Type	**Example of risk**	**Risk:** Anything you think might affect the safe completion of the activity above	**Mitigation action:** What should be done to reduce or remove the risk?
COVID-19	Infection of self or others	Any activity in relation to diving and the close proximity of other individuals.	Ensure that the Government, BSAC and Sheffield Scuba guidelines are followed in order to minimise the risk of infection of youself or others.
COVID-19 & Dive Site - Non Diving	Access to boat using hand rails, ladders etc	When accessing the boat such as down steps with hand rails, ladders etc, the diver will use the hand rail to mitigate falling, which introduces a disk of infection for self or others of COVID-19.	Ensure that gloves are worn when holding hand rails, ladders etc to minimise the risk of infection of youself or others.
Dive Site - Non Diving	Car Park / other vehicles	Other vehicles around whilst kit being transferred / prepared.	Ensure vehicle(s) correctly parked, keep look out for other vehicles in the area especially when transferring equipment.
Dive Site - Non Diving	Carrying/lifting Equipment	Injuries due to poor lifting techniques and dropping equipment.	Training in manual handling and Assistance from “Dive Buddy”.
Dive Site - Non Diving	Hot - Exhaustion	Divers could develop hyperthermia, become dehydrated.	Use sun screen when out of water, drink plenty of water, avoid sun if possible.
Dive Site - Non Diving	Slipping over	Slipping or falling on entry or exit to the Boat.	Check site condition on arrival. Include in pre-dive brief and assist each other in / out.
Diving	Access to sea	Entry/exit might be dangerous or difficult due to sea conditions and the subsequent movement of the Boat.	Check that entry and exit are possible at all times during the diving day. Only enter if easy in full equipment and exit is possible. Experienced divers to advise of potential issues.
Diving	Cliff/wall diving	Going deeper than planned/capable.	All divers to have adequate buoyancy control for dive, monitor their depth and to adhere to the Dive Plan in force.
Diving	Cold - Divers	Divers develop hypothermia.	Ensure divers wear suitable underwater suits. Water will be warm, but longer dives can yield cold divers. Don protective clothing at the surface and during surface interval if required.
Diving	Cold - Equipment Failure	Regulators may free flow.	Ensure divers don’t purge or breath from regs until just about to enter water. Make sure regs are up to date in service.
Diving	Contaminated Air / Passing MoD	Poisoning due to toxic effects of: Carbon monoxide Carbon Dioxide Oxygen Contamination (oil, oxides of nitrogen, etc.)	Observation of maximum operating depth (MoD) of breathing gas, avoidance of and checking for contamination of breathing gas (buddy check), Buddy monitoring, Experience.
Diving	Decompression illness	Divers develop DCI, mild or severe. Category includes: Gas embolism Interstitial emphysema Spontaneous pneumothorax	Dives planned and conducted in accordance with BSAC ‘88 Decompression Tables or decompression computer. All divers equipped with depth gauges and watches and/or decompression computers. Observation of maximum ascent rates and ascent drills Qualified personnel to administer O2 First Aid and summon assistance.
Diving	Depth	Divers diving deeper than their qualification level and experience.	Divers to be reminded what their limits are and dive plans agreed with dive manager.
Diving	Depth	Nitrogen Narcosis	Whilst undertaking deeper dives (deeper than 25m approximately) divers may be subject to Nitrogen Narcosis. Treat by ascending to a shallower depth. Monitor Buddy.
Diving	Diver separation	Divers could get separated from each other.	Divers to stay in visual contact. Particularly as the viz worsens. Wear buddy lines or hold SMB line where appropriate.
Diving	Drowning	Diver inhales water and drowns.	Training in dive planning and conduct, Monitoring of air consumption, Buddy check, Buddy monitoring, Experience, Maintenance of basic level of fitness.
Diving	Ear damage	Damage to ears.	Steady descent, ensure correct weighting. Divers do not dive when suffering from a cold.
Diving	Equipment failure	Computer	Dive from spare computer, buddies computer, carry backup tables, ascend to 6m and do a safety stop as required.
Diving	Equipment failure	Lack of air supply, buoyancy adjustment.	Check equipment before dive and often during diving.
Diving	Fast ascent	Serious injury to diver.	Divers taught ascent and descents, adequate buoyancy control keep an eye on buoyancy throughout the dive, particularly on the ascent.
Diving	Mask Squeeze	Divers may fail to equalise mask on descent and may result in red mark on face.	Only mask which encloses both eyes and nose in the same airspace used.
Diving	Boat Entry and Exit	Divers may injur themselves when entering and exiting the water.	Only enter and exit when safe to do so, the boat should be as still as possible and the prop should be in neutral.
Diving	Running out of air	Running out of air as a result of excessive air consumption.	Constant checks throughout dive. All SCUBA sets fitted with cylinder pressure gauges. Monitoring in buddy checks.
Diving	Surveying	Lines are used in the surveying technique, divers may get distracted on survey and not pay attention to usual checks.	Ensure weighted lines are used such that they do not float up and catch on divers. Use highly visible lines if possible. Ensure regular buddy checks and self checks are undertaken. Carry a dive knife or line cutter.
Diving	Uncontrolled ascent	Uncontrolled ascent by diver may lead to DCI or burst lung, etc.	Ensure diver and their buddy understands their buoyancy controls.
Diving	Wreck Diving	Going deeper than planned/capable, catching on sharp objects, collapse of the wreck/ loss inside of wreck.	All divers to have adequate buoyancy control for dive, monitor their depth and to adhere to the Dive Plan in force, divers to watch for sharp objects and tight entrances, visual and physical check for strength of the wreck structure, penetration only permitted with a line.
Diving	Divers surface and cannot locate boat	Divers may surface and cannot locate the boat for various reasons: current, incorrect direction, poor surface visibility, boat picking up other divers, etc	All divers to carry DSMB's, preferably a Red one to indicate the diver is safe, and a yellow one for if the diver is in destress. It is not mandated that divers must follow this practice, but the dive manager and skipper must be made aware of any non standard (red) DSMB's. The skipper must be aware of the dive plan to ensure a safe pick up.
Driving to Site	Road traffic accident	Road traffic accident.	Driving only to be undertaken by suitably qualified individuals, observation of the law, as stated in the highway code, all dive gear to be securely stowed. If carrying cylinders onboard it is recommended but not mandatory to affix a warning sign on the rear of the vehicle stating “Compressed gas onboard”.
Sailing	Diver Overboard	A diver may fall overboard whilst the boat is in motion.	Cut engine If close to diver, ensure that all divers have their drysuit zipped at all times.
Sailing	Boat Engine	Failure of engine.	Skipper to thoroughly check the engine before sailing, ensure that the coxan is qualified to drive the Boat and that there is a method of contacting the coast guard, usually via Channel 16.

Notes:
The hazards detailed above are the major risks faced by SCUBA divers. Incidents caused by fatigue, equipment failure, etc lead to the listed risks. These incidents would be

- Dive within your limits
- Build your experience gradually
- Practice the basic skills until you are faultless, and then keep in practice
- Plan and equip yourself correctly for the dive
- Maintain constant vigilance whilst involved in diving activities and be ready to act quickly as soon as things start to go astray
- Ensure that equipment is fully and correctly serviced (both diving and boating)