

# Navigational Safety Risk Assessment

Location/Vessel:	<b>MARY ROSE</b>		
Dates Applicable:	October 2005 – January 2006		
Project Description:	Coastal bulk carrier trading cargoes of stone to Battersea. A new trade – nothing similar to this berth in last 15 years.		
Prepared By:	ABC Coasters Ltd / PLA Harbour Master		

## Ratings

PROBABILITY (P)	x	SEVERITY (S)	=	RISK	BAND	ACTION
5 = Extremely High		5 = Fatality or major injury. Major oil spill/impact.		0 - 4	Low	PROCEED
4 = Very Likely		4 = Serious injury or significant loss. Serious oil spill.		5 - 7	Medium	PROCEED
3 = Likely		3 = Minor/moderate injuries. Moderate oil spill.		8 - 11	High	DO NOT PROCEED
2 = Unlikely		2 = Minor injury. Minor oil spill/damage to environment		12 - 15	Very High	DO NOT PROCEED
1 = Highly Unlikely		1 = Minimal impact. No injuries/environment impact.		16 – 25	Extremely High	DO NOT PROCEED

## Risk Assessment

	HAZARD	Relevance to Operations	UNMITIGATED				Actions to Reduce Risk	MITIGATED			
			P	S	Risk	Band		P	S	Risk	Band
1	Collision with Class V Passenger Vessel	Vessel trading above bridges to Battersea. Harbour Master has assessed that risks posed by this vessel when navigating below bridges are adequately covered already. Applies to all hazards below.  Actions to reduce risk are applicable to several hazards.	3	5	15	VH	Harbour Service Launch escort. Lookout forward when above Tower Bridge. Valid ISM Certificate. Machinery redundancy verified. Specific local training prior to starting trade. Owner alcohol/drugs policy.	1	3	3	L
2	Collision with tug and tow		2	4	12	VH	See Hazard 1	1	2	2	L
3	Collision with small craft		2	4	8	H	See Hazard 1	2	3	6	M
4	Grounding		4	3	12	VH	Vessel arrival/departure times limited to specific times around high water. Tug escort.	2	3	6	M
5	Contact with bridge/pier		3	4	12	VH	Limitations imposed on vessel trim when in ballast. Anchor ready to let go.	2	2	4	L

<b>RESULT</b>	Operation can proceed on condition that all identified risk control measures (actions to reduce risk) are implemented.
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