**Southend Barge Match  
Risk Assessments 2024**  
Thorpe Bay Yacht Club have their own risk assessments for their normal operating procedures, which will apply for the match..  
  
**Work Activity/Item Assessed: Thames Barge Match activities taking place that are not part of the normal Club activities.**  
**General:**   
This risk assessment had also been prepared for the participating craft in the Barge Match.  
  
**Risk Assessment**  
**Work Activity/Item Assessed: Thames Barge sailing in Southend-on-Sea Barge Match 8th June 2024**  
**General:**   
The risks of barge racing fall mainly on the skipper of the barge, the role of the race organiser is to try to provide a safe racing environment in safe racing conditions, to encourage and assist safety awareness by all competitors, to have incident management procedures in place and to look at safety issues afloat during the Barge Match.   
**Definitions**  
Accident: An unplanned, uncontrolled event which has led to damage, ill health or injury  
Hazard: A condition or practice with the potential to cause damage, ill health, injury or other losses  
Risk: The combination of the likelihood that a Hazard will result in an accident and the severity of the consequence of the accident  
Likelihood: The possibility of an event occurring  
Consequence: The outcome of the event  
 **Persons at Risk:**   
Members of crew or passengers aboard Sailing barges, or other vessels they may come in contact with.  
Match Committee and members and officials of Thorpe Bay Yacht Club assisting with the Match.  
  
**Property at Risk:**   
Sailing barge structure, rigging and fittings.  
Other property or vessels that a barge may come in contact with.   
  
**Hazards Identified:**1. Collision of sailing barge with other participating barge, other craft, or other structures  
2. Gear failure which could cause personal injury to passengers or crew, or make the craft difficult to manage, risking collision, grounding, etc.  
3. Grounding of sailing barge  
4. Fire  
5. Unsuitable weather conditions, including deterioration in weather during the race  
6. OOD being able to account for all participants  
7. Other incidents involving injury to crew, including man overboard  
8. Getting ashore/aboard, using barge boat or safety boat.  
  
**Problems Identified:**Ensuring vessels are suitably equipped and sound for racing, and that safety equipment is on board and operational.  
VHF radios must be used for communication  
Crew to be suitably experienced/trained   
 **Current Control Measures:**   
Competitors are required to comply with the **Standard of Safety for Thames Sailing Barges,  
SBA/AOB Skipper’s qualification** and the requirement that new skippers take part in at least 8 races as mainsheetman before racing as skipper. This should ensure that the skipper can adequately deal with any hazards arising during the race.  
**SBA/AOB guidelines for sailing barge mate**, to help skippers ensure suitability of mate and mainsheetman for racing and any hazards that should arise.  
**Sailing Barge Match Rules** previously circulated to all owners and skippers, in order that they are fully familiar with the requirements for racing and the rules to be adhered to, including the use of engines to avoid collision if required, and the requirements to protest.  
**International Regulations for the Prevention of Collisions at Sea** (IRPCAS) apply during racing and at all other times. Skippers and crew should be fully conversant with these and know how to put them into operation in general sailing conditions, including racing.  
**Southend-on-Sea Barge Match Local Regulations** allow for Race course alteration, race abandonment or postponement, in order to respond to changes in weather conditions during the race.  
**Skipper’s briefing/Briefing document** to specify the race course also provides the means of highlighting any known hazards, especially relating to weather forecast, and recommending the use of life-jackets. Any individual craft risk assessments relating to their normal use may also be relevant. These risk assessments may have elements that over-ride those set out in this assessment.   
**Major Incident Plan** gives some information to help with some of the risk situations that may occur.  
**Southend Barge Match Guide for Officer of the Day** provides some assistance to the Officer of the Day in making the necessary decisions in planning the course, and the factors to be taken into consideration  
Craft should also be fully insured as required by the entry form declaration.  
**HM Coastguard and the PLA** will be fully informed by the Committee with details of the race.  
The Match Committee will have TBYC safety boats available to assist where required in event of any incident, and to provide additional means of communication to craft for course change, race abandonment, etc. and for transfer of crew and passengers.

Assessor: David Renouf Date: 02/04/2023 Review Date: 03/04/2025  
Note, this Risk assessment may be reviewed and altered before the review date, should additional risks be identified.

**Risk rating score.**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Likelihood (l) |  |  |  |  |
| 5=Probable | 4=Occasional | 3=Remote | 2=Improbable | 1=Impossible |
| Consequence (C ) |  |  |  |  |
| 5=Multi-fatality | 4=Fatality | 3=Major Injury | 2=Minor injury | 1=Accident |
| 5=Full collapse of structural system | 4=Partial collapse of structural system | 3=Major damage/repair to structure | Minor damage/repair to fabric | 1=Superficial damage |
| Risk = Likelihood x consequence | | | | |
| Residual risk where risk is remaining after control measures are put in place | | | | |
| Residual risk - Likelihood x consequence | | | | |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Hazard | Score | | | Control Measures | Residual Risk | Score after control measures put in place | | |
|  | L | C | R |  |  | L | C | R |
| Collision of sailing barge with other participating barge, other craft or other structures | 4 | 3 | 12 | All competitors informed of course and rules via, Sailing Barge Match Rules, Local Regulations, Briefing, Major Incident plan. PLA and Coastguard informed of the event and number and type of craft participating. | Crew do not follow instructions, or make wrong decisions. | 3 | 2 | 6 |
| Gear failure which could cause personal injury to passengers or crew, or make the craft difficult to manage, risking collision, grounding, etc. | 4 | 2 | 8 | Competitors informed of possible action to take in the event of an incident via Incident management plan, and briefing instructions. Trot boat on call via VHF, and emergency procedures where necessary. | Crew do not follow instructions, or make wrong decisions. | 4 | 1 | 4 |
| Grounding of sailing barge | 4 | 2 | 8 | This is not necessarily hazardous, depending on the circumstances. Competitors informed of possible action to take via incident management plan and briefing instructions. Use of engine where considered necessary, to call via VHF, safety boats available for assistance and emergency procedures where necessary. | Crew do not follow instructions, or make wrong decisions. | 4 | 1 | 4 |
| Fire | 3 | 4 | 12 | Competitors required to be fully compliant with the Standard For Safety for Thames Sailing Barges, which includes the MCA requirements for Fire Protection. |  | 3 | 2 | 6 |
| Unsuitable weather conditions, including deterioration in weather during the race. | 4 | 2 | 8 | Competitors advised regarding the use of lifejackets where required, via Local Regulations. Safety boats available to transfer crew. Committee has the option of cancelling the race in poor visibility or poor weather (see Southend Barge Match Guide for Officer of the Day, Local Regulations and Incident Plan) | Crew do not follow instructions, or make wrong decisions. | 4 | 1 | 4 |
| Other incidents involving injury to crew, including man overboard. | 4 | 4 | 16 | Competitors informed of possible action to take in Major incident plans. Safety boats available if required, and emergency procedures where necessary. | Crew do not follow instructions, or make wrong decisions. | 4 | 1 | 4 |
| OOD being able to account for all participants. | 2 | 2 | 4 | Competitors to provide contact who can provide details of persons on board. | Information not provided, or contacts unavailable | 2 | 1 | 2 |

For the participating vessels, they all have their own fire-fighting procedures/assessment together with fire-fighting equipment. Where fire breaks out on board one of the participating vessels, they are advised to use their own fire-fighting equipment as necessary. Other vessels may be able to assist with additional equipment.  
  
Assessor: David Renouf  
Date 02/04/2024 Review Date 03/04/2025

*DVR/020424*