

Surveys On-Board Fishing Vessels

Ref No.; Number: RA 12

Date of Risk Assessment review: 22nd April 2024

Risk Assessment review complete by: Sarah Clark

Activity	What are the hazards?	Who might be affected?	Existing Control Measures	Risk Level			Additional Control Measures	Risk Level			Action / monitored by whom?	Action / monitored when?
				C	L	R		C	L	R		
Walking around the Quayside prior to boarding fishing vessels.	<ul style="list-style-type: none"> Slips and trips. Quayside traffic Falling off the quay into the harbour Drowning Entanglement in ropes or gear 	<ul style="list-style-type: none"> D&S IFCA Officers Research Assistant Student Researcher 	<ul style="list-style-type: none"> Wear appropriate PPE at all times including life jackets, appropriate footwear with reinforced toe caps. Maintain awareness of area around you including traffic and other hazards Make another officer aware of your location before going onto the quay. Carry a mobile phone at all times. Officers trained in working at height (WAH) awareness. 	3	1	3	<ul style="list-style-type: none"> Officers undertake working at height awareness online training annually. Officers wear protective bump hats where overhead risks are identified. Avoid lone working if possible and follow lone working procedures. Officers have read the Lone working RA and signed off that they have read it. Guidance information available to Officers: <ul style="list-style-type: none"> Peninsula on working from heights. HSE on working on loading and 	3	1	3	Environment Officers Senior Environment Officer H&S Duty Holder (to review RA and remind Officers of WAH training) All officers to report any accidents, incidents and near misses through the D&S IFCA's Accident Reporting procedure	Post survey debriefs. PPE monitored. Checked and replaced where necessary. RA12 reviewed where necessary. Accident Reporting Procedure followed and AINM investigated by Duty Holder

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							<ul style="list-style-type: none"> unloading of fishing vessels. MCA Code of safe working practices for Merchant Seafarers. HSE Standards at Quayside Ladders. Following H&S procedures 					
Boarding vessel from quayside	<ul style="list-style-type: none"> Slips and trips. Crushing injuries between vessel and quayside Condition of quayside ladders Falling into the water between the quayside and vessel Drowning 	<ul style="list-style-type: none"> D&S IFCA Officers Research Assistant Student Researcher 	<ul style="list-style-type: none"> Communicate with the skipper of the fishing vessel to make them aware of boarding and to agree easiest access. Dynamically risk assess conditions for suitability of boarding. When applicable, make other officers aware that you are boarding. Wear appropriate PPE at all times e.g., lifejacket, appropriate footwear, with reinforced toe caps, gloves (if necessary). 	3	1	3	<ul style="list-style-type: none"> All life jackets have an R10 Survivor Recovery system device installed. Officers wear protective bump hats where overhead risks are identified. Officers undertake working at height awareness online training annually. Check ladders to ensure they are secure and safe to use. If the ladder is considered unsafe do not use and cease the boarding and notify the appropriate quayside manager/Harbour Master. 	3	1	3	Environment Officers Senior Environment Officer H&S Duty Holder (to review RA and remind Officers of WAH training) All officers to report any accidents, incidents and near misses through the D&S IFCA's Accident Reporting procedure	Post survey debriefs. PPE monitored. Checked and replaced where necessary. RA12 reviewed where necessary. Annual Working at Height Awareness training by Officers Accident Reporting

C=- consequence / severity

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RA2 October 2023

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			<ul style="list-style-type: none"> Climb ladders while adhering to Working at Height awareness protocols 				<ul style="list-style-type: none"> Be aware that during wet weather and conditions in the harbour ladders may be slippery and caution must be used when climbing a ladder. All new officers should undergo training from more experienced officers in quayside practices and awareness of the hazards and risks. 					Procedure followed and AINM investigated by Duty Holder
Moving around the fishing vessel	<ul style="list-style-type: none"> Entanglement in ropes or gear Slips and trips. Head injury from overhead fishing equipment/gantry/derricks/ Falling overboard leading to hypothermia or drowning 	<ul style="list-style-type: none"> D&S IFCA Officers Research Assistant Research Student Fishers 	<ul style="list-style-type: none"> Avoid gear and equipment on deck. Communicate with skipper/crew and follow their instruction when necessary. Familiarise yourself with the layout of the fishing vessel. Familiarise yourself with any overhead equipment and stay clear of it. Stand clear of any ropes or coils of ropes. Wear appropriate PPE including a life jacket, appropriate 	2	1	2	<ul style="list-style-type: none"> All life jackets have an R10 Survivor Recovery system device installed. Officers wear protective bump hats where overhead risks are identified. Be aware that fishing vessels may be slippery, and caution must be used when moving around. Where possible new officers should undergo training from more experienced officers whilst on-board to familiarise 	2	1	2	Environment Officers Senior Environment Officer H&S Duty Holder (to review RA and remind Officers of WAH training) All officers to report any accidents, incidents and near misses through the	Post survey debriefs. PPE monitored. Checked and replaced where necessary. RA2 reviewed where necessary. Accident Reporting Procedure followed and AINM

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			footwear with reinforced toe caps. <ul style="list-style-type: none"> Ensure no loose items are hanging from clothing or PPE. 				themselves with the vessel and its equipment, and the associated hazards and risks. <ul style="list-style-type: none"> If in any doubt communicate with the skipper and crew before moving about the vessel. 				D&S IFCA's Accident Reporting procedure	investigated by Duty Holder
Hauling and shooting of fishing gear.	<ul style="list-style-type: none"> Blunt force and/or crushing injuries in the event that fishing gear such as a trawl, dredge or pot may drop or fall when being lifted on board or moved on the deck. Clothing or PPE snagging in otter board, pots, or other fishing equipment during deployment, leading to immersion and drowning. Falling overboard 	<ul style="list-style-type: none"> D&S IFCA Officers Research Assistant Research Student Fishers 	<ul style="list-style-type: none"> Allow skipper/crew to conduct normal fishing operations and do not get involved in this activity unless requested by the skipper. Follow the skipper's instructions at all times. Wear correct PPE at all times, including life jacket and steel toe capped boots. Stay well away from moving ropes/wires and winches during deployment. Ensure no loose items are hanging from clothing or PPE, as it may become snagged, when deploying 	3	1	3	<ul style="list-style-type: none"> All life jackets have an R10 Survivor Recovery system device installed. Officers wear protective bump hats where overhead risks are identified. Be aware that fishing vessels may be slippery, and caution must be used when moving around. Where possible, new officers should undergo training from more experienced officers whilst on-board to familiarise themselves with the vessel and its equipment, and the associated hazards and risks. 	3	1	3	Environment Officers Environment Officer H&S Duty Holder (to review RA and remind Officers of WAH training) All officers to report any accidents, incidents and near misses through the D&S IFCA's Accident Reporting procedure	Post survey debriefs. PPE monitored. Checked and replaced where necessary. RA2 reviewed where necessary. Accident Reporting Procedure followed and AINM to be investigate by Duty Holder

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	leading to hypothermia or drowning		gear. Remove any unnecessary items that may add to risk of snagging such as jewellery.				<ul style="list-style-type: none"> Prior to the fishing day and operations, discuss with the skipper the most appropriate and safe place to be located to undertake survey work and remain there at all times, as appropriate. Maintain communications with the skipper and crew about the fishing operations. 					
Working on an open deck vessel where winch wires/ropes/gear are operated	<ul style="list-style-type: none"> Moving winch cables, pot ropes, or trawl ropes pose a hazard. Cables or ropes under tension could cause bodily injury if they break. Trips/entanglement in ropes and winch wires Tripping hazards also include fixed protruding structures and other 	<ul style="list-style-type: none"> D&S IFCA Officers Research Assistant Research Student Fishers 	<ul style="list-style-type: none"> Be aware of the location of winch wires and ropes on the vessel. Avoid these areas if you do not have to be there to work. Locate your work area away from these where possible. Follow the directions of the skipper/crew. Keep well clear of cables and drums when winch is in operation. A clear view of the work area and all the moving 	3	1	3	<ul style="list-style-type: none"> All life jackets have an R10 Survivor Recovery system device installed. Officers wear protective bump hats where overhead risks are identified. Do not move around the vessel when fishing operation is taking place. Prior to the fishing day and operations, discuss with the skipper the most appropriate and safe place to be located to undertake survey work and remain 	3	1	3	Environment Officers Environment Officer H&S Duty Holder (to review RA and remind Officers of WAH training) All officers to report any accidents, incidents and near misses through the	Post survey debriefs. PPE monitored. Checked and replaced where necessary. RA2 reviewed where necessary. Accident Reporting Procedure followed and AINM to be investigate

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	equipment on the deck. <ul style="list-style-type: none"> Head injury from overhead fishing equipment/gantry/derricks Sudden unexpected vessel movement due to sea state Falling overboard leading to hypothermia or drowning 		equipment must be maintained. <ul style="list-style-type: none"> A safety-style knife must be readily available on board to cut ropes, clothing free quickly. Be aware of fixed protruding structures when crossing the deck. Ensure all your equipment on deck is stowed securely and out of the path of the skipper and crew on deck. Wear appropriate PPE, a lifejacket and steel toe cap boots at all times on deck. Ensure good communications between skipper and crew, including MOB procedures. 				there at all times, as appropriate. <ul style="list-style-type: none"> Maintain communications with the skipper and crew at all times. Do not interfere with the vessel's fishing operations 				D&S IFCA's Accident Reporting procedure	by Duty Holder
Conducting physical survey work on an operational fishing vessel, such as	<ul style="list-style-type: none"> Musculoskeletal and minor injuries Crushing injuries from equipment 	<ul style="list-style-type: none"> D&S IFCA Officers Research Assistant Research Student Fishers 	<ul style="list-style-type: none"> Manual Handling training to be undertaken by staff. Manual Handling General Risk Assessment (RA 21) undertaken. 	2	1	2	<ul style="list-style-type: none"> All life jackets have an R10 Survivor Recovery system device installed. Officers wear protective bump hats where overhead risks are identified. 	2	1	2	Environment Officers Environment Officer H&S Duty Holder (to	Post survey debriefs. PPE monitored. Checked and replaced

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deploying equipment			<ul style="list-style-type: none"> A dynamic manual handling assessment for the local task, when required. Wear appropriate PPE at all times, including steel toe capped boots, and gloves (where appropriate) 				<ul style="list-style-type: none"> Engage with the skipper prior to using the vessel for a physical survey to ascertain its appropriateness and suitability. Communicate with the skipper as to the best location of the activity on the vessel to undertake the work. Develop the best methodology with the skipper's knowledge and expertise to inform the survey work. Maintain communication between the skipper, crew and researchers. 				review RA and remind Officers of WAH training) All officers to report any accidents, incidents and near misses through the D&S IFCA's Accident Reporting procedure	where necessary. RA2 and RA21 Manual Handling RA reviewed where necessary. Accident Reporting Procedure followed and AINM to be investigate by Duty Holder
Sorting through catch to pick out fish and fauna for identification, measuring and further analysis	<ul style="list-style-type: none"> Injury through punctures, crushing by crustacea pincers or stings inflicted e.g., Weaver fish's dorsal spine, jellyfish, crustacean, and urchins with spines. 	<ul style="list-style-type: none"> D&S IFCA Officers Research Assistant Research Student 	<ul style="list-style-type: none"> Ensure officers/researchers are competent in the identification of potentially harmful fauna. Make visual inspection before starting to sort. Ensure proper handling of crustaceans, speak 	2	1	2	<ul style="list-style-type: none"> Consult with fishing vessel skipper/crew about unidentified species caught and the best way to handle them. Speak to the skipper/crew about how to handle the crustacea being retained for commercial sale to 	2	1	2	Environment Officers Environment Officer H&S Duty Holder (to review RA and remind Officers of WAH training)	Post survey debriefs. PPE monitored. Checked and replaced where necessary. RA2 reviewed

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	<ul style="list-style-type: none"> Injury from sharp manmade materials like glass, metal, needles. Damage to commercial catch of crustacea if not handled or placed into bongos /trays correctly. 		to skipper/crew if unsure. <ul style="list-style-type: none"> Wear thick gloves if appropriate. Sort through catch in a shallow tray. If injured, clean the wound promptly and apply sterile waterproof dressing. Waterproof any open wounds. Ensure hands are thoroughly cleaned to remove remaining jellyfish tissue. 				ensure no damage, both when handling and placing crustacea in the bongos or trays. <ul style="list-style-type: none"> Ensure any existing cuts are covered prior to undertaking the survey. New/ less experienced officers and researchers should be trained in handling fish or crustacea prior to the survey so that they know the best handling procedures. 				All officers to report any accidents, incidents and near misses through the D&S IFCA's Accident Reporting procedure	where necessary. Accident Reporting Procedure followed and AINM to be investigate by Duty Holder
Lone working	<ul style="list-style-type: none"> Unknown skipper or crew- possible risk intimidation or violence. Undertaking survey activities alone 	<ul style="list-style-type: none"> D&S IFCA Officers Research Assistant Research Student 	<ul style="list-style-type: none"> Contact the line manager when arriving at the vessel and when you return to the shore. Inform line manager of the survey location, vessel, skipper and the approximate duration of the survey. If staff do not feel comfortable with the working conditions, then do not proceed 	2	1	2	<ul style="list-style-type: none"> Officers/ researchers must follow RA18 Lone Working Geneal Risk Assessment. Lone working should be avoided where possible, but this is unlikely when undertaking surveying of commercial fish catches on board a fishing vessel due to vessel size. Officers to engage with skippers of fishing vessels to ensure they are fully 					

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			with the survey and inform the duty officer and line manager.				co-operative with taking part in the survey work. <ul style="list-style-type: none"> • Officers/ researcher to ensure they are familiar with emergency procedures on the vessel. • Officers / researchers should not undertake any activity when operating alone on the vessels that may lead to risk or injury. Always consult with the skipper and crew. • Officers trained in conflict resolution to help deal with any intimidating behavior displayed by skipper or crew. Conflict resolution training handbook available to officers and researchers. 					

Version Control

Date Assessed/ Reviewed	Officer undertaking review	Comments	Version
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RA2 October 2023

11/01/2022	Lauren Parkhouse		V1
22/04/2024	Sarah Clark/James Stewart	Reviewed and additional control measures added	V2