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RISK ANALYSIS										
Risk Assessment for tourist trips from London Eye and taxi service				Serverity	Probabilit	Risk Code	Initiatives and recommendations to minimize risk	Serverity	Probabilit	Risk Code
Task	Risk	Cause	Effect	Risk			Precautions	Risk Remaining		
<u>Return tourist trip</u> Adverse weather	Personnel stranded on vessel	<ul style="list-style-type: none">Change in sea state	Inability to safely egress vessel.	2	2	4	<ul style="list-style-type: none">Local vessels nearby at all timesPersonnel have multiple alternative egress pointsVessel has adequate capacity to evacuate all passengersWeather to be monitored regularly – sailings have multiple alternative drop off points	2	1	2
<u>Single Man Operation</u> Sailing of vessel NOT APPLICABLE TWO MAN OPERATION AT ALL TIMES.	Operator falling overboard	<ul style="list-style-type: none">Change in sea state, collision with floating or submerged debris	Loss of control of vessel.	4	1	4	<ul style="list-style-type: none">Operator to have dead man pull cord attached at all times. Life jacket to be worn at all times. Guides received training in emergency skippering.	2	1	2

Severity

- 1 No or insignificant damage.
- 2 Minor damage or illness. First aid treatment.
- 3 Serious damage or illness. Loss of working hours.
- 4 Serious damage or illness. Disablement.
- 5 Fatality or Major Injury of one or more persons.

Probability:

- 1 Unlikely. No knowledge of any such cases.
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- 1–8 : Low risk. No or acceptable risk. Activity can be carried out.
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<u>Berthing of vessel into v berth</u>	Damage to RHIB Bow Collar.	<ul style="list-style-type: none"> Sharp objects on v berth or J Tubes fasteners 	Deflation of Bow Collar	2	2	4	<ul style="list-style-type: none"> LRV vessel has triple extra fendering built in at manufacture. V berth stops collar touching berth. Fendering protects sides of vessel. V-berth checked regularly. 	1	1	1
<u>Routine access to boat</u> Transfer of passengers into RIB	Puncture of RIB	<ul style="list-style-type: none"> Sharp pointed tools or equipment High heeled shoes 	Deflation of RIB	3	2	6	<ul style="list-style-type: none"> All sharp edges or points on clothing and equipment to be suitably protected when using a RIB Rib to be of the commercial type (7 chambers or more) 	2	1	2

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<u>Routine Operations</u>	Stranded	<ul style="list-style-type: none"> Engine Failure 	Not able to get back to shore	3	2	6	<ul style="list-style-type: none"> Two VHF fixed Radio's to be onboard at all times One Portable radio on board at all times Flares to be carried at all times Two Sea anchors to be carried at all times. Engines serviced and maintained regularly Two main Engines fitted 	2	1	2
<u>Adverse weather</u>	Becoming wet / cold	<ul style="list-style-type: none"> Open to the elements 	Cold	3	2	6	<ul style="list-style-type: none"> Do not operate in adverse weather conditions. Used for maximum of 50 minutes between rests Multiple clothing layers and suit and life jacket. Guide to monitor customers at all times. 	1	2	2

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<u>Access/Egress boarding ladder to and from vessel</u>	Relative movement between vessel and platform due to movement of vessel	<ul style="list-style-type: none"> Wash from other vessels. 	Missing step, difficulty judging step. Being caught by vessel and dislodged from platform	3	2	6	<ul style="list-style-type: none"> Bow of RHIB will be pressed into docking arrangement sufficiently hard enough to stop movement at the bow and present a stable fixed platform to step from and onto. Vessels with large wash passing by will be monitored and movements will be stopped until river is calm. Mitigated by v berth protection from wash. Passengers assisted by boarding manager, crew and skipper on the vessel. 			2	1	2
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<u>Adverse Weather</u> Whilst out on the river	Visibility - Collision	<ul style="list-style-type: none"> Heavy Rain Snow Fog Wind Increases Other Vessels 	1. Reduced visibility	3	2	6	<ul style="list-style-type: none"> GPS can be used Radar can be used Local charts Listen to Fog signals from other vessels Speed restricted Vessels are equipped and coded by the Marine Authorities, all Navigation aids are New 2006 and in full working order and regularly checked. Vessel crews are familiar with the local and navigable waters. 	2	1	2
<u>Submerged Objects</u>	Collision underwater by obstructions	<ul style="list-style-type: none"> Floating objects 	Damage to hull and prop causing the boat to be disabled	4	2	8	<ul style="list-style-type: none"> All crew to keep a good look out at all times. Speed restrictions in place. 	2	1	2

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<u>Vessel under one man control</u>	No back up or assistance to operate the vessel	One crew member has gone on to the shore to assist with accident or incident or passenger	Possible problems keeping the vessel docked or redocking in the event of standing off.	2	2	4	Vessels will be moored tight in v berth with engines running and moored appropriately. At locations other than v berth vessel will be moored fast with two ropes fore and aft.			1	1	1
<u>Running a ground</u>	Running out of water and getting stuck	<ul style="list-style-type: none"> Sandbanks Obstructions 	1. Dangers to personnel 2. Open to the elements	3	2	6	<ul style="list-style-type: none"> Be aware of state of tide. Nobody to leave the boat whilst a ground unless need to (Helmsman's Decision) Stay inside navigable channels at all times 			2	1	2

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<u>Medical Emergency on the river</u> Medi-vac and Emergency Protocol Inc : Collisions at Sea	Crew & Personnel injuring themselves	<ul style="list-style-type: none"> ▪ Climbing onto the land ▪ Man Overboard ▪ Injury on the Boat ▪ Collisions at Sea 	1. Sea Sickness 2. Collision at Sea 3. Injury on board	3	2	6	<ul style="list-style-type: none"> ▪ The Skipper is responsible for all crew and personnel on board ▪ However all onboard personnel and crew to be aware of responsibility for each others safety. ▪ All crew to be logged on and off the boat. ▪ Helmsman and crew to keep a good lookout at all times. ▪ MCA approved first aid kit on board at all times. ▪ Crew, trained in first aid. 	2	1	2
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Answer Maritime distress call or be requested by the MCA to assist or attend an emergency	Leaving the berth with no stand by vessel cover	Vessel leaves the route in response to MCA request or Mayday.	Personnel off route	2	2	4	The Skipper will keep the Marine Co-ordinator fully informed at all times of the vessel position and situation. Should a request be made for assistance then it would be local only ie within 10 miles and the vessel would respond ONLY if life were threatened. The situation would be assessed between Marine Co-ordinator and skipper and a back up vessel may be requested. Full search and rescue plan filed with the coastguard.	1	2	2
Normal operation of vessels	Vessel capsize	Collision or striking underwater object	Personnel trapped below hull	3	2	6	Vessels are fitted with an Atlantic Liferaft for 14 persons (annually checked), 14 Thermal protective aids, and 16 MCA approved lifejackets. Vessel manned at all times with Qualified and safety trained skippers and crew	2	1	2

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Normal operation of the vessel	Exposure to the elements	Cold, Wet, Wind	Feeling cold, miserable, unable to concentrate, hypothermia	3	2	6	All Crew passengers are supplied with adequate marine clothing designed to protect from the elements. The Crew work behind a tall helm position. Passengers are all supplied with thick warm sailing jackets and trousers. Crew regularly check on the passengers for any early signs of exposure			1	1	1
Berthing vessels on V berths.	Damage to Vessel Bow collar	Misalignment of Fender sections	Damage to Bow as vessel is being settled on to the fender due to vessel riding up and down over the sections	2	2	4	All Skippers and Crew will be fully aware of the risk of damage due to this misalignment, and the skipper will maintain watch to manoeuvre accordingly.			1	2	2

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Normal operation of the vessel	Injury to passengers embarking and disembarking transition boarding platform.	Operating procedure	Additional risk during embarking disembarking passengers in vessels from platform to rib.	3	2	6	personnel transfer. Customers to follow safety precaution briefing for transfer. Vessel crew will inspect platform for trip and slip hazards before personnel descend. Boarding master on platform and crew on vessel to help customers on and off and skipper to supervise to seats.	2	1	2
Normal operation of the vessel	Mooring	Availability for operations	Tides prevent access	2	2	4	Vessels kept on all tide mooring at all times. Immediate access to area of operations. Security at access points by code.	2	1	2

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Normal operation of the vessel	Vessel disabled or performance seriously affected	Fouled propulsion system due to foreign objects entering water inlets and ropes fouling propellers	Vessel unable to manoeuvre and unable to respond to distress call or continue operations	3	2	6	Keep decks clean and clear of anything that can be washed overboard. Keep a good eye on the way ahead for floating ropes and discarded fishing nets. Easy access knife in consul to clear rope etc.		2	2	4
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Transfer personnel – boat to boat.	Drowning, trapped, broken limbs, serious injury	Personnel fall in between vessels or into sea	Injury drowning	4	1	4	All personnel both crew and passengers will be wearing lifejackets and sailing jackets. Speeds limited to wash limits and 30 knots in open areas. Weather and sea state only slight. Rescue vessel will pace the distressed vessel, adjust speed and come slowly alongside, once alongside turn helm to press the distress vessel onto the rescue, ascertain vessel contact is steady and stable. Transfer one person at a time. If transfer cannot be done with vessels underway then the smaller of the two will make fast alongside the stationary larger vessel using head and stern lines and shoulder and quarter springs.			2	1	2
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Movement of persons from quay	Persons falling into water causing distress or drowning	Persons fall between boat and quay	Distress, injury, drowning	4	1	4	Rescue line and recovery strop on vessel. Lifejackets worn prior to boarding/disembarkation of vessel. Vessel powered on in v berth with starboard flush against berth. Boarding ladder has full handholds and attached to loading platform on vessel with bolts. Boarding master on quay and crew on vessel and skipper supervising. There is no physical gap for passengers to fall into the water.			3	1	3
Use of boarding ladder	Boarding ladder breaks	Persons fall and cause injury	Distress, injury	4	1	4	Regular inspection of boarding platform.			1	1	1

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Objects thrown from bridges	Injury to passengers and/or crew	Persons injured due to objects thrown	Injury, distress	4	1	4	Skipper and crew to pay attention to pedestrians on bridges and manoeuvre accordingly. Speed restrictions in place for Under the bridges or 'UBT' area. See operating procedures document		1	1	1
Drink or drugs and bad behaviour	Injury to passengers and crew	Causing disruption to the safe passage an compromise of safety to vessel and crew	Reduced alertness altering capabilities	2	2	4	All persons boarding assessed for intoxication or influence of controlled substances. Skipper and boarding manager to make assessments. Zero tolerance policy. Failure to comply will mean instant dismissal of staff and refusal to allow passage for passengers. Reference made on booking form.		2	1	2

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Command and control	Failure to carry out company policies	Increase risk levels and failure to comply with risk management policies	Injury, distress, loss of reputation	3	1	3	Full communications links with vessels and land. Booking office acts as co-ordination point with radio contact with all staff. Skipper responsible for decision to sail. Operations manager has right to order vessel to stop sailing or return on safety grounds.		2	1	2
Compliance with legislation	Damage or injury to vessels or persons	Availability for operations	Danger to crew and passengers	3	1	3	Vessels are fully MCA coded and inspected. Ships Domestic Safety Management Plan conducted. Health and Safety assessment completed and complied with. MCA fully consulted.		2	1	2

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Oil and petrol pollution	Pollution of waters	Compliance with legislation.	Danger to wildlife and fish	2	1	2	Oil changes to be done at service centre with full facilities by qualified marine technicians. Documented oil management plan to be followed.			1	1	1
Terrorism	Terrorist Act	Persons injured through explosion.	Danger to public	5	1	5	Passengers to be assessed throughout voyage for activity.			1	1	1

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