**Preamble**

Liverpool University Boat club has assessed the Race Day using Runcorn Rowing Club’s Safety Matrix (see below).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Severity of Outcome** | | | |
| **Probability of accident** |  | **Slightly harmful**  **1** | **Harmful**  **2** | **Extremely harmful**  **3** |
| **Highly unlikely**  **1** | Trivial risk  1 | Tolerable risk  2 | Moderate risk  3 |
| **Unlikely**  **2** | Tolerable risk  2 | Moderate risk  4 | Substantial risk  6 |
| **Likely**  **3** | Moderate risk  3 | Substantial risk  6 | Intolerable risk  9 |

**Risk Level**

**Action And Timescale**

**TRIVIAL**

No action is 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.

N.B: Tolerable here means that risk has been reduced to the lowest level that is reasonably practicable. i.e. an acceptable risk.

* Consideration has been given to water hazards, depth, turbulence, currents, obstacles, and pollution. We’ve looked at access to the water; is the bank made up, shelving or vertical? What about visibility? Can all the activities be clearly monitored from the bank? Is there any history of accidents resulting from any of the above?
* No history of accidents - then look at the activities themselves. Are they supervised or unsupervised, what is the degree of competence of the athletes involved? Time of day, month of the year have an effect on visibility, and on water temperature.
* What about the participants - are they a hazard to themselves, can they swim, and what tests are carried out to ensure they can? Are they properly clad for the conditions they will encounter? Coxswains must wear lifejackets, but are they adequate and in working order, and is the coxswain adequately protected against the elements?
* Damaged equipment is a hazard to everyone; the user in the first instance, but also those around, who may be affected by it or even forced into being part of a rescue.

**01 On land prior to the race**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | **Effectiveness Record** | **Conclusions** |
| 01.1 | Injury while assembling boats | Competitors are generally experienced members of rowing clubs. Qualified first-aiders provide 1st Aid. | 2 | Only minor incidents recorded. | Hazard adequately controlled. |
| 01.2 | Chemical incident at INOVYN works | INOVYN (formerly Mexichem and INEOS Fluor) is informed when races are scheduled, and we become part of their Off-Site Emergency Plan.  Marshals are present to control competitors.  Details of response are provided in the Event Safety Plan sent to all Clubs and Umpires attending.  See also Appendix 5.7 of Event Safety Plan: 'Emergency Procedure - Gas Escape at INOVYN chemical works' | 3 | No recorded incidents. | Hazard adequately controlled. |
| 01.3 | Traffic incident on M56 motorway. | Marshals present to control competitors.  Details of response are provided in the Event Safety Plan sent to all Clubs and Umpires attending. | 3 | No recorded incidents. | Hazard adequately controlled. |
| 01.4 | Fire. | Marshals present to control competitors.  Details of response are provided in the Event Safety Plan sent to all Clubs and Umpires attending. | 3 | No recorded incidents. | Hazard adequately controlled. |

**01 On land prior to the race (cont.)**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | **Effectiveness Record** | **Conclusions** |
| 01.5 | Inclement weather, or dangerous conditions on the course. | The Race Committee on advice from the Safety Advisor may choose to curtail, alter, or suspend the race. | 4 | - One Runcorn Rowing Club Event postponed in 2015 for 1 hour until mist had cleared, to ensure safe visibility.  - Two cancellations of Runcorn RC head races in Feb/March as water levels were too high (2017) and river was iced across (2018) | River conditions in late winter are rarely the same as in the autumn. Hazard adequately controlled. |
| 01.51 | Hypothermia | * Low risk on land before the race. * Information for Head Race Competitors (Safety Plan, Appendix 11) is sent separately in advance to clubs and advises crews and coaches about the need to wear adequate clothing in cold weather. * Control Commission and landing stage officials are tasked to refuse to allow crew members to take to the water if they appear to have inadequate clothing for the anticipated conditions. | 2 | No incidents recorded | Hazard adequately controlled. |
| 01.55 | Lightning & thunderstorms | * If the weather forecast during the preceding 3 days is for thunderstorms, Safety Advisor and Chair of Race Committee will monitor progress. * They will follow the RowSafe 30:30 Rule:   + To calculate the distance between you and the storm, divide the number of seconds by 3 to find the distance in kilometres.   + If the distance between the thunder and lightning increases over a couple of strikes, the storm is moving away from you. If it decreases, it is coming towards you.   + People hit by lightning are mostly hit before and after the peak of the storm. Consider how close is the lightning, ignore any rain.   + If the 'flash' to 'bang' is 30 seconds or less, seek shelter.   + Stay in this shelter until 30 minutes past the last clap of thunder. * If appropriate, they will consider monitoring lightning strikes on: www.metcheck.com/WEATHER/live\_lightning\_strikes.asp www.meteoradar.co.uk/realtime-lightning * If there is a threat of lightning on land prior to the race, marshals using loudhailers will advise competitors, spectators and officials to take cover in buildings and vehicles until the threat is over. There is adequate cover for the number of competitors anticipated. * The Race Committee on advice from the Safety Advisor may choose to cancel, curtail, alter or suspend the event. | 3 | No lightning has been experienced during the last 10 years of time-trial events on this course during the autumn (Runcorn Autumn Head & LUBC Novice Day). | Hazard adequately controlled. |
| 01.6 | Interaction  e.g. collision between competitors and spectators. | * One of the prime duties of the Crew Call team, Control Commission (boat safety inspections) and the landing stage marshals is to warn spectators of the activities of crews. * As much as possible, spectators are segregated in the boating area. * Because of the nature of time-trial racing, there are relatively few spectators at this type of event. | 2 | No recorded incidents. | Hazard adequately controlled. |

**02 Going up to the start**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | | **Effectiveness Record** | **Conclusions** |
| 02.05 | Moderate or large floating debris (eg. tree branches, railway sleepers, cable drums, gas cylinders) | - Debris is unlikely on the 1200m of the Weston Canal between the landing stage and the Sutton Level Locks ('the Wrecks'), as the canal has very little stream. Any debris from upstream flows down the western channel split at the Wrecks to Frodsham Slices. The course is only approx. 750m, so only the first 250 metres and the marshalling area are at risk of debris.  - The course will be inspected for debris and cleared by the work party (in launches or on the bank) setting out the course signs and buoys before the event. (This may be the day before)  - Any such debris appearing on the course on the morning of the event will be cleared by either the Safety Advisor and launch driver on his pre-event inspection on the morning of the event, or by the marshals/umpires/safety boat launches as crews paddle up to the start.  - The course may be altered if un-movable debris appears, or safety boat / marshal positions may be implemented, or extra buoys added. | | 1 | No reported incidents. (Runcorn RC events, last 5 years)  Debris has reduced considerably since Stobart Ports took over Weston Point Docks in 2013, and cable drum etc. storage ceased. | Hazard adequately controlled. |
| 2.06 | Failure of safety launch | 3 Safety Launches will be provided for this 750metre course, one for each 250 metres.   * If one safety launch fails or is lost to the event more than 24hrs before the event, either: * borrow a RIB from local clubs (Liv. Vics or Warrington) * or provide the small RIB that is usually stored at Runcorn RC, and allocate it to the Finish. * If one safety launch fails or is lost to the event less than 24hrs before the event, the event can continue, following these actions: * Move the other 2 launches to mid-course and Start * Appoint extra land-based Finish area marshals with radios and long (25 or 40 metre) throwlines to supervise the Finish area. * If two safety launches fail, preference would be to cancel racing and supervise any crews on the water back to the landing stages. | | 3 | No reported incidents at LUBC Novice Day.  Runcorn Autumn head race on this course usually has 6 safety boats (for 4500m course) so the effects of the loss of one safety boat can be ameliorated by the Control Measures shown on the lefthand column (1 incident in last 5 years). | Hazard adequately controlled. |
| 02.1 | Capsize | - All competitors will be asked about procedures following capsize before boating.  - All crews will be in eights, which are less likely to capsize than small or sculling boats.  - All launch drivers will have a RYA National Powerboat Level 2 Certificate and are in radio contact with Race Control, who can summon 1st aid if required.  - See also Appendix 12 of the Event Safety Plan (Weill's Disease or leptospirosis). | | 4 | No reported incidents. | Hazard adequately controlled. |
| 02.2 | Collision | - Qualified umpires, marshals and Safety Launches marshal competitors up to the Start.  - All boats will be steered by experienced coxes.  - Experienced Marshals supervise the start marshalling areas .  - All launch drivers will have a RYA National Powerboat Level 2 Certificate and are in radio contact with Race Control, who can summon 1st aid if required.  - See also Appendix 12 of the Event Safety Plan (Weill's Disease or leptospirosis). | | 3 | No reported incidents. | Hazard adequately controlled. |

**02 Going up to the start (cont.)**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation**  **Hazard** | **Control Measures** | **Point**  **Score** | | **Effectiveness Record** | **Conclusions** |
| 02.31 | Cold and exposure | - Competitors’ boats and equipment are checked prior to embarkation to ensure their fitness to race. **This includes clothing appropriate to the weather conditions.**  - Safety boats, and Marshals at the Start, carry exposure blankets to use in an emergency.  - Measures have been adopted to ensure the minimum amount of waiting time for crews.  - This hazard has a changeable level of risk, so the club strives to minimise the hazard & consequences every time an event is held. | | 4 | Runcorn Rowing Club, who we are basing the safety plan off, have had no complaints. | Hazard controlled to some extent; however, the risk remains a high priority. |
| 02.32 | Cold water immersion and Hypothermia | * Low risk going up to the Start; moderate risk as waiting to race. * All crews will be in eights, which are more stable and less likely to capsize than sculling or small boats. * The number of crews will be small (fewer than 20 boats in each division), waiting time at the Start will be limited. * Control Commission and landing stage officials are tasked to refuse to allow crew members to take to the water if they appear to have inadequate clothing for the anticipated conditions. * Start marshals & Start Safety boat crew briefed to look out for signs: * **mild hypothermia**: complaints of feeling cold and tired, poor comprehension, disorientation, poor concentration, irrational behaviour, violent outbursts and confusion. * **severe hypothermia**: shivering, pale; blue lips and nails, rapid breathing, wheezing and coughing, fast pulse and slurred speech. * and respond if they detect any of these symptoms, eg.   + evacuate crew member to safety launch,   + provide extra clothes/hat/space banket protection   + evacuate to nearest First Aider   + evacuate to First AId team in warm area at clubhouse.   + In severe cases, use radio to call ambulance to Sutton Bridge (nearest ambulance access point) | | 3 | No incidents recorded | Hazard adequately controlled. |
| 2.33 | Exposure to sun and high temperatures | - Very low risk in November,  - Competitors and coaches are warned that if the weather is hot and sunny, crews must have access to sun-screen, hats and water bottles while afloat. | | 1 | No complaints. | Hazard adequately controlled. |
| 2.34 | Lightning & thunderstorms | * See 1.55 above * If there is a threat of lightning as crews are going up to the Start, the options for taking cover are limited. There are no buildings or vehicles accessible from the course. CRC or SA will advise the Starter and Marshals of the risk by radio. * Competitors will either be told to move away from open river to the river banks and to keep a low profile, until the threat is over (as notified by marshals). | | 3 | No lightning has been experienced during the last 10 years of time-trial events on this course during the autumn (Runcorn Autumn Head & LUBC Novice Day). | Hazard adequately controlled. |
| 02.4 | Sudden illness | 1st aid provision is moved up to the Finish line during embarkation  All safety launches carry a First Aid kit. | | 3 | No reported incidents. | Hazard adequately controlled. |
| 02.5 | Inexperienced coxes or scullers | - there will not be any sculling boats in this event.  - All boats will be commanded and steered by experienced coxes  - The course is checked before each race for current hazards.  - A coxes and steerers briefing is held prior to each race, to explain these hazards.  - The whole course is observed by marshals, safety boats or umpires with 2-way radios. They can provide advice to a steerer, warn officials downstream by radio about badly steered boats, or hold a crew at the side of the river till the end of a division and then get a safety launch to accompany them back to the landing stages, if they are judged a hazard to others (e.g. due to steering equipment problems) | | 2 | No reported incidents. | Hazard adequately controlled. |

**03 During the race**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | **Effectiveness Record** | **Conclusions** |
| 03.05 | Moderate or large floating debris (eg. tree branches, railway sleepers, cable drums, gas cylinders) | - Any such debris appearing on the course during the event will be cleared by the marshals/umpires/safety boat launches. | 1 | No reported incidents. (Runcorn RC and LUBC events, last 5 years) | Hazard adequately controlled. |
| 03.06 | Failure of safety launch | 3 Safety Launches will be provided for this 750metre course, one for each 250 metres.   * If one safety launch fails or is lost to the event during the race the event can continue, following these actions: * Move the other 2 launches to mid-course and Start * Appoint extra land-based Finish area marshals with radios and long (25 or 40 metre) throwlines to supervise the Finish area. * If two safety launches fail, preference would be to cancel racing and supervise any crews on the water back to the landing stages. | 3 | No reported incidents at LUBC Novice Day.  Runcorn Autumn Head race on this course usually has 6 safety boats (for 4500m course) so the effects of the loss of one safety boat can be ameliorated by the Control Measures shown left hand column (1 incident in last 5 years). | Hazard adequately controlled. |
| 03.1 | Capsize | - All competitors will be asked about procedures following capsize before boating.  - Qualified umpires and Safety Launches marshal the competitors over whole course, including Start & Finish marshalling areas.  - All launch drivers will have a RYA National Powerboat Certificate Level 2 and are in radio contact with Race Control, who can summon 1st aid if required.  - Umpires, marshals, and landing stage team are equipped with 13, 25 or 40 metre rescue throwlines. | 4 | * 1 capsize of 2x at Finish line in Oct 2013, crew assisted by other 2x crews and nearest safety boat. * No other reported incidents in last 5 years. * No incidents involving Eights in last 5 years.  (Records from RRC and LUBC events) | Hazard adequately controlled. |

**03 During the race (cont.)**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | **Effectiveness Record** | **Conclusions** |
| 03.2 | Collision | - Qualified umpires in Safety Launches marshal competitors over whole course, including Start & Finish marshalling areas.  - All boats will be steered by experienced coxes.  - All launch drivers will have a RYA National Powerboat Certificate and are in radio contact with Race Control who can summon 1st aid.  - No upstream rowing boat movements are permitted on the race course while races are in progress downstream. | 4 | 1 collision March 2015; crew went straight across bend into outside bank, colliding with an overtaking crew. No injuries, both boats reversed and continued.    No other reported incidents in recent years’ head races, except minor blade clashes, following amelioration measures.  (Records from RRC and LUBC events) | Hazard adequately controlled |
| 03.3 | Sudden illness | 1st aid team, led by a qualified first aider, at the boathouses. Can be contacted direct or via Race Control by radio during the race  All safety launches carry a First Aid kit. | 3 | - A crew member of 2x had an asthma attack at Finish in Oct 2013. Safety boat evacuated casualty to First Aid.  - No other reported incidents in last 5 years.  (Records from RRC and LUBC events) | Hazard adequately controlled. |

**03 During the race (cont.)**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | **Effectiveness Record** | **Conclusions** |
| 03.4.1 | Cold and exposure | Competitors’ boats and equipment are checked prior to embarkation, to ensure their fitness to race. This includes clothing appropriate to the weather.  - Marshals at the start and safety launches carry exposure blankets to use in an emergency.  - Measures have been adopted to ensure the minimum amount of waiting time for crews.  - Crews will be listed on the Draw (crews listing) to take to the water in the sequence below. This aims to avoid vulnerable people being exposed to cold, wet or windy weather any more than necessary. - Heavy duty tents (typically 3m x 3m x 2m) will be provided for timekeepers if continuous or heavy rain is forecast.  - This hazard has a changeable level of risk, so the club strives to minimise the hazard & consequences every time an event is held. | 3 | * Oct 2014 one girl was treated for cold by 1st Aider at Finish and evacuated by launch. Doctor said ‘Main problem was insufficient clothing'. No medical treatment needed. * No complaints or other incidents in the last 5 years.   (Records from RRC’s events on a 4500 metre course, not the current short 750 metre course) | Hazard controlled to some extent. Minimising the risk remains a high priority. |
| 03.4.2 | Cold water immersion and Hypothermia | * Moderate risk during the race. * All crews will be in eights, which are more stable and less likely to capsize than sculling or small boats. * Control Commission and landing stage officials are tasked to refuse to allow crew members to take to the water if they appear to have inadequate clothing for the anticipated conditions. * Start marshals & Start Safety boat crew briefed to look out for : * **mild hypothermia**: complaints of feeling cold and tired, poor comprehension, disorientation, poor concentration, irrational behaviour, violent outbursts and confusion. * **severe hypothermia**: shivering, pale; blue lips and nails, rapid breathing, wheezing and coughing, fast pulse and slurred speech. * and respond if they detect any of these symptoms, eg.   + evacuate crew member to safety launch,   + provide extra clothes/hat/space banket protection   + evacuate to nearest First Aider   + evacuate to First AId team in warm area at clubhouse.   + In severe cases, use radio to call ambulance to A56 Sutton Bridge (nearest ambulance access point) | 3 | * Oct 2014 one girl was treated for cold by 1st Aider at Finish and evacuated by launch. Doctor said ‘Main problem was insufficient clothing'. No medical treatment needed.   No other incidents recorded | Hazard adequately controlled. |

**03 During the race (cont.)**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | **Effectiveness Record** | **Conclusions** |
| 3.4.2 | Exposure to sun and high temperatures | - very low risk in November,  - Competitors and coaches are warned that if the weather is hot and sunny, crews must have access to sun-screen, hats and water bottles while afloat. | 1 | No complaints. | Hazard adequately controlled. |
| 3.4.3. | Lightning & thunderstorms | * See 1.55 above * If there is a threat of lightning as crews are racing, the options for taking cover are limited. There are no buildings or vehicles on the course. CRC or SA will advise the Starter and Marshals of the risk by radio. * Competitors on the course will either be allowed to complete their race (less than 10 minutes) and then told to pull in to the side, or told to move away from open river to the river banks and to keep a low profile, until the threat is over (as notified by marshals). | 3 | No lightning has been experienced during the last 10 years of time-trial events on this course during autumn (Runcorn RC & LUBC events). | Hazard adequately controlled. |
| 03.5 | Inexperienced coxes or scullers | - there will not be any sculling boats in this event.  - All boats will be commanded and steered by experienced coxes  - The course is checked before each race for current hazards.  - An extended coxes & steerers briefing is held prior to each race to explain these hazards. A large scale (2 metre x 3 metre) annotated banner map of river (ex-Ordnance Survey) is provided to this briefing from Mar 2014.  - more buoys provided by the split in the river to aid steering. | 2 | No reported incidents. | Hazard adequately controlled. |
| 03.6 | Taking the wrong course (at Frodsham Cut or at the dangerous Frodsham Sluices channel) | - Coxes and scullers are briefed prior to the race.  - Clubs are sent a map of the course as part of the Event Safety Plan.  - Crews can evaluate the hazard on their way upstream to the Start.  - The 2 cuts have an Umpire and safety boat to warn Competitors.  - Frodsham Cut entrance is now so silted that crews would run aground safely in shallow water.  - The Frodsham Sluices channel, (shown as 'Weir' on course map), leads within 200 metres to a very dangerous structure with an overhead gantry, but the approach is marked off with a line of red buoys for the race, with a safety boat in attendance. | 3 | No reported incidents. | Hazard adequately controlled. |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | **Effectiveness Record** | **Conclusions** |
| 03.7 | Deterioration of the weather. | The Race Committee on advice from the Safety Advisor may choose to curtail, alter, or suspend the race. | 3 | 2nd division cancelled twice in 10 years due to a change in the weather. All competitors were supervised back to the Clubhouse.  (Records from RRC’s events) | Hazard adequately controlled. |
| 03.8 | Crew member falling out of boat | - Competitors’ boats and equipment are checked prior to embarkation to ensure their fitness to race.  - All competitors can swim, and are members of Rowing Clubs affiliated to British Rowing and will have been taught how to deal with capsize or being in the water.  - Qualified umpires and Safety Launches stationed at regular intervals supervise the whole course during the race.  - All launch drivers will have a RYA National Powerboat L2 Certificate and are in radio contact with Race Control who can summon 1st aid. | 3 | 1 reported incident in 10 years (bow in  LUBC W Novice 8o while re-railing her sliding seat) March 2011  No incidents in last 5 years.  (Records from RRC and LUBC events) | Hazard adequately controlled. |

**04 Returning from the Finish to the landing stages**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | | **Effectiveness Record** | **Conclusions** |
| 04.05 | Moderate or large floating debris (eg. tree branches, railway sleepers, cable drums, gas cylinders) | - Any such risk is Highly Unlikely as the return to landing stage is entirely on the Weston Canal, which has a minimal current, and which will have been inspected for debris within the previous hour.  - Any such debris appearing on the course during the event will be cleared by the marshals/umpires/safety boat launches. | | 1 | No reported incidents. (Runcorn RC events, last 5 years) | Hazard adequately controlled. |
| 03.06 | Failure of safety launch | 3 Safety Launches will be provided for this 750metre course, one for each 250 metres.   * If one safety launch fails or is lost to the event after Div 1, then the other 2 safety launces will supervise crews return to the landing stages and Div 2 can take place, following these actions: * Move the other 2 launches to mid-course and Start * Appoint extra land-based Finish area marshals with radios and long (25 or 40 metre) throwlines to supervise the Finish area. * If two safety launches fail, preference would be to cancel racing and supervise any crews on the water back to the landing stages with the remaining safety launch and land-based marshals. | | 3 | No reported incidents at LUBC Novice Day.  Runcorn Autumn Head race on this course usually has 6 safety boats (for 4500m course) so the effects of the loss of loss of one safety boat can be ameliorated by the Control Measures shown lat left hand column (1 incident in last 5 years). | Hazard adequately controlled. |
| 04.1 | Capsize | - All competitors are members of Rowing Clubs affiliated to British Rowing and will have been taught the correct procedures to deal with capsize.  - Qualified umpires at the Finish, marshals in Safety Launch at the A56 Swing Bridge narrows, and at the Sutton railway viaduct to guide competitors back to the landing stages.  - All launch drivers have RYA National Powerboat Level 2 Certificate and marshals & drivers are in radio contact with Race Control who can summon 1st aid.  - There is no stream or current on the 1,200m of canal between the Finish and the landing stages. | | 4 | No reported incidents. | Hazard adequately controlled. |
| 04.2 | Collision | - All competitors are members of Rowing Clubs affiliated to British Rowing and will have been taught the correct procedures to deal with capsize.  - All boats will be steered by experienced coxes.  - Extra marshals and Safety Launch in the Finish marshalling area and at bridges to advise crews.  - Qualified umpires in Safety Launches follow competitors all the way back to the landing stages.  - All launch drivers will have a RYA National Powerboat 2 Certificate and are in radio contact with Race Control who can summon 1st aid if required.  - Chair of Organising Committee will notify Weaver Motor Boat Club in advance of Head Race dates, since there will be more rowing boats on the water than normal. | | 3 | 1 reported incident (Oct 2013). Motor cruiser came out of Sutton Weaver Basin, engine failed, collided with 1x.  No injury or damage.  - No other reported incidents in the last 5 yrs.  - Weaver MBC motor boats not a hazard in November, as most WMBC boats are only licenced for the summer.   (Records from RRC and LUBC events) | Hazard adequately controlled. |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| 04.3 | Cold and exposure | - Competitors’ boats and equipment are checked prior to embarkation to ensure their fitness to race. This includes clothing appropriate to the weather conditions.  - Marshals at the bridges, and launches following the crews, carry exposure blankets to use in an emergency.  - Finish Marshals and a launch are positioned to minimise delays due to boats stopping in the Finish marshalling area, at Sutton Railway Bridge, and at the landing stages.  - Umpires in launches are required to check crews waiting in the Finish marshalling and landing stage areas for cold / exposure / illness and evacuate any crew members affected. Launches also stay on the water till all competitors are on land.  - This hazard has a changeable level of risk, and the club is striving to minimise the hazard & consequences every time an event is held. | 4 | - No complaints about cold/exposure in this part of the waterway in the last 5 years.  (Records from RRC and LUBC events) | Hazard controlled to some extent; however the risk remains a high priority. |

**04 Returning from the Finish to the landing stages (cont)**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation**  **Hazard** | **Control Measures** | **Point**  **Score** | **Effectiveness Record** | **Conclusions** |
| 04.3.1 | Cold water immersion and Hypothermia | * Low risk after the race. * All crews will be in eights, which are more stable and less likely to capsize than sculling or small boats. * Control Commission and landing stage officials are tasked to refuse to allow crew members to take to the water if they appear to have inadequate clothing for the anticipated conditions. * Start marshals & Start Safety boat crew briefed to look out for : * **mild hypothermia**: complaints of feeling cold and tired, poor comprehension, disorientation, poor concentration, irrational behaviour, violent outbursts and confusion. * **severe hypothermia**: shivering, pale; blue lips and nails, rapid breathing, wheezing and coughing, fast pulse and slurred speech. * and respond if they detect any of these symptoms, eg.   + evacuate crew member to safety launch,   + provide extra clothes/hat/space banket protection   + evacuate to nearest First Aider   + evacuate to First Aid team in warm area at clubhouse.   + In severe cases, use radio to call ambulance to A56 Sutton Bridge or RRC boathouse (nearest ambulance accesses) | 2 | No incidents recorded | Hazard adequately controlled. |
| 4.3.5 | Lightning & thunderstorms | * See 1.55 above. * If there is a threat of lightning as crews are returning from the Finish, the options for taking cover are limited. There are no accessible buildings or vehicles on this 1000m part of the Weston Canal. CRC or SA will advise the Marshals of the risk by radio. * Competitors will be told to move away from open canal to the canal banks and to keep a low profile, until the threat is over (as notified by marshals). | 3 | No lightning has been experienced during the last 10 years of time-trial events on this course during autumn (Runcorn RC and LUBC events) | Hazard adequately controlled. |
| 04.4 | Sudden illness | 1st aid provision is moved up to the finish line during the race, and First Aid team is based at boathouses.  All safety launches carry a First Aid kit. | 3 | No reported incidents. | Hazard adequately controlled. |
| 04.5 | Inexperienced coxes | - there will not be any sculling boats in this event.  - All boats will be commanded and steered by experienced coxes  - The course is checked before each race for current hazards.  - Coxes briefing held prior to each race to explain these hazards. | 2 | No reported incidents. | Hazard adequately controlled. |

**05 On land after the race**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | **Effectiveness Record** | **Conclusions** |
| 05.1 | Traffic on the parking areas | - Area marshalled by members of RRC and LUBC**.** Traffic marshals are in radio contact with each other, and with Race Control.  - See also Appendix 5 of Event Safety Plan  'Prevention of Road and Road-versus-Boat Traffic Accidents'. | 4 | No reported incidents. | Hazard adequately controlled. |
| 05.2 | Injury while dismantling boats | * Competitors are generally experienced members of rowing clubs. * Qualified first-aiders / doctors provide 1st Aid. * More experienced members of clubs will assist the dismantling with novices. | 2 | Only minor incidents recorded. | Hazard adequately controlled. |
| 05.3 | Chemical incident at  INOVYN (formerly Mexichem and INEOS Fluor) works | * INOVYN Fluor (formerly Mexichem and INEOS Fluor) are informed when races are scheduled and we become part of their off-site Emergency Plan. * See also Appendix 5.7 of Event Safety Plan: 'Emergency Procedure - Gas Escape at INOVYN (formerly Mexichem and INEOS Fluor) chemical works' * The event has a Public Address system in the boathouse / boat-trailer park area and marshals (many with 2-way radios) are present to control competitors. * Details of response are provided in the Event Safety Plan sent to all Clubs and Umpires attending. | 3 | No recorded incidents. | Hazard adequately controlled. |
| 05.4 | Traffic incident on M56 motorway. | * The event has a Public Address system in the boathouse / boat-trailer park area and marshals are present to control competitors. * Details of response are provided in the Event Safety Plan sent to all Clubs and Umpires attending. | 2 | No recorded incidents. | Hazard adequately controlled. |

**05 On land after the race (cont'd)**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref.** | **Situation Hazard** | **Control Measures** | **Point**  **Score** | **Effectiveness Record** | **Conclusions** |
| 05.5 | Fire. | * The event has a Public Address system in the boathouse / boat-trailer park area and Marshals are present to control competitors. * Details of response are provided in the Event Safety Plan sent to all Clubs and Umpires attending. * Fire extinguishers are available * Fire Brigade will be called in an emergency | 3 | No recorded incidents. | Hazard adequately controlled. |
| 05.6 | Inclement weather. | * Heating & 1st aid are provided. * The two Clubhouses, with the new 'Jim Newcomb' boathouse and other Runcorn RC buildings, has space under cover for all anticipated crew/spectator shelter requirements. | 2 | No recorded incidents. | Hazard adequately controlled. |
| 05.6.1 | Cold water immersion and Hypothermia | * Very low risk of Cold water immersion when on land; low risk of hypothermia on land after race: * Coaches and marshals briefed to look out for : * **mild hypothermia**: complaints of feeling cold and tired, poor comprehension, disorientation, poor concentration, irrational behaviour, violent outbursts and confusion. * **severe hypothermia**: shivering, pale; blue lips and nails, rapid breathing, wheezing and coughing, fast pulse and slurred speech. * and respond if they detect any of these symptoms, eg.   + supply extra clothing/hat/space blanket   + move person to First AId team in warm area at clubhouse. In severe cases, call ambulance to RRC boathouse (nearest ambulance access) | 2 | No incidents recorded | Hazard adequately controlled. |
| 5.6.5. | Lightning & thunderstorms | * See 1.55 above | 3 | No lightning in the last 10 years of time-trial events on this course during November | Hazard adequately controlled. |
| 05.7 | Interaction e.g. collision between competitors and spectators. | * Because of the nature of time-trial racing, there are relatively few spectators at this type of event. * One of the prime duties of the Crew Call, Control Commission and stage marshal teams is to warn spectators of the activities of crews. * As much as possible, spectators are segregated from boat movements in the boating area. | 2 | No recorded incidents. | Hazard adequately controlled. |

|  |  |  |  |
| --- | --- | --- | --- |
| Date of current assessment | 28/09/2021 | Assessment Completed By  Reviewed by | *C.Kemp (LUBC)*  *A.C Greenwell (Runcorn RC)* |

***Note: Appendices on final page, below.***

APPENDIX

**WEILLS DISEASE (also known as LEPTOSPIROSIS)**

Unlike tap water, the water in canals, rivers and reservoirs is contaminated, and micro-organisms are present naturally.

Although the risk of contracting illness (including the much publicised but rare Weill's Disease) is extremely small, sensible precautions should be taken as follows:

* Avoid full immersion in the water
* Cover all cuts and abrasions with waterproof dressings before contact with water
* Wash all exposed skin after contact with water, and before eating
* Do not put wet ropes, fishing lines or other wet objects in your mouth

Should any illness occur within two weeks of contact, **seek medical advice** and **inform your doctor that you have been in contact with untreated water.**

**APPENDICES B - C**

as listed below have been moved to the Event Safety Plan (British Rowing format) at 10/2/2015.

* APPENDIX B EMERGENCY PROCEDURE - GAS ESCAPE
* APPENDIX B1 PLEASE READ AND TAKE NOTE (GAS ESCAPE HANDOUT)
* APPENDIX C PREVENTION OF ROAD & ROAD-vs-BOAT TRAFFIC ACCIDENTS