

Safety Risk Assessment for Walton & Weybridge Regatta 2010

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

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 Walton Reach

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 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: 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	Unlikely	Harmful	3. Moderate	Bow balls, heel restraints and buoyancy compartments may be inspected by Control Commission prior to going afloat to race. Control Commission may 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	Slightly Harmful	3. Moderate	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 may check cox's life jackets 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.
Injury or illness to competitor or official on the land, including on the landing stage.	Unlikely	Harmful	3. Moderate	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	Highly Unlikely	Extremely Harmful	3. Moderate	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	Slightly Harmful	3. Moderate	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 the marshalling area for the start	Likely	Slightly Harmful	3. Moderate	Start Marshals will control the position of crews waiting at the start.
Collision with river craft, particularly at Shepperton and Walton Marinas	Likely	Slightly Harmful	3. Moderate	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	Slightly Harmful	2. Tolerable	Swans are penned during the regatta but may fly onto the course. (DWP to be contacted if a swan has sustained an injury.)
Attack by swans	Unlikely	Harmful	3. Moderate	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	Slightly Harmful	2. Tolerable	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	Harmful	3. Moderate	Person in charge of construction crew to ensure it is securely fixed.
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 as appropriate.
Accident caused by cyclist on the towpath	Unlikely	Slightly Harmful	2. Tolerable	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	Slightly Harmful	2. Tolerable	Crew 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	Harmful	3. Moderate	Drivers of trailer towing vehicles must exercise due caution when manoeuvring in the boat park area and onto the road, considering using a second person to guide them safely back when reversing.