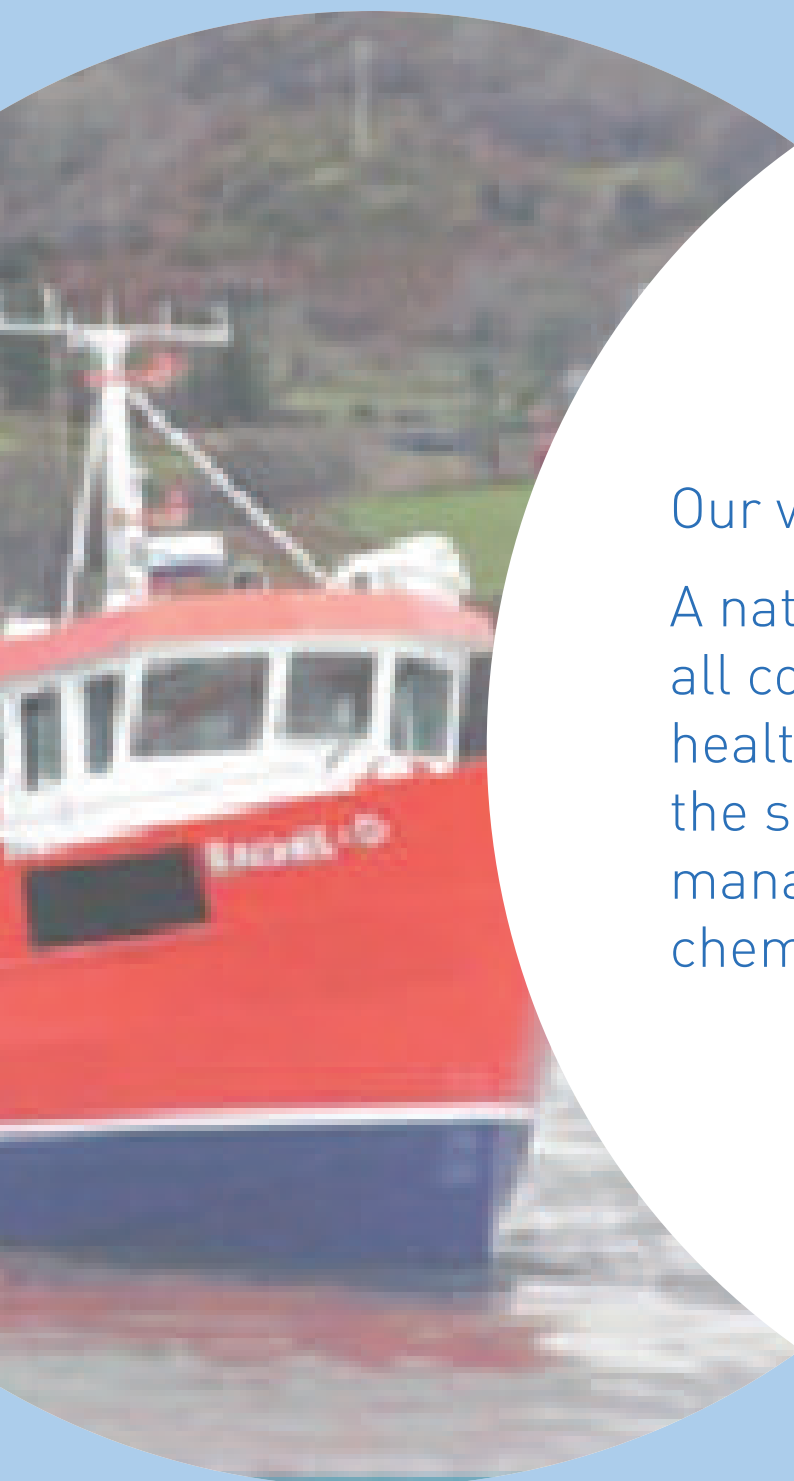


RISK ASSESSMENT DOCUMENT

FOR
FISHING BOATS WITH THREE OR LESS CREW MEMBERS
AND
OVERALL LENGTH OF 15 METRES OR LESS





Our vision:

A national culture where
all commit to safe and
healthy workplaces and
the safe and sustainable
management of
chemicals

BOAT DETAILS

Name of Boat:		
Reg. No.:	Length Overall:	Home Port:
Number of Crew (including Skipper) One crewmember <input type="checkbox"/> Two crewmembers <input type="checkbox"/> Three crewmembers <input type="checkbox"/>	Name and Address of Skipper: Phone:	Name and Address of Owner: Phone:
Name and Address:	Name and Address:	Name and Address:
Phone	Phone:	Phone:
Name and Address:	Name and Address:	Name and Address:
Phone	Phone:	Phone:
Description of Boat: (e.g. type of construction, engine details, and fishing methods employed)		
Main Fishing Type:	Potting <input type="checkbox"/>	Netting <input type="checkbox"/> Trawling <input type="checkbox"/> Other <input type="checkbox"/>

Definitions:

“Fishing Boat” means a boat of 15 metres length overall or less, which goes to sea to fish for profit.

“Length Overall” means the length from the foreside of the foremost fixed permanent structure to the aft side of the aftermost fixed permanent structure of the boat.

This Code of Practice will apply to Irish Registered Fishing Boats only.

CONTACTS, FREQUENCIES AND TELEPHONE NUMBERS

Contact	Radio Frequency	Contact	Phone Number
Irish Coast Guard		Doctor	
Harbour Master		Harbour Master	
Local Coastal Station		RNLI	
Local Coastal Station		Health & Safety Authority	1890 289 389
Local Coastal Station		Bord Iascaigh Mhara	01- 2144100
Local Coastal Station		Ambulance, Fire and Garda	112 or 999

Published for consultation in July 2011 by the Health and Safety Authority.

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Completing and implementing the findings of this Fishing Boat Safety Risk Assessment, will help you to meet your duties under the Safety, Health and Welfare at Work Act, 2005.

SAFETY POLICY

This is my programme in writing for managing health and safety at work. It is aimed at protecting myself and others who work on this fishing boat from accidents and ill health. This policy and risk assessment will be brought to the attention of all crewmembers and explained to them. I undertake to,

- Provide a safe place to work on board my boat.
- Ensure that the boat holds a current valid declaration of compliance in accordance with the Department of Transport Code of Practice for Small Fishing Boats of less than 15 m length overall.
- Provide a Personal Flotation Device (PFD) for everyone on board and ensure they are worn and that it is serviced annually.
- Advise all who work on board this boat of the hazards identified in this risk assessment and the controls to protect them from injury.
- Plan the fishing operation taking account of weather conditions and always use safe systems of work.
- Ensure that information, induction training, instruction and supervision and all necessary guards, protective clothing and equipment, necessary to protect those who are at risk, are provided.
- Review health and safety on my boat and this risk assessment with the crew at least annually.

Signed:

Owner / Skipper

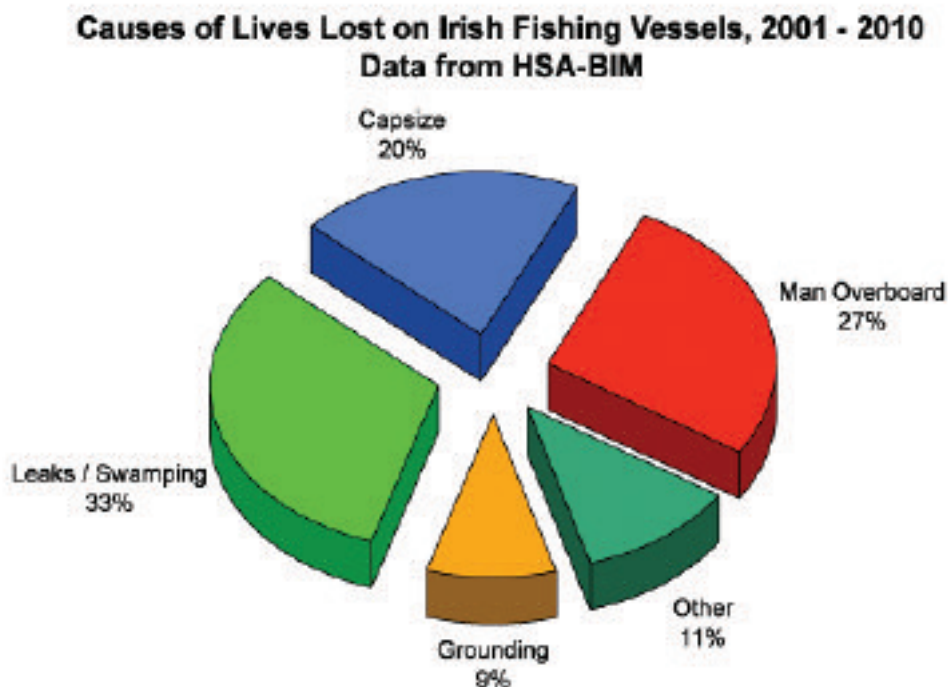
Print Name:

Date:

MAJOR RISKS IN FISHING

There is no harsher natural environment than the sea, there are very few workplaces where people are required to work machinery on a platform that is often wet and continually moving. These factors make it one of the most physically demanding and dangerous occupations. Sadly, the accident statistics support this fact.

In Ireland up to now only fatal accidents have been reported while other serious injuries such as head, limb and body injuries have gone unreported. The law requires that all accidents which cause a worker to be absent from work for more than 3 successive days not including the day of the accident must be reported. The purpose of reporting such accidents to the HSA is to identify the main types of injury at sea and identify the probable causes so as to implement appropriate preventative measures.



There are approximately 5,000 people working directly in the fishing sector. The average fatal accident rate in the general working population in Ireland over the last 10 years was 2.2 per 100,000 employed. Over the same 10 year period, there were 44 fatal accidents in the fishing sector. This gives an equivalent fatality rate of 88 per 100,000 people employed in the fishing sector. This makes fishing as an occupation 40 times more hazardous than general working.

Don't become a statistic!

Drowning and or hypothermia are the most common cause of work related death to fishermen.

Always wear a lifejacket or personal flotation device and be safe!

EMERGENCY PROCEDURES

MAN OVER BOARD:

All crewmembers have been instructed and know what to do if a man-overboard situation occurs. Consider how such a situation would be best handled on your boat, provide any suitable equipment to recover MOB and instruct all crewmembers in how they should react.

Consider what you would do if you fell overboard, particularly if you work on your own.

FIRE:

Fire fighting equipment on board is sufficient, meets with the requirements of the Code of Practice for small fishing boats under 15 metres in length as it applies to my boat and is in good order. Consider possible fire situations and instruct the crewmembers in how they should respond.

ABANDON SHIP:

All crewmembers are aware of what should be done on abandon ship instruction. Consider what instructions are necessary and critical actions required in an abandon ship situation.

HELICOPTER RESCUE:

All crewmembers are instructed in the precautions necessary when receiving assistance from a helicopter. Consider any particular issues specific to your boat, such as the mast, derricks, gantry or rigging.

PLAN FOR EMERGENCIES

Instruct crewmembers on what should be done and when.



HOW TO COMPLETE THIS DOCUMENT

STEP 1. Read the information about the hazards.

STEP 2. Read the control measures.

STEP 3. Check that the control measures are in place for your Fishing Boat.

Answer ✓, ✗ or N/A

STEP 4. List any additional control measures that are in place on your Fishing Boat.

WORKING ALONE – (SINGLE HANDED OPERATION) RISK ASSESSMENT

(Applicable for one man operations or when any crewmember is working alone on deck)

✓ in place
✗ not done
N/A (not applicable)

Communications

- Radio communications equipment is working correctly and tested before leaving the pier or harbour.
- The local Coastal Radio Station (CRS) is informed of the fishing trip. (departure, destination and return details).
- Regular communication is maintained with the CRS and/or local boats during the trip.
- Someone ashore is always told where you intend going and your expected time of return.

Weather

- Weather forecasts are considered before putting to sea.
- Weather forecast updates are on a regular basis.
- A watch for changing conditions is maintained during the trip.
- The Skipper takes bad weather forecasts into account before putting out to sea or received during the fishing trip.

A Personal Flotation Device (PFD)

- A Personal Flotation Device is worn by the skipper or crewmember working alone on this boat at all times.
- A SOLAS approved lifejacket is carried onboard the boat in addition to a PFD.
- While out on deck in poor weather, the crew will hook onto a safety line.

Working with Equipment

- Where possible, working over the side will be avoided while working alone.
- When I or a crewmember needs to work over the side of the boat, where necessary a safety line is attached.

Engine

- Where possible auxiliary methods of propulsion will be carried (auxiliary outboard, or oars).
- A sufficient amount of fuel is always carried on board.
- A suitable tool kit is carried on board for use in the event of engine breakdowns, e.g. (correct size of spanner for fuel bleeders, etc.).
- A suitable alternative method of steering the boat is kept on board.

Lifting

- Good use is made of any hoist, winch, or hauler to avoid the risks from manual handling, including pulling or lifting heavy gear.

Emergencies

- The hauler, hoist or winch control lever will always return to centre (off) position when released.
- A deadmans lanyard (or similar) is fitted as a means of stopping the outboard in the event of a fall over board.

List additional controls identified relating to working alone:

Note: where you have shown a safety control measure is missing, you must identify this in your Fishing Boat Action List on pages at the end of this document and you must take action to put the control in place.



Risk Assessment Document for Fishing Boats

Page 9

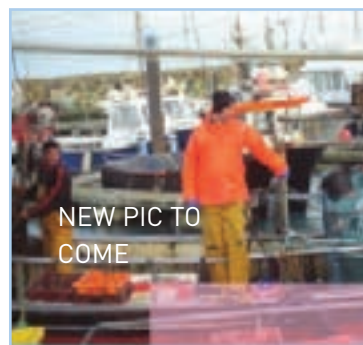
STEP 5. If a Safety control measure is missing indicate this on your Fishing Boat Action List on page 28.

GENERAL WORKING

The general working risk assessment aims to assess all hazards, which are common to all fishermen regardless of the type of fishing they are engaged in. The boat skipper must ensure that all crewmembers have completed BIM Basic Safety Training, attained a Safety Training Card and are trained to respond to specific emergencies on board the boat. It is mandatory that every crewman must wear a PFD when working on an open deck.

WEAR YOUR PFD AND SUITABLE WORKING GEAR

Crewmembers must wear suitable Personal Flotation Devices (PFD) when working on the deck.



KEEP DECK CLEAR OF OBSTRUCTIONS

Remove obstructions and reduce the risk of tripping, slipping or falling.



TRAINING

All persons on board must have received the mandatory safety training.



GENERAL WORKING – RISK ASSESSMENT

Safety Training	
All crew have completed the 3-day mandatory Basic Safety Training and hold a valid BIM Safety Training Card, or meet the training requirements as set out in S.I. 587 of 2001.	
Communications between crewmembers	
Clear communications are agreed in advance and understood by all crewmembers on board.	
Boarding & Leaving the boat	
Safe access is provided between the boat and the pier.	
All crewmembers can board and leave the boat safely when berthed.	
A clear path is kept where possible for anyone who must crossover the boat to access the pier.	
Boarding the boat while on a mooring	
Crew wear a PFD when boarding the tender, transferring to and boarding the fishing boat.	
The fishing boat has a safe boarding point from the tender. Grab rail, step, or opening in the bulwark.	
Personal Flotation Device	
All crewmembers onboard have a suitable Personal Flotation Device (PFD)	
All crewmembers wear their Personal Flotation Device when on deck while at sea and in the harbour.	
All PFDs are regularly maintained and serviced at least annually.	
Personal working gear	
All crewmembers wear suitable oilskins, gloves, safety boots with toe and sole protection.	
Hard hats are provided and worn when slinging or lifting loads.	
Emergencies/Man Over Board	
All crewmembers have been instructed on what to do if a man-overboard situation occurs.	
A MOB plan and a means of recovering a man from the water, is in place and practiced.	
Fire	
The fire fighting equipment is in good working order and meets the requirements of the MSO.	
All crewmembers have been instructed in what to do in the event of a fire on board.	
Abandon ship	
All crewmembers are aware of their duties prior to an abandon ship instruction arising.	
A muster and abandon ship drill is practiced regularly.	
Helicopter rescue	
All crewmembers have been instructed what to do should assistance from a helicopter be required.	
Radio & Emergency Communications	
The VHF radio equipment on the boat is in good working order.	
While at sea, a listening watch is maintained on channel 16.	
The boats EPIRB and SART (if fitted) is checked and tested monthly and the battery is replaced as specified.	
Wheelhouse (if applicable)	
All watch keepers are competent.	
An adequate lookout is kept at all times.	
Watch-keepers have adequate rest periods.	
General working	
The working deck is kept clear of obstructions to prevent trip hazards.	
Spills, such as hydraulic oil, diesel, or ice are cleaned up quickly to prevent slips and falls.	
Deck openings are protected with a suitable hatch cover which is closed immediately when not in use.	
When lifting loads, crewmembers are aware of the dangers and instructed to never stand or walk under a load.	
List additional controls identified relating to general working:	
Note: where you have shown a safety control measure is missing, you must identify this in your Fishing Boat Action List on pages at the end of this document and you must take action to put the control in place.	

WORKING ALONE

If you are working alone on a Fishing Boat you are at even greater risk and must plan and be prepared for all emergencies.

When working alone, always be prepared as you will have less time to think, react and then respond to an emergency situation.

ALWAYS WEAR A PFD

When working alone always wear your PFD.



GOOD RADIO COMMUNICATIONS

Maintain reliable communications on your boat.



EMERGENCY STOP AND CONTROLS ACCESSIBLE

Controls must be in good working order and easily reached.



WORKING ALONE – (SINGLE HANDED OPERATION) RISK ASSESSMENT

(Applicable for one man operations or when any crewmember is working alone on deck)

✓ in place
✗ not done
N/A (not applicable)

Communications	
Radio communications equipment is working correctly and tested before leaving the pier or harbour.	
The local Coastal Radio Station (CRS) is informed of the fishing trip. (departure, destination and return details).	
Regular communication is maintained with the CRS and/or local boats during the trip.	
Someone ashore is always told where you intend going and your expected time of return.	
Weather	
Weather forecasts are considered before putting to sea.	
Weather forecast updates are on a regular basis.	
A watch for changing conditions is maintained during the trip.	
The Skipper takes bad weather forecasts into account before putting out to sea or received during the fishing trip.	
A Personal Flotation Device (PFD)	
A Personal Flotation Device is worn by the skipper or crewmember working alone on this boat at all times.	
A SOLAS approved lifejacket is carried onboard the boat in addition to a PFD.	
While out on deck in poor weather, the crew will hook onto a safety line.	
Working with Equipment	
Where possible, working over the side will be avoided while working alone.	
When I or a crewmember needs to work over the side of the boat, where necessary a safety line is attached.	
Engine	
Where possible auxiliary methods of propulsion will be carried (auxiliary outboard, or oars).	
A sufficient amount of fuel is always carried on board.	
A suitable tool kit is carried on board for use in the event of engine breakdowns, e.g. (correct size of spanner for fuel bleeders, etc.).	
A suitable alternative method of steering the boat is kept on board.	
Lifting	
Good use is made of any hoist, winch, or hauler to avoid the risks from manual handling, including pulling or lifting heavy gear.	
Emergencies	
The hauler, hoist or winch control lever will always return to centre (off) position when released.	
A deadmans lanyard (or similar) is fitted as a means of stopping the outboard in the event of a fall over board.	

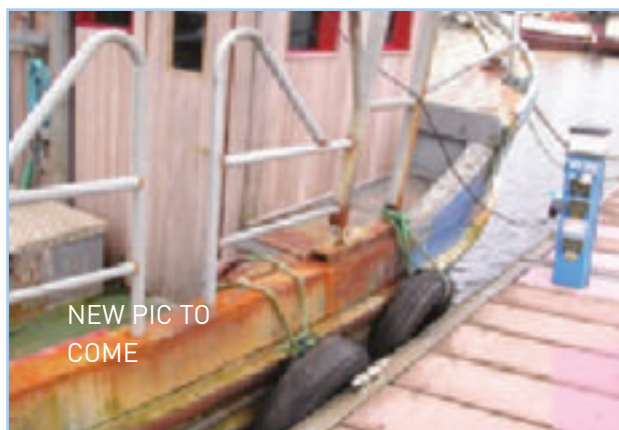
List additional controls identified relating to working alone:

Note: where you have shown a safety control measure is missing, you must identify this in your **Fishing Boat Action List** on pages at the end of this document and you must take action to put the control in place.

BOAT CONDITION

The general condition of a fishing boat is critical to the safety of the boat and its crew. A well-kept and well-maintained boat will benefit the safety of the crew and enhance their working conditions onboard. The Irish Maritime Safety Directorate (MSD) Code of Practice for Fishing Boats less than 15 metres overall length must be complied with as it applies to your boat.

MAINTAIN A SAFE MEANS OF ACCESS TO THE BOAT



KEEP SAFETY EQUIPMENT ON BOARD



KEEP FREEING PORTS CLEAR

The freeing ports must be clear of obstructions.



BOAT CONDITION – RISK ASSESSMENT

✓ in place
✗ not done
N/A (not applicable)

MSO Code of Practice

The requirements of the MSD, Code of Practice for small fishing boats under 15 metres as it applies to my boat are complied with.

Boat condition

The hull is in sound condition.

Hatches, doors and vents have an effective means of closure.

Safety Equipment

Life Saving Appliances (LSA) on board comply with the minimum requirements.

All LSA equipment will be serviced and tested in accordance with the manufactures instructions.

There is a suitable first aid kit and first aid manual maintained on board.

Means of Access

There is safe access to and from the boat while berthed.

There is safe access to and from the boat while on a mooring.

Safe access is provided for boarding by others while at sea.

Propulsion

The main engine, gearbox, propulsion gear, and steering gear are in good condition and maintained.

There is a means of rigging an alternative emergency steering system.

Stability

The stability of the boat is not compromised due to any structural modifications to the boat.

The boat will not be overloaded due to the carrying of fishing gear or the catch.

The combined effect from wind, tide, and towing fishing gear over the side will not put the stability of the boat in danger.

Freeing Ports (decked boats)

The freeing ports are kept clear of obstructions.

Deck pound arrangements do not have the potential to trap water on the deck.

Pumping and Piping Systems

The sea inlet valves, discharge valves, pumps, piping and bilges are in good condition and tested regularly.

Bilge Alarms (decked boats)

Below deck bilge alarms are fitted, tested regularly and in good working order.

Deck Machinery

Deck equipment, such as, derricks, gallows, winches, pot haulers and power-blocks are in good condition.

The hydraulic systems are maintained and serviced regularly.

The lifting gear is not overloaded.

Communications

The Radio communication equipment onboard meets the requirements for the boat with regard to its area of operation and is tested before leaving the harbour.

List additional controls identified relating to your boat condition:

Note: where you have shown a safety control measure is missing, you must identify this in your **Fishing Boat Action** List on pages at the end of this document and you must take action to put the control in place.

GENERAL AREAS

Machinery and equipment on board the boat should be regularly maintained. All areas including the galley and accommodation should be clean, tidy and free of obstructions.

ALL BELTS AND DRIVES ARE GUARDED

All belt drives on the boat must be effectively guarded.



REGULAR MAINTENANCE OF MACHINERY

Machinery must be regularly checked and maintained in good working order.



ELECTRICAL SYSTEMS AND EQUIPMENT

The electrics on the boat must be maintained in good order.



SUITABLE ACCOMMODATION

Accommodation on the boat should be clean with adequate heating and ventilation.





FIRE

Fire on a fishing boat at sea is extremely serious. A fire can spread very quickly and smoke becomes very intense very quickly. This makes fighting the fire even harder. A fire can start anywhere on the boat but they most often start in the galley or engine room.

FIRE FIGHTING EQUIPMENT

Ensure that suitable fire fighting equipment is on board the boat and the crew know its location and how to use it.



Photograph is courtesy of MAIB Safety Digest.



Photograph is courtesy of MAIB Safety Digest.

FIRE – RISK ASSESSMENT

✓ in place
✗ not done
N/A (not applicable)

Crew are trained in the use of all fire fighting equipment on board.	
Crew are aware of the serious risks posed by a fire on board. Crew are aware of emergency procedures to be taken on discovering a fire.	
Fire fighting equipment is in place and maintained.	
Fire fighting equipment is serviced annually and maintained in good working order.	
Gas bottles are never stored in the galley, but in a well-ventilated area or out on deck.	
A gas alarm is fitted and tested periodically.	
A fire blanket is hung in the galley and easily accessible.	
A fire extinguisher is located near the galley (not water type).	
A chip pan (deep fat fryer) is not used on board the boat.	
Smoking is not permitted in enclosed spaces or in bunks.	

List additional controls identified relating to fire:

Note: where you have shown a safety control measure is missing, you must identify this in your **Fishing Boat Action List** on pages at the end of this document and you must take action to put the control in place.

HEALTH AND VULNERABLE WORKER

Fishermen face many health hazards in the course of their work. Of particular significance is ill health caused by manual handling, exposure to the sun, infections and noise. Young workers and inexperienced new crewmembers are particularly vulnerable to risks.

HEALTH CHECKS

Have a regular medical check up.



MANUAL LIFTING

Use good lifting techniques. Use mechanical means where possible.



NOISE

Wear ear protection when working in an engine room or noisy machinery spaces.



FIRST AID ON BOARD

Keep a well stocked First Aid box on your boat.



HEALTH & VULNERABLE WORKERS – RISK ASSESSMENT

Manual lifting	
Mechanical aids are used where possible to reduce manual handling, such as using a landing derrick to raise fish boxes to the pier.	
The deck area is organised to facilitate good manual handling practices onboard, such as providing a comfortable working height for filleting fish or sorting prawns.	
Crew are warned not to lift and twist at the same time as this will cause back injury.	
Crew are reminded to use proper lifting techniques, keeping the back straight and bending the knees when lifting.	
Crew assist each other in lifting or handling loads where necessary in place.	
Noise	
When working in noisy areas of the boat, such as the engine room or machinery space, ear muffs or ear plugs are provided and worn.	
Precautions are taken if working in a noisy environment.	
Where noise levels are above 80dBA ear protection will be worn. <i>(Noise is generally over 80dBA and damaging to your hearing, if you have to shout to a person who is only a metre away to be heard).</i>	
Gutting / Filleting	
As far as possible a stable platform is provided for processing fish.	
When gutting or filleting fish, the correct knife is used.	
Knives are kept sharpened and appropriate gloves are worn.	
When not being used, knives are sheathed or put away safely.	
Skin and Eye Protection	
Crew are made aware of the risks associated with exposure to the sun at sea and encouraged to cover up as much as possible and wear a hat when the sun is strong.	
Crew use sun creams with a high protection factor on exposed skin.	
Where necessary, sunglasses are worn to protect the eyes from the unhindered reflection of sunlight.	
Crew are advised to be vigilant, to carry out skin checks looking out for moles and any changes in their size. <i>(If crewmembers have any concerns regarding skin cancer they should consult their doctor or pharmacist).</i>	
First Aid	
A First Aid box and first aid manual is maintained on board.	
At least one crewmember has first aid training.	
Young workers	
Young workers or crewmembers joining the boat for the first time have completed the BIM Basic Safety Training course.	
They are supervised and only given tasks suitable to their experience and ability.	
They are advised not to do any work that they are unsure of and to raise any concerns they may have.	
Safety related issues are explained, such as: escape routes, emergency drills, radio procedures and fire fighting.	
Non-Irish workers	
The “young worker” controls above are also applied to non-Irish workers.	
Good means of communication is established between all crewmembers onboard.	
English is the agreed language of communication onboard.	
Emergency procedures are practiced and understood.	
List additional issues relating to health and vulnerable workers:	
<p>Note: where you have shown a safety control measure is missing, you must identify this in your Fishing Boat Action List on pages at the end of this document and you must take action to put the control in place.</p>	

POTTING

There are a number of particular hazards associated with pot fishing and they vary depending on the boat size, the shooting method used, and the number of crew on deck. You should look closely at and review the method used onboard, discuss it with the crewmembers and identify any improvements or changes, which might make it safer.

BE AWARE OF THE DANGERS IN SHOOTING AND HAULING

Minimise the risk of entanglement in ropes when shooting the pots.



WORKTOP AT SUITABLE HEIGHT

Ensure that the worktop is at a comfortable height to avoid bending when you empty and bait pots.

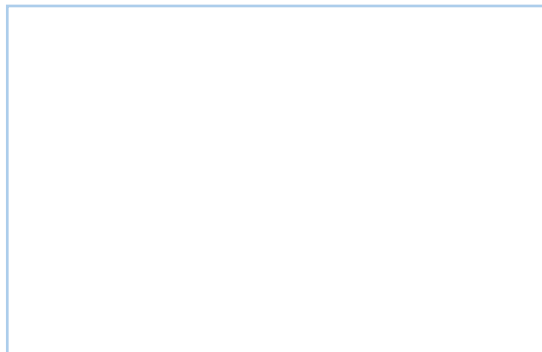


SAFE STACKING OF POTS

Stack pots securely ready for shooting.



KEEP LIFTING AND HANDLING EQUIPMENT IN GOOD CONDITION



THE HAULER AND CONTROLS ARE IN GOOD CONDITION

Keep hauler and controls in working order.



FISHING OPERATIONS – RISK ASSESSMENT FOR POTTING

Caution! Never overload your boat with pots or equipment

Only complete this section if your fishing method is Potting

✓ in place
✗ not done
N/A (not applicable)

A safe shooting procedure is in place for working with pots and lines which prevents crew from standing in a loop or bight of rope.	
Crewmembers are experienced in shooting and hauling and are aware of the dangers.	
When shooting pots, the line is free to go overboard without getting caught or snagged.	
A means of separation between the lines and the crew is in place to prevent entanglement.	
As each pot is set or retrieved, the lines are safely stowed to minimise the risk of entanglement	
Pots are securely stacked and in sequence for shooting.	
Pots removed for repair will be separated from the string and stored separately.	
The number of pots on a string are limited to the number which can be easily and safely worked on the space available on deck.	
The number of pots on a string are limited to what the boat is capable of handling.	
The stability of the boat is considered when stacking pots, particularly on route to/from the fishing grounds.	
The hauler is maintained in good order and the ejector knife is placed correctly.	
The operator never leaves the hauler-control unattended when hauling.	
The controls are easily reached by the operator and are in good working order.	
The controls are guarded or protected from entanglement of the running ropes and lines.	
Boat speed when shooting allows adequate time for the crew to handle the pots at a safe working pace.	
An emergency stop for the hauler is provided in a suitable location and is accessible by all crewmembers.	
Davits are situated properly so they assist in bringing pots inboard without excessive effort on the crewmember in reaching, bending, or lifting.	
A worktop with a suitable working height is provided, to avoid repeated stooping, bending, twisting and lifting, when handling the pots, catch, bait or boxes.	
A knife, axe or cutting tool is always accessible in case of unforeseen tangling of rope with equipment or crewmembers.	
Hydraulic Pressure Release valve (PRV) is properly set to ensure the boat doesn't capsize in the event of snagged pots.	
Personal Protective Equipment is kept in good condition and worn by all crewmembers.	
When shooting pots via the stern, where possible close the hatch or guard rail when the pots have been shot.	
All lifting equipment is regularly serviced and maintained to a high standard. Including hauler, landing derrick, pulley blocks, shackles, and lifting ropes.	

List additional controls identified relating to potting:

Note: where you have shown a safety control measure is missing, you must identify this in your **Fishing Boat Action List** on pages at the end of this document and you must take action to put the control in place.

NETTING/JIGGING/LONGLINING

Gill netting, jigging and longlining are fishing methods which are often interchangeable on all small boats. The common hazard is entanglement or snagging with the net, lines or hooks. Before completing a risk assessment for netting, jigging or longlining on your boat you should look closely at and review the method used onboard, discuss it with the crewmembers and identify any improvements or changes, which might make it safer.

REMOVE SNAG POINTS ON DECK



STORE NETS SAFELY

Ensure that nets are stored in a secure free draining bin on deck.



CONTROLS EASILY REACHED AND GUARDED

Keep controls guarded and accessible at all times.



HAULING AND JIGGING

Controls should be accessible.



✓ in place
 ✗ not done
 N/A (not applicable)



TRAWLING

There are a number of particular hazards associated with trawling which depend on the boat size, the shooting method used, and the number of crew on deck. Safety is improved when a safe procedure or method of shooting, towing and hauling is in place, understood and practiced onboard the boat. Always wear a Personal Flotation Device (PFD) when on deck and during the fishing operation.

EQUIPMENT CONTROLS IN GOOD WORKING ORDER

The winch, controls and other equipment should be in good order.



GUARD OFF MACHINERY

Ensure that the winch is guarded. Protect crewmembers getting caught up in the winch/machinery by using a suitable guard or barrier.



CLEAR VIEW FOR WINCH OPERATOR

Provide a clear view of what is happening on board the boat.



FISHING OPERATIONS – RISK ASSESSMENT FOR TRAWLING

Caution! Never overload your boat

Only complete this section if your fishing method is trawling

✓ in place
✗ not done
N/A (not applicable)

- A safe operating procedure for working with trawl gear is in place and understood by all.
- Safe stowage of nets, trawl doors, warp and running gear, blocks etc. is provided.
- Crewmembers are experienced in shooting and hauling and are aware of the dangers.
- When shooting or hauling the area is restricted to experienced crewmembers or supervised trainees.
- Onboard communication and hand-signals are agreed in advance and clearly understood by all.

Deck Machinery

- Machinery with rotating drives (belt, chain or gear drives) are suitably guarded.
- A barrier is fitted to the winch to prevent anyone accidentally falling into the rotating drums and gear.
- Crew avoid standing in the line of warp and bridles while the fishing gear is deployed (shot).

Winches

- Are only operated by experienced crewmembers.
- Winch operator has a clear view of the deck operation during shooting and hauling.
- New winch operators are trained-in and/or supervised at all times during the fishing operation.
- Winch controls and brakes are checked regularly to ensure they are in good working order.
- The clutch, brakes, guiding on gear and hydraulics are in good working condition.
- The control levers are clearly marked or labelled to indicate direction of movement where necessary.
- A guard or cover is provided to prevent accidental operation of the controls e.g. by running wires.
- Crew are instructed to keep clear of the warp under tension from the winch.
- Suitable gloves are worn when handling the warp or bridles.

Powerblock

- The Powerblock (if fitted) hydraulic pipes are in good working order and the controls are protected from accidental operation.
- The load is protected from falling by the use of an inline check valve, incase a hydraulic hose fails.

Boat Stability

- The stability of the boat is considered when lifting the codend onboard.
- The fish hold hatch is kept closed at sea except for brief periods to put the catch below deck.
- An action plan is in place to respond quickly should the gear become fast on the seabed.
- Boxes are stacked evenly and securely to maintain stability.

Trawl doors

- Trawl doors are not handled during hauling until they are hard up against the hanging gallows.
- The winch brakes are applied before handling the trawl doors.
- All deckhands are kept clear until the doors are secure.
- Suitable gloves are worn when handling the door chains, flat-links and G-hooks.
- The winch operator has a clear view of the deckhands when hooking or unhooking the doors.

Net Drum

- Crew operating the net drum controls have a clear view of the crewmembers working near the net drum or handling the net.
- Controls are in good working order and the direction of operation is logical or labelled.
- Crew keep clear of the net when it is being hauled, until it is secured.
- When hauling, the codend is restrained and prevented from swinging before attending to it.
- Where a net drum is not fitted and nets and bridles are being shot from the deck, crew are instructed to stand clear once the codend enters the water.
- No attempts are made to free tangles or bights while a net is being shot.

Rigging

- Crew are instructed to stand clear of rigging at all times, as it may come under load during fishing.
- The condition of the rigging, warp, blocks, bridles and shackles is regularly checked.
- Stepping across warp or bridles, which are in use, is avoided as they may suddenly come under load.
- Eyes and joints of warps and bridles are properly spliced and whipped to avoid injury to the hand or body.

List additional controls identified relating to trawling:

Note: where you have shown a safety control measure is missing, you must identify this in your **Fishing Boat Action List** on pages at the end of this document and you must take action to put the control in place.

DREDGING

There are a number of particular hazards associated with dredging on small fishing boats and in particular the handling of the bottom gear (dredges). Before completing a risk assessment on your boat for bottom dredging look closely at and review the method used onboard, discuss it with the crew and identify any improvements or changes, which might make it safer. It is most important to keep the main towing point as low as possible and on the centre line of the boat if feasible. Safety is improved when a safe system of shooting, towing and hauling is in place onboard the boat.

Always wear a Personal Flotation Device (PFD) when on deck and during the fishing operation. Other protective clothing that should be worn might include:

- Safety boots (steel toe and sole)
- Oilskins
- Hard hat
- Gloves
- A safety line (when reaching over the side or in bad weather)



FISHING OPERATIONS – RISK ASSESSMENT FOR DREDGING

Caution! Never overload your boat

Only complete this section if your fishing method is Bottom Dredging

✓ in place
✗ not done
N/A (not applicable)

Dredging General

Crew always wear a PFD, safety boots, gloves and hard-hat, when working with dredges.

Safe stowage of dredges, and all running gear is provided when not in use.

New crewmembers are trained in using the gear and equipment and are supervised during fishing operations.

Crewmembers are experienced in shooting and hauling and are aware of the dangers.

When shooting or hauling, the area is restricted to experienced crewmembers only.

Onboard communication and hand-signals are agreed in advance and clearly understood by all.

A safe procedure is in place for working with bottom dredge gear

Clear communications are in place between the skipper, winch operator and the deck crew.

All check chains, linkages etc. supporting pulley blocks, beams, towing bars and dredges are checked regularly for wear and tear/damage/breakages.

Winch operators land dredges safely inboard before crewmembers put a hand to them.

Crewmembers are instructed not to stand in front of a dredge while it is being hauled onboard.

Crew stand clear of winches, warp, and dredges during the shooting of the dredges.

Winch operators keep the dredge handlers in view at all times.

Bending the back is avoided when sorting the catch from the stones and rubbish by using a rake.

Deck Machinery

Machinery with rotating drives (belt, chain or gear drives) is suitably guarded.

A barrier is fitted to the winch to prevent anyone accidentally falling into the rotating gear.

Crew never stand in the line of working warp while the fishing gear is deployed (shot).

The condition of all rigging, warp, beams, drum-ends, bridles, blocks, shackles etc. is visually checked on a regular basis.

Boat Stability

The stability of the boat is considered when lifting the dredges onboard with a heavy load.

The dredge towing blocks (points) are as low as possible.

The dredge towing block is kept near the boats centreline (single dredge towing operations only).

The number of dredges (bags) used will not exceed the boats safe handling capability.

Excessive lists are prevented by ensuring that uneven loads are kept to a minimum during recovery of dredging gear.

An action plan is in place to respond quickly should the dredges become fast on the seabed.

The decks are washed after each haul to remove stones, mud, and silt overboard through the scuppers.

Dredge gear and rigging

All wires, blocks and rigging gear is maintained in good condition.

Warp and running wires are prevented from running over sharp edges, causing rapid wear of cables.

The dredges are restrained or otherwise prevented from swinging before lifting inboard.

The dredges/towing bar are secured using safety chains after hauling and during steaming.

List additional controls identified relating to dredging:

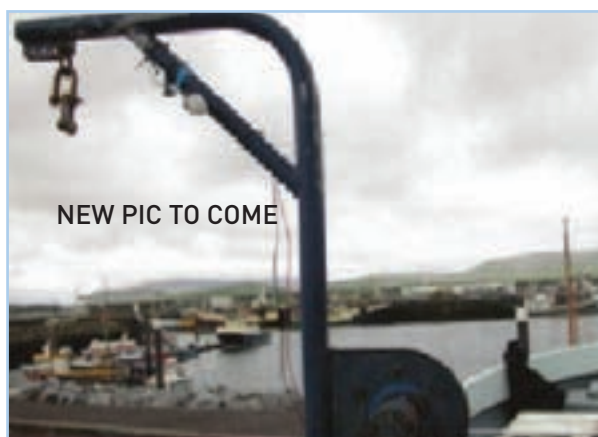
Note: where you have shown a safety control measure is missing, you must identify this in your **Fishing Boat Action List** on pages at the end of this document and you must take action to put the control in place.

LANDING AND PORT OPERATIONS

On returning from the fishing trip, the crew prepare to land the catch and take on supplies of fuel, food, water, ice, etc. Other port operations include, changing the gear, such as the nets and perhaps maintenance or repairs, such as gear repairs and general painting. Everything must be transferred safely from the boat to the pier and from the pier to the boat. You must keep the immediate pier area tidy and safe for the general public who often stop to watch fishermen at work. Organise and put in place a means of transferring fish and gear on or off the boat.

KEEP LIFTING GEAR IN SAFE WORKING ORDER

Lifting gear must be in good order and suitable for the load being lifted.



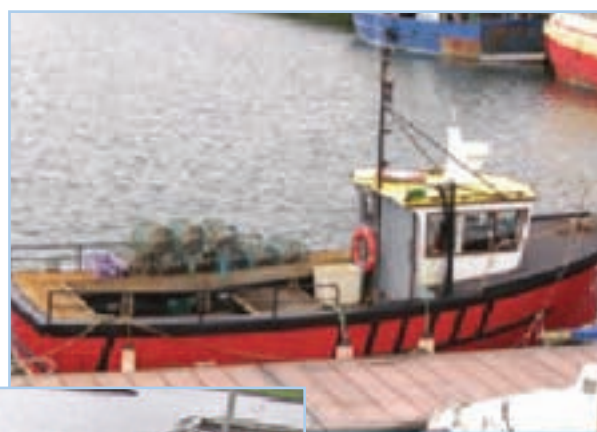
SUPERVISION OF LIFTING OPERATIONS

Ensure that crewmembers are supervised and are standing clear when loads are lifted.



PROTECT THE GENERAL PUBLIC AT ALL TIMES

Do not put members of the public at risk when landing.





FISHING BOAT ACTION LIST

Where your assessments have indicated safety controls are missing you must show in the action list below the action that you will take to put that control in place. This action should have a date for completion. When the control is in place the action should be signed off as complete and the risk assessment changed to show that the control is now in place.

Safety Assessment	Safety Control Measures that are missing	Action that I must take on my Boat	Date	Sign
Example: <i>Unguarded winch drive</i>	<i>Mesh guard needed to cover chain drive</i>	<i>Have an enclosed guard made using suitable mesh size and fitted to the winch before next fishing trip</i>	<i>Nov 2011</i>	<i>John Fish</i>

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NOTES

[illegible]

[illegible]

CREW MEMBER DETAILS

I the undersigned hereby acknowledge that the content of this document has been brought to my attention and is understood by me.

Name: (print & sign)	Address & contact number	Next of kin contact person & contact number

There is a way to fish safely....



.....and come home safely

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