Risk Assessment for:

COMING ALONGSIDE ANOTHER VESSEL OR A WHARF

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1. Risk assessment details

Topic:	COMING ALONGSIDE ANOTHER VESSEL OR A WHARF
Location:	VMR 1
Purpose of risk assessment:	To assess possible risks and hazards in the operation of VMR1
Objectives and scope:	To provide skippers & crews with a safe on board environment.
Requested by:	Boat Committee
Facilitated by:	Mal Priday
Date performed:	Date

2. Personnel participating in risk assessment

Name	Position	Experience/Qualifications	Sign
Mal Priday	Skipper, Sarco	Open Master V, MED3	
Ray Lewis	Skipper	Coxswain	
Geoff Fitzsimmons	.Skipper	Master V MED 111	

3. Risk assessment process

In conducting this risk assessment the following process was adopted.

1. Hazard identification.
2. Identified hazards were evaluated with regard to consequence and then the probability of that consequence outcome was assessed assuming existing controls to be effectively implemented.
3. Risk rankings were derived.
4. Additional controls were proposed where possible for medium and high risks and the hazards were re-evaluated to arrive at the residual risk.

5. Probability and consequence were assessed in accordance with AS/NZS 4360:199.

4. Determination of consequence, probability & risk ranking

The following table was used to determine the level of risk associated with work tasks being performed.

Probability and Consequences Tool		Probability				
		Common > 10 pa	**Likely** < 1 pa	**Possible** >1 in 10 yrs	**Unlikely** > 1 in 100 yrs	**Almost impossible** < 1 in 100 yrs
Consequence	**Catastrophic** Fatality	1	2	4	7	11
	Major Extensive injury	3	5	8	12	16
	Moderate Medical treatment applied	6	9	13	17	20
	Minor Basic first aid treatment	10	14	18	21	23
	Insignificant No treatment required	15	19	22	24	25

Key

High Risk | Medium Risk | Low Risk

5. Risk table

After performing an inspection of the workplace the following hazards were analysed and risks derived. The existing control mechanisms were identified prior to the establishment of risk. Proposed risk reductions were discussed and agreed and a residual risk determined based on the implementation of existing and proposed risk reductions. Consequences assessed through this risk assessment were taken as the worst possible case considering human loss, equipment damage and production loss as defined in the risk assessment matrix.

Hazard	Existing Controls	Consequence	Likelihood	Risk Rating	Proposed Controls	Residual Risk Rating
COMING ALONGSIDE ANOTHER VESSEL OR A WHARF	New Vessel	Mod	P	13	Engine controls in DOCK mode Fenders down, lines ready Starboard side berthing preferred Master to advise line procedure No body parts between vessels or wharf Fingers clear of jam points on cleats	21

6. Actions

No.	Actions	Approval			Responsible	Target Date	Sign off Completed
		Yes	No	Manager Signature			
1	Develop Risk assessment.	y			M Priday	1/8/2017	
2	Develop SOP for foul weather training	y					

7. Authorisation

Signature of Facilitator Mal Priday Date: 12/2/2018

Signature of OH&S Date: 17/10/2015