

APPENDIX 5

Risk Assessment for Burton Regatta, 14th and 15th July 2018(Ver.3)

Risk Estimator - Row Safe Guide Modification of British standard 8800 2004

| | SEVERITY OF HARM | | |
|--------------------|------------------|---------------|----------------|
| LIKELIHOOD OF HARM | Slight harm | Moderate Harm | Extreme Harm |
| Very unlikely | Very low Risk | Low Risk | Low Risk |
| Unlikely | Low Risk | Medium Risk | Medium Risk |
| Likely | Medium Risk | Medium Risk | High Risk |
| Very likely | Medium Risk | High Risk | Very High Risk |

Risks and Actions

| CATEGORY OF RISK | ACCEPTABILITY | ACTION AND TIMESCALE |
|-----------------------|--|---|
| Very Low Risk | Acceptable | No further measures should be taken other than to ensure that the controls are maintained. |
| Low Risk | Risks should be reduced so that they are acceptable if reasonably practical to do so | No additional controls are required unless these can be implemented easily (in terms of time, money and effort). Actions which will further reduce these risks are given low priority. Ensure that all controls are maintained. |
| Medium Risk | Risks should be reduced so that they are acceptable if reasonably practical to do so | It should be considered whether the risks can be lowered to an acceptable level. However the costs and additional risk of reduction measures should be taken in to account. The risk reduction measures should be implemented within a defined time period. Ensure that all controls are maintained, particularly if the risk levels are associated with harmful consequences |
| High Risk | Risks should be reduced so that they are acceptable if reasonably practical to do so | Substantial efforts should be made to reduce the risk. Risk reduction measures should be put in place immediately within a defined time period and it may be necessary to consider suspending or restricting the activity until this has been completed. Considerable resources may have to be allocated to any additional control measures. Ensure that all controls are maintained, particularly if the risk levels are associated with very harmful or extremely harmful consequences. |
| Very High Risk | Unacceptable | These risks are unacceptable. Substantial improvements to risk control are necessary in order to reduce the risk to a tolerable or acceptable level. The activity should be suspended until risk controls are implemented that will reduce the risk to an acceptable level. If this is not possible then the activity should remain prohibited. |

Note: Where the risk is associated with extremely harmful consequences further assessment is necessary to increase confidence in the actual likelihood of harm.

| POTENTIAL HAZARD | PERSONS AT RISK | PROBABILITY VU/U/L/VL | SEVERITY S / M /E | RISK LEVEL | PLANNED ACTION TO CONTROL HAZARD TO AN ACCEPTABLE LEVEL |
|---|--|-----------------------|--------------------------------|----------------------------|---|
| PRE REGATTA | | | | | |
| Potential conflict with other river users, lack of emergency cover. | All | Very unlikely | Extreme Harm | Low Risk | All River and Local Authorities, Emergency Services & Clubs(Canoe, Angling, Speed Boat, Sea cadets) that use the River Trent in the area of the Regatta course informed of the event. Third Party on site First Aid Services hired for Regatta Weekend |
| Failure of PA and/or radio communications | All | Unlikely | Moderate harm | Med.Risk | Systems to be tested the week prior to the event & on the day prior to racing. |
| Stationary objects on the course and near banks. Weed growth restricting boats and launches | Competitors & launch personnel | Likely Likely | Moderate harm Moderate harm | Medium Risk Medium Risk | Fallen trees & overhanging branches removed with Council assistance where necessary and floating debris cleared. Volunteers will cut weed to clear course and access lane in weeks prior to Regatta. If weed growth very dense course length may have to be shortened. |
| Competitors, coaches, launch personel, marshals unaware of safety and circulation arrangements | Officials Safety Competitors | Unlikely | Slight harm | Low Risk | Safety and circulation documentation available on website prior to Regatta. All visiting clubs e-mailed with all the relevant safety documentation. Printed documentation available on the day. Launch personnel and marshals attend safety briefing in week prior to Regatta. |
| WEATHER AND ENVIRONMENTAL CONDITIONS | | | | | |
| Difficult weather or water conditions leading up to event | Officials & Competitors | Likely | Moderate Harm | Medium Risk | Observation of local Weather Authorities forecasts will be carried out the week prior to the event. On the Friday/Saturday(or earlier if conditions dictate) before the event a decision will be made to run or cancel the event. In the event of cancellation all Clubs and Officials will be informed by Friday/Saturday at the latest. |
| Sudden bad weather causing difficult and/or dangerous conditions | Officials & Competitors | Likely | Moderate Harm | Medium Risk | Once Regatta started, Water Safety Adviser and Race Committee Chairman in control of decisions over safety of racing. If considered necessary racing may be suspended or limited to specific classifications until conditions improve. |
| Severe storm, thunder and lightening | Officials & Competitors | Unlikely | Extreme Harm | Low Risk | Use the 30/30 rule to suspend or cancel as advised in Row Safe 2018. |
| Debris on landing stages and/or restricted access | Officials Competitors Spectators | Likely | Moderate Harm | Medium risk | Clean landing stages using appropriate equipment and ensure clear access onto stages. |
| Water borne diseases | Officials Competitors | Unlikely | Moderate Harm | Medium Risk | Cover all broken skin with dressings and seek first aid. Clubs advised coxes and novice winners should not be thrown into water. |
| Low water restricting depth of river | Officials Competitors | Unlikely | Moderate harm | Low Risk | Shallow areas to be marked on course map and buoyed if considered necessary and feasible. |
| High temperatures, dehydration, sunstroke | Officials Competitors Volunteers | Likely | Moderate harm | Medium Risk | It is the responsibility of the individual to ensure they are adequately protected from the effects of the sun. Announcements will be made to make competitors aware and water will be supplied to officials and volunteers |

| SAFETY LAUNCH PREPARATION, EQUIPMENT AND PERSONNEL | | | | | |
|---|--------------------------|----------|------------------|----------------|---|
| Injury to persons lifting launch and attaching engine to backboard. | Officials Volunteers | Unlikely | Moderate harm | Medium Risk | Ensure sufficient personnel using the appropriate lifting technique to lift launch onto water. Two people to hold the launch with another to control the engine. Two persons to pass the engine to the person in boat. |
| Unable to respond effectively to an incident due to insufficient or missing safety equipment | Officials Competitors | Unlikely | Moderate harm | Medium Risk | Launch personnel check that all relevant safety equipment is in place (Throwline, thermal blanket, spare lifejacket/PFD, kill cord, first aid kit, megaphone). Kill cord attached all times while on the water. All launches in radio contact with all other course officials and Regatta control All launch personnel must wear lifejackets and hi-vis jackets |
| Poor launch driving Losing control of launch | Officials Competitors | Unlikely | Extreme Harm | Medium Risk | Launches driven by qualified drivers with good knowledge of the river and experience of rowing events Use of all safety devices as outlined above. |
| Adverse weather conditions causing heatstroke/hypothermia | Officials | Unlikely | Moderate Harm | Medium Risk | It is the responsibility of launch officials to ensure they are adequately dressed and equipped for the prevailing weather conditions. |
| Person falling out of a launch | Officials Volunteer | Unlikely | Moderate Harm | Medium Risk | All personnel 'on the water' must wear life jackets (safety launches). All course officials issued with throw bags, thermal blankets, & radios to alert all areas of course. Second Safety launch positioned on the course for quick response. |
| Launch engine failure and/or loss of steering control during Regatta | Officials Competitors | Unlikely | Extreme Harm | Medium Risk | A fully equipped spare launch maintained on site to quickly recover disabled launch and launch personnel and resume safety launch duties. |
| TRANSPORTATION OF BOATS ONTO THE WATER | | | | | |
| Potential aggravation of capsizing or collision incident due to poorly maintained equipment | Officials Competitors | Unlikely | Moderate Harm | Medium Risk | All clubs must supply properly and regularly maintained equipment for their members, following British Rowing standards and the recommendations of Row Safe 2018 Random checks as well as visual checks will be carried out by Control Commission officials. Crews may be stopped from boating until the recommendations are met. |
| Inappropriate clothing or inadequate protection for prevailing weather conditions | Competitors | Unlikely | Moderate Harm | Medium Risk | Competitors must dress suitably for the weather conditions. It is the responsibility of the individual and their Club Officials to ensure they are adequately dressed for and protected from the prevailing weather conditions. Announcements of the advised precautions to take will be made by the PA |
| Capsizing during embarking from stages | Competitors | Unlikely | Moderate Harm | Medium Risk | Ensure all boats are held on stages by at least one person. Ensure oars are fitted correctly in place with gates locked. Stage marshals and safety launches in place. |
| Competitors in the water (at all stages) | Competitors | Likely | Moderate Harm | Medium Risk | Under British Rowing guidelines all competitors must be competent swimmers or wear a PFD. Coxswains must wear life jackets that confirm to EN standards, and carry CE mark of approval. Coxswains in a bow loader must wear manually operated life jackets. All course officials issued with throw bags, thermal blankets, & radios to alert all areas of course. Safety launches positioned strategically on the course. |

| PROCEEDING TO THE START/START AREA | | | | | |
|---|--|---------------|---------------|-------------|---|
| All officials and safety launches not in place | Competitors | Very Unlikely | Moderate Harm | Low Risk | All course officials and safety launches to report to race control stating they are in position and course clear and safe. Racing will not commence until all are in place. |
| Capsize proceeding to start area/at start area | Competitors | Unlikely | Moderate Harm | Medium Risk | Course monitored throughout length by bank umpires and safety launches. Safety launches positioned to effect recovery. All course officials in radio contact and issued with throw bags and thermal blankets. |
| Collisions between crews racing and crews proceeding to the start | Competitors | Unlikely | Extreme Harm | Medium Risk | Crews informed of the circulation pattern. Course monitored throughout its length by safety launches and bank based officials who ensure the circulation pattern is adhered to. Course racing lane and marshalling lane clearly delineated by buoys in critical areas. |
| Collisions with boats other than those taking part in the Regatta | Competitors & Public | Unlikely | Moderate Harm | Medium Risk | All officials & safety launches informed of other river traffic on course. Other river users have been informed prior to race day outlining the timetable of the day. Race control to be informed and if necessary all racing and practising suspended until unauthorised river activity stopped or moved to safe location. |
| Collisions between crews in the practise areas above the start | Competitors | Unlikely | Extreme Harm | Medium Risk | Crews informed of the circulation pattern. Crews restricted to upstream area clear of marshalling crews and practise in downstream direction only. If practise area is heavily weeded, crews will be advised no practising is allowed. |
| RACING | | | | | |
| Incident causing blockage of racing course | Officials Competitors Public | Unlikely | Moderate Harm | Medium Risk | Course monitored throughout with radio communication to race control, who can halt racing via the course officials and safety launches. Racing will be suspended until blockage cleared. |
| Incident through sudden difficult weather or water conditions | Officials Competitors Spectators | Very Unlikely | Moderate Harm | Low Risk | Weather and water condition assessed and either restrict to specific classifications, suspend racing or stop racing. Contact between Race Control and all areas of the course. |
| Collisions between racing crews | Competitors | Unlikely | Moderate Harm | Medium Risk | Buoys placed to designate racing lanes. Safety launches in strategic locations. Umpires may warn crews, stop a race, and DQ a crew if considered appropriate |
| Capsize during the race | Officials Competitors | Unlikely | Moderate Harm | Medium Risk | Course monitored throughout length by bank umpires. Safety launches positioned to assist recovery. All course officials in radio contact and issued with throw bags and thermal blankets. |
| Collisions with stationary objects(e.g. bank, weeds) trapping, damaging boats/crew | Competitors | Unlikely | Extreme Harm | Medium Risk | Crews warned of potentially hazardous areas Course monitored throughout length by bank umpires. Safety launches positioned to effect recovery. All course officials in radio contact. First Aid services alerted |

| RACE FINISH | | | | | |
|--|--|------------------|------------------|----------------|--|
| Capsize at the finish area | Officials Competitors | Unlikely | Moderate Harm | Medium Risk | Finish area monitored by finish officials, first aid services close by. Safety launches positioned to effect recovery. All course officials in radio contact and issued with throw bags and thermal blankets. |
| Collision between finishing crews and crews embarking | Competitors | Unlikely | Moderate harm | Medium Risk | Crews informed of the circulation pattern. Crews monitored by boat stage marshals and finish officials will enforce the circulation pattern. |
| Collision between finishing crews and Ferrybridge pillars | Competitors | Unlikely | Moderate harm | Medium Risk | Crews informed of potential hazard and any associated bridge work scaffolding. Any scaffolding structure to be clearly signed. All finish officials to monitor finishing crews and warn where necessary. |
| Capsize during disembarkation at boat stages | Officials Competitors | Unlikely | Moderate Harm | Medium Risk | Ensure boat is held on boat stage by at least one person. Boat stage marshals available to assist. First Aid close by. |
| Collapse of athlete(e.g. asthma attack, heat stroke) or injury/illness | Competitors | Unlikely | Moderate | Medium | Call local medical help. A.B.C. First Aid Services in attendance near Finish area. Phone numbers on notice board - 999 or Queens Hospital, Burton. |
| HYPOTHERMIA | | | | | |
| Hypothermia (non-immersion) | Competitors | Very Unlikely | Extreme Harm | Low Risk | Competitors and coaches responsible for ensuring suitable clothing is worn. Competitors considered at risk may be withdrawn from event. Look for early signs of hypothermia and seek first aid support. Regatta held in summer. |
| Hypothermia(immersion) Falling out of boat or launch. | Competitors Officials Volunteers | Very Unlikely | Extreme Harm | Low Risk | Quick response by safety launch and bank officials (all in radio contact with throw bags and thermal exposure and/or warm blankets). Regatta held in summer. |
| TRANSPORTATION OF BOATS OFF THE WATER | | | | | |
| Injury to persons lifting boats from landing stage and transporting to boat trailer park. | Officials Competitors Public | Likely | Moderate harm | Medium Risk | Clubs responsibility to ensure sufficient personnel to move boat safely. Boat marshals available to assist if necessary. Ensure walkway clear of trip hazards and public and walk with boats, no running. Boat stage marshals control area, directing boats as appropriate. |
| Blocking of public paths and trailer park access roads | Officials Competitors Spectators Public | Likely | Slight Harm | Medium Risk | Trailers parked in designated trailer areas only as indicated on pre-race instructions. Marshals to monitor and keep access ways and paths clear |
| MOTOR LAUNCH RETURN | | | | | |
| Injury to persons removing engine from backboard and lifting launch into Boathouse. | Officials | Unlikely | Moderate harm | Medium Risk | Remove petrol tank from launch and place in a secure petrol store. Remove Engine from launch securing in boathouse and lift boat from water ensuring sufficient number of people to carry out these operations safely. Employ Kinetic Technique when lifting. Report and record any damages and defects. |

