

Reference: MRA 8



North Sunderland Harbour Risk Assessment Form

Service	North Sunderland Harbour - MRA Number 8	Date of Risk Assessment	1 Nov 2023
Assessor	Paul Brown / Kay Barkess	Next review due date	1 Nov 2024
Process or Activity	Man Overboard		

Describe the location where activities are taking place	North Sunderland Harbour and approaches.		
Describe the activities being undertaken	Person falls overboard 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, 6, 7, 11	Associated Safe Systems of Work	North Sunderland Harbour Vessel Licensing 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
Person overboard from fishing vessel in 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 – vessel movement minimal. Fishermen all wear lifejackets when under way. Fishing vessels practice recovery of MOB regularly. Fishing vessels have high freeboard and railings. All jetties and quays have life rings – regularly serviced and maintained. RNLI inshore LB on call at 15 mins notice. 	1	4	4
Person overboard from trip boat in harbour or approaches	4	4		<ol style="list-style-type: none"> Passengers received full safety briefing before departure. Passengers are fully supervised when underway. Tripping vessels governed by MCA regulations for passenger safety, lifesaving equipment, serviceability and crew training for MOB recovery. Speed limit in harbour and within 200 yds of entrance is 3 knots – vessel movement minimal. 	2	2	4

Hazard	Uncontrolled Risk Score			Risk Mitigations	Residual Risk Score		
	L	C	R		L	C	R
				<ul style="list-style-type: none"> 5. Tripping vessels practice recovery of MOB regularly. 6. Tripping vessels have high freeboard and railings. 7. All jetties and quays have life rings – regularly serviced and maintained. 8. RNLI inshore LB on call at 15 mins notice. 			
RNLI crew fall over board while “on task.”	2	3	6	<ul style="list-style-type: none"> 1. All mitigations applied above apply. 2. RNLI coxswains of the Shannon Class / IRB are trained in high speed “blue light” transits and self-security.” 3. RNLI vessels, despite the urgency, will leave the harbour at no more than 6 knots. 4. All RNLI personnel wear 195N lifejackets and survival suits. 5. RNLI practice MOB recovery on every training sortie. 	1	1	1

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