Seadogz RIB Charter Limited method statement and risk assessments





<u>Rigid Inflatable Boat Method Statement and Risk</u> <u>Assessment</u>

For Gift Vouchers, Corporate Activity Days and Charter

ARENA: The Solent

Prepared by

7th June 2010

Issue 7 Revised 1st April 2020

Please also see separate COVID RA document.

Method Statement

RIB charters, gift vouchers and corporate events

1. A health declaration is signed by every passenger before being allowed to board the boat

2. A comprehensive safety brief is given by the Coxswain before boarding the boat

3. Life jackets are issued to every passenger and are checked for fit and security by a crew member

4. All boats carry approved first aid kits and all crew members are fully trained in maritime First Aid

5. All boats are fitted with VHF radios and carry a hand held VHF radio

6. There is a strict 'No alcohol' policy on board the boats. Any person suspected of being under the influence of alcohol will not be allowed to take part, and will be asked to leave.





7. There is no element of competition, based on time or speed, involved in any charter or experience

8. Only Seadogz Skippers will be allowed to helm the vessel.

9. All Seadogz Skippers and Crew are fully trained Lifeboat Crew or Coxswains.

BLANK

BLANK

BLANK

Risk Assessment

RIB charters, gift vouchers and corporate events

<u>Hazard</u>	<u>Risk</u> <u>NLMH</u>	Preventative measures to control <u>risk</u>	<u>New</u> <u>risk</u>	<u>ls it</u> Acceptable
Risk of trips and falls on jetty or on approach to the boat	М	All pick up points are public marinas and are maintained by the local authority	L	Yes
Wet and slippery decks causing falls onto deck	М	Safety briefing advising passengers of this possibility and to remain seated whenever possible.	L	Yes
Deck/loose equipment causing trip/falls onto deck.	Μ	Safety briefing advising passengers of trip hazard and to remain seated whenever possible, especially when underway at speed or in rough conditions. All loose equipment to be stowed as neatly and safely as possible.	L	Yes
Boat travel causing motion sickness.	Н	Ask any passengers if they know that they regularly suffer from motion sickness as part of the safety briefing so that they may be monitored. Monitor severity of motion sickness and take appropriate action; e.g. in severe cases, return sufferer to land as quickly and safely as possible.		Yes
Bad weather causing damage to vessel.	М	Coxswain to assess weather conditions at all times and return to port if conditions dictate this.	L	Yes



		no charter	expe	FILEILLES
		Helmsman to maintain a safe speed and course for prevailing conditions.		
Man overboard	Η	Safety briefing advising passengers of MOB hazard and to remain seated whenever possible, especially when underway at speed or in rough conditions. Vessel should be helmed in a safe manner to avoid MOB wherever possible. REMEDIAL: All crew/passengers will wear suitable lifejackets at all times to ensure that they will remain on the surface (even if unconscious). Lifesaving equipment (lifebuoys/rescue lines, etc) are carried on board to assist with recovery into boat and first aid kit is carried to enable administration of any necessary first aid.	L	Yes
Propeller causing injury to man over board	H	Awareness of coxswain in MOB situation – MOB should be kept in sight by crew and passengers and retrieved over the side of the boat. If any risk of MOB near propeller, then engine should be taken out of gear immediately until MOB is clear. Full first aid kit on board and crew qualified in the provision of first aid. VHF radio available to call for assistance if required.	L	Yes
Capsize of vessel	L	Safe and careful helming of the vessel is required at all time and a good lookout should be maintained to avoid collision. Lifejackets will be worn at all times by crew and passengers. VHF radio carried on board to broadcast distress calls and crew are suitably qualified in its use. Additional handheld VHF is also carried on board. Suitable in-date flares are carried on board to attract attention/summon assistance and crew are fully qualified in sea survival techniques.	VL	Yes
Fire on the vessel	Μ	No smoking or naked flames allowed on vessel. Petrol stored in under-floor tanks. Flares/thunder-flashes kept in storage box.	VL	Yes





		Two fire extinguishers carried on board – crew always aware of location and are qualified in their use		
Increasing risk of collision – change in weather / fog	Н	Careful monitoring of weather forecasts to see if fog or change is likely. Coxswain to cancel/postpone trip if an unacceptable risk is posed. If change is sudden then speed to be reduced to take account of conditions and a course set for the nearest port	L	Yes
Back injury	н	Passenger brief to include proper posture discussion and demonstration of correct stance. Any previous back problems should be disclosed	L	Yes

Seadogz RIB Charter Limited safety brief notes

Safety Brief Notes:

- Welcome to whatever experience the customers have booked
- Explanation of what the experience is- includes wake riding, jumping, high speeds.
- Ask customers whether there are any injuries that they have had in the last 10 years which may affect their ability to go on the trip. In particular- back problems, heart conditions, arthritis, or any condition that would stop you from being able to sit correctly on the boat, hold on and use legs to take your weight and act as shock absorbers to prevent back injury. Customers are asked at this point if there is anything they are unsure about. At this point customers are asked to confirm that they have understood everything that has been said and are willing to voluntarily proceed with the experience.
- Disclaimer is then signed by all passengers confirming that they understand what the trip is and they have no medical conditions in the last 10 years affecting the ability to continue with the experience.
- Customers are then fitted with life jackets and taken onto the pontoon and asked to stand next to the boat.
- Skipper then explains the safety features of the boat- including life-jackets and man over-board procedure.
- Skipper gives a demonstration on how to sit correctly on the boat with particular attention on how to use your legs to absorb the energy coming from the boat and prevent injury. The skipper then explains that the seats at the front of the boat will take the most impact, and the seats towards the back will take the least.
- Customers are then asked if they fully understand what is going to happen on the experience, how to sit correctly on the boat, and if they still wish to proceed with the experience. (Customers are given the opportunity to opt out and ask question at this point)

Seadogz RIB Charter Limited COVID-19 risk assessment

COVID-19 risk assessment

This is a viral pandemic and as such the best way of keeping healthy is to avoid contact with the viral bodies left on surfaces or by prolonged exposure in a confined space. It is almost impossible to completely mitigate contact with other humans in a free society.

For Seadogz there are Three main areas of potential contagion and risk.

1.Initial Meeting and Check in.

<u>Outside</u>

During this phase it is advisable that all distinct groups remain separate from others and crew. Face masks should be worn by crew where social distancing is likely to be temporarily breached.

Groups should be checked in one at a time conforming to all social distance guidelines in place at the time.

The disclaimer document should be filled in online prior to the trip to avoid unnecessary contact. If not possible, paper disclaimers and sanitizing gel will be set up at a separate station. And the process will be monitored.

Any contact surfaces should be disinfected between groups.

After initial check-in the passengers should wait either in their cars or at least away from the check-in until the next phase.

2. Safety brief and life jacket fitting.

Groups will be called to the briefing by the skipper and should keep in their own "bubble" spaces whilst gathering for the brief.

The briefing will be to all groups but there will be separation.

All passengers will be offered face masks and face guards intended to keep the mask in situ during the experience. At this stage this choice will be voluntary.

The fitting of life jackets.

After the brief all the passengers will be asked to sanitize their hands at the auto gel station, prior to collecting their life jackets.

All life jackets will be disinfected before and after trips.

They will be fitted by the individuals themselves having collected the jackets one at a time from the "sanitize" bucket. Fitting will be demonstrated by a crew member. Bubble groups can help each other but the crew can only get involved after putting on a face mask and disinfecting their hands before contact and after.

Sanitizing before collecting the life jackets reduces the risk of cross contamination should a crew member need to help with fitting. It also reduces the chance of passengers contaminating hand rails and other touch surfaces on the short walk to the pontoons fit the last briefings.

Nb. It is important the fitting procedure is carried out correctly to avoid the added risk of improperly fitted jackets.

3.Seating I and boarding

Passengers will be escorted to the pontoons in an orderly way. Maintaining social distancing and keeping clear of other people.

There will be an opportunity to further sanitize hands at this stage on the gangway to the pontoons.

The passengers will gather in their groups for the last briefings on the pontoon. During this faze there will be no contact with others or surfaces. Passengers will be informed about the reduced first aid possible on the boat and that in the event of a problem the skipper will contact medical professionals via phone or vhf radio. The nearest available medical help will be utilized, be it ambulance, life boat or Coastguard helicopter.

After the briefing the passengers will be boarded one group at a time. On the boat there is limited distancing. However, it is an outside marine environment and is permitted by current government guidelines. After the trip the passengers will disembark at the instruction of the skipper keeping all contact at a minimum. No help can be given by the skipper in climbing out of the boat but he may suggest that the fittest member of any group disembark first so they can help if needed.

Passengers will again be escorted back to the outdoor briefing center, sanitizing when leaving the pontoons.

Life jackets will be placed into the "used" bucket. To be sanitize before the next trip and then moved into the "sanitized" bucket. All crew will hand gel between actions to reduce the risk of cross infection.

It should be noted that to reduce the risk of infection Seadogz have invested in a meeting center that means that all of the above can be conducted outside in the open.

Although it is true to say that partaking in any activity will increase risk we believe that our protocols and procedures offer best practice to keep our customers and staff safe.

Small Commercial Vessel Certificate for Seadogz

YDSA
PROFESSIONAL YACHT DESIGNERS & SURVEYORS
\\$
CERTIFYING AUTHORITY

YDSA Certifying Authority

The Glass Works, Penns Road, Petersfield, Hants GU32 2EW Tel: 01730 710490 Fax: 01730 710423 www.ydsa.co.uk Maritime & Coastguard Agency

Certifying Authority authorised by the MCA

308

SMALL COMMERCIAL VESSEL CERTIFICATE

Name of Vessel:	SEADOGZ
Owner/Managing Agent:	
Address:	Seadogz Rib Charter Ltd
Telephone:	
Email or Fax:	

Port of Registry:	Southa
Base Port:	Southan
Official Number:	
Overall Length:	9.50m
Load Line Length:	
Date Built:	2012

Southampton Southampton

Telephone: Email or Fax: Certificate No.: Type of Vessel:

Y12MV0094352 Red Bay Boats Ltd - Stormforce 1050

This is to certify that the above named vessel was examined by:

of Yacht Designers and Surveyors Association

at Southampton on 20 February 2017

and found to be in compliance with the requirements of the Code of Practice for the construction, machinery, stability, operation, manning and examination of Motor Vessels up to 24 metres load line length that do not carry more than 12 passengers by compliance with the equivalent provisions in the Annex to Marine Guidance Note 280 (M) as published by the Maritime and Coastguard Agency and any local variations/policies.

The cycle of annual examinations started on:

This annual certificate was issued on:

This annual certificate will remain valid until:

20 February 2017 4 February 2020 19 February 2021

subject to the vessel remaining structurally as examined, its machinery and equipment being efficiently maintained and manning complying with the Code of Practice and that any modifications or damage to the vessel is reported to the Authorised Examiner of the CA and is approved as required and considered rectified by the Authorised Examiner (CA) as required by the relevant part of the Code and to the following <u>Operating Conditions</u>:

Vessel only to operate in daylight and in conditions of favourable weather as defined by the MCA. Not to remain at sea for periods in excess of 24 hours.

Permitted area of operation:

Category 4: up to 20 miles from Safe Haven

AND The vessel shall not proceed more than 60 miles from a UK safe haven or on an international voyage, and shall only operate from UK ports. The greater of these restrictions apply (i.e. the lowest number of miles).

Maximum number of persons to be carried: Maximum combined weight of cargo, activity related equipment and persons on board:

1050 kg, of which the cargo element must not exceed 1000 kg

14 (maximum number of passengers must not exceed 12)

Further annual certificates will be issued up to the 5 year cycle expiry subject to the appropriate annual examinations and the vessel being found to comply under the Code of Practice, along with any restrictions applied at the time.

Issued at: Petersfield, Hampshire, UK on 4 February 2020 For & on behalf of the Committee of the Yacht Designers & Surveyors Association Certifying Authority



This certificate remains the property of the YDSA Certifying Authority and supersedes any previous Certificate issued by us. An extension of 3 months may be granted on agreement with the YDSA CA. Change of ownership invalidates certification. This Certificate is the equivalent to a UK Loadline Certificate for a Vessel under 24m Loadline Length. Extract from the Small Commercial Vessel and Pilot Boat Code: Annex 7 – Skippered Charter – Safety Briefing

ONLY TO BE USED IN CONJUNCTION WITH MGN 280

ANNEX 7

SKIPPERED CHARTER - SAFETY BRIEFING

- 1 Before the commencement of any voyage the skipper should ensure that all persons on board are briefed, as a minimum, on the stowage and use of personal safety equipment such as lifejackets, thermal protective aids and lifebuoys, and the procedures to be followed in cases of emergency.
- 2 In addition to the requirements of 1, the skipper should brief at least one other person who will be sailing on the voyage regarding the following:-
 - .1 Location of liferafts and the method of launching;
 - .2 Procedures for the recovery of a person from the sea;
 - .3 Location and use of pyrotechnics;
 - .4 Procedures and operation of radios carried on board;
 - .5 Location of navigation and other light switches;
 - .6 Location and use of firefighting equipment;
 - .7 Method of starting, stopping, and controlling the main engine; and
 - .8 Method of navigating to a suitable port of refuge.
 - .9 Location of Stability Guidance Booklet, and Stability Information Booklet if applicable

Safety cards will be considered to be an acceptable way of providing the above information.

Seadogz Declaration of Conformity

SF11

Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission requirements of Directive 94/25/EC as amended by Directive 2003/44/EC

Address : 1 Gortaclee Road			
Town: Cushendall	Post Code	: <u>BT44 0TE</u> Co	ountry: <u>N. Ireland</u>
Name of Authorised Represer	ntative (if applicable):		
Address:			
Town:	Post Code	:Co	ountry:
Name of Notified Body for <u>bu</u>	oyancy and stability assess	ment: Royal Yachting Associa	tion
Address: RYA House, Ensign	Way, Hamble		
		Country: United Kingdom	ID Number:
		CountryKingdoin	
Certificate number: <u>24/01a</u>			
Name of Notified Body for no	ise emission assessment (if :	applicable):	
	``	/	
Address:			
Town:	Post Code:	Country:	ID Number:
Module used for construction Module used for noise emission Other Community Directives		⊠ Aa □B+C □B+D □ □Aa □G □H	B+E ∐B+F ∐G ∐H
Other Community Directives	applied:		
DESCRIPTION OF CRAFT	applied: Craft Identification Numbe	er GBRBB	1 0 0 0 4 K 1 1 2
DESCRIPTION OF CRAFT	Craft Identification Numbe		1 0 0 0 4 K 1 1 2
DESCRIPTION OF CRAFT Brand name of the craft: <u>Redbay S</u>	Craft Identification Numbe	r <u>GB</u> RBB Type or number: <u>950</u> Type of main Propulsion:	1 0 0 0 4 K 1 1 2
DESCRIPTION OF CRAFT	Craft Identification Numbe	Type or number: <u>950</u> Type of main Propulsion:	⊠petrol engine
DESCRIPTION OF CRAFT Brand name of the craft: <u>Redbay S</u> Type of craft: □sailboat ⊠inflatable	Craft Identification Number	Type or number: <u>950</u> Type of main Propulsion:	
DESCRIPTION OF CRAFT Brand name of the craft: <u>Redbay S</u> Type of craft: Sailboat Sailflatable Other (specify):	Craft Identification Number	Type or number: <u>950</u> Type of main Propulsion: sails diesel engine oars	⊠petrol engine □electric motor
DESCRIPTION OF CRAFT Brand name of the craft: <u>Redbay S</u> Type of craft: Sailboat Sailboat Other (specify): Type of hull:	Craft Identification Number	Type or number: <u>950</u> Type of main Propulsion: sails diesel engine oars	⊠petrol engine
DESCRIPTION OF CRAFT Brand name of the craft: <u>Redbay S</u> Type of craft: Sailboat Sailboat Other (specify): Type of hull: Monohull	Craft Identification Number	Type or number: <u>950</u> Type of main Propulsion: sails diesel engine oars other (specify): Type of engine: Soutboard	☐inboard
DESCRIPTION OF CRAFT Brand name of the craft: <u>Redbay S</u> Type of craft: Sailboat Sailboat Other (specify): Type of hull:	Craft Identification Number	Type or number: <u>950</u> Type of main Propulsion: sails diesel engine oars other (specify): Type of engine: Soutboard z or sterndrive withou	
DESCRIPTION OF CRAFT Brand name of the craft: Redbay S Type of craft: Sailboat Sinflatable Other (specify): Type of hull: Smonohull Other (specify): Construction material: Saluminium, aluminium alloys	Craft Identification Number tormforce	Type or number: <u>950</u> Type of main Propulsion: sails diesel engine oars other (specify): Type of engine: Soutboard z or sterndrive withou	
DESCRIPTION OF CRAFT Brand name of the craft: Redbay S Type of craft: Sailboat Sinflatable other (specify): Type of hull: Smonohull other (specify): Construction material: Steel, steel alloys	Craft Identification Number	Type or number: <u>950</u> Type of main Propulsion: Sails diesel engine oars other (specify): Type of engine: Soutboard z or sterndrive withou constructive withou bother (specify):	
DESCRIPTION OF CRAFT Brand name of the craft: Redbay S Type of craft: Sailboat Sinflatable other (specify): Type of hull: Smonohull other (specify): Construction material: Steel, steel alloys other (specify): Steel, steel alloys other (specify):	Craft Identification Number tormforce	Type or number: <u>950</u> Type of main Propulsion: sails diesel engine oars other (specify): Type of engine: Soutboard z or sterndrive withou	
DESCRIPTION OF CRAFT Brand name of the craft: Redbay S Type of craft: Sailboat Sinflatable other (specify): Type of hull: Smonohull other (specify): Construction material: Steel, steel alloys	Craft Identification Number tormforce	Type or number: <u>950</u> Type of main Propulsion: Sails diesel engine oars other (specify): Type of engine: Xoutboard z or stemdrive withou other (specify): Deck fully decked Xopen	
DESCRIPTION OF CRAFT Brand name of the craft: Redbay S Type of craft: Sailboat Sinflatable Other (specify): Type of hull: Smonohull Other (specify): Construction material: Steel, steel alloys Steel, steel alloys Other (specify): Maximum Design Category: A Engine power: Max. Recomment Installed:_kW (i	Craft Identification Number tormforce	Type or number: <u>950</u> Type of main Propulsion: Sails diesel engine oars other (specify): Type of engine: Xoutboard z or stemdrive withou other (specify): Deck fully decked Xopen	

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the craft manufacturer that the craft mentioned above complies with all applicable essential requirements in the way specified.

Signed:

____ Date Issued:____ / _____ / _____

Managing Director, Redbay Boats Ltd.

Essential requirements	Standard Required	Q.C. Assessed	Standards Used
General requirements (2)	\boxtimes	\boxtimes	BS EN ISO 8666:2002
Craft Identification Number – HIN (2.1)	\boxtimes	\boxtimes	BS EN ISO 10087:2006
Builder's Plate (2.2)	\boxtimes	\boxtimes	BS EN ISO 14945:2001
Protec ion from falling overboard and means of reboarding (2.3)	\boxtimes	\boxtimes	BS EN ISO 15085:2003
Field of Vision (2.4)	\boxtimes	\boxtimes	BS EN ISO 11591:2001
Owner's manual (2.5)	\boxtimes	\boxtimes	BS EN ISO 10240:1996
Inflatable Boats	\boxtimes	\boxtimes	BS EN ISO 6185-3:2001
Integrity and structural requirements (3)			
Structure (3.1)	\boxtimes	\boxtimes	BS EN ISO 12215-1:2000; BS EN ISO 12215-2:2002; BS EN ISO 12215- 4:2002: ISO DIS 12215-5:2004: ISO DIS 12215-6:2004
Stability and freeboard (3 2)	\boxtimes	\boxtimes	BS EN ISO 12217-1:2002; BS EN ISO 6185-3:2001
Buoyancy and floatation (3.3)	\boxtimes	\boxtimes	BS EN ISO 12217-1:2002; BS EN ISO 6185-3:2001
Openings in hull, deck and superstructure (3.4)	\boxtimes	\boxtimes	BS EN ISO 9093
Window strength requirements (3.4)			BS EN ISO 12216:2002
Flooding (3.5)	\boxtimes	\boxtimes	BS EN ISO 11812:2002; BS EN ISO 12217-1:2002; BS EN ISO 15083:2003
Manufacturer's maximum recommended load (3.6)	\boxtimes	\boxtimes	BS EN ISO 14946:2001
Escape (3.8)			BS EN ISO 9094-1:2003; BS EN ISO 12216:2002
Anchoring, mooring and towing (3.9)	\boxtimes	\boxtimes	BS EN ISO 15084:2003
Handling characteristics (4)	\boxtimes	\boxtimes	BS EN ISO 11592:2001
Engines and engine spaces (5.1)			
Inboard engine (5.1.1)	\boxtimes	\boxtimes	BS EN ISO 9094-1:2003; BS EN ISO 10088:2001; BS EN ISO 10133:2000
Fuel system (5.2)			
General – fuel system (5.2.1)	\boxtimes	\boxtimes	BS EN ISO 10088:2001; BS EN ISO 9094-1:2003
Fuel tanks (5.2.2)	\boxtimes	\boxtimes	BS EN ISO 10088:2001
Electrical systems (5.3)	\boxtimes	\boxtimes	BS EN ISO 10133:2000;
Steering systems (5.4)			
General – steering system (5.4.1)	\boxtimes	\boxtimes	BS EN ISO 10592:1995
Gas systems (5.5)			BS EN ISO 10239:2000
Fire protection (5.6)			
General – fire protection (5.6.1)	\boxtimes	\boxtimes	BS EN ISO 9094-1:2003
Fire-fighting equipment (5.6.2)	\boxtimes	\boxtimes	BS EN ISO 9094-1:2003
Navigation lights (5.7)			1972 COLREGS
Discharge prevention (5.8)			BS EN ISO 8099:2001
Annex I.B – Exhaust Emissions	see	the D	eclaration of Conformity of the engine manufacturer
Annex I.C – Noise Emissions ¹			
Noise emission levels (I.C.1)			
Owner's manual (I.C.2)			
Signed:			Date Issued://
Quality Manager, Redbay Boats Ltd.			

¹ Only to be completed for boats with inboard engines or sterndrive engines without integral exhaust

Review of local and council authority licensing requirements for commercial RIB/ small high-speed craft operations in Solent and adjoining areas

Authority	Commercial RIB/small high-speed craft operations in area of authority?	Requirements
Beaulieu River Management	No	None
Bembridge Harbour	Yes	MCA Coded craft; insurance required
Chichester Harbour Conservancy Board	None at 'high speed'	Commercial MCA Coded craft or local authority licence for in harbour
Cowes Harbour Commissioners	Yes	MCA Coded craft or local council license, 6kts speed limit, risk assessment required
Hamble	Yes	Licencing through Eastleigh Borough Council, 6kts speed limit, bye-laws
Langstone Harbour Board	Yes, waterski club only	Waterski drivers license required
Lymington Harbour Commissioners	Yes	Licencing through New Forest District Council or MCA Coded craft, 6kts speed limit, bye- laws
Poole Harbour Commissioners	Yes	Commercial vessel registration, Personal Water Craft (PWC) licence, speed limits
Portsmouth City Council	Yes	Licensing by Portsmouth International Port, risk assessments required
Ryde Harbour	No	None
Queen's Harbour Master, Portsmouth	Yes	PWC licence required, 10kts speed limit, risk assessments for special events
Southampton, Associated British Ports	Yes	No licencing required, risk assessments for special events
Southampton City Council	No	Licencing required for pleasure craft, Associated British Ports act as agents for craft assessment
Yarmouth (IOW) Harbour Commissioners	Yes	Local commercial licence required to operate out of harbour
Bournemouth, Christchurch and Poole Council	Yes	Authorised inspector's report, vessel's details
Eastleigh Borough Council (Southampton and Eastleigh Councils shared licensing operation)	Yes	Local licence to operate, register vessel, Boatman or MCA licence, inspection bi- annually
Isle of Wight Council	Yes	Full survey, skipper and crew qualifications and experience, IWC licence required
New Forest District Council	Yes	Certificate of seaworthiness, survey regime, Boatman or MCA licence, local licence required to operate
Chichester District County Council	Yes	Local licence required to operate, engineers report required