

**Appendix B: OURCs Summer VIIIs Risk Assessment: 25/05/2016 to 28/05/2016**

Last updated 22 April, 2016 - RQ

Hazard	Risk	Control measures in place	Person(s) responsible	Risk factor
River based				
Collision with another racing boat	Injury to rowers; damage to equipment.  Also can cause Immersion or a Capsize (see below)	<p>OUCS-registered coxes only. Coxes to have attended a pre-event coxing briefing or exempted by the Captain of Coxes.</p> <p>Circulation pattern available on OURCs website for at least 1 week before the event. Circulation pattern outlined at pre-event Marshals briefing, and repeated at briefings on the day.</p> <p>Adherence to OURCs circulation pattern during river closure enforced by marshals.</p> <p>Bow balls fitted. Boats checked by marshals.</p> <p>Early concessions and quick wind-downs encouraged during racing. Unsafe late concessions and wind-downs penalised.</p> <p>Marshals instructed to klaxon a race if the river becomes blocked. All marshals on the racing line issued with klaxons.</p> <p>At least two rescue launches available, which can be summoned by radio. Launches equipped with British Rowing standard safety bags. Launch drivers RYA Level II qualified.</p> <p>Professional First Aid cover employed with dedicated launch. Emergency vehicle access secured.</p> <p>There will be no use of boats without backstays.</p>	SU, Race Committee, marshals, Crews, Captain, Coach, Cox.  Crews are responsible for informing their boatman of any boat repairs needed.	low
Capsize	Becoming trapped in boat	Crew: Heel restraints fitted. Boats checked by marshals. Coxes: Stern-coxed boats only.	Crews, Captain, OURCs	low

Hazard	Risk	Control measures in place	Person(s) responsible	Risk factor
<p>Collision with river traffic (or any object in the river)</p>	<p>Injury to rowers; damage to equipment.</p> <p>Also can cause Immersion or a Capsize (see below)</p>	<p>Pre-event contact made with other regular river users alerting them to the event.</p> <p>Signs displayed at the entry points onto the course.</p> <p>Senior Umpire to check river is clear using marshals.</p> <p>Head marshal, Top Gut marshal and the most downstream marshal briefed to liaise with river traffic entering the course.</p> <p>Marshals briefed to make sure crews stick to the sides of the river, leaving the centre free.</p> <p>Holding points exist at which to moor cruisers up when a race is about to go off.</p> <p>Coxes briefed to observe the circulation pattern and not to spin in front of cruisers.</p> <p>Launch and medical cover as above.</p> <p>Small objects in the river that can cause an obstruction to be moved, using the launches if necessary. Protect the crews from larger, immovable, objects or suspend racing while they are moved.</p> <p>EA launch may accompany larger cruisers on the course when available (not within OURCs control).</p> <p>Race Desk may issue reminders over the tannoy to instruct crews warming up to stick to the sides.</p> <p>There will be no use of boats without backstays.</p>	<p>Senior Umpire, OURCs, Captain, Coach, Cox</p>	<p>low</p>



<p>Immersion</p>	<p>Infection, hypothermia, drowning</p>	<p>All competitors to have passed a Oxford University standard swim test or equivalent.</p> <p>Marshals instructed to klaxon the race if someone is in danger in the water. All marshals on the racing line issued with klaxons.</p> <p>Launch and medical cover as above.</p> <p>Umpires (and coordinating static umpires on the Saturday) equipped with a throw line to aid immediate response to persons in the water.</p> <p>Blankets available on rescue launches and at boathouses.</p> <p>Rowers educated about river-borne diseases.</p>	<p>OURCs, Captain, Coach</p>	<p>low</p>
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Hazard	Risk	Control measures in place	Person(s) responsible	Risk factor
Over-exertion	Hyperventilation, pulled muscles, cramp, back injury.	Rowers should warm up on land before races and warm down and stretch as appropriate. Coaches and captains to take into account medical history when selecting crews. Rowers should not compete if they feel unwell or are injured.	Coach, Captain, Crew	low
High stream and/or high wind	Being swept onto obstacles, including bridges, bank, debris, or weirs. Swamping.	Modified Isis Flag system to be used (as per appendix) – only coxes and crews of appropriate experience to be allowed on the water in adverse conditions. Weather and stream to be monitored and consultation taken with EA. Cancellation or switch to contingency plans if appropriate.	Senior Umpire, OURCs, Coach, Cox, Captain, Crew	low-high, (depending on combination of conditions)
Lightning	Craft struck by lightning on river. Race officials caught in the open during racing.	Race officials will monitor weather conditions. Distance of storm to be assessed using "30-30" system.	Senior Umpire, OURCs	low

Use of Safety launches	Capsize Falling Out	Second launch available to assist. Stable launch to be used.	Captain, Coach	low
	Failure of engine due to fouling of propeller.	Launch drivers to be qualified to RYA level 2 or equivalent.	Captain, Boat Owner, Launch Crew	low-med
		Proper seating to be fitted, and launch not to be overloaded. Kill cords to be fitted and used at all times. Lifejackets to be worn at all times by all crew.	Captain, Launch Crew	low
	Mechanical failure	Crew to clear river of debris as appropriate. Launch to carry British Rowing recommended safety equipment, including a knife and paddle. Launch to be serviced regularly.	Boat Owner (servicing)	low

Hazard	Risk	Control measures in place	Person(s) responsible	Risk factor
Low Visibility	Collision with other craft or the bank	If visibility is reduced to less than 100m on any part of the racing course then racing is suspended or cancelled.	Senior Umpire, Race Committee, Crew, Captain, Coach	Low-Med, (depending on conditions)
Ice on the water	Damage to Boats	Race officials and marshals to monitor weather conditions. Safety launches used to clear small quantities of ice from the racing course. Racing cancelled if launches cannot sufficiently clear the race course of ice.	Senior Umpire, Race Committee	Low-High, (depending on conditions)

Hazard	Risk	Control measures in place	Person(s) responsible	Risk factor
Cannons				
<p>Unauthorised access or operation of the start cannons</p>	<p>Injury or accident to operator or passersby, Confusion of racing crews, Breach of firearms legislation.</p>	<p>The cannons are situated adjacent to the senior umpire's position and are chained to each other throughout racing making them very difficult to move. The cannons are not left unsupervised at any time.</p>	<p>Firearms License Holder, Senior Umpire</p>	<p>low</p>
<p>Cannon discharge at inappropriate time</p>		<p>The cannons are operated by a competent person, under the supervision of a firearms license holder. Spare cartridges are kept in a locked box, with keys removed. Cannons are unloaded when not required for immediate use. The operator is in immediate attendance to any loaded cannon.</p>		
<p>Theft of cannon</p>		<p>The cannon operator has a race radio and is familiar with the operation of racing.</p>		

Hazard	Risk	Control measures in place	Person(s) responsible	Risk factor
Land based				

<p>Collision involving accompanying cyclists</p>	<p>Injury to cyclists and pedestrians, possibly immersion.</p>	<p>Notices posted at all entry points onto the towpath that a regatta is in progress and to caution that there will be cyclists (Iffley Lock, Donnington Bridge, University Boathouse and opposite Head of the River pub). Additional 'warning' signs about cyclists to be put along the towpath.</p> <p>Pre-scripted tannoy announcements are to be made prior to the start of each division warning spectators and other towpath users that a large number of cyclists will be shadowing preceded by a bike marshal, whose instructions should be followed.</p> <p>All bikes being used by bank riders and marshals are to be suitably equipped to warn other towpath users (e.g. has a bell). Cyclists told to use both hands to cycle and to keep close watch on the path ahead of them.</p> <p>Marshals to wear high visibility bibs.</p> <p>Marshals briefed to warn Race Desk if there is a large density of members of the public on the towpath in their area. Race Desk/Secretary to undertake follow up action (see Event Plan).</p> <p>Marshals briefed to report dangerous behaviour on the part of following cyclists.</p> <p>Cyclists limited to two per crew, one coach and one umpire. Extra cyclists will incur fines. No cyclists on the Saturday - static umpiring instead.</p> <p>Bike Marshal to precede each division, warning members of the public that cyclists are approaching.</p> <p>First aid presence as above.</p> <p>Immersion - nearest marshal to be told and if imminent danger to person(s) immersed and/or Tow path/river users, klaxon to be sounded.</p> <p>Follow Emergency Action Plan (Appendix F) if</p>	<p>Race Secretary, OURCs, Coach,</p>	<p>med</p>
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Collision between boats or blades and spectator	Injury to bystanders, immersion.	Captains aware of responsibilities for any supporters and spectators. Marshals available at boathouses with radios. First aid presence as above. Race Committee briefed on emergency procedures.	Captain, Crew	Low
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In the event of the Environment Agency (EA) displaying Amber or Red Boards at the local locks which indicates a strong stream, OURCs has developed a range of contingency plans to allow the Regattas to continue in some form. (In italics is the Flag state relating to the number of bucks drawn, which dictates what rowing takes place during training.)

Hazards (RIVER BASED)	Adverse Weather/River Conditions: Strong Stream Flowing and/or High winds against stream causing potentially choppy water conditions
Resulting Risks	Difficulty in manoeuvring boats when spinning and rowing, with consequent increase in risk of collision, tangling and being swept onto obstacles/hazards
Persons Affected	All crews

Controls in place to reduce risks	Persons responsible
<p><b>Blue Flag (2-3 bucks)</b>            Good conditions:            As normal.            Poor conditions (at the discretion of the Coordinating SU):            Senior and experienced coxes only. Coxing eligibility restrictions lifted. Bunglines moved up by a maximum of 4 places.            Crews in non-fixed divisions allowed to scratch with no penalty.</p>	OURCs Committee, Senior Umpires
<p><b>Amber flag (4 bucks)</b>            Good conditions (e.g. high water, but low stream and wind):            As well as the above, a third safety launch used. Bunglines moved up by a maximum of 4 places. Non-senior divisions run as half divisions. Non-fixed divisions plus bottom half of lowest fixed divisions scratched.            Poor conditions (e.g. high stream or winds):            As above, but only Senior divisions and whichever other divisions the Coordinating SU sees fit, run in half divisions with increased time gaps. Senior crews and senior coxes only. Crews allowed to scratch without penalty</p>	
<p><b>Red Flag (5+ bucks)</b>            Good conditions (e.g. low water, fast but dropping stream, low winds):            As above.            Poor conditions:            Racing cancelled.</p>	

**Rowing On**

If Rowing On has been cancelled, non-fixed divisions will usually be scratched (SU decision).