

Walton & Weybridge Regatta 2013

Risk Assessment

References: A. Row Safe: A Guide to Good Practice in Rowing
B. BS8800 1996

Risk Level Estimator

Likelihood of harm	Severity of Harm		
	Slight harm	Moderate Harm	Extreme harm
Very Unlikely	Very low risk	Low risk	Medium risk
Unlikely	Low risk	Low risk	Medium risk
Likely	Medium risk	Medium risk	High risk
Very likely	Medium risk	High risk	Very high risk

Risk Based Control Plan

Risk Level	Action and Timescale
1. Very low risk	No action required.
2. Low risk	No additional controls are required. Consideration may be given to a more effective solution or improvement.
3. Medium risk	Efforts should be made to reduce the risk. Risk reduction measures should be implemented within a defined time period. Where the moderate risk is associated with harmful/serious consequences further assessment may be necessary to establish more precisely the likelihood of harm as a basis for determining the need for improved control measures.
4. High risk	The activity should not be started until the risk has been reduced. Considerable resources may have to be allocated to reduce the risk. Where the risk involves activity already in progress, urgent action should be taken.
5. Very high risk	Activity should not be started or continued until the risk has been reduced. If it is not possible to reduce risk even with unlimited resources, activity has to remain prohibited.

Risks on the Walton Reach

Risk	Probability of harm VU/U/L/VL	Severity SH/MH/EH	Risk Level	Planned Action to Control Risk
Fast river conditions	Likely	Moderate Harm	3. Medium risk	The Safety Adviser will take advice from the Environment Agency during the week before the regatta on their assessment of likely race conditions. The Regatta Race Committee, Chairman and Safety Adviser will review the actual conditions on-site prior to the regatta. Depending on the severity of the river conditions they may decide to: <ol style="list-style-type: none"> a. Shorten the course to reduce marshalling problems at the start caused by the fast and uneven currents; b. Cancel any event, e.g. those involving novice and junior crews; c. Cancel the Regatta.

Damage and injury resulting from collision between crews and between crews and fixed objects	Likely	Moderate harm	3. Medium risk	Bow balls, heel restraints and buoyancy compartments will be inspected by Control Commission prior to going afloat to race. Control Commission will visually check buoyancy aids. Competitors and coaches are responsible for ensuring that their boats are safe and are prepared to the required standards at all times.
Capsize during a race	Likely	Moderate harm	3. Medium risk	Two fully manned safety launches are on duty during the race programme. All Bank Umpires, Starter, Start Marshals and Safety Launches are linked by radio. Umpires are equipped with loud hailers to summon assistance. Control Commission will check cox's life jackets prior to going afloat to race.
Sudden bad weather causing unrowable and/or dangerous conditions	Unlikely	Moderate harm	2. Low risk	The Regatta Race Committee may suspend racing if conditions become dangerous.
Injury or illness to competitor or official on the land, including on the landing stage.	Unlikely	Moderate harm	2. Low risk	Marshal or Control Commission to alert St John Ambulance crew stationed on the grassed area near the Finishing Umpire's Tent.
Crew being unable to avoid Tumbling Bay weir	Very unlikely	Extreme harm	3. Medium risk	Crews are warned of the danger in their instructions. Two fully manned safety launches are on duty during the race programme. All Bank Umpires and safety launches are linked by radio. Umpires are equipped with loud hailers to summon assistance. Bank Umpire 3 is instructed to keep an eye on crews approaching Tumbling Bay
Collision in boating area, particularly between crews finishing and crews setting off	Likely	Slight harm	3. Medium risk	Marshals positioned in the boating area will advise crews waiting to embark and disembark and the Finish Umpire will keep watch over crews finishing.
Collisions in marshalling area for the start	Likely	Slight harm	3. Medium risk	Start Marshals will control the position of crews waiting at the start.
Collision with river craft, particularly at Shepperton and Walton Marinas	Likely	Slight harm	3. Medium risk	Marshals, umpires, start timekeeper and all other regatta officials are advised to look out for the possibility of collisions and take action as necessary to prevent them. The Safety Plan includes a warning for competitors.
Collision with swans	Unlikely	Slight harm	2. Low risk	Most swans on the stretch are penned during the regatta but may move onto the course. (Secretary to be contacted if a swan has sustained an injury.)
Attack by swans	Unlikely	Moderate harm	3. Medium risk	Competitors who suffer an attack by a swan are advised not to leave their boat, particularly not to jump overboard, but to paddle away as quickly as possible. They should consider heading for the bank or to where there are people able to offer assistance at chasing it away.
Those manning stakeboats, the Starter and Start Timekeeper, personnel laying or taking in the course and those on maintenance duties could fall in the river	Unlikely	Slight harm	2. Low risk	All regatta personnel in boats to wear buoyancy aids (a suitable number have been purchased by the regatta).

Construction of umpiring tower inadequate leading to collapse	Unlikely	Moderate harm	3. Medium risk	Person in charge of construction crew to ensure it is securely fixed.
Collision or capsize whilst safety launches are dealing with other incidents	Unlikely	Moderate harm	3. Medium risk	Co-ordinating Umpire to prioritise the incidents and deploy the safety launches as appropriate.
Accident caused by cyclist on the towpath	Unlikely	Slight harm	2. Low risk	Cyclists will be advised to dismount in the area between Miskin's Wharf and Walton Rowing Club.
Accident caused by trestles constituting a trip hazard	Unlikely	Slight harm	2. Low risk	Control Commission to keep a watchful eye on the boating area and Umpires checking boats to be briefed to do the same.
Accident caused by trailer	Unlikely	Moderate harm	3. Medium risk	Drivers of trailer towing vehicles must exercise due caution when manoeuvring in the boat park area and onto the road, using a second person to guide them safely when reversing.
Sunburn/heat exhaustion	Likely	Slight harm	3. Medium risk	Competitors are advised to take precautions on sunny days to avoid extremes of temperature. Safety launches and first aid facilities are available throughout the regatta
Water borne diseases	Unlikely	Extreme harm	3. Medium risk	All capsized competitors will be assessed by St John Ambulance staff before recommending further action. Anti-bacterial hand washes and showers will be available for competitors use.