

LOUGHBOROUGH BOAT CLUB, MARCH 2023, SOAR HEAD RISK ASSESSMENT

Risk Assessment Matrix

Probability of Accidents	Severity of Outcome		
	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	Actions to maintain control
1. Collision in boating area	Low	Medium	Moderate	.Marshals are present to assist boating Land Based and launch based marshals instruct crews to proceed down stream to start marshalling area	Crews are given boating times to reduce chance of crews colliding
2. Collision between crews rowing to the start practicing	Medium	Medium	Moderate	Safety launches and umpires/monitors to be in position before crews embark. Crews not allowed to turn back and then only under supervision.	The event is covered by monitors to give full sight of the course and are linked through hand portable radios as well as mobile phone backup. Radios also link to the control centre First Aid and Race Marshal
3. Collision due to congestion in the finish area	Medium	Medium	Moderate	Instructions to competitors will stress the importance of rowing on beyond the finish line before stopping.	Finish marshals will observe the area, instruct crews to keep moving and proceed to the landing stages
4. Collision during race	Low	Medium	Tolerable	Instructions to competitors being overtaken not to impede the overtaking crew, to give way and move to starboard. Instruction to competitors that any crew considered a hazard due to inexperience or disregard for the safety of others will be taken out of the race.	Crews are monitored by launch based and bank monitors and between them have a view of the course. Crews are warned and specific instructions are given to crews to avoid collision or potentially dangerous contact with the bank.
5. Collision with barges and pleasure craft	Low	Medium	Tolerable	All rowers to be made aware that some barges may not keep to the correct side of the river. Marshalls and notices to be situated at the canal locks to warn barges and ask them if they can delay whilst racing takes place. Where barges are moving on the course, specific instructions are included in the Monitors Briefing to warn both racers and barges of the situation, giving guidance to avoid collision.	Monitors briefed of other river craft are being asked to wait until racing has finished, some may not wish to cooperate. In this event alert the other Monitors of their position, warn competitors and instruct them to move to starboard. The river craft will be asked to keep a good lookout, sound their horn to warn approaching racers and keep well in to starboard, besides reducing speed.

Risk	Probability H/M/L	Severity H/M/L	Risk Level	Planned Action to control Risk	Actions to maintain control
6. Collision with floating debris	Low	Medium	Moderate	Course inspection carried out before the day and prior to racing on the day	Monitors to keep an eye out for floating debris during the competition.
7. Damage and injury resulting from collision	Low	Medium	Moderate	All boats required to move to the start in one direction, not to delay their arrival and not to turn against the flow except in the warm-up area which has a circulation pattern. Any crew needing to return upstream can only do so under the directions of a monitor.	Monitors in position to oversee crews follow the instructions to competitors and alert crews if there is the possibility of a collision.
8. Capsize during or immediately before or after the race	Low	Medium	Tolerable	Entry into the race requires attainment of a certain standard of watermanship and acceptance of the British Rowing 'Row Safe' guidelines.	Safety launches, bank marshals and monitors are in radio contact and are positioned to observe the course and summon help. A bank marshal will monitor the finish area.
9. Sudden bad weather causing un-rowable and or dangerous conditions	Medium	High	Substantial	The Race Committee and organisers will review the weather before each division, and decide the level of risk.	If necessary, the division start will be delayed or cancelled.
10. Dangerous conditions on the river due to high water levels and /or a fast stream together with high winds or freezing temperatures	Medium	Medium	Moderate	The organisers will maintain a watchful eye on the state of the river in the week prior to the event. On the Wednesday before the event an assessment of the state of the river and banks will be made, bearing in mind the weather forecast in the run-up to the race.	If the likely state of the river and weather conditions on the day of the race is judged to be dangerous then the event will be cancelled
11. Severe storm accompanied by thunder and lightning during racing.	Low	High	Moderate	Recommendations laid down in the 'Row Safe' document 'Develop an action plan for the risk from lightning' to be followed.	The Chief Marshal will give instructions to all the Monitors to instruct crews to row to the landing stages. At the club to seek shelter indoors or in cars.

	Probability H/M/L	Severity H/M/L	Risk Level	Planned Action to control Risk	Action to maintain control
12. Collapse of athlete (e.g. exhaustion after race)	Low	Medium	Tolerable	The Medical officer can be contacted via race control. Medical facilities are intended to cover First Aid only. Emergency services made aware of the event and called if necessary. AED available,	All first aiders have up-to-date certificate, fully stocked first aid kit and blankets.
Risks associated with the start area					
13. Collisions between crews marshalling	Low	Medium	Tolerable	Crews given their marshalling position and instructions in advance.	Land based and launch based, marshals instruct crews where to marshal, keep a watch-out for potential collisions and for 'the lesser-experienced crews assist them in controlling their boat.
14. Capsize / injury	Low	Medium	Moderate	First Aider and transport available at the start	First Aider to have up-to-date certificate. Blankets and fully stocked first aid kit.
Risks associated with the finish area					
15. Collapse of athlete at the finish.	Low	medium	Tolerable	Rescue launch situated at the finish for such an event. Athlete can be quickly taken to the landing stages (see 12)	Finish Marshals can quickly call by radio for further assistance
16. Collision with racing crews	Medium	Medium	Moderate	Finish marshals instruct crews to continue rowing upstream for approximately 100 metres past the finish line to boat house landing stage.	Monitors in the Finish Launch to remind crews
Risks associated with the course					
17. The Course	Medium	Medium	Moderate	Assess risk to competitors with on site inspection of the course plus start and finish areas, Competitors given instructions on navigation rules and overtaking and being overtaken.	Monitors to re-enforce rules of navigation and overtaking
18 Capsize	Medium	Medium	Medium	Clubs to have trained their rowers in capsize drill including using the boat as a life raft and only enter crews competent to race.	The course monitored to give visual cover. Monitors have a throw bag and radio to call on safety launches.
19. Competitors navigating tight bends	Medium	Medium	Moderate	Monitors or Safety Launch placed at strategic bend points to control safe passage	Monitors provided with megaphones to warn crews in danger of colliding or hitting bank
20. Tree branches and weeds sticking out from the river bank	Low	Medium	Tolerable	All crews to be aware on their way to the start. Markers will be placed where appropriate to highlight notable obstructions.	Monitors will be in position before crews arrive together with safety launch drivers to alert crews.

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Other Risks					
21. Floating debris – logs, branches etc.	Medium	Medium	Moderate	Course inspected prior to racing and debris cleared.	Monitors to inform of any further debris during the competition. Launch crew to clear prior to each division.
22. Floating Pontoon and landing stage slippery due to wet or ice	Medium	Medium	Moderate	All crews will be aware from LBC boating marshals about the risks and will help boats onto the river. Welded mesh placed on ramps to give grip. Sand & salt used on icy surfaces.	Marshals to regularly clean the stages if they become muddy.
23. Trailer collision on narrow entrance bridge	Low	Low	Tolerable	To be aware of the narrow bridge with the boat trailer and that pedestrians from other rowing clubs will be using it.	Car park marshals to help trailer drivers over the bridge.
24. Wet and/or cold conditions	Low	Medium	Tolerable	For all rowers/coxes to wear suitable clothing on the day and competitors not allowed to boat unless properly dressed for the conditions.	Marshalled 300 Meter warm-up loop available for competitors between the start and Soar Lane
25 boats and equipment	Low	High	Moderate	Crews/clubs responsible for checking their equipment.	Random checks to be made by control commission.
26 Person falling out of launch	Low	Medium	Moderate	All monitors on the water must wear approved buoyancy aids/life jackets. Drivers must also wear the 'Kill cord'	All drivers to be certified to RYA level 2
27. Waterborne diseases	Low	High	Moderate	All clubs should in response to Row Safe make their rowers aware of the various diseases and symptoms, in particular Weils Disease, including avoidance particularly in covering broken skin and personal hygiene.	Any capsized crew to be offered a warm shower.
28. Road traffic awareness at entrance in dark conditions and trailers entering	Medium	High	Substantial	Hazard beacons to be placed on road leading up to entrance with lights together with signs.	Competitors warned in advance on competitors' instructions. Marshals also in attendance.
29. Ability of Young competitor to cope in possible cold and wet conditions and racing the Head course	Medium	Medium	Moderate	Only J16, J17 and 18 events offered in single sculls, J14 events only in Coxed Quads and J15 & above in double sculls or Coxed Quads. No J13 events offered	Where it is deemed that the conditions are not suitable for young rowers, the category will be removed from the competition.

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Accidents on land to supporters and competitors	Medium	medium	moderate	Areas where slips and trips may occur to be identified and precautions taken eg. Yellow edging of steps, clearing of mud etc from steps or solid surfaces during the event, identified areas for boat rigging.	First aid available at the boathouse and a car and driver designated if casualty needs to be taken to the Loughborough Urgent Care Centre
Safeguarding of Juniors on land	Low	High	Moderate	All clubs attending are required by British Rowing to have a Safeguarding Policy and as such each club is responsible for fully supervising their Juniors, as a condition of entry. (See the Safety Plan – Supervision of Junior Competitors)	Loughborough Boat club has two safeguarding officers in attendance and can be contacted quickly if there are any concerns. They will also follow the national reporting guidance.
Safeguarding of Juniors on the water.	Low	High	Moderate	All clubs attending must only enter juniors who are competent to race and if they feel the conditions on the day are outside this level of competence, they have the responsibility to withdraw them.	Control Commission can stop any competitor from boating if it is considered they are not adequately dressed for the weather/water conditions. Race monitors are requested to report any suspicious activity whilst the juniors are on the water.