

Barry Yacht Club

WORK EQUIPMENT RISK ASSESSMENT

Assessment Details			
Equipment Name:	Launching Trolley	Reference Number:	WERA02
Name of Assessor:	Clive Williams C.M.I.O.S.H. (022861)	Date of Assessment:	13.01.2018
Name of Reviewer:	Jackie Carey/Ray Brown	Date of Last Review:	03.06.19
Description of Use:			
<p>Vessels are transferred by the Hoist onto the Launching Trolley. The vessel is then lowered from the suspended cradle of the Hoist onto the Launching Trolley.</p> <p>The upright frame is used for fin keel boats to lean against / bilge keel boats simply sit on the bed of the trolley.</p> <p>Whilst tethered, the vessel is either made ready for entry into the water or maintenance work / cleaning activities are carried out on the vessel.</p> <p>The Launching Trolley is a thick gauge, sheet steel bed that is situated on a rail system that allows for the bed of the Trolley to be lowered by a powered metal cable into the water whilst the vessel remains tethered to the side rail.</p> <p>The previous gap of between 4"(10cm) and 6"(15cm) around the steel bed of the Launching Trolley has been closed by the extension of the steel bed to meet the concrete construction that encloses the side. In addition the safety chain has been shortened to minimize the gap between the shore end of the trolley bed and the concrete hard standing. These measures have significantly reduced the risk of slips, trips and falls in this area.</p> <p>A barrier runs along around 60% of the "wall", but there is a length of wall that is not fitted with a barrier because the egress ladder from the Hoist requires a space that prevents the barrier from extending the full length. There is a guard chain across the boatyard end of the trolley and a gate/chain across the front of the Launching Trolley both of which must be removed during use to allow vessels to be positioned on the trolley and to exit from this area into the water, after the Trolley has been lowered down the rails to the appropriate depth for launching.</p>			

Types of Hazard			
Machinery Contact	✓	Poor Access / Egress	✓
Contact with vessel	✓	Slip, Trip, Fall (Same / Level)	✓
Working at Height	✓	Manual Handling	✓
<p>Other: Risks associated with vessel falling over if a) not appropriately secured and b) load not evenly balanced throughout vessel. Additionally, incorrectly positioned timbers under the keel may cause "seesaw" effect which cannot be arrested in the event of a) and/or b) above.</p> <p>The barrier that runs 60% of the length of the wall is not sufficient to prevent falls from the Launching Trolley onto the slip-way which drops away from along-side the Launching Trolley.</p> <p>The steel cable that lowers the Launch Trolley into the water is subject to the LOLER statutory inspection and test system.</p>			

Types of Risk			
Amputation	✓	Entanglement	✓
Manual Handling Injury	✓	Collision with Stationery Object	✓
Lacerations	✓	Fall from Height	✓
		Struck by Flying / Moving Object	✓
Other:			

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PPE Requirements		
PPE Item	Advised	Notes
Safety Footwear	✓	Own footwear to be worn
Head Protection	✓	Hard hats available in "cathedral"
Other:		

Persons at Risk			
Operator	✓	Other Person Involved in Activity	✓
Visitors / Members	✓	New / expectant mother	
Contractors	✓	Disabled person	
Members of the public		Non-English speaker/reader	
Other:			

Existing Controls (* appropriate)			
Guarding / Barriers	✓	Signage	✓
PPE	✓	Traffic System Controls	✓
Maintenance	✓	Statutory Tests (LOLER)	✓
Training	✓	Safe System of Work	✓
Other:			

Comments
<p>The barrier that runs 60% of the length of the wall is not sufficient to prevent falls from the Launching Trolley onto the "slip-way" which drops away from along-side the Launching Trolley.</p> <p>The steel cable that lowers the Launch Trolley into the water is subject to the LOLER statutory inspection and test system.</p> <p>Briefings are to be held by competent users for members requiring to use this equipment. The briefing will disseminate the information provided within the Safe System of Work devised to allow safe use of this equipment.</p>

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Risk Rating (✓appropriate) – following additional controls							
A - Likelihood		B – Severity		C - Exposure		Total (AxBxC)	Current Risk Rating
1. Unlikely	✓	1. First Aid		1. Irregular		9	LOW
2. Possible		2. Minor		2. Occasional			
3. Probable		3. Major	✓	3. Frequent (Seasonal)	✓		
4. Inevitable		4. Death		4. Continuous			
Risk Rating Key		1-10 = LOW		11-20 = MEDIUM		21+ = HIGH	

Recommended Additional Controls					
Ref	Objective	Notes	Responsibility	Target date	Status (%)
1.	Introduce a toll-type barrier at the front and back of the Launching Trolley which can be raised to allow access to the Hoist at the front of the Launching Trolley and one that can be raised to allow the yacht into the water at the back of the Launching Trolley.	A chain barrier has been installed in front of the launching trolley along with hazard stripes along the ground. The holding chain has been shortened in length to reduce the distance between the end of the trolley and the concrete edge. An additional strip of plastic material has been positioned to fill the remaining gap.	PR	30/04/18	100%
2.	Extend the barrier along the concrete “wall”. This should be removable to allow the Hoist driver to disembark the vehicle and to re-enter the vehicle when the Hoist is to be removed	It has been decided that this is not a practical solution.	N/A		
3.	Hard hats to be made available for all persons involved in the vessel preparation / cleaning		JHH	28/02/18	100%
4.	Steel angle-iron of the appropriate width to be secured around the steel bed of the Launching Trolley to remove possible falls into the aperture around the Trolley bed.		PR	30/06/19	100%
5.	System for retention of Statutory Inspections to be documented	Maintenance schedules and records are now in place	KL/PR	01/06/19	100%
6.	Instruction Guidelines to be documented for all members using the Launching Trolley and conducting vessel cleaning / preparation activities on the Launching Trolley.	Safe System of Work to be issued and briefing sessions to be provided to users. SSOW and RA to be posted on notice board, club website and emailed to members.	JH	12/06/19	90%