



HENLEY TOWN & VISITORS' REGATTA

President : Chas Newens Esq

Risk Assessment for Henley Town & Visitors' Regatta 2008

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.

Risks at Henley Town & Visitors' Regatta

RISK	PROBABILITY H/M/L	SEVERITY H/M/L	RISK LEVEL	PLANNED ACTION TO CONTROL RISK
OUTSIDE RACE				
Traditionally have had different circulation patterns pre-race from those during HRR (and HWR and HVR). Crews more used to racing at these regattas may be confused.	Medium	Medium	Moderate	<p>The circulation pattern is now similar to HRR. Place line of buoys from Temple Island to start. Berks side of Island up to regatta start becomes a warm up zone – for upstream racing crews only.</p> <p>No practice starts to take place in the marshalling zone between the warm-up area and the start.</p> <p>There is an official duty of 200m marshal to ensure that the circulation pattern is followed.</p>
Concern that safety crews may not understand the limitations of manoeuvrability of racing crews.	Medium	Medium	Moderate	Ensure that competent and experienced safety personnel are used. And that they are properly briefed.
Damage and injury resulting from collision	Low	Medium	Tolerable	<p>Bow balls, heel restraints, buoyancy compartment aids and coxswain's lifejackets may be inspected by Umpires prior to crews going afloat to race.</p> <p>Competitors and coaches are responsible for ensuring that their boats are safe and are prepared to the required standards at all times including practice.</p>
Collision (between 2 racing crews, or between racing crew and pleasure launch) or capsize or sinking	Low	Medium	Tolerable	<p>Umpires in launches, and land based officials, in the boating area, along the course and below the start to be vigilant for potential collisions and to take actions to minimise any danger.</p> <p>Fully equipped rescue launches manned by lifesavers are also in attendance at all times. Safety launches are in 2-way radio contact with umpires and Regatta Control.</p> <p>Warning notices displayed for pleasure craft at each end of the regatta course, requesting craft to travel at very slow speed.</p> <p>Coaches and crews will be instructed to read the Safety Statement and Incident Procedure before participating in racing.</p>

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> . Two downstream stages are to be used only for disembarkation. Safety launch in finish area can be called if needed. Control commission to watch out for potential dangers.
Sudden bad weather causing un-rowable and/or dangerous conditions	Low	Medium	Tolerable	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.
Possibility of electrical storm	Low	High	Moderate	Provisions laid down in the document "Recommendations for Lightning Protection in Sport" available from the ARA (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, Race Committee Chairman and members of Race Committee.
DURING RACE				
Stake boat personnel injured, or get dragged in.	Low	Medium	Tolerable	Aligner to ensure: <ul style="list-style-type: none"> o that stake boat personnel know how to hold (and let go of) the racing boats safely. o All stake boat personnel to wear lifejackets.

RISK	PROBABILITY H/M/L	SEVERITY H/M/L	RISK LEVEL	PLANNED ACTION TO CONTROL RISK
Collision between 2 racing crews during a race	Low	Low	Trivial	In accordance with the ARA 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.
Capsize, sinking or oarsman in the water during a race	Low	Medium	Tolerable	Every race will be followed by an umpire in a launch. The umpire's first priority is safety, and the umpire's launch will stop until all competitors are safe. Fully equipped rescue launches manned by lifesavers are also in attendance at all times. Coxes' life jackets checked by Umpires prior to going afloat to race.
Collapse of athlete on landing stages (eg, asthma attack or serious fall)	Low	Medium	Tolerable	Crew marshals or Control Commission summon Medical Officer and/or First Aid by radio.
Collapse of athlete during a race (eg, asthma attack)	Low	Medium	Tolerable	Umpire contacts safety launch and advises regatta control who will alert Medical Officer and First Aid by radio. Umpire launch to wait and assist safety launch as appropriate.
Injury of athlete during a race (eg, hit by blade as a result of a crab, hit by another boat in a collision, etc)	Medium	Medium	Moderate	Umpire contacts safety launch and advises regatta control who will alert Medical Officer and First Aid by radio. Umpire launch to wait and assist safety launch as appropriate.
Crew racing heads towards one of the finish piles.	Medium	Medium	Moderate	Finish of course to be marked by more obvious buoys – larger, different colour – leading to the finish piles. Red warning flag to be attached to finish pile. Chief judge to be responsible for assisting the race umpire in warning the crew, if necessary.

RISK	PROBABILITY H/M/L	SEVERITY H/M/L	RISK LEVEL	PLANNED ACTION TO CONTROL RISK
Umpire's launch breaks down during a race	Low	Low	Trivial	Umpire's decision what to do. Normally race will continue; another umpire's launch in the vicinity will take over the race. Umpire will radio to Race Committee to advise of problem; rescue launch to retrieve the broken-down launch and recover for repair.
LAND BASED				
Fire in the food tent, bar or crew marshals' tent.	Low	Medium	Tolerable	Fire extinguishers are available in the various tents.
Accident involving cyclists and/or pedestrians on the towpath	Low	Low-Medium	Tolerable	Likely to be coaches following crews. Advice to be aware of other towpath users to be included in Notes for Competitors. Cycling is banned in the Enclosure.
Overheating / over indulgence in the enclosure	Low	Low-Medium	Tolerable	Doctor and ambulance on site. There is no requirement for gentlemen to wear jackets in the Enclosure.