

Hazard	Circumstances / issues	Assessment / Control Measures	Severity	Likelihood	Risk Level
Drowning	Capsize, competitor falling out of boat into water	<ul style="list-style-type: none"> • River is generally narrow and rescue is always close by. • Race will be cancelled if river conditions are too rough or flowing dangerously fast. • Less experienced crews are advised in the race instructions to have a bank party accompany them. • Marshals are posted regularly along the course so that each section of the course can be seen during the race. Marshals have throw lines to assist in prompt rescue. • Marshals have radios to request further assistance and to ensure that other marshals and race control are informed of any incidents. 	Extremely harmful	Very unlikely	Low risk
Hypothermia	Competitor falling out of boat into water or becoming wet and cold through weather conditions and poor clothing	<ul style="list-style-type: none"> • Quick response and rescue to minimise risk. • Each marshal has throw lines to facilitate prompt rescue • Thermal exposure blankets available to limit exposure • If still in the start area and able to race, marshals will consider starting crew earlier than planned start order to minimise waiting time 	Moderately Harmful	Unlikely	Medium risk
Heatstroke	High temperature	<ul style="list-style-type: none"> • Considered unlikely in October. If unseasonably high temperatures are forecast, the finishing marshals have a supply of water to supply all marshals. All competitors will be reminded by the finishing marshals on their way to the start to drink water and to stay out of the sun. 	Moderately Harmful	Very unlikely	Low risk
Leptospirosis, Weil's disease	Competitor falling into water	<ul style="list-style-type: none"> • Advice available. 	Moderately harmful	Very unlikely	Low risk
Collision between boats	Between racing boats	<ul style="list-style-type: none"> • Good gaps between racing boats to minimise risk of collisions. • Boats have good visibility of overtaking crews. • Marshals encouraged to provide direction and warnings to avoid collisions. • Additional marshals positioned in the starting area to assist racing boats spinning and lining up for the start. • Less experienced crews strongly encouraged to provide a bank party to help them steer a safe course 	Moderately Harmful	Unlikely	Medium risk
Collision between boats	Between racing boat and non racing boat	<ul style="list-style-type: none"> • Any rowing boats are halted downstream of start or upstream of the finish line, or pulled into a safe position on the bank if on the course when racing has started. • Marshals will confirm the course is clear before each division starts via radio. • Crews that have contacted the Organising Committee before the event (and Race Control on the day) asking for permission to row through between divisions are given advice on the safe procedure for rowing through 	Moderately Harmful	Very unlikely	Low risk

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Collision between boats	Between rowing boats and other river users	<ul style="list-style-type: none"> Marshals ask boat handlers to co-operate with race officials. Marshals to provide advice to crews to prevent collisions. If necessary, racing may be suspended to allow barges to pass down course or to be secured to the bank at a suitable place if on the course (Pike and Eel, Long Reach, at mooring stage near Batsbite lock) during racing. Marshals will confirm status of river traffic on the course to start marshals via radio before each division starts. 	Moderately Harmful	Very unlikely	Low risk
Collision with bank	Course has several bends to navigate	<ul style="list-style-type: none"> Marshals posted close to corners on the course to oversee safe navigation of the course 	Moderately Harmful	Unlikely	Medium risk
Collision with stationary objects	Bridge	<ul style="list-style-type: none"> Marshal posted at position close to bridge to provide direction close to the railway bridge. 	Moderately Harmful	Unlikely	Medium risk
Collision with swans or other obstruction in water	Swans obstructing course, floating weeds or other debris in water	<ul style="list-style-type: none"> Umpire(s) to assess if swans/obstruction affect safety or fairness of racing Marshalls encouraged to provide (shout) directions and warnings to help crews steer around 	Slightly harmful	Unlikely	Low risk
Aggravation of incident by poor equipment condition	Boat sinking, more severe injury if head on collision	<ul style="list-style-type: none"> All crews advised of necessity to comply with BR standards before boating – bow ball, stretchers, buoyancy. Umpires may carry out spot checks. 	Moderately Harmful	Very unlikely	Low risk
Inexperience of Junior rowers	First regatta for some young competitors	<ul style="list-style-type: none"> Onus on guardians for competence and supervision of participants. All Juniors required to be BR or CRA registered. Rigorous implementation of controls detailed herein. 	Moderately Harmful	Unlikely	Medium risk
Abuse or bullying of children	Welfare of children	<ul style="list-style-type: none"> Visiting clubs have primary responsibility for the welfare of the children in their care. Marshals will be briefed on the need to provide respect to all, including Juniors. In case of providing additional care to a Junior, Marshals are advised to ensure that a chaperone is present at all times. Organising Committee will ensure that any reports of abuse are taken seriously and investigated by the Club Welfare Officer. 	Moderately Harmful	Very unlikely	Low risk

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Competitor injury or ill Health	As above or rowing injury	<ul style="list-style-type: none"> • Nearest marshal(s) will call emergency services quoting the supplied OS grid references if required • Medical Adviser appointed to oversee arrangements. • Good communication between umpire(s) and marshals. Qualified First Aider by the former Penny Ferry pub (Water street) with two-way radio and bike for quick access along the towpath. Vehicle is available by finishing post. • Evacuation arrangements – transport arranged for competitors in need of further medical advice. 	Moderately Harmful	Unlikely	Medium risk
Slip or trip incident	Bank access / boat houses / control	<ul style="list-style-type: none"> • Onus is on boat clubs to maintain boating areas in good condition. • Visiting crews advised to boat from specific areas where boating area is known to be in good repair. • Visiting crews also advised to seek permission for use of local clubhouses for temporary access to facilities. 	Slightly harmful	Unlikely	Low risk
Adverse weather	Flooding	<ul style="list-style-type: none"> • Monitoring of river condition in days and hours preceding regatta. • Umpire(s) to take the decision to cancel the race at any before or during race if river conditions are considered too dangerous. 	Slightly harmful	Very unlikely	Very low risk
Adverse weather	High wind blowing boats and equipment off racking	<ul style="list-style-type: none"> • Competitors responsible for safe storage of their equipment. 	Slightly harmful	Unlikely	Low risk
Adverse weather	Rain and or wind	<ul style="list-style-type: none"> • Once regatta started, umpire(s) in control of decisions over safety of racing. Racing may be suspended, events scrapped (eg no junior / novice racing) 	Slightly harmful	Unlikely	Low risk
Adverse weather	Lightning	<ul style="list-style-type: none"> • Umpire(s) to decide whether or not to suspended racing in extreme conditions. It is noted that a race may go ahead if racing provides the fastest route back. 	Extremely harmful	Very unlikely	Low risk
Injury to member of general public	Incident on towpath	<ul style="list-style-type: none"> • Considerable interaction between competitors, supporters and general public, particularly on the towpath which is open at all times. • Marshals encouraged to inform members of the public about the event and to be aware of cyclists on the towpath. • Bank parties encouraged to act courteously to other towpath users. • In the event of unruly or intimidating behaviour local police to be called and informed of any incidents. 	Slightly harmful	Unlikely	Low risk
Adaptive rowers competing	Adaptive rowers may enter and have special requirements	<ul style="list-style-type: none"> • All adaptive competitors will be required to have a steers person who is able and equipped to effect a rescue if required • Event organiser will discuss the need for any special requirements with each adaptive competitor • Marshalls will be informed in advance of any special circumstances and will take extra consideration for the safety of adaptive competitors 	Nature of special requirements/ issues vary	Incidents involving adaptive competitors are possible (rather than unlikely)	Medium risk

Control Plan:

Very low risk	No action is required
Low risk	No additional controls are required. Consideration may be given to more effective solution or improvement
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.
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.
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.