

Risk Assessment for Egham Regatta 2018 V1.0

Updated 15/05/18

References

1. British Rowing's Row Safe – Guide to Safe Practice in Rowing (hereafter referred to as "Row Safe")

General Safety Procedures of the Regatta

1. All competitors and officials are issued with the Regatta Safety Plan & Instructions to Competitors and Officials document and a map of the course and environs
2. All movement of boats in connection with the Regatta are covered by Row Safe guide. The guide applies to all participants, who are responsible for self-policing the code.
3. The Regatta has an exclusive radio network in use for the day with all radios using the same channel. There are radios at the boating area, the start, the finish, in each safety launch, in each umpires launch, with the paramedics and at Control itself. There are spare radios and chargers should any fail during the day. During an emergency, there is to be radio silence apart from Regatta Control who will co-ordinate the response to an incident and those to whom Control is contacting. Regatta Control will be the Chief Umpire or the Safety Advisor.
4. A land based professionally qualified Registered Paramedic and/or Technician team from Location Medical Services is in attendance all day at the Regatta and will provide medical cover to their scope of practice.
5. Two professionally qualified and equipped safety launches will be sited along the racing course during the Regatta. They will be in place before the first race and until the last crew has left the water.
6. There are 4 umpire launches that are equipped with safety/rescue equipment. They are on the radio network and can summon assistance in the event of an incident.

Risk Level Estimator

Probability of Accidents	Severity of Outcome		
	Slightly harmful	Harmful	Extremely harmful
Highly Unlikely	Trivial Risk	Tolerable Risk	Moderate Risk
Unlikely	Tolerable Risk	Moderate Risk	Substantial Risk
Likely	Moderate Risk	Substantial Risk	Intolerable Risk

Risk Based Control Plan

Risk Level	Action and Timescale
1. Trivial	No action required.
2. Tolerable	No additional controls are required. Consideration may be given to a more effective solution or improvement.
3. Moderate	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. Substantial	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. Intolerable	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 Regatta Reach – River Thames: Old Windsor to Bell Weir

Risk	Probability of Accidents HU/U/L	Severity SH/H/EH	Risk Level	Planned Action to Control Risk
Fast river conditions	Likely	Harmful	4. Substantial	The Safety Adviser will take advice from the Environment Agency the day before the Regatta on their assessment of likely race conditions. The Regatta Race Committee and Safety Adviser will review the actual conditions on-site the evening before the race. Depending on the severity of the river conditions they may decide to: <ul style="list-style-type: none"> a. Shorten the course to reduce marshalling problems at the start caused by the fast and uneven currents or, b. Have a free start, rather than stake boats, or c. Cancel any event or d. Cancel the Regatta.
Damage and injury resulting from collision between crews or between crews and fixed objects	Unlikely	Harmful	3. Moderate	Two professionally qualified safety launches are on duty during the race programme. Umpires, Start Marshals and Safety Launches are linked by radio. Umpires are also equipped with loud hailers to summon assistance & umpire launches are equipped as per Row Safe too. All coxswains must be wearing a buoyancy aid prior to going afloat to race.
Capsize during a race	Likely	Slightly Harmful	3. Moderate	Two professionally qualified safety launches are on duty during the race programme. Umpires, Start Marshals and Safety Launches are linked by radio. Umpires are also equipped with loud hailers to summon assistance & umpire launches are equipped as per Row Safe too. All coxswains must be wearing a buoyancy aid prior to going afloat to race.
Sudden bad weather causing unrowable and/or dangerous conditions	Unlikely	Harmful	3. Moderate	The Regatta Race Committee and the Safety Adviser may suspend racing if conditions become dangerous. Weather forecast to be checked the night before the Regatta.
Lightening	Unlikely	Harmful	3. Moderate	The Regatta Race Committee to apply the 30 second/30 minute rule. When the gap between visible lightning and thunder is 30 seconds or less, racing is to be stopped for 30 minutes and the water is to be cleared. All tents are to be evacuated and all spectators are to be advised to get into vehicles, to close doors and windows and to await an all clear when the 30 second rule has passed. Weather forecast to be checked the night before the Regatta.

Risk	Probability of Accidents HU/U/L	Severity SH/H/EH	Risk Level	Planned Action to Control Risk
Injury or illness to a competitor or official on the land, including on the landing stage	Unlikely	Harmful	3. Moderate	A professionally qualified Paramedic team stationed on Runnymede Pleasure Grounds are to be alerted via the radio network
Injury or illness to competitor or official on the water	Unlikely	Harmful	3. Moderate	Two professionally qualified safety launches are on duty during the race programme. Umpires, Start Marshals and Safety Launches are linked by radio. Umpires are also equipped with loud hailers to summon assistance. Safety Guidelines cover nearest points to land injured persons for Paramedic team access. The Paramedic team stationed on Runnymede Pleasure Grounds can be alerted via the radio network
Crew being unable to avoid Bell Weir	Highly Unlikely	Extremely Harmful	3. Moderate	The weir is roped off at water level well before the weir itself, but not withstanding this fact, crews are warned of the danger in their Safety Guidelines and how to proceed to the start. Two professionally qualified safety launches are on duty during the race programme. All start marshals, umpires and safety launches are linked by radio. Umpires are also equipped with loud hailers to summon assistance.
Collision in boating area, particularly between crews finishing and crews setting off	Likely	Slightly Harmful	3. Moderate	Boat marshals positioned in the boating area will advise crews waiting to embark and disembark. They are on the radio net work to summon help if required
Collisions in the marshalling area for the start	Likely	Slightly Harmful	3. Moderate	Start Marshals will control the position of crews waiting at the start. They are on the radio net work to summon help if required
Collision with river craft, particularly in the navigation channel between the boating area and the start	Likely	Slightly Harmful	3. Moderate	All Regatta officials are advised to look out for the possibility of collisions and take action as necessary to prevent them. The Safety Guidelines include a warning for competitors on the procedure for going to the start. Officials are on the radio net work to summon help if required
Collision with swans	Unlikely	Slightly Harmful	2. Tolerable	The presence of swans is monitored as the date of the regatta approaches. The Committee is aware of a local organisation that can corral swans temporarily if required.
Those manning stakeboats or personnel laying or taking in the course and those on maintenance duties could fall in the river	Unlikely	Slightly Harmful	2. Tolerable	All Regatta personnel in boats to wear buoyancy aids (a suitable number have been purchased by the Regatta). Officials are on the radio net work to summon help if required

Risk	Probability of Accidents HU/U/L	Severity SH/H/EH	Risk Level	Planned Action to Control Risk
Collision or capsize whilst safety launches are dealing with other incidents	Unlikely	Harmful	3. Moderate	Safety Adviser to prioritise the incidents and deploy the safety launches or umpires launches as appropriate. Umpires are advised that in the event of an incident occurring, safety is their priority and they should abandon their race duties to assist with the incident if required

Risks on land – Area surrounding the Regatta location

Risk	Probability of Accidents HU/U/L	Severity SH/H/EH	Risk Level	Planned Action to Control Risk
Damage and or injury resulting from a collision between cars/trailers and persons in the car parking area	Unlikely	Harmful	3. Moderate	The car parking area is manned all day to ensure polite parking. The car parking area is adjacent to the boating area and the Paramedics both of which are on the radio net work and could summon assistance if required.
Injury resulting from an accident on the premises of the Wraysbury Skiff & Punting Club	Unlikely	Harmful	3. Moderate	The Wraysbury Skiff & Punting Club has its own first aid kit and also has a telephone to summon further assistance, such as an ambulance if required. The Club is situated adjacent to the Control Tent and the Paramedics, which are on the radio network, and could summon assistance if required.
Injury resulting from an accident along the tow path between the start and the finish at the Wraysbury Skiff & Punting Club	Unlikely	Harmful	3. Moderate	Safety instructions issued to competitors and coaches detail the ambulance access points along the tow path and location of telephones to summon assistance if required. The Start Marshals are on the radio network and could summon assistance if required.
Injury while unloading or loading boats	Unlikely	Harmful	3. Moderate	There is a reliance on the competency of those performing this task and those supervising them. Not withstanding this, the Paramedics are located adjacent to the car and trailer park and are on the radio network.
Injury while making boat adjustments	Unlikely	Slightly Harmful	2. Tolerable Risk	There is a reliance on the competency of those performing this task and those supervising them. Not withstanding this, the Paramedics are located adjacent to the car and trailer park and are on the radio network.