

Website: <http://www.mrc-juniors.org.uk/regatta/index.htm>

Risk Assessment for Maidenhead Junior Regatta

Risk Assessment Matrix

SEVERITY OF OUTCOME			
Probability of Accidents	Slightly harmful (Low)	Harmful (Medium)	Extremely Harmful (High)
Highly unlikely (Low)	Trivial Risk	Tolerable Risk	Moderate Risk
Unlikely (Medium)	Tolerable Risk	Moderate Risk	Substantial Risk
Likely (High)	Moderate Risk	Substantial Risk	Intolerable Risk

Risks and Actions

RISK LEVEL	ACTION AND TIMESCALE
Trivial	No action Required
Tolerable	No additional controls are required. Consideration may be given to a more effective solution or improvement.
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.
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.
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.

RISK	PROBABILITY H/M/L	SEVERITY H/M/L	RISK LEVEL	PLANNED ACTION TO CONTROL RISK
Collision in boating area	Low	Medium	Tolerable	Two upstream stages in the boating area to be used for embarkation <u>only</u> . The downstream stage is to be used only for disembarkation. If rescue is required, this will be co-ordinated by Regatta Control (located with Registration and Results in the boathouse) in the area between the road and rail bridges
Damage and injury resulting from collision	Low	Medium	Tolerable	Marshals with megaphones and 2-way radios located at key points of the course to be vigilant for potential collisions and to take actions to minimise any collisions. Bow balls, heel restraints and buoyancy compartment aids may be inspected by Umpires prior to going afloat to race. Competitors and coaches are responsible for ensuring that their boats are safe and are prepared to the required standards at all times including practice.
Collision (between 2 racing crews, or between racing crew and pleasure launch) between boating area and Start Zone	Low	Medium	Tolerable	Start Marshals and safety boat have view of crews during most of the channel between club and start zone and can warn of potential collisions using megaphones provided. No warming up or practice starts are allowed in the navigation channel. No crews are allowed on to the race lanes unless for a race itself. A fully equipped rescue

				<p>launch manned by lifesavers is also in attendance at all times as well as the Maidenhead Rowing Club safety launch. Warning notices displayed for pleasure craft at each end of the regatta course, requesting craft to travel at very slow speed. If rescue is required, this will be co-ordinated by Regatta Control (located with Registration and Results in the boathouse) in the area between the road and rail bridges and by the race committee at Race Control (located at the finish tent) in the area between the rail bridge warm up zone.</p>
Collision between 2 racing crews during a race	Low	Low	Trivial	<p>In accordance with the BR rules of racing. Umpires following each race in a launch to instruct the crews to move apart (or for one out-of-station crew to move into their own water). If a clash becomes serious and is likely to damage equipment or athletes, the umpire should stop the race.</p>
Capsize or sinking during practice	Low	Medium	Tolerable	<p>Safety plan and instructions to competitors advise crews that they must not go afloat unless there is a rescue boat on the course. A fully equipped rescue launch manned by lifesavers is also in attendance at all times as well as the Maidenhead Rowing Club safety launch. Both safety launches are in 2-way radio contact at all times. Coxes' life</p>

				jackets checked by Umpires prior to going afloat to race. Particular attention paid to "front loader" boats (unlikely to be many of these at this regatta). Coaches and crews must have read the Safety Briefing and circulation plan before going afloat for practise or racing.
Capsize or sinking during a race	Low	Medium	Tolerable	Every race will be followed by an umpire in a launch. A fully equipped rescue launch manned by lifesavers is also in attendance at all times. Coxes' life jackets checked by Umpires prior to going afloat to race.
Sudden bad weather causing un-rowable and/or dangerous conditions	Medium	Medium	Moderate	Any umpire or other key race official will stop racing. Any crews on the water will be moved into the most sheltered area and shepherded back to the landing stages by umpire launches and rescue boats.
Collapse of athlete on landing stages (e.g., asthma attack or serious fall)	Low	Medium	Tolerable	Regatta Control (located with Registration and Results in the boathouse) to summon First Aid by radio.
Risk of hypothermia to athletes as a result of being on water for excessively long times in poor conditions.	Medium	Medium	Tolerable	Start marshal to advise Race Control if a crew are on the water waiting for opposition and Start Marshal to make decision on whether row over should be awarded to get crew off the water.
Collapse of athlete during a race (e.g., asthma attack)	Low	Medium	Tolerable	Umpire contacts Race Control (located at the finish tent), who:- - summon lifeguards and safety boat to

				assist alert First Aid by radio.
Injury of athlete during a race (e.g., hit by blade as a result of a crab, hit by another boat in a collision, etc)	Medium	Medium	Moderate	Umpire contacts Race Control (located at the finish tent), who:- - summon lifeguards and safety boat to assist alert First Aid by radio.
Possibility of electrical storm	Low	High	Moderate	Provisions laid down in the document "Recommendations for Lightning Protection in Sport" available from the BR (Water Safety Committee Chairman, Stuart Ward) to be followed:- <i>"Suspension and resumption of racing should follow the 30/30 rule: racing should stop when the flash-to-bang count is 30 seconds, and should not resume until 30 minutes after the last lightning."</i> All crews to leave the water immediately, instructions from Safety Adviser or Race Committee Chairman using radios in rescue boats and in umpires' launches. Transport to be available to move rowers from the bank to areas of safety. Any variation from 30/30 rule to be agreed unanimously by Event Chairman, Safety Adviser, Starter. Race Committee Chairman and all members of Race Committee.
Umpire's launch breaks down	Low	Low	Trivial	All engines serviced in week prior to event. Race will

during a race				continue ; umpire has full sight of the course from the start line and can use megaphone to control most of the race – finish judges to take control over last 150m. Or any available umpires launch in the vicinity will take over the race Umpire will radio to Race Control to advice of problem; Race control to summon rescue launch to retrieve the broken-down launch and recover to the boat house for repair.
Accident involving cyclists and pedestrians on the towpath	Low	Low-Medium	Tolerable	Likely to be recreational cyclists along towpath; the entire regatta course can be viewed from the River Gardens area, and the river is mostly obscured from view from the towpath by vegetation and housing over most of the race course. Cycling is not permitted in the spectators' area of the River Gardens.
Drinking glass dropped from balcony onto spectator	Medium	Low-Medium	Tolerable	All refreshments served in the bar to be in plastic glasses on Regatta day.

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