

Appendix 02

UPPER THAMES AUTUMN HEAD 2023

RISK ASSESSMENT

ITEM	HAZARD	S *	P *	R *	CONTROL	RRR	MONITOR
* See Below		<u>1</u> <u>COLLISION</u>					
A	River Traffic	2	2	4	Ensure Circulation pattern distributed to other clubs / river users in advance. On day ensure it is followed. See safety instructions Notices for other river users at each end of the course. Non-regatta traffic to be in navigation channel to be maintained at all times.	2	Marshall's launch's, Rescue personnel, Safety Advisor, Environment Agency
B	Between competitors	3	1	3	Experience of competitors, heeding all warnings, Compliance with circulation pattern & Competitor Instructions re marshalling & race rules, extra care in warm up area and marshalling zones. Crews set off in an order that respects the likely varying speeds of craft with faster crews set off first (Determined by BROE points. Significant gaps maintained between crews starting.	2	Umpires, Marshals, Safety Advisor
C	Collisions with stationary objects / obstructions	1	2	2	Follow Circulation pattern. See Safety Information.	2	Umpires, Marshals, Rescue personnel, Safety Advisor
D	Collision with other craft during marshalling	2	1	2	Follow all instructions given by Marshals / Starters / Umpires. Crews instructed to boat with bows upstream towards Henley bridge. On leaving the rafts crews move to the center of the river before turning around a markerbouy/ boat and proceeding down river on the Bucks bank. Crews returning to the rafts are clear the finish line and to keep close to the Berkshire bank.	2	Marshals, Starter, Umpires, Raft Marshals.
E	Collision with debris	1	1	1	Check course at regular intervals & prior to race start	1	All
		<u>2</u> <u>CAPSIZE</u>					
A	Crew	2	1	2	Experience of crew. No crews under J14.	2	Competitor

B	From wake of other craft	2	1	2	Keep boats / Cruiser speeds down during event High speed only in emergency situations	1	All support staff Notice for river users
C	From Collision with other river users	2	1	2	Ensure cruisers turn off engines if person near propellers	1	Rescue personnel, All
D	Risk of drowning due to capsize or sinking due to collision during racing/practice	3	2	6	Fully equipped safety launches spread along the race course. Umpires , start marshals and safety launches are linked by radio. Race monitors and umpires equipped with loud hailer and radios to summon assistance. Random boat checks are made including life jackets particularly front loader boats to monitor the actions of oarsmen & coxes in carrying out their duty of care to observe the WS Code and Racing rules concerning such matters. It is the crew's responsibility to ensure that the boat meets these guidelines. Any boats found failing to meet the code will not be allowed to boat.	3	Control Commission Umpires, Launches,
E	During retrieval of persons from water	2	1	2	Rescue craft to have enough freeboard/buoyancy and capacity to prevent swamping/overturning during rescue. Prescribed rescue/retrieval techniques. Minimum 2 rescue personnel per craft	1	Rescue personnel, Marshalls launches with radio communications
<u>3</u> <u>DROWNING</u>							
A	Unintended immersion in river	3	1	3	Personnel involved with water elements of event must be able to swim, and wear an approved buoyancy aid (excluding competitors, but not coxes). Sufficient rescue craft to provide cover in event of water borne incident	2	All personnel
<u>4</u> <u>HYPOTHERMIA</u>							
A	Immersion	3	1	3	All craft where practicable to carry thermal/foil blankets	2	Rescue personnel, Umpires launches
B	Cold weather	3	2	6	All personnel to wear/carry adequate layered clothing	4	All personnel
C	Waiting time for vulnerable competitors	3	1	3	Late boating crews to be monitored and not allowed if likely to cause delays.	2	Race Control, Umpires Launches
<u>5</u> <u>INJURIES/MEDICAL EMERGENCIES</u>							

A	Accidents resulting in injuries to Competitors, Support personnel and Spectators	3	1	3	Adequate first aid cover on and off the water, with specialist medical support in attendance. Ensure all support personnel are aware of the location of the first aid team who are in the boating area. Ensure the communications net is operational and manned during the event. Means carried by all support personnel to attract Safety launch	2	All support personnel, Safety Advisor, local ambulance service & hospital advised of event
B	Medical emergencies while afloat	3	1	3	Fellow competitor to take boat to appropriate bank for crews with more than one member Safety launches or as an alternative marshal's launches to provide transport to bank if boats capsize.	2	Fellow competitor, Umpires, Rescue personnel, Medical staff
C	Pre-existing Medical complaints	2	1	2	Instruction for Competitors to notify of pre-existing medical complaints at registration.	2	Competitors, Race Control, all support personnel
<u>6</u> <u>BLOCKED ACCESS ROUTES</u>							
A	Delay for emergency service/first aid reaching casualty	3	2	6	Car park Marshals to ensure that a corridor is kept clear at all times through the boating area and at UTRC Car Park. Map of local routes made available to Medical support team.	3	Car park Marshals, Safety Advisor
<u>7</u> <u>ADVERSE WEATHER</u>							
A	River too high/full	3	1	3	Cancel event	3	Environment agency, Safety Advisor
B	Severe winds	3	1	3	Monitor weather forecast pre-event Monitor water conditions on the day Review skill of competitors Cancel event or cancel Junior/Novice categories	2	Safety Advisor, Race organising committee
<u>8</u> <u>EQUIPMENT FAILURE</u>							
A	Failure of Launches/non-arrival of launches	3	1	3	Redistribution of other launch. Launches borrowed from local clubs If unavailable postpone division/cancel event	2	Control Commission Rescue Personnel
B	Failure of Radio	2	1	2	All radio users to carry mobile phones so they can inform race control of failure. Race control to hold spare radios	2	All Radio Users

8
LAND BASED RISKS

A	Temporary boat stages	2	2	4	Must be stable, with all planks secure. Step height natural. Area not cluttered with Oars/shoes	3	Landing Stage Marshals, Safety Advisor
B	Person/vehicle collision	3	1	3	Boats/crews travelling from Car park to River and back. No vehicles permitted in boating area	2	Car Park marshal, Officials at marshals tent
C	Spectators falling in river	3	1	3	Adult should be able to climb out. Child would need assistance	2	All support personnel
D	Electrical cables	3	1	3	All Electrical cables should be above head and oar carrying height or under ground	2	Personnel putting in address system
E	Temporary structures	2	2	4	Temporary structures e.g. Tents, Guy ropes easily visible	2	Personnel putting up structures
F	Fire Risk	3	1	3	Keep all exits clear. Fire extinguishers in place.	2	All Personnel
G	Catering	3	1	3	Caterers to do own assessment.	3	Caterers

This risk assessment forms part of the Upper Thames Autumn Head safety documentation. It is a planning tool, which helps to identify Hazards (potential for harm) and Risk (likelihood of occurrence).

* A simple 3x3 matrix has been used. S = Severity (max score 3). P = Probability of occurrence (3=Frequent). R = Risk Rating = SxP.

Levels > 6 are unacceptable and must have some controls placed on them, resulting in a (subjectively assessed) RRR = Resultant Risk Rating.

An RRR of 6 will need strict compliance and monitoring of the safety plan by those identified. An RRR of 4 or less will be seen as adequately controlled if the safety plan is complied with.