

Risk Management Plan

For XXX Regatta

Hazards associated with the water

Hazard	Barriers	Hazardous Events	Controls
Boats afloat for practice	Coaches and crews must have read the Safety Briefing and circulation plan before going afloat for practise or racing.	Capsize or sinking during practice	<p>Safety plan and instructions to competitors advise crews that they must not go afloat unless there is a rescue boat on the course.</p> <p>A fully equipped rescue launch manned by lifesavers is also in attendance at all times as well as the Rowing Club safety launch. Both safety launches are in 2-way radio contact at all times.</p> <p>Coxes' life 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).</p>
Boats afloat for racing	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	<p>Every race will be followed by an umpire in a launch.</p> <p>A fully equipped rescue launch manned by lifesavers is also in attendance at all times.</p> <p>Coxes' life jackets checked by Umpires prior to going afloat to race.</p>

Hazards associated with the weather

Hazard	Barriers	Hazardous Events	Controls
Sudden bad weather causing un-rowable and/or dangerous conditions	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.	Boats capsize or are swamped	<p>A fully equipped rescue launch manned by lifesavers is also in attendance at all times as well as the Rowing Club safety launch. Both safety launches are in 2-way radio contact at all times.</p> <p>Coxes' life 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).</p>
Possibility of electrical storm	<p>Provisions laid down in the document "Developing an action plan for risk from lightning" available from British Rowing to be followed:-</p> <p>"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."</p> <p>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.</p> <p>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.</p>	Rower or official struck by lightning	Provisions for first aid, medical treatment, and casualty evacuation to hospital.

Hazards associated with the other water users

Hazard	Barriers	Hazardous Events	Controls
Many Boats on the water	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.	Collision	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.
Various types of boats and activities on the water	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. Warning notices displayed for pleasure craft at each end of the regatta course, requesting craft to travel at very slow speed.	Collision (between 2 racing crews, or between racing crew and pleasure launch) between boating area and Start Zone	A fully equipped rescue launch manned by lifesavers is also in attendance at all times as well as the safety launch. If rescue is required, this will be co-ordinated by Regatta Control 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.
Racing	In accordance with British Rowing's 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).	Collision between 2 racing crews during a race	If a clash becomes serious and is likely to damage equipment or athletes, the umpire should stop the race.
Racing		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.)	Umpire contacts Race Control, who:- <ul style="list-style-type: none"> ▪ summons lifeguards and safety boat to assist ▪ alerts Medical Officer and First Aid by radio.

Hazards associated with the local environment

Hazard	Barriers	Hazardous Events	Controls
Overhanging trees downwind of the route to the start	Warn crews and scullers to avoid trees and not to rest upwind of the trees	Crews or scullers blown into the overhanging trees	Assist with safety launch

Hazards associated with the going afloat and landing

Hazard	Barriers	Hazardous Events	Controls
Congestion in the boating area	Two upstream stages in the boating area to be used for embarkation only. Two downstream stages are to be used only for disembarkation.	Collision in boating area	If rescue is required, this will be coordinated by Regatta Control (located in the boathouse) in the area between the road and rail bridges

Hazards in and around the boat storage and preparation area (including handling boats on land)

Hazard	Barriers	Hazardous Events	Controls
Boats being moved in the presence of pedestrians and cyclists	Cycling and spectators are not permitted in the spectators' area.	Collision of boat or cyclist with pedestrian.	Marshall contacts Race Control, who summons alerts Medical Officer and First Aid by radio.

Hazards associated with faulty, incorrectly set and poorly maintained equipment

Hazard	Barriers	Hazardous Events	Controls
Failure of Umpire's launch	All engines serviced in week prior to event. Race will 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.	Umpire's launch breaks down during a race	Any available umpires launch in the vicinity will take over the race Umpire will radio to Race Control to advise of problem; Race control to summon rescue launch to retrieve the broken-down launch and recover to the boat house for repair.

Hazards associated with pre-existing health conditions or low level of fitness

Hazard	Barriers	Hazardous Events	Controls
Pre-existing health conditions		Collapse of athlete on landing stages (e.g., asthma attack or serious fall)	Umpire contacts Race Control, who:- <ul style="list-style-type: none"> ▪ summons lifeguards and safety boat to assist ▪ alerts Medical Officer and First Aid by radio.
Pre-existing health conditions		Collapse of athlete during a race (e.g., asthma attack)	Umpire contacts Race Control, who:- <ul style="list-style-type: none"> ▪ summons lifeguards and safety boat to assist ▪ alerts Medical Officer and First Aid by radio.

Other hazards

Hazard	Barriers	Hazardous Events	Controls
Use of balcony		Drinking glass dropped from balcony onto spectator	All refreshments served in the bar to be in plastic glasses on Regatta day.
Use of towpath by cyclists and pedestrians	Cycling is not permitted in the spectators' area.	Collision involving cyclists and pedestrians on the towpath	Provisions for first aid, medical treatment, and casualty evacuation to hospital.