

# **Fishing Vessel Safety Folder**

Issue 2 (Revised May 2007)

# Fishing Vessel Safety Folder

The Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 which came into force 31st March 1998 require vessel operators to:

- prepare a written statement of their general policy with respect to health and safety and revise this as often as may be appropriate

(Applies on all vessels with more than five workers)

- carry out risk assessments to identify the risks of health and safety of workers in the normal course of their activities or duties

(Applies on all vessels on which any worker is employed)

The requirements apply to all vessels irrespective of their registered length.

To help you to comply with these requirements, this folder has been produced by Seafish with the help of the Fishing Federations and the endorsement of the Maritime and Coastguard Agency (MCA). The forms are intended to apply to a wide variety of vessels and therefore in using the forms you should disregard items that are not relevant to your vessel.

Amendments to this folder may be produced by Seafish to reflect industry experience of its use, or to cover additional areas or hazards as may be agreed by MCA and industry in the future.

Please Note: Completion of this folder is not the only way to comply with the regulations. It is acceptable for operators to choose a different risk assessment system or employ a consultant, provided that the result is of at least an equal standard. Direct reference must be made to the regulations and to the guidance given in MCA Marine Guidance Note MGN20.

# IMPORTANT

This folder has been produced to help you to comply with the health and safety legal requirement to carry out risk assessments. The object of risk assessment is to consider the risks to health and safety and to take measures to prevent or to reduce the risk. **Proper** completion of a written assessment will show that you have considered health and safety and made every reasonable effort to ensure that your vessel is safe for those who are aboard it. Risk assessment may initially appear quite daunting but, providing that you read the instructions carefully (see section 'B') and allow time to think about the particular situations on your vessel, you will find it quite easy to complete the forms. (The Safety Awareness Training courses do cover risk assessment in detail and will help you greatly. For information on the courses, contact your nearest Group Training Association.)

## Policy Statement

**If you have more than five crewmembers you must complete section 'A' the Fishing Vessel Policy Statement.** Although not required on those vessels with less than six crew, it is a good idea for all vessel operators to complete this section as it includes safety equipment checklists and actions in an emergency. Completing this section will be helpful to you and will demonstrate your commitment.

## Risk Assessment

**All vessel operators must complete the green pages section 'C'**

In addition to the green pages:

**For vessels engaged in Trawling/Pair-trawling/Seining, the blue pages, section 'D' must be completed.**

**For vessels engaged in Netting/ Potting /Longlining/Jigging, the pink pages, section 'E' must be completed.**

**For vessels engaged in Beam-trawling/Dredging, the yellow pages, section 'F' must be completed.**

The forms list the hazards that are likely to exist on most vessels but some may not apply with respect to your vessel. Simply enter N/A (not applicable) and move on. Some hazards you may think are trivial or unnecessary but they are included to cover normal health and safety risks. The hazards are listed to guide you regarding the areas and situations that you should consider but **importantly, you must consider other hazards that may exist on your vessel, even though they are not listed on the form.** Use the spaces headed 'Other' on the forms for any unlisted hazards or use the blank pages at the back of each section if you need more space.

**Think about the situations on your vessel and carry out the risk assessment properly and carefully. It is worthwhile and you will find improvements, it is not just paperwork. Remember, it is your risk assessment to prove that you have taken 'due care'. You may one day need it to defend your actions or, indeed, lack of action.**

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# Fishing Vessel Safety Policy Statement

(See note on first page of the folder)

**Name of Vessel:**

**Registration:**

**Registered Length:**

**Home Port:**

**Fishing Method(s):**

**No. of Crew Included Skipper:**

This Safety Policy Statement sets out how we intend to operate this vessel in compliance with the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 and other health and safety regulations, to minimise the risk of accidents and ill health. Included in this statement are safety equipment, emergency measures and risk assessments for activities and areas of the vessel. These will be reviewed every 12 months or sooner if significant changes have been made. Personal and protective equipment, information, training and the operating procedures necessary for the safety of the vessel and crew will be provided as required by the regulations.

Name of Owner:	Name of Skipper:	Person responsible for Health and Safety
<b>Address:</b>	<b>Address:</b>	<b>Address:</b>
Telephone:	Telephone:	Telephone:
Signed:	Signed:	Signed:
Date:	Date:	Date:

## **Emergency Procedures**

### **Man Overboard: Location and Recovery**

(State briefly the plan of action to be taken and the equipment to be used)

### **Fire**

(State briefly the means of raising the alarm and the action that should be taken. If appropriate, state muster points and any special precautions, such as, with the engine room gas smothering system).

### **Abandon Ship**

(State briefly the means of raising the alarm and the actions to be taken).

### **Helicopter Rescue**

(State briefly the precautions to be taken in co-operating with the helicopter).

### **Crew List and Statement**

I hold current MCA recognised certificates in sea survival, fire fighting, and first aid, and safety awareness and I have been given a safety induction for working aboard this vessel. The safety equipment and procedures have been explained to me and I have been informed of the risk assessments that have been made and will comply fully with all requirements for health and safety in connection with this vessel.

**Crewmembers Name**

**Address and Telephone No.**

**Signed and  
Dated**

**Crew List and Statement**

I hold current MCA recognised certificates in sea survival, fire fighting, and first aid, and safety awareness and I have been given a safety induction for working aboard this vessel. The safety equipment and procedures have been explained to me and I have been informed of the risk assessments that have been made and will comply fully with all requirements for health and safety in connection with this vessel.

**Crewmembers Name****Address and Telephone No.****Signed and  
Dated**

**Crew List and Statement**

I hold current MCA recognised certificates in sea survival, fire fighting, and first aid, and safety awareness and I have been given a safety induction for working aboard this vessel. The safety equipment and procedures have been explained to me and I have been informed of the risk assessments that have been made and will comply fully with all requirements for health and safety in connection with this vessel.

**Crewmembers Name****Address and Telephone No.****Signed and  
Dated**

## Safety Equipment Checklist

### Liferafts

Model and Size

Service Due

Hydrostatic Release  
Type

Service/Replace date

Launching procedure (state what is required and how many persons are necessary).

### Rockets and Flares

Type	Quantity	Location	Service Due

### Line Throwing Apparatus

Type	Quantity	Location	Service Due

### Lifejackets

Location	Type	Quantity	Service/Inspection Date

### Lifebuoys

Location	Type	Service/Inspection Date

### EPIRB and EPIRB Release

Location	Type	Service Date

### Fire Extinguishers

Location	Type	Use For	Service Date

<b>Fire, Hoses and Pump (Provision and Location)</b>	<b>Date Checked</b>
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<b>Engine Room Smothering System (Procedure and Location for Operation)</b>	<b>Date Checked</b>
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<b>Emergency Fuel Shut-Offs (Locations)</b>	<b>Date Checked</b>
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<b>Emergency Escape Routes (Locations)</b>	<b>Date Checked</b>
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<b>Emergency Lighting (Provision)</b>	<b>Date Checked</b>
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<b>First Aid Kit (Location)</b>	<b>Date Checked</b>
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<b>Alarms</b>	<b>Date Checked</b>
<b>Main engine oil pressure</b>	<b>Aux. engine oil pressure</b>
<b>Main engine temperature</b>	<b>Aux. engine temperature</b>

<b>Bilge Level Alarms (Location)</b>	<b>Date Checked</b>
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<b>Fire/Smoke Detectors (Location)</b>	<b>Date Checked</b>
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# Risk Assessment

**IMPORTANT: Read the following carefully before attempting to complete the forms.**

The object of carrying out the risk assessment is to help you, as owner/operator, to identify any areas or activities that may place the health and safety of others at risk. It will help you decide if improvements or precautions can reasonably be made. **It is not a test of 'How Safe is your Vessel'**

It is a requirement, under the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations, 1997, that you carry out risk assessments and consult and inform your crewmembers of the findings.

**No inspection will be made, other than to check that risk assessments have been carried out. Hence, you should not try to make the risks on your vessel appear less than they truly are. If serious risks do exist, you need to be aware because in the event of an accident, you will be held responsible. Your risk assessments, or lack of them, will be questioned in court and you will have to justify your actions.**

Completing the following pages of risk assessment may take a few hours, but having done it once, thereafter you will only need to review it every year or if situations change. Perhaps the easiest approach, is to involve your crewmembers and to complete a section at a time, discussing the various points between you.

The object is to ensure that the work situation is safe for all persons involved **'so far as is reasonably practicable'**.

'Reasonably practicable' means what the average 'reasonable person' would consider to be sensible when considering the risk involved, balanced against the cost (whether in money, time or trouble) to avoid the risk.

These Standard Risk Assessment forms have been produced by Seafish to assist vessel operators to carry out risk assessment. They are general forms, to cover a wide range of vessels and it is important to remember that, whilst many of the hazards listed may not apply on your vessel, there may also be hazards that do exist on your vessel, that are not listed. You must consider all possible risks and include them in the assessment.

**Seafish has made every effort to ensure the accuracy and suitability of these risk assessment procedures. However, no responsibility or liability will be accepted for their subsequent implementation.**

## Risk Assessment

In order to make work situations safe it is necessary to think of the dangers or hazards that are possible and to try to prevent or protect against them. This is known as 'risk assessment' and people are doing it informally all the time, making judgements, 'weighing the job up'.

The following sheets give risk assessments with most of the expected 'hazards' and possible 'consequences' listed. To complete the assessment you need to consider how likely it is that harm will actually occur from the possible hazard and how harmful the consequences could be. From the table you will be able to obtain the level of risk. Having established a 'risk factor' you then need to consider the 'control measures' that you feel are appropriate on your vessel.

### Terms Used

<b>'Hazard'</b>	An object or situation which may cause harm.
<b>'How Likely' (L)</b>	How likely it is that harm will actually occur considering how often involvement with the hazard occurs, the existing safeguards, the experience and training of persons and the number of persons involved and other factors such as weather and working conditions.
<b>'Consequences'</b>	The possible outcome of the hazard.
<b>'How Harmful (H)'</b>	How harmful the consequences may be.
<b>'Risk'</b>	A combination of 'how likely' and 'how harmful'

Obviously, something that is very likely to happen is a greater risk than something which is highly unlikely. However, in assessing the risk, the severity of the possible consequences is of major importance. Something that is unlikely but could result in the loss of life is a bigger risk than something that is likely to happen but has only minor consequences.

**'Control Measure'** What you intend to do about the risk

The following tables give numerical values to determine risk.

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

### Definitions of 'How harmful' (H)

<b>'Slightly harmful'</b>	- minor injuries, nuisance, temporary ill-health
<b>'Harmful'</b>	- serious injuries, permanent minor disability
<b>'Very harmful'</b>	- amputations, major fractures, fatal injuries, drownings, life shortening diseases

Risk Factors (L x H)	
1	- No action is needed.
2	- Can be tolerated, but make sure that it does not become worse.
3/4	- Take action but subject to it being reasonable and sensibly possible.
6	- Must be attended to, you must reduce the risk.
9	- Cannot be accepted and work/activity must not continue.

The risk assessment sheets are designed to help you carry out risk assessment but, in using these sheets it is important to remember that **it is the situation on your vessel that is to be assessed and if hazards exist which are not on the standard sheets you must add them.** The spaces headed 'other' are intended for this. There will be many hazards listed that do not apply to your vessel. Simply mark these N/A (not applicable) in the L x H column.

## Carrying Out Risk Assessment

Carrying out the risk assessment is straight forward, in the sections labelled 'All Vessels' and those that relate to your fishing methods, simply consider each of the listed hazards as they exist now on your vessel:

- Does it exist with respect to your vessel? If not, write **N/A** (not applicable) in the **L x H** column and perhaps add a brief note to say why it is not applicable in the control measures column. If the hazard does exist, continue with the following:
- How likely is it to cause harm? Is it; **1 - very unlikely, 2 - unlikely, 3 - likely.** Enter the appropriate number in the **L** column.
- Consider the how harmful the consequences may be: **1 - slightly harmful, 2 - harmful, 3 - very harmful.** Enter the appropriate number in the **H** column.
- Multiply **L x H** to obtain a risk factor and then refer to the risk factor table to see if you need to take action.
- Decide on the action you will take and note it briefly in the control measures column. If no action is necessary, briefly note why.
- If hazards exist on your vessel, that are not on the forms, you should add them in the spaces marked 'other'. If these are insufficient, blank forms are available at the back of each section.
- Enter the actions you are to take on the 'Action List' to remind you to do them without delay.

**Note: It is the situation on your vessel, as it is now, that you should assess. Not as you intend it to be. Any future assessment would consider the control measures that you have put in place at this assessment.**

## Who Should Carry Out Risk Assessments?

As operator, you are responsible for ensuring that risk assessments are carried out by a 'competent person'. A competent person is one who has had sufficient training and has experience or knowledge and other qualities to enable him/her to properly assist the operator in undertaking the protective and preventative measures. The competent person may well be yourself. Skipper owners obviously have knowledge and experience of work activities in fishing and the necessary information on risk assessment is given here. **You do not have to employ a consultant.**

Ideally, it should not be just one individual who does the assessment. A team made up of:

- someone who knows about the fishing operations
- the skipper/owner
- an independent person

should work together to look at all aspects of the vessel and its operation. On most vessels it is probably sensible to involve all the crewmembers in the assessment process. It is a requirement that they must be consulted and informed but also their involvement will be helpful and will promote an awareness of health and safety on the vessel.

## You must carry out risk assessments for:

- **All operations involving your vessel**

Also specific assessments are required for:

- **Young Workers**

A specific risk assessment is required when a person below the age of 18 is employed. This must consider the work which the person is being requested to do and ensure that the person's training, experience, physical and psychological development are sufficient to enable them to carry out the work safely.

- **Pregnant Workers**

A pregnant worker, or one who has recently given birth or who is breast feeding must have a risk assessment to ensure that their health and safety will not be placed at risk by the work that they are required to do.

- **Personal Protective Equipment (PPE)**

Where personal protective equipment has been provided to protect against a hazard that cannot be avoided by other means, i.e. a buoyancy aid to protect against drowning, an assessment must be made to ensure that:

- it fits the worker properly
- it does not pose other risks
- it effectively protects against the hazard for which it is intended

Action Lists, Blank Assessment Forms are included for use as required.

**IMPORTANT Having completed the risk assessment and stated the control measures that are required, you must then put them in place without delay. Fill in the ACTION LIST to remind you.**

### Review of Risk Assessments

The risk assessments shall be reviewed if:

- there is reason to suspect that it is no longer valid,
- there has been a significant change in the matters to which it relates.
- If the vessel changes ownership or mode of fishing

Even if changes have not occurred, it is usual to review risk assessments every year and boxes are provided on each form for two reviews.

Any changes identified as a result of review must be put in place.

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form		ALL VESSELS				
Activity or area	Possible hazards	Possible consequences	L	H	L X H	Control measures necessary with respect to your vessel
Boarding and leaving the vessel	Use of ladder or gangway	Falling onto vessel or into water – serious injuries or death	1	3	3	<i>The ladder is in good order.</i>
	<p><b>Considering a ladder that is in good order:</b></p> <p>Because the ladder is in good condition, it is <b>very unlikely</b> that anyone will fall Enter 1 in 'L' column</p> <p>The consequence of a fall could be fatal, <b>very harmful</b>. Enter 3 in 'H' column I.</p>					Take action but subject to it being reasonable and sensibly possible. Although a ladder will always present a risk, there is no other reasonable and sensible means of boarding the vessel.
	Use of ladder or gangway	Falling onto vessel or into water – serious injuries or death	2	3	6	<i>Request the Harbour Authority to repair the damaged ladder. Shall berth elsewhere if possible. Crew warned of danger.</i>
<p><b>Considering a ladder that is damaged:</b></p> <p>Say, it's bent halfway down, or there are no suitable hand holds at the top.</p> <p>The damage is such that it is still <b>unlikely</b> that anyone will fall. Enter 2 in 'L' column. (Note: if the ladder is severely damaged it would then be <b>likely</b> that someone would fall).</p> <p>The consequences of a fall could be fatal, <b>very harmful</b>. Enter 3 in 'H' column</p>					Must attend to the hazard and reduce the risk. If there is no option but to continue to use the ladder, the crew must be cautioned to take the greatest care.  Note: if the ladder was severely damaged, which would necessitate 3 in the L column, L x H would then be 9. This would require the ladder not to be used at all, until repairs had been made.	

### Example of Risk Assessment Completion

How likely that harm may occur (L)	How harmful (H)
1 Very unlikely	1 Slightly harmful
2 Unlikely	2 Harmful
3 Likely	3 Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			ALL VESSELS			Control measures necessary with respect to your vessel
Activity or area	Possible hazards	Possible consequences	L	H	L x H	
General working in exposed conditions	Wet and cold conditions	Crewmembers cold and wet	2	1	2	<i>Crewmembers are equipped with waterproof clothing.</i>
	Wet and cold conditions are to be expected on all fishing vessels and crews wear waterproof clothing to protect themselves. Hence, harm is <b>unlikely</b> to occur. Enter 2 in 'L' column (Without waterproof clothing harm would be <b>likely</b> ).					Can tolerate provided that the crew have suitable and effective sea gear.  The severity of getting cold and wet is <b>slightly harmful</b> . Enter 1 in 'H' column.
	Falling overboard	Drowning	1	3	3	<i>Ensure that crewmembers wear an effective buoyancy aid when working in exposed positions.</i>
	<b>Considering a large vessel:</b> On a large vessel the hazard of falling overboard is <b>very unlikely</b> . Enter 1 in 'L' column.  The consequences may be fatal. <b>Very harmful</b> . Enter 3 in 'H' column					Reasonable and sensible action is to require crewmembers to wear a buoyancy device when working in exposed positions, i.e. when handling fishing gear at the vessel's rails.
	Falling overboard	Drowning	2	3	6	<i>Increase the height of vessel rails if possible and ensure that crewmembers wear an effective buoyancy aid when working on deck.</i>
<b>Considering a small vessel:</b> On a small vessel, the rail heights are lower than on large vessels and hence the category <b>unlikely</b> is appropriate. Enter 2 in 'L' column  The consequence may be fatal. <b>Very harmful</b> . Enter 3 in 'H' column					A risk factor of 6 must be attended to, you must reduce the risk. Increasing the rail height is a collective measure (would protect all persons) but on a small vessel it is probably not practical and therefore personal protective equipment in the form of a suitable buoyancy aid should be provided.	

### Example of Risk Assessment Completion

## **Standard Risk Assessment Form All Vessels**

Boarding and Leaving the Vessel  
General Working on the Deck of the Vessel  
Shooting and Hauling Operations  
Catch Handling  
Catch Stowing  
Fouled Gear/Gear Mending  
Wheelhouse  
Galley  
Accommodation  
Engine Room  
Landing Operations  
Maintenance Work

- **These forms list typical hazards but there may be other hazards on your vessel that you must also consider. Use the spaces marked 'other' or the blank form at the end of each section.**
- **Remember to fill in the Action List of the things you need to do and make sure that you take action as quickly as possible.**

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
<b>Boarding and leaving the vessel</b>	Use of ladder or gangway	Falling onto vessel or into water – serious injuries or death				
	Boarding via dinghy	Dinghy overwhelmed or run down – drowning				
	Poor lighting	Failure to see dangers. Injuries or death				
	Obstructions	Trips and falls – minor/serious injuries				
	Unprotected openings	Falls with serious injury				
	Slippery decks	Falls with minor injuries				
	Unsafe handrails	Falls into water, drowning				
	Access across vessels	Slips, trips and falls – minor/serious injuries				
<b>Other</b>						
<b>General working on the deck of the vessel</b>	Wet and cold conditions	Crewmembers cold and wet				
	Objects which may be dropped onto feet	Crushed toes, permanent disability				
	Handling fish and fishing gear	Cold hands and damage to hands				
	Falling overboard	Drowning				
	Sudden capsizing or loss of vessel	Deaths				

Assessment Date ..... Review Date ..... Review Date .....

Signature ..... Signature ..... Signature .....

How likely that harm may occur (L)	How harmful (H)
1 Very unlikely	1 Slightly harmful
2 Unlikely	2 Harmful
3 Likely	3 Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
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Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
<b>General Working on the deck of the vessel cont.</b>	Manual handling of fishing gear and the catch	Back injuries, sprains etc				
	Noise	Hearing damage, misheard instructions				
<b>Other</b>						
<b>Shooting and Hauling Operations</b>	Clothing snagged in fishing gear	Serious injuries, man overboard				
	Unsafe deck areas	Slips, trips and falls: minor-serious injuries				
	Working above deck level	Falling overboard/ serious injuries				
	Poor on board communication	Serious injuries, death				
	Inadequate lighting	Cannot see dangers; injuries man overboard				
	Gear parting	Serious injury/death				
	Inexperience of a new fishing method	Serious injury/death				
<b>Other</b>						

Assessment Date ..... Review Date ..... Review Date .....  
Signature ..... Signature ..... Signature .....

How likely that harm may occur (L)	How harmful (H)
1 Very unlikely	1 Slightly harmful
2 Unlikely	2 Harmful
3 Likely	3 Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
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6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
<b>Handling the Catch</b>	Unsafe deck Area	Trips, slips and falls minor – serious injuries				
	Limbs or clothing caught in conveyors or elevators	Serious injury				
	Gutting machines and mechanised fish processing equipment	Amputation Serious injury				
	Dipping prawns in antioxidant	Heart damage/ asthma attacks. Corrosion of vessel				
<b>Stowing the Catch (Fish Room)</b>	Unsafe fishroom floor and working area	Trips, slips and falls Minor – serious injuries				
	Inadequate lighting	Failure to see dangers				
	Basket of fish dropped from hatch	Serious injury				
	Unsafe fishroom ladder	Serious injury				
	Lone working	No one aware that an accident has occurred				
<b>Other</b>						

Assessment Date ..... Review Date ..... Review Date .....  
Signature ..... Signature ..... Signature .....

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
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6	- Must be attended to, you must reduce the risk
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Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
<b>Fouled Gear/Gear Mending</b>	Leaning over the rail to reach	Falling overboard				
	Gear suddenly frees	Falls resulting in injury or man overboard				
	Frayed wires	Lacerated hands				
	Angle grinders	Eye injuries Electric shock				
	Lifting of heavy items	Serious injuries				
	Inadequate tools	Frustration, delays, accidents				
<b>Wheelhouse Operations</b>	Falling asleep on watch	Vessel loss, deaths				
	Leaving the wheelhouse unattended	Vessel loss, deaths				
	Inexperience	Vessel loss, deaths				
<b>Galley</b>	Inexperienced persons	Burns, scalds, cuts, fire				
	Cluttered working areas	Trips and falls				
	Slippery floor	Slips				
	Lack of hygiene	Food poisoning, Disease				
	The condition of LPG (Calor gas) equipment	Explosion, fire, vessel loss, deaths				
<b>Other</b>						

Assessment Date ..... Review Date ..... Review Date .....

Signature ..... Signature ..... Signature .....

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
<b>Accommodation</b>	Cluttered passageways and floor areas	Trips, slips and falls. Minor / serious injuries				
	Inadequate lighting	Failure to see dangers				
	Floor access openings	Falls – minor / serious injuries				
	Noise	Hearing damage inadequate rest				
	Ventilation and temperature	Health problems				
	Badly maintained heating	Fumes, fire				
	Restricted or jammed escape routes	Loss of life				
	Smoking in accommodation	Fire Serious injuries/ Deaths				
	Insufficient sanitary facilities	Hygiene problems				
<b>Other</b>						

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How likely that harm may occur (L)	How harmful (H)
1 Very unlikely	1 Slightly harmful
2 Unlikely	2 Harmful
3 Likely	3 Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
Engine Room	Poor Access	Serious injuries				
	Unsafe walkways	Trips slips and falls minor – serious injuries				
	Inadequate lighting	Failure to see dangers				
	Head level obstructions	Head injuries				
	Unguarded machinery and drives	Serious injuries, Amputation				
	Exposed hot surfaces	Burns				
	Noise	Hearing Damage				
	Leaking fuel or oil	Fire - loss of vessel, deaths				
	Batteries	Explosion, fire				
	Electricity	Electric shock, burns, fire				
	Compressed Air	Explosion				
	Hydraulics	Equipment failure, vessel at risk				
	Corroded pipes, loose fittings, worn seals	Flooding – vessel loss, possible deaths				
	Bilge level alarms not fitted or working	Flooding not detected				
	Sea inlet valves seized or cannot reach them	Flooding cannot be stopped				
Inexperience / lack of training	Breakdown, vessel and crew at risk					

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How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
Engine Room cont	New equipment or systems	Lack of knowledge – accident/damage				
	Lone working	No one aware that an accident has occurred				
Other						
Landing Operations	Unsafe fishroom atmosphere	Suffocation, deaths				
	Working areas on vessel and quayside	Slips, trips and falls – minor/serious injuries				
	Landing gear	Serious injury				
	Fish / boxes falling from the hatch	Minor – serious injuries				
	Use of warping head for landing	Man carried around – serious injury/death				
	Members of the public	Someone injured. Sued for damages				
Other						

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How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
Maintenance Work	Contractors	Injuries, death. You could be held liable				
	Working over the side and at heights	Falls, major injuries				
	Grinding, chipping and wire brushing	Eye damage Lung damage Hand injuries				
	Fumes from paints and other processes	Respiratory problems, suffocation				
	Lifting operations	Equipment breaking, serious injuries				
	Welding and burning work	Eye injuries Burns, electric shock, Fires				
	Electrical tools and equipment	Fatal electric shock/injuries Fires				
	Chemicals	Eye damage, burns, breathing difficulties				
	Refrigerant gases	Suffocation				
	Liquid propane gas (LPG)	Suffocation and explosion				
	Enclosed space, possible unsafe atmosphere	Deaths				
Other						

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How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			BLANK FORM – FOR USE AS REQUIRED			
Activity or area	Possible Hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel

Assessment Date .....

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## **Standard Risk Assessment Form Trawling/Pair Trawling/Seining**

Net Drums  
Power Blocks  
Trawl Doors  
Independent Links and Towing Chains  
Pair Trawling - Warp Transfer  
Winch and Warp Dangers  
Seining – Rope Reels  
Bag Lifting

- **These forms list typical hazards but there may be other hazards on your vessel that you must also consider. Use the spaces marked 'other' or the blank form at the end of each section.**
- **Remember to fill in the Action List of the things you need to do and make sure that you take action as quickly as possible.**

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			Trawling/Pair Trawling/Seining			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
Net Drums	Crewmembers handling the net cannot be seen from the control position	Men dragged overboard or into net drum. Serious injury/death				
	Control defective or exposed to accidental operation	Serious injury				
Power Blocks	Lack of visibility from control position	Injuries to crewmembers handling net				
	Worn controls	Injuries to crewmembers				
	Heavy items dropping over the power block	Head injuries				
Trawl Doors	Stuck or trapped by swinging door	Serious injury Crushed limbs				
	Winch man unable to see door handling	Serious injury				
Independent Links and Towing Chains	Sweeping sideways or suddenly becoming tight	Crushed Being thrown overboard				
Pair Trawling, warp transfer	Crewmember struck by weighted end of heaving line	Minor/serious injuries				
	Slip hook flying back as tension is released	Minor/ serious injuries				
Other						

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How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			Trawling/Pair Trawling/Seining			
Activity or area	Possible hazards	Possible Consequences				Control measures necessary with respect to your vessel
			L	H	LxH	
<b>Winch and warp dangers</b>	Dragged into warping head	Serious injury/ Death				
	Unguarded moving rope/ wires	Serious injury				
	Unguarded winches and machinery	Serious injury/ death				
	Worn components	Gear damage Serious injury				
	Winch operator cannot see the operations on deck	Serious injury				
	Inadequate emergency stops	Serious injury Vessel damage				
	Inability to jettison trawl gear	Vessel capsize/ founder				
<b>Seining-Rope Reels</b>	Falling onto rotating reel	Carried around reel – serious injury death				
	Rope reels cannot be seen from the control position	Crewmember seriously injured or killed				
<b>Bag lifting</b>	Reaching outboard to hook into the lifting becket	Falling overboard				
	Crewmembers in exposed positions	Falling overboard				
	Struck by swinging 'bag'	Serious injury/man overboard				
	Winch operator cannot see crew handling cod ends	Serious injury				
	Excessive loads in net	Serious injuries/ vessel damage, capsize				
<b>Other</b>						

Assessment Date .....

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How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			BLANK FORM – FOR USE AS REQUIRED			
Activity or area	Possible Hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel

Assessment Date ..... Review Date ..... Review Date .....

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## **Standard Risk Assessment Form Netting/Potting/Longlining/Jigging**

Shooting General  
Hauling General  
Netting  
Potting  
Lining  
Jigging

- **These forms list typical hazards but there may be other hazards on your vessel that you must also consider. Use the spaces marked 'other' or the blank form at the end of each section.**
- **Remember to fill in the Action List of the things you need to do and make sure that you take action as quickly as possible.**

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			Netting/Potting/Longlining/Jigging			
Activity or area	Possible hazards	Possible Consequences				Control measures necessary with respect to your vessel
			L	H	LxH	
<b>Shooting General</b>	Crewmember tangled in rope or struck by pot/creel	Serious injury/ dragged overboard and drowned				
	Struck by anchor/ weights/dahns	Serious injury/ death				
	No provision for emergency action	Serious injury/ death				
<b>Hauling General</b>	Failure to stop hauler	Serious injury/ death				
	Controls faulty or badly located	Serious injury				
	No emergency stop facilities	Serious injury				
	Worn hauler sheaves	Rope or line pulls back – serious injuries				
	Damaged or missing ejector knife	Serious injuries				
	Guarding of hauling equipment	Serious injuries				
<b>Netting</b>	Crewmember snagged in netting when shooting	Serious injury/ death				
	Net bins fill with water	Vessel stability affected-capsize				
<b>Other</b>						

Assessment Date ..... Review Date ..... Review Date .....  
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How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			Netting/Potting/Longlining/Jigging			
Activity or area	Possible hazards	Possible Consequences	Risk Rating			Control measures necessary with respect to your vessel
			L	H	LxH	
<b>Potting</b>	Crewmember tangled in back rope when shooting	Serious injury/death				
	Out of sequence pot	Serious injury/death				
	Pot snagged by rope	Serious injury/death				
	Repeated bending and lifting when handling pots	Back injuries				
	Vessel overloaded with pots	Capsize/foundering deaths				
<b>Longlining</b>	Crewmember snagged by hook when shooting	Minor to serious injury				
	Hooks flying off at the fish stripper	Eye damage – minor injuries				
	Mechanised lining systems	Minor to serious injury				
<b>Jigging</b>	Entanglement with lures/hooks	Minor to serious injury				
<b>Other</b>						

Assessment Date ..... Review Date ..... Review Date .....

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How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			BLANK FORM – FOR USE AS REQUIRED			
Activity or area	Possible Hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel

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## **Standard Risk Assessment Form Beam Trawling and Dredging**

Winch and Warp Dangers  
Fittings and Rigging  
Handling on Deck  
Stability  
Bag Lifting/Dredge Discharge

- **These forms list typical hazards but there may be other hazards on your vessel that you must also consider. Use the spaces marked 'other' or the blank form at the end of each section.**
- **Remember to fill in the Action List of the things you need to do and make sure that you take action as quickly as possible.**

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			Beam Trawling and Dredging			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
<b>Winch and Warp Dangers</b>	Dragged into warping head	Serious injury/ Death				
	Unguarded moving wires/ ropes	Serious injury				
	Unguarded winches and machinery	Serious injury/ death				
	Worn components	Gear damage Serious injury				
	Winch operator cannot see the operations on deck	Serious injury				
	Inadequate emergency stop facilities	Serious injury Vessel damage				
	Inability to jettison gear/ dredges	Vessel capsize/ founder				
	Winch has dog clutches	Cannot release load – vessel capsize				
<b>Fittings and Rigging</b>	Worn shackles and rigging	Serious injuries or death				
<b>Handling on deck</b>	Being struck by the heavy mass of gear swinging as it is lifted	Serious injury or death				
	Hands/limbs trapped by gear	Serious injury				
<b>Stability</b>	Vessel stability affected by uneven loading on the derricks	Vessel loss - deaths				
	Gear fouled on seabed	Attempts to haul capsize vessel - deaths				
	Quick release devices will not work	Vessel capsize - deaths				
<b>Other</b>						

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How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			Beam Trawling and Dredging			
Activity or area	Possible hazards	Possible Consequences				Control measures necessary with respect to your vessel
			L	H	LxH	
<b>Bag Lifting/ Dredge Discharge</b>	Reaching outboard to hook into the lifting becket	Falling overboard				
	Struck by swinging 'bag' or dredge	Serious injury/ man overboard				
	Winch operator cannot see crew handling gear	Serious injury				
	Excessive loads (gear full of stones or mud)	Serious injuries/ vessel damage, capsize				
	Mechanised handling systems	Minor to serious injury				
<b>Other</b>						

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How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
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Risk Factors (L x H)	
1	- No action is needed
2	- Can be tolerated, but make sure that it does not become worse
3/4	- Take action but subject to it being reasonable and sensibly possible
6	- Must be attended to, you must reduce the risk
9	- Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			BLANK FORM – FOR USE AS REQUIRED			
Activity or area	Possible Hazards	Possible Consequences				Control measures necessary with respect to your vessel
			L	H	LxH	

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**Action List**

Following the risk assessment, the control measures listed below are to be put in place as soon as possible.

Control Measures	Completion Date

**Action List**

Following the risk assessment, the control measures listed below are to be put in place as soon as possible.

Control Measures	Completion Date

**Action List**

Following the risk assessment, the control measures listed below are to be put in place as soon as possible.

Control Measures	Completion Date

## Key Safety Points

**Training:** New entrants must complete the basic sea survival before going to sea and the remaining courses in the next 3 months thereafter. All other persons must have completed the following courses:

- Sea Survival
- Fire Fighting
- First Aid
- Safety Awareness

**Flooding:** Most vessel losses are caused by flooding and it is essential that:

- Bilge alarms work and are regularly tested.
- Sea inlet valves can be easily closed.
- Corroded pipes, weak hoses, worn pumps are replaced.
- Watertight doors are kept closed.

**Stability:** The ability of your vessel to resist capsize depends upon the loading and on how you operate it. Stability will be reduced by:

- Heavy loads on deck, especially the 'free surface effect' of loose fish or water. Keep freeing ports clear.
- Hauling to free a 'fastener' or gear full of mud/stones.
- Adding 'top weight' such as a shelterdeck, gantry, net drums or winches. Get qualified advice before making changes.
- Excessive gear stored on deck or higher.
- Overloading

**Fatigue:** Tired people make mistakes and have accidents.

- Get sufficient rest.
- Fit a wheelhouse watch alarm.

**Needless Deaths:** In most instances, deaths could have been avoided if a little more thought about the possible consequences had been taken.

- Think about the situations on your vessel and make improvements.
- Wear a suitable lifejacket or buoyancy aid when on deck.
- Have a means ready for man-over-board recovery.