

Date of risk assessment	01/001/2024	Carried out by	D Samuel
Activities	Inshore Rescue Boat (IRB)		
Hazard Identification and Risk Assessment			
Likelihood (L)	1 = Low	2 = Medium	3 = High
Severity (S)	1 = Slight	2 = Serious	3 = Major
Risk level = Likelihood X Severity			
Overall Assessment of Risk			
Overall risk level with existing controls	Low	✓	Medium
Overall risk level after all actions completed	Low	✓	Medium
Is this acceptable?	✓	Yes	No
Date assessment due to be reviewed	01/01/2025		

A SLSGB Dynamic Risk Assessment should be undertaken by the Trainer in charge to identify the conditions on the day to ensure the activity is safe to proceed and if any additional controls need to be put into place.

- A Risk Assessment identifies hazards that may cause harm and the risks (the likelihood and potential severity) and then identifies control measures that will reduce the risk to acceptable levels.
- Risk Assessments are a legal requirement and should be recorded and reviewed
- Risk Assessments illustrate good practice forethought planning and collective expertise.
- Risk Assessments must be used in conjunction with the Club's Health and Safety Policy document. The Leader should then ensure that those Risk Assessments are appropriate, or should make any necessary additions or changes.

The Risk Assessment must be seen as an 'on-going' process and 'dynamic'.
In other words, professional judgements and decisions regarding safety will need to be made during the activity. If the control measures aren't sufficient, the activity must not proceed.

All sessions have potential hazards and risks to Members, Coaches, Helpers and other beach users, therefore the control measures identified should be sufficient to reduce the risk to acceptable levels. If the control measures aren't sufficient, consideration must be given to absolute 'cut off criteria' and the activity must not proceed. The control measures identified on a form are the written evidence that key areas have been considered.

RISK ASSESSMENT

Brighton Surf Life Saving Club



Hazard	People at Risk	Existing Controls	Risk level (RL)			Any further action necessary	Is risk adequately controlled
			L	S	RL		
Manual handling	Driver & Crew	<ul style="list-style-type: none"> Training in manual handling Team lifts Maximum use of lifting equipment (trailers, etc) Specific fitness testing of IRB and RWC operators 	1	2	3	Minimum of three persons to lift without Engine, Minimum of four persons to lift with engine attached	Yes
Entrapment injuries and impact injuries with trailers	Driver & Crew	<ul style="list-style-type: none"> Training & Supervision 	1	2	3		Yes
Impact with persons in water during rescue	Driver, Crew and Other Water Users	<ul style="list-style-type: none"> Training & Supervision Dynamic Risk Assessment (DRA) Propguard fitted 	2	2	4		Yes
Impact with persons in water during general manoeuvres	Driver, Crew and Other Water Users	<ul style="list-style-type: none"> Training & Supervision Pre-launch & landing briefings Route planning and situational awareness Propguard fitted 	2	2	4		Yes
Mishandling in surf conditions (including impact injuries with waves and vibration)	Driver & Crew	<ul style="list-style-type: none"> Training & Supervision Pre-launch briefings Route planning and situational awareness PPE Dynamic Risk Assessment (DRA) 	2	2	4	Helmets to be worn when deemed necessary by lead trainer [or IRB competent helm in charge on the day].	Yes
Impact with other craft or objects	Driver, Crew and Other	<ul style="list-style-type: none"> Training & Supervision Pre-launch briefings Route planning and situational awareness PPE 	2	1	3	Helmets to be worn when deemed necessary by lead trainer [or IRB competent helm in charge on the day].	Yes

RISK ASSESSMENT

Brighton Surf Life Saving Club



Hazard	People at Risk	Existing Controls	Risk level (RL)			Any further action necessary	Is risk adequately controlled
			L	S	RL		
	Water Users						
Capsizing	Driver & Crew	<ul style="list-style-type: none"> • Training & Supervision • Pre-launch briefings • Route planning and situational awareness 	2	3	5	Helmets to be worn when deemed necessary by lead trainer [or IRB competent helm in charge on the day].	Yes
Engine Cutting out	Driver & Crew	<ul style="list-style-type: none"> • Training & Supervision • Pre-launch briefings • Route planning and situational awareness 	2	2	4		Yes
Punching	Driver & Crew	<ul style="list-style-type: none"> • Training & Supervision • Pre-launch briefings • Route planning and situational awareness 	2	3	5	Helmets to be worn when deemed necessary by lead trainer [or IRB competent helm in charge on the day].	Yes
Exiting/Entering Brighton Marina	Driver & Crew	<ul style="list-style-type: none"> • Training & Supervision • Pre-launch briefings • Route planning and situational awareness • Ability to turn and return to safety of marina 	2	2	4	Caution at Low tide and in swell as significant wave height increased at marina entrance on low tides. Turn and run if in any doubt.	Yes

Risk assessment review record

This risk assessment must be reviewed annually, if there is a significant change to the hazards identified or if there is an incident that requires its review and amendment.

Reviews should be recorded below:

Date	Reviewer (Print and Sign)	Comments (reason for review / amendments)	New risk assessment issued (Y/N)?
27/04/2017	David Samuel	First Issue	Y
14/04/2018	David Samuel	Yearly review	N
11/06/2020	David Samuel	Yearly & COVID-19 Appendix	Y
01/01/2023	David Samuel	Yearly review based on new location	Y

**Risk Assessment Awareness Record**

The undersigned have read and understood this risk assessment and agree to abide by its principles.

Name (Print)	Qualification: Helm, Crew, Trainee	Signature	Date

RISK ASSESSMENT

Brighton Surf Life Saving Club





EMERGENCY PROCEDURES

- If an accident occurs, the priorities are to:
 - Assess the situation,
 - Safeguard the uninjured members of the group,
 - Attend to the injured person,
 - Inform everyone who needs to know of the incident,
- 1. Establish the nature and extent of the incident as quickly as possible.
- 2. Establish the number of any injured persons and get immediate medical attention from 1st Aider.
- 3. Inform the Trainer as soon as possible.
- 4. Inform the club Safety officer as soon as possible.
- 5. All relevant facts and witness details should be written down accurately as soon as possible on the Accident Report Form.
- 6. If required, an adult should accompany any injured person to hospital.
- 7. A written account of all events, times and contacts should be kept after the incident on the Accident Report Form

Nearest A & E Hospitals and telephone numbers:

Royal Sussex County Hospital, Eastern Rd, Brighton, E. Sussex, BN2 5BE

Tel: 01273 696955

Worthing Hospital, Lyndhurst Rd, Worthing, W. Sussex BN11 2DH

Tel: 01903 205111