

Walton & Weybridge Regatta 2018

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/E H	Risk Level	Planned Action to Control Risk

Fast river conditions	Likely	Moderate Harm	3. Medium risk	<p>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:</p> <ul style="list-style-type: none"> • Shorten the course to reduce marshalling problems at the start caused by the fast and uneven currents; • Cancel any event, e.g. those involving novice and junior crews; • Cancel the Regatta.
Damage and injury resulting from collision between crews and between crews and fixed objects	Likely	Moderate harm	3. Medium risk	<p>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.</p>
Capsize during a race	Likely	Moderate harm	3. Medium risk	<p>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 coxswains' life jackets prior to going afloat to race.</p>
Sudden bad weather causing unrowable and/or dangerous conditions	Unlikely	Moderate harm	2. Low risk	<p>The Regatta Race Committee may suspend racing if conditions become dangerous.</p>
Injury or illness to competitor or official on the land, including on the landing stage.	Unlikely	Moderate harm	2. Low risk	<p>Marshal or Control Commission to alert Red Cross crew stationed near the Finishing Umpire's Tent.</p>
Crew being unable to avoid Tumbling Bay weir	Very unlikely	Extreme harm	3. Medium risk	<p>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</p>
Collision in boating area, particularly between crews finishing and crews setting off	Likely	Slight harm	3. Medium risk	<p>Marshals positioned in the boating area will advise crews waiting to embark and disembark and the Finish Umpire will keep watch over crews finishing.</p>

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 Red Cross staff before recommending further action. Anti-bacterial hand washes and showers will be available for competitors' use.
Accident caused by cars	Unlikely	Moderate harm	3. Medium risk	Cars and towing vehicles are directed to use Felix Road Recreation Ground for parking. This will be marshalled to direct drivers to parking places.

Competition Safety Checklist

Row Safe Further Guidance



		Yes	No	N/A
1.0	Water Safety Adviser and Welfare Officer			
1.1	Has a person been appointed to act as Water Safety Adviser for the event as required by the ARA?	x		
1.2	Is the Water Safety Adviser a member of the Organising Committee?	x		
1.3	Is Water Safety a regular item at each meeting of the Organising Committee?	x		
1.4	Has a Welfare Officer been appointed (see SPCG 11 - Guidelines for rowing competitions - includes competition safeguarding checklist)?	x		
1.5	Is the Welfare Officer a member of the Organising Committee?		x	
1.6	Is Welfare and Safeguarding a regular item at each meeting of the Organising Committee?	x		
1.7	Is Water Safety part of the event review?	x		
1.8	Is Welfare and Safeguarding part of the event review?	x		
2.0	Risk Assessment			
2.1	Has a Risk Assessment been undertaken covering situations on both land and water including the welfare and safeguarding of juniors or vulnerable adults?	x		
	Does the Risk Assessment incorporate welfare and safeguarding issues	x		
2.2	Is the nature of the course taken into account including the start and finish area, the room for crews to overtake over the majority of the course and room to accommodate other water users or crews not racing	x		
2.3	Is the Risk Assessment reviewed after each event taking account of previous incidents, changes to the course or new hazards?	x		
3.0	Safety Plan			
3.1	Has a Safety Plan been formulated, based on your Risk Assessment?	x		
3.2	Does the Safety Plan incorporate welfare issues, or has a separate Welfare Plan been formulated (see SPCG 11 – Guidelines for rowing competitions)?	x		
3.3	Does the Safety Plan cover the decision making process for cancellation due to inclement conditions, rules applying to the event, communications, medical and first aid, the start and finish, Race Monitors/Umpires, instructions to officials and competitors, emergency vehicle access and an Accident	x		

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and Emergency Action Plan?		Yes	No	N/A
3.4	Has the Safety Plan been shown to the police, water authority, ambulance service, life saving and first aid organisations to confirm that the event can take place under safe conditions for both competitors and the general public.		x	
3.5	Do you ensure that officials, safety boat crews, umpires, first aiders and medical officer are fully briefed about your Accident and Emergency Action Plan?	x		

4.0 First Aid		Yes	No	N/A
4.1	Do you provide first aid cover?	x		
4.2	Do you appoint a Medical Adviser to ensure that all medical aspects, recovery and first aid are put in place?	x		
4.3	Do you ensure that competitors, supporters and the general public know where to obtain first aid?	x		
4.4	Do you have a medically qualified doctor on site to provide general medical support and advice?		x	
4.5	Do you have a method of communication to summon first aid to an accident?	x		

5.0 Safety boats		Yes	No	N/A
5.1	Do you provide safety boats suitable for the task in sufficient numbers to provide rapid response?	x		
5.2	Are the crews of your safety boats competent in boat handling and rescue techniques (preferably trained to RYA Powerboat Level 2)?	x		
5.3	Do your safety boats carry buoyancy aids, line throwing equipment, thermal blankets, first aid equipment, bailer, knife, paddle, engine cut-out lanyard device, anchor and line and simple hand holds fixed to the side?	x		
5.4	Are the crews in radio contact with Event Control?	x		
5.5	Do you provide lifejackets/buoyancy aids for all safety boat crews on duty?		provide their own	

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Row Safe Further Guidance



10.1	Do you have a system in place to check competitors' boats comply with the Rules of Racing regarding heel release mechanisms, bow balls, rudder lines and rudders, general boat condition and integrity, buoyancy compartment integrity and coxswains ability to escape from a front loader?	x		
		Yes	No	N/A
11.0	Signposting			
11.1	Where required do you display warning notices of the event to other water users and the actions they should take?	x		
11.2	Where practical do you clearly buoy the racing course and traffic lanes for other passing river users as required by the local navigation or harbour authority?	x		

Further Notes