



# **RISK ASSESSMENTS & METHOD STATEMENTS**

## Navigation Risk Assessment Page 1 of 7

Vessels	Millennium Diamond/Dawn/Peace/Time/City/London. City Delta/Alpha/Gamma/Erasmus
Dates Applicable	May 2019 until further review
Project Description	Navigation Risk Assessment for City Cruises Port Passage Plan
Prepared By	C Telfer – Training Manager City Cruises

## Ratings

Probability (P)	X	Severity (S)	=	Risk	Band	Action
5 = Extremely High 4 = Very Likely 3 = Likely 2 = Unlikely 1 = Highly Unlikely		5 = Fatalities or major injury. Major pollution. 4 = Serious injuries. Serious pollution. 3 = Moderate injuries. Moderate pollution 2 = Minor injuries. Minor pollution 1 = Minimal consequence. No injuries/pollution		0 – 4 5 - 7 9 – 11 12 – 15 16 – 25	Low Medium High Very High Extremely High	Proceed Proceed DO NOT PROCEED DO NOT PROCEED DO NOT PROCEED

## Risk Assessment

			Unmitigated				Mitigated				
No	Hazard	Relevance to Operations	P	S	Risk	Band	Actions to reduce risk/Control measures	P	S	Risk	Band
1	Collisions with other vessels	Vessel operating throughout congested river traffic area	3	5	15	VH	Special lookout in accordance with GD 28 Special lights in accordance with GD 29 City Cruises Emergency procedures apply (SMS 8.1 'Collision') BML/LKE certificated Masters appointed Strict alcohol/drugs policy applied	1	5	5	M
2	Contact with Bridges	Operational area ; Tower Bridge to Lambeth Bridge	3	4	12	VH	All controls for Hazard No 1 apply Passage plan defines tidal limits for transit of bridges, permissible spans and tidal sets.	1	4	4	L
RESULT			Operations can proceed on condition that all actions to reduce risk/control measures are implemented								

## Navigational Risk Assessment Page 2 of 7

Vessels	Millennium Diamond/Dawn/Peace/Time/City/London. City Delta/Alpha/Gamma/Erasmus
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Prepared By	C Telfer – Training Manager City Cruises

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## Risk Assessment

No	Hazard	Relevance to Operations	Unmitigated				Actions to reduce risk/Control measures	Mitigated			
			P	S	Risk	Band		P	S	Risk	Band
3.	Contact with obstacles	Buoys, moored vessels, barges and works equipment close to fairway.	3	3	9	H	Controls for Hazard No 1 apply. PPP requires vessel to remain within the fairway. Anchor checked weekly + ready to drop	2	3	6	M
4.	Grounding	Vessel operating in shoaling area above Tower Bridge	4	3	12	VH	All controls for Hazard No 1 apply Passage Plan defines minimum tidal heights for transit of shoaling areas. Emergency actions - SMS 8.1 'Grounding'	2	3	6	M
5.	Navigation impeded by external events	Confined waters affected by planned and unplanned events.	3	3	9	H	Consult latest NTMs before passage. Maintain effective listening watch on Port Working Channels.	1	3	3	L

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## Navigation Risk Assessment Page 3 of 7

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Dates Applicable	MV Eltham/Westminster/Witheycombe/Princess Rose/Eleanor Rose. May 2019 until further review
Project Description	Navigation Risk Assessment for City Cruises Port Passage Plan
Prepared By	C Telfer – Training Manager City Cruises

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No	Hazard	Relevance to Operations	Unmitigated				Actions to reduce risk/Control measures	Mitigated			
			P	S	Risk	Band		P	S	Risk	Band
6.	Collision when swinging	Need to swing head to tide at berths and at voyage limits	3	4	12	VH	Controls for Hazard No 1 apply Swing well up tide of obstacles No live announcements during turn Maintenance of good lookout Emergency procedure SMS 8.1 'Collision'	2	4	8	M
7.	M/E failure	Need to steer to alternative berth or Anchor	2	1	2	L	All controls for Hazard No 1 apply Switch to non-hydraulic/emergency steering Emergency SMS 8.1 'Loss of power or steering'	2	1	2	L
8.	Mooring Line Failure	Embarkation/disembarkation of Pax	2	5	10	H	Daily check of lines as per SMS Pax kept away from lines under load Lines surged when used for taking way off	2	2	4	L

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## Navigation Risk Assessment Page 4 of 7

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Dates Applicable	MV Eltham/Westminster/Witheycombe/Princess Rose/Eleanor Rose. May 2019 until further review
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## Risk Assessment

Unmitigated						Mitigated					
No	Hazard	Relevance to Operations	P	S	Risk	Band	Actions to reduce risk/Control measures	P	S	Risk	Band
9.	Pax falling O/B when alongside day and night	Large numbers embarking and disembarking	3	5	15	VH	Alongside with min 3 lines Crew always in attendance to assist pax Engine/s run ahead or astern to minimise gap. Bridge NOT left unattended in this event Hi vis markings and low level lights	1	5	5	L
10.	Pax falling O/B When U/W	Large numbers aboard Children unaware of danger	3	5	15	VH	Gates checked throughout passage Bridge and cabin crew alert to danger Emergency action SMS 8.1 'Man Overboard'	1	5	5	L
11.	Fire on board	Significant hazard to pax	5	5	25	EH	Regular fire prevention inspections/drills Follow SMS 8.1 'Fire Emergency Action'	1	5	5	L
RESULT	Operations can proceed on condition that all actions to reduce risk/control measures are implemented										



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No	Hazard	Relevance to Operations	Unmitigated			Actions to reduce risk/control measures	Mitigated		
			P	S	Risk Band		P	S	Risk Band
12	Abandoning Ship	When abandoning is safer than remaining aboard	2	5	10 <b>H</b>	Vessel remains in Middle Thames op area Emergency action as per SOP 7.7 Life rafts used only when Pax cannot transfer to another vessel or at a pier	1	5	5 <b>L</b>
13	Bomb or Terrorist threat aboard	Thames high risk target	3	5	15 <b>VH</b>	Crew regularly check vessel Crew drilled in 'Operation Boatman' Emergency procedure SMS 8.1 'Bomb Threat'	2	4	8 <b>M</b>
14	Violent Acts Aboard	Pax behaviour unknown especially at Functions	3	3	9 <b>H</b>	Crew aware of Drugs/alcohol influence Crew trained in SMS 8.1 'Violent Passengers'	2	3	6 <b>M</b>
15	Reduced Visibility	Passages in heavy traffic	4	4	16 <b>EH</b>	Service suspended when Vis is < 0.5nm Emergency procedure SMS 8.1 'Reduced Vis'	2	4	8 <b>M</b>

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Project Description	May 2019 until further review
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			P	S	Risk	Band		P	S	Risk	Band
16	Medical Emergency	Pax all ages and conditions	3	5	15	VH	Crews trained in First Aid Emergency services on call nearby Emergency on board drills as per SMS 8.1	2	3	6	M
17	Pollution	Garbage Disposal	3	3	9	H	Garbage retained aboard Garbage management as per SMS	1	1	1	L
18	Oil Pollution	Bunkering	5	5	25	EH	All control measures as per SMS	2	2	4	L
19	Contact with Thames Barrier	Occasional Transit only	2	5	10	H	Crew training in TBCZ procedures for LKE and occasional passages. Detailed passage plan when needed	1	1	1	L
20	Crew uncertainty of Passage route	Thames hazards shoals, obstacles, bridges, traffic	4	4	16	VH	Approved Generic Passage Plan in issue and used for training and compliance	2	2	4	L
RESULT		Operations can proceed on condition that all actions to reduce risk/control measures are implemented									

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No	Hazard	Relevance to Operations	Unmitigated			Actions to reduce risk/Control measures	Mitigated		
			P	S	Risk Band		P	S	Risk Band
21	Passenger Slips Trips/Falls	Wash from other vessels	3	3	9 H	Passengers briefed to remain seated whilst underway /hold handrail on stairs. Stairs and raised edges lit / hazard painted	2	3	6 M
22	Collision/Allision or near miss	Crossing / swinging across fairway to/from Bankside Pier inward bound Cityliner	3	4	12 H	Ensure schedule is staggered with other users to avoid congestion of fairway/pier Twin engine vessels used for increased manoeuvrability when feasible Familiarisation sign off of route for Captains	1	4	4 M

RESULT	Operations can proceed on condition that all actions to reduce risk/control measures are implemented
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<b>Vessels</b>	MILLENNIUM CITY/ DAWN/ DIAMOND/LONDON/ PEACE/TIME - CITY ALPHA/ DELTA/GAMMA – ERASMUS – ELEANOR
<b>Dates Applicable</b>	ROSE – PRINCESS ROSE – WESTMINSTER – MAYFLOWER GARDEN June 2019 until further review
<b>Project Description</b>	SHIPBOARD OPERATIONS
<b>Prepared by</b>	

### Ratings

PROBABILITY(P)	X	SEVERITY (S)	=	RISK	BAND	ACTION
5 = Extremely High		5 = Fatalities or major injury. Major pollution		0 – 4	Low	Proceed
4 = Very Likely		4 = Serious injuries		5 – 7	Medium	Proceed
3 = Likely		3 = Moderate injuries. Moderate pollution		8 – 11	High	DO NOT PROCEED
2 = Unlikely		2 = Minor injuries. Minor pollution.		12 - 15	Very High	DO NOT PROCEED
1 = Highly Unlikely		1 = Minimal consequences. No injuries / pollution		16 - 25	Extremely High	DO NOT PROCEED

### Risk Assessment

N°	Hazard	Relevance to Operation	Unmitigated				Actions to reduce risk / Control measures	Mitigated			
			P	S	Risk	Band		P	S	Risk	Band
1	Impact injury – Serious injury / Drowning	Crewmember descending ladder to gunwale.	3	4	12	VH	STCW / Familiarisation/ Training /Non-slip footwear / Life jacket / ML5 medical	1	4	4	M
2	Tripping on gunwale projections – mooring cleats /bollards. Slipping overboard.	Operating on gunwale of boat.	4	4	16	EH	STCW / Familiarisation/ Training /Non-slip footwear / Life jacket. Always keep 3 points of contact with boat, one hand + two feet. Check condition of gunwale for any item liable to cause slippage - oil / debris – organic / inorganic matter from passengers. Keep gunwale clear of ropes.	1	4	4	M
3	Trapped hand fingers / sprained wrist due to shock through rope.	Mooring to pier	3	3	9	H	STCW / Familiarisation/ Training / no gloves to be worn / avoid fetching vessel up on mooring rope. Avoid standing in “snap-back zone”	1	3	3	L

## Risk Assessment

No	Hazard	Relevance to Operation	Unmitigated				Actions to reduce risk / Control measures	Mitigated			
			P	S	Risk	Band		P	S	Risk	Band
4	Oil spillage / eye damage by fuel splash / Long term skin damage	Bunkering fuel	3	3	9	H	Familiarisation/ Training / Spill Kits / Protective gloves / Eye wash kits / Minimum of two crew in attendance and in communication	2	2	4	M
5	Passengers tripping on entering boat	Loading passengers	3	4	12	H	STCW / Familiarisation/ Training / Crewmember in attendance / verbal warnings	2	2	4	M
6	Passengers tripping on entering boat,	Loading passengers <u>USING RAMPS</u>	3	4	12	EH	STCW / Familiarisation/ Training / Crewmember in attendance / verbal warnings	1	2	2	L
7	<u>Passenger</u> gathering in inappropriate places – on stairs – blocking emergency exits	Passenger Control	4	3	12	VH	STCW / Familiarisation/ Training / Use of cordoning system to direct passengers / <u>Using</u> cabin crew to direct passengers / Verbal warnings	2	1	2	L