



North Sunderland Harbour Risk Assessment Form

Service	North Sunderland Harbour - MRA Number 6	Date of Risk Assessment	1 Nov 2023
Assessor	Paul Brown / Kay Barkess	Next review due date	1 Nov 2024
Process or Activity	Grounding		

Describe the location where activities are taking place	North Sunderland Harbour and approaches.		
Describe the activities being undertaken	Vessel makes contact with sea bed or an underwater obstruction in the harbour or approaches.		
Describe the equipment and/ or substances being used			
Describe the people involved in these activities (and others who might be affected)	Port Staff, commercial fishermen, tripping boat crew, divers, RNLI crew, divers, leisure users and members of the public.		
Associated Risk Assessments	MRA 3, 4, 5, 7, 11	Associated Safe Systems of Work	North Sunderland Harbour Hydrographic & Survey Policy – 2023.

Risk Rating	Action
20-25	Stop Activity and Take Immediate Action
15-20	Urgent Action
8-12	Action
3-6	Monitor
1-2	No Action – ensure controls are maintained and reviewed

Hazard	Uncontrolled Risk Score			Risk Mitigations	Residual Risk Score		
	L	C	R		L	C	R
Vessel makes contact with seabed or an underwater obstruction in the harbour or approaches.	2	4	8	<ol style="list-style-type: none"> Vessels are crewed by suitably qualified professionals. Fishing & Commercial vessels governed by MCA regulations for navigation equipment, serviceability and crew fitness and manning levels. NSH see vessel insurance, survey and crew qualifications annually. Speed limit in harbour and within 200 yds of entrance is 3 knots – contact will be slow. NSH has a hydrographic and survey policy that requires the harbour to be surveyed every 2 years. The survey results dictate the requirement for dredging and maintaining safe depths in the harbour. Inner harbour dries at low water, so any obstruction entering the water from the jetties will be relatively easy to locate and remove. Vessels using the harbour typically have a draught of 2.5m or less. 	1	4	4
RNLI vessel “on task” grounds due to squat at low water.	2	3	6	<ol style="list-style-type: none"> All mitigations applied above apply. RNLI coxswains of the Shannon Class are trained in high speed “blue light” transits and especially “squat.” RNLI Shannon Class vessels, despite the urgency, will leave the harbour at no more than 6 knots. 	1	1	1

Hazard	Uncontrolled Risk Score			Risk Mitigations	Residual Risk Score		
	L	C	R		L	C	R
				4. RNLI vessels are highly manoeuvrable and able to stop very, very quickly.			

Risk Rating Calculator

Likelihood that hazardous event will occur	
1	very unlikely
2	unlikely
3	fairly likely
4	likely
5	very likely

Consequence of hazardous event	
1	insignificant – no injury
2	minor – minor injuries needing first aid
3	moderate – up to three days' absence
4	major – more than seven days' absence
5	catastrophic – death

Action Level Table

Risk rating	Action
20–25	Stop – stop activity and take immediate action
15–16	Urgent action – take immediate action and stop activity if necessary, maintain existing controls rigorously
8–12	Action – improve within specified timescale
3–6	Monitor – look to improve at next review or if there is a significant change
1–2	No action – no further action but ensure controls are maintained and reviewed