity Element	Hazards Identified	Existing Controls	Risk	Additional Controls Required	Residual Risk
5	Operations under power.	Mechanical Failure	<p>Risk minimised by routine engineering maintenance including daily and pre-start checks. Skipper/ Mate Boleh Induction course provides detailed information regarding diesel/electric system.</p> <p>Routine inspection of machinery hourly when operating to monitor motor temperatures, coolant flow, gauges, battery charger output.</p> <p>Boleh carries tools and spares as appropriate to the planned operating areas.</p> <p>Skipper must have completed the RYA Diesel Engine course or be considered competent. For long deployments or ocean crossings one crewmember should have professional engineering qualifications such as MCA AEC. Crew trained to sail the Yacht on to moorings and alongside.</p>	Reduced	<i>Provide shore-based back up support.</i>	<i>Low</i>
6	Emergency and Distress Situations	Communications equipment failure	<p>Redundancy in communications equipment, including fitted and portable VHF/DSC for short range.</p> <p>Antenna not supported by spars and rigging. Emergency VHF antenna carried.</p> <p>Emergency equipment (e.g. EPIRB) as required by the MCA COP. Use of pyrotechnics in emergency situations. Boleh has AIS Cat B fitted.</p>	Reduced	<i>Ensure crew briefed on emergency comms</i>	<i>Low</i>
7	In close proximity to other vessels.	Collision	<p>The International Regulations for Preventing Collision at Sea (IRPCS) are to be applied at all times. Boleh is fitted with navigation lights, day shapes and sound-making equipment as required by IRPCS. In the event of damage resulting from collision Boleh is fitted with bilge alarms, automatic and manual bilge pumps and leak stopping wedges and mallets. Skippers are trained to employ extra cautionary measures where risk of collision is higher, such as in fog or low visibility. Boleh is fitted with an AIS Transceiver and radar reflector which is to be raised in accordance with Boleh SOPs.</p>	Reduced	<i>Skipper or Mate on deck in potential risk situations</i>	<i>Low</i>
8	Operations at sea and in harbour.	Fire/Explosion	<p>Boleh is fitted with firefighting equipment and all crew members are to be briefed on the action to be taken in the event of a fire.</p> <p>The cooker is never to be left unattended when lit. Cooking gas is always to be turned off at the cylinder valve when not in use and a safe and approved routine for the use of gas is to be briefed to the whole crew.</p> <p>Gas cylinders are stowed in a purpose-built locker that is sealed off from the boats interior and drains directly over the transom. Gas fittings meet the appropriate British Standard and Boleh is fitted with gas and smoke detectors and a gas leak detector.</p> <p>Spare diesel is stowed only in approved containers.</p> <p>Smoking is banned below decks and only allowed on deck with the agreement of the Skipper.</p>	Reduced	<i>Whenever possible no smoking at all will be permitted.</i>	<i>Low</i>

No	Activity Element	Hazards Identified	Existing Controls	Risk	Additional Controls Required	Residual Risk
9	Cooking	Burns/scalds Food borne disease	Any time an individual is working in the galley at sea, he/she wears foul-weather trousers and waterproof sailing boots to reduce the likelihood of scalds. The gas cooker is not gimbaled and due caution is to be briefed to crew. Food preparation areas meet the necessary standards of design. Separate cleaning gear is provided for heads, galley and other areas. Antibacterial soap is to be used in the heads. A high standard of hygiene is maintained onboard, food hygiene guidelines are to be followed. Only fresh or properly preserved provisions are embarked. All outer packaging is removed on the upper deck to reduce the risk of insect infestation. The fitted cool box is used and cleaned after use.	Reduced	<i>Ensure galley safety stop is used when appropriate when cooking at sea</i>	<i>Low</i>
10	Operations in coastal waters and alongside.	Crime – theft, injury, etc. alongside and piracy at sea.	Alongside: Boleh is locked when vacated. All loose equipment is stowed below or in locked stowages. Shipkeeper(s) remain onboard when not in a secure berth. Crew remain in groups ashore and SHARKWATCH (Esp. Military crews: 1 member of party nominated to remain vigilant for threats) is in force when appropriate. Vulnerable crew members are supervised. At sea: passages are planned to be clear of areas of piracy risk. Otherwise transit is well offshore or is diverted clear of risk areas. Planning includes escort/sail in company. When suspicious vessels are sighted Skipper implements IMO recommended actions including sending DSC Distress Alert (Piracy). maintains best speed away from suspicious craft. Crew should be visible in large numbers.	Reduced	<i>Operations generally outside high risk areas</i>	<i>Low</i>
11	Small Boat Operations	Man overboard resulting in drowning or injury from outboards propeller and other harbour craft.	Tender cox'ns are properly trained, (RYA Power Boat Level 2 preferred) qualified and in regular practice. Passengers/crew are briefed and wear lifejackets when in tender. Crew wear lifejackets on upper deck at all times unless ordered not to do so by Skipper. Non-swimmers wear lifejackets at all times. Number of passengers does not exceed approved maximum and account is taken of weather/sea state. Side ladder is securely fastened.	Reduced	<i>Special precautions are taken for operations at night and in strong tideways</i>	<i>Low</i>

No	Activity Element	Hazards Identified	Existing Controls	Risk	Additional Controls Required	Residual Risk
12	Abandon Ship	Accessing life raft and MOB, resulting in drowning. Dehydration, hypothermia, starvation etc.	Skipper and some crew will have completed a sea survival course. List of those responsible for providing additional "survival stores" on abandonment will be promulgated. Grab bag to be made up in accordance with SOPs. Crew will be briefed and rehearsed in the drill for use of the life raft. Boleh is fitted with approved, in date life raft pack and VHF/GMDSS/EPIRB. Life raft and hydrostatic release unit are in date for test.	Reduced	<i>Limited agility crew to access life raft from vessel, if possible</i>	<i>Reduced</i>
13	Sailing	Major Rigging Failure resulting in damage to Boleh and injury to crew.	All rigging is properly set up by a suitably qualified person and surveyed at appropriate intervals and defects rectified. Surveys of rigging and spars range from a "once per watch" deck-level check by watch leaders, daily check by Skippers/Mates, pre-sailing mast checks and checks during maintenance periods. Correct sail plan for prevalent weather conditions, and correct use of running backstays. Crews briefed on danger from boom and to pass along upper deck on windward side and never hook on to standing rigging, thereby minimising risk of injury in the event of rigging failure. In event of mainsail yard/rigging failure, priority is to remove mainsail, reducing stress on rigging – 'Dump and Lash'.	Reduced	<i>Rig preventers when required. Early reefing.</i>	<i>Low</i>
14	Port Visits – Potable water replenishment.	Water Contamination	Areas /countries where water supplies may be contaminated are identified and avoided or purchased bottled water is used. If any risk of contamination, then tanks are not refilled and those already used are isolated. Water purification fluid is carried and Boleh also has a reserve of bottled water. Run water through thoroughly when using marina hoses to void contamination of tanks through dirty hoses. Wash hose ends before putting in filler caps.	Reduced		<i>Low</i>
15	Operations in temperate and cold regions.	Hypothermia, non-freezing cold injury and frostbite.	Crews are required to provide appropriate cold/wet weather clothing, briefed on keeping warm and dry and on the symptoms of hypothermia, non-freezing cold injury and frostbite. In extreme climates upper deck work is kept to a minimum and the duration of watches reduced as required. One crewmember has appropriate medical training.	Reduced	<i>SOPs give guidance on treating hypothermia</i>	<i>Low</i>
16	Overseas voyages.	Disease	Appropriate vaccinations/inoculations are identified and participants informed.	Reduced		<i>Low</i>

No	Activity Element	Hazards Identified	Existing Controls	Risk	Additional Controls Required	Residual Risk
17	Operations in summer and hot climates.	Sun Injury	Crews will be briefed on preventative measures. Boleh was designed for operations in the tropics and is fitted with adequate ventilation. Upper deck is cooled with seawater. Awning is rigged in harbour, bimini at sea in the tropics.	Reduced		<i>Low</i>
18	“Hands to Bathe”	Swimming Dangers	Non-swimmers do not take part. One person is nominated as “lifeguard”. A line is trailed astern to aid boarding and a ladder or scrambling net is rigged. Dinghy rigged, in water and ready for immediate use. Boleh’s motors are not operated and the dinghy may only be used with oars.	Reduced	<i>Check tide and current</i>	<i>Low</i>
19	Operations in coastal and inshore waters.	Grounding	Skippers, Mates and watch leaders will be trained and qualified to appropriate levels in navigation and boat handling. Navigation “best practice” is applied. Depth reading below keel set on Nav Plotter and checked manually with a lead line before leaving harbour.	Reduced		<i>Low</i>
20	Child and vulnerable person protection	Safeguarding Issues	Notwithstanding the Skipper’s responsibility for the safety and safeguarding of the crew, the Client or Charterer retains specific responsibility for safeguarding issues. Boleh Skippers and Mates are DBS checked when required and briefed on the Boleh Trust Safeguarding policies for Children and Vulnerable Adults; there is a nominated Boleh Trust Safeguarding Officer.	Reduced		<i>Low</i>

Abbreviations:

RYA Royal Yachting Association
DBS Disclosure and Barring Service

No	Activity Element	Hazards Identified	Existing Controls	Risk	Additional Controls Required	Residual Risk
----	------------------	--------------------	-------------------	------	------------------------------	---------------

- MCA Maritime and Coastguard Agency
- COP Code of Practice for Small Commercial Sailing Vessels – an MCA document
- MOB Man overboard
- AIS Automatic Identification System
- GMDSS Global Maritime Distress and Safety System
- EPIRB Emergency Position Indicating Radio Beacon
- SOPs Standard Operating Procedures for Junk Yacht Boleh

CERTIFICATE BY SKIPPERS

Skippers are to confirm annually by email that they have read and understood the Risk Assessment dated February 2020.

On each occasion that the Skipper embarks on a new undertaking this Risk Assessment is to be reviewed to confirm that it covers all known risks associated with the activity about to be undertaken; any additional risks identified and the mitigating actions taken are to be recorded in the Ship’s Log.