

Oyster Wharf - Operational Risk Assessment

Oyster Wharf

Prepared by

Mark Smith

Checked by

Tim Beckett

HAZARD AND DANGER RATING	S	EFFECT AND LIKELIHOOD Who are affected and how?	L	RESULTING RISK (SL)		ACTIONS Mitigation by Owner	S	L	RESULTING RISK AFTER DESIGNER'S ACTIONS (SL)		RECOMMENDED ACTION BY OTHERS
Unauthorised Access	2	Theft, injury to Residents/Visitors	2	4	MEDIUM	Make sure that the security gate with sensor pad has a short-timed closure. Signage and CCTV cameras where required, overlooking the site.	2	1	2	LOW	Berth holders encouraged to keep gates locked and not to provide access to unauthorised people
Falling from pontoons	3	Injury, death to vessel owners/visitors from drowning	2	6	HIGH	Handrails restrict access to vessels and it is accepted that the leisure craft users have an understanding of the risks, however nominal chain railing is provided to demark the edge. 4 No. Ladders are provided on pontoons and 7 No. lifebuoys along the quay wall. Additionally most of the berthed vessels have lifebuoys located on their exteriors.	3	1	3	MEDIUM	All vessel are required to carry life saving equipment. Vessel owners asked to ensure family & visitor understand the risks. Children should be supervised at all times. Warning signs to be installed on the pier with contact information for the RNLI and harbour master.
Pollution of watercourse	2	Environmental damage	2	4	MEDIUM	No refuelling system provided. Sewerage pump out system provided. No vessel repairs to propulsion system or any other system that may results in a discharge to the river. No hull scraping, cleaning or painting.	2	1	2	LOW	Mooring Agreement prohibits fuelling & re-fuelling at the berths and vessel repairs
Slips and Trips	2	Injury to vessel owners/ visitors	2	4	MEDIUM	Area is lit and additional level lighting is provided on bollards. The Deck is made from non-slip material. Bollards positioned to the edge of the pontoons to reduce trip hazards from services cables & hoses. The use of deck area for storage by berthed vessels should also be prohibited.	2	1	2	LOW	Mooring lines & services should be positioned as far as possible to minimise the risk of trips. Regular inspections should be undertaken by the facility management to ensure that there are no trip hazards present.
Degradation of pier structure	2	Injury to vessel owners/ visitors	2	4	MEDIUM	Annual walkover inspections to identify loose joints/cleats/fixing or uneven floats	2	1	2	LOW	Berth Holders to contact management team as soon as a problem is identified
Failure of services	1	Residents/visitor without services	2	2	LOW	Services installed & commissioned by experience Contractors. There have been no reports of disfunctional services.	1	1	1	LOW	Berth Holders to contact management team as soon as a problem is identified
Thames Clipper collision	3	Injury, death to vessel owners/visitors	2	6	HIGH	Contingency plan to be put in place.	3	2	6	HIGH	

Oyster Wharf - Operational Risk Assessment

Oyster Wharf

Prepared by **Mark Smith**  
 Checked by **Tim Beckett**

HAZARD AND DANGER RATING		EFFECT AND LIKELIHOOD Who are affected and how?		RESULTING RISK (SL)		ACTIONS Mitigation by Owner			RESULTING RISK AFTER DESIGNER'S ACTIONS (SL)		RECOMMENDED ACTION BY OTHERS
S	L	S	L	S	L	S	L	S	L		
Vessel sinking	3	injury, death to vessel owners/visitors	2	6	HIGH	Regular review of moored vessels at the pier. Contingency plan to be put in place.	3	1	3	MEDIUM	Berth holders to ensure that their vessels are properly maintained.  Berth holders to regularly check their mooring lines.  Mooring agreement prohibits the storage or use of combustibles or inflammables substances (except fuel). In addition, all vessels must be equipped with suitable fire fighting equipment  Berth holders encouraged to use bins & not store rubbish on pontoons. Regular inspections should be undertaken by the facility management to ensure that rubbish is not stored on the pontoons.
Vessels breaking adrift	3	Injury, death to vessel owners/visitor	2	6	HIGH	Regular review of condition of the mooring attachments and lines. Contingency plan to be put in place, along side a storm action plan.	3	1	3	MEDIUM	
Fire	3	Death residents/visitors	2	6	HIGH	Access to pontoons from the quay is limited and therefore fire fighting equipment is installed on the pier.	3	1	3	MEDIUM	
Vermin (Weils disease)	3	Illness possible death to residents/visitors	2	6	HIGH	Refuse are not to be provided on the pontoon.	3	1	3	MEDIUM	

Requires PPE to prevent serious problem	3
Misuse leads to serious problem	2
Misuse lead to minor problem	1