



Maidenhead Rowing Club

Risk Assessment

(updated BB stream speeds)

Purpose

Hazards are assessed to ensure the combination of the likelihood of harm occurring, and the consequences from that harm, have adequate precautions in place – which when taken make the risk acceptable to all.

Risk assessment is the process of identifying potential hazards and managing effectively the risks posed by them. This involves checking whether existing safeguards and emergency action plans are adequate to reduce risks to an acceptable level or whether further action is needed.

The purpose of this is to highlight unacceptable risks to determine steps to control them to acceptable levels or eliminate them all together. Risk is reduced by employing a combination of controls and not relying on just one control measure.

Risk assessments are only worthwhile if action is taken on the findings. Assessments need to be carried out by competent persons with knowledge of the activities, locations, environment and people involved.

Risk Assessment

CLUB SITE/ LOCATION: **Maidenhead Rowing Club**

ACTIVITY: **Club Time Trials (Bray to Boulters reach), 22nd November 2014**

ASSESSORS NAME: **Billy Brooks / Nick Steel**

ASSESSORS SIGNATURE:

ASSESSMENT DATE:.....

ASSESSMENT REVIEW DATE:

HEAD COACH/ LEADER:.....

QUALIFICATION:.....

Risk level Estimator(BS8800:2004)

Likelihood of harm	Severity of harm		
	Slight harm	Moderate harm	Extreme harm
Very unlikely	Very low risk	Low risk	Low risk
Unlikely	Low risk	Medium risk	Medium risk
Likely	Medium risk	Medium risk	High risk
Very likely	Medium risk	High risk	Very high risk

Category of risk	Evaluation of acceptability
Very low risk	Acceptable
Low risk	Risks should be reduced so that they are acceptable – if reasonably practicable to do so
Medium risk	
High risk	
Very high risk	Unacceptable

Examples of categories for likelihood of harm and severity of harm:

Categories for likelihood of harm	Very likely	Likely	Unlikely	Very unlikely
Typical occurrence	There would be frequent opportunities that individuals will be exposed to the identified hazards	It is probable that individuals will be exposed to the hazards identified	It is possible that individuals could be exposed to the hazards	It would be a remote chance of individuals being exposed to the identified hazards

Slight harm	Moderate harm	Extreme harm
Cuts, abrasion – first aid treatment superficial equipment damage	Medical treatment required, slight equipment damage	Fatality or major injury, major equipment damage

Source: <http://www.britishrowing.org/sites/default/files/rowsafe/1-2-RiskAssessment-v1.pdf>

TASKS UNDERTAKEN: activity/ area assessed	HAZARDS IDENTIFIED: NB: Any serious or imminent danger will need a procedure	LIKELIHOOD OF HARM: Very unlikely / Unlikely / Likely / Very likely	CATEGORY OF RISK: Very low / Low / Moderate / High / Very high	PERSON(S) AT RISK: e.g. coach, juniors, adults with special needs	EXISTING CONTROLS:	ADDITIONAL CONTROL MEASURES REQUIRED:	TARGET DATE: for action by	COMPLETED ON: date and initial
Rowing	Collision in boating area	Unlikely	Moderate		Crews conform to published circulation pattern and follow instructions of marshals.	Marshall in launch near to rafts		
	Collision between crews rowing in opposite directions during practice	Unlikely	Moderate		No practice is allowed anywhere near the course or the stretch of river between the boating area and the course. Crews at all times follow river navigation conventions. No practice allowed in navigation channel alongside course.			
	Collision between crews rowing in different directions during race	Unlikely	Moderate		Crews proceed to start along navigation channel. Crews race on course.			

	Damage and injury resulting from collision	Unlikely	Moderate		Crews and coaches are responsible for ensuring that their boats are safe and are prepared to the required standards at all times including practice.			
	Capsize during a race	Unlikely	Moderate		A fully equipped rescue launch manned by lifesavers is positioned alongside the course. Cox's life jackets checked by crews prior to going afloat	Carpathian to be stationed opposite club and downstream of road bridge, with cell phone.		
	Collision between crews proceeding to start in navigation channel and other river traffic	Unlikely	Moderate		All river craft proceeding through the navigation channel are advised by race marshals to take care and be aware of racing crews proceeding to the start. All crews/scullers are advised to give way to other river traffic when in navigation channel.			

	Collision with road bridge whilst racing	Unlikely	Moderate		Decision on strength of stream and any increased risk level this causes to be made before the Time Trial starts. If stream is too strong then course will be shortened	Crews to take 2 and 3 arches when racing upstream and arch 4 when racing downstream. <i>Arches numbered from the Bucks Bank.</i>		
	Fast stream flow (Amber Boards 65m³sec to 99m³sec)	Likely	Moderate			When stream is on Amber warning then the race will only take place over the full course when the speed is 75m ³ or less. A shortened race will finish at the Railway bridge upstream and commence at the Railway bridge downstream when the river speed is >75m ³ and less than 90m ³ No racing will take place when the stream flow is greater than 90m ³ sec.		
	Collapse of crew member during or prior to or after a race (e.g. asthma attack)	Unlikely	Moderate		A fully equipped rescue launch is positioned alongside the course and has cell phone to call emergency services			

	Possibility of collision involving crews waiting to go onto start (due strong upstream wind, etc.)	Unlikely	Moderate		Crews are marshalled in race pairs below the start and held in waiting area. All coaches are responsible for ensuring that competitors and coxes are fully competent, are able to manage their craft and are fully briefed on the course and start procedures.			
	Sudden bad weather causing unrowable and/or dangerous conditions	Unlikely	Moderate		Any Marshall, Captain or Safety Adviser will stop racing. Any crews on the water will be moved into the most sheltered part of the course/river and shepherded back to the landing stages by umpire launches/rescue boats.			
	Possibility of electrical storm	Unlikely	Extreme		Provisions laid down in the British Rowing recommended document "Recommendations for Lightning			

					<p>Protection in Sport” to be followed:</p> <p><i>“Suspension and resumption of play should follow the 30/30 rule: play should stop when the flash-to-bang count is 30 seconds, and should not resume until 30 minutes after the last lightning.”</i></p> <p>All crews to leave the water immediately, instructions from Marshalls, Captain or Safety Adviser</p> <p>Any blades should be carried or stored in the horizontal position.</p>			
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