

OURCS Isis Winter League Risk Assessment: 09/11/2014, 30/11/2014, 26/01/2014, 09/02/2014, 23/02/2014

Last updated 5/9/24 SW - 26th September 2013 - RQ, DL, MP, BT

Hazard	Risk	Control measures in place	Person(s) responsible	Risk
River Based				
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
Collision with another racing boat	Injury to rowers, Damage to equipment Can also cause immersion or capsize (see below)	OUCS-registered coxes only for college crews. Circulation pattern available on the OURCs website for at least 1 week before the event. Circulation pattern outlined to marshals at briefings on the day. Adherence to the event circulation pattern during river closure enforced by marshals aided by megaphones. Senior Umpire determines the gaps between crews at the start, adjusting them according to the expected speed of adjacent crews. Marshals instructed to klaxon a race if the river becomes blocked. All marshals issued with klaxons. All marshals and race officials issued and radios. At least one safety launch available, which can be summoned by radio. Launches are equipped with British Rowing standard safety bags. Launch drivers to hold at least RYA Powerboat level 2 or equivalent qualification. Professional First Aid cover employed with dedicated launch. Emergency vehicle access secured. There will be no use of boats without backstays	Race Committee, Crews, Captain, Coach, Cox. Crews are responsible for making their boatmen aware of repairs needed on boats.	Low

Hazard	Risk	Control measures in place	Person(s) responsible	Risk
Collision with river traffic (or any object in the river)	Injury to rowers, Damage to equipment Can also cause immersion or capsize (see below)	Pre-event contact made with other river users alerting them to the event. Signs displayed at the entry points onto the course. Senior Umpire to check river is clear using marshals. Head marshal and the most downstream marshal briefed to liaise with river traffic entering the course. Marshals briefed to make sure crews stick to the sides of the river, as shown by the circulation pattern leaving the centre free. Also briefed not to allow crews to spin in front of cruisers. Equipped with megaphones to hail crews. Holding points exist to moor cruisers up at when a race is about to go off. Coxes briefed to observe the circulation pattern and not to spin in front of cruisers. Launch and medical cover as above. Move any small object in the river that can cause an obstruction, using the launches if necessary. Protect the crews from larger, immovable, objects or suspend racing while it is moved.	Senior Umpire, Race Committee, Captain, Coach, Cox	Low
Immersion	Infection, Hypothermia, Drowning	All college crews must have passed an Oxford University standard swim test or equivalent. All non college crews must enter a declaration of swimming ability or proof of passing an Oxford University standard swim test. Marshals instructed to klaxon the race if someone goes in the water. All marshals issued with klaxons. Launch and medical cover as above. Blankets available on rescue launches and at boathouses. Rowers educated about river-borne diseases.	Race Committee, Captain, Coach	Low
Capsize	Becoming trapped in boat, Immersion (see above)	Crew: Heel restraints fitted. Boats checked by marshals. Coxes in bow-loaded boats are not permitted to wear automatically inflating lifejackets	Crews, Cox, Captain, Race Committee	Low

Hazard	Risk	Control measures in place	Person(s) responsible	Risk
Use of Safety launches	Capsize	Stable launch to be used. Launch drivers to be qualified to RYA level 2 or equivalent.	Captain, Coach	Low
	Falling Out	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, Boat Owner, Launch Crew	Low-Med
	Failure of engine due to fouling of propeller.	Crew to clear river of debris as appropriate. Launch to carry British Rowing recommended safety equipment, including a knife and paddle.	Captain, Launch Crew	Low
	Mechanical failure	Launch to be serviced regularly.	Boat Owner	Low
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, Race Committee	Low
High stream and/or high wind	Being swept onto obstacles, including bridges, bank, debris, or weirs. Swamping.	Modified flag system to be followed (below), with restrictions on coxes and crews as appropriate. Weather and stream to be monitored and consultation taken with EA. Cancellation if appropriate.	Senior Umpire, Race Committee, Coach, Cox, Captain, Crew	Low-High, (depending on combination of conditions)
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
Land Based				
Collision involving accompanying cyclists	Injury to cyclists and pedestrians, possibly immersion.	<p>Notices posted at entry points onto the towpath that a regatta is in progress.</p> <p>Marshals to wear high visibility yellow bibs and warn pedestrians of oncoming races.</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.</p> <p>Marshals briefed to report dangerous behaviour on the part of following cyclists.</p> <p>Cyclists limited to one per crew unless exemption has been granted. Extra cyclists will incur fines.</p> <p>An optional Bike Marshal to precede each division, warning members of the public that cyclists are approaching.</p> <p>First aid presence as above.</p> <p>Race Committee briefed on emergency procedures.</p>	Race Committee, Coach	Med
Collision between boats or blades and spectator	Injury to bystanders, immersion.	<p>Captains aware of responsibilities for any supporters and spectators.</p> <p>Marshals available at boathouses with radios.</p> <p>First aid presence as above.</p> <p>Race Committee briefed on emergency procedures.</p>	Captain, Crew	Low
Ice on Towpath	Injury to bystanders or cyclists, possibly immersion	Senior Umpire and Race Secretary will discuss measures to make racing safe, which may include removing bank riders and crews that need them.	Race Committee, Senior Umpire	Low-High (depending on conditions)

In the event of the Environment Agency (EA) displaying Yellow or Red Boards at the local locks which indicate a Strong Stream, OURCs have developed a range of contingency plans to allow the regattas to continue in some form.

(In italics is the Flag stat related to the number of bucks drawn by Iffley Lock, 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 for ensuring controls in place
<p>Blue Flag (2-3 bucks) Good conditions (high water, but low stream and wind): Full Programme</p> <p>Poor conditions (high stream or winds): Senior Umpire and OURCs Captain of Coxes to consider whether any coxing restrictions are required. Crews may be permitted to withdraw with no financial penalty at the discretion of the Race Secretary.</p>	Race Committee, Senior Umpires
<p>Amber Flag (4 bucks) No 'Novice' status coxes. SU to consult with the OURCs Captain of Coxes regarding any further coxing restrictions. Divisions reduced to a safe number of boats. Minimum of 2 safety boats employed. Senior Umpire and Race Secretary to consider shortening the course. Crews may be permitted to withdraw with no financial penalty at the discretion of the Race Secretary.</p>	Race Committee, Senior Umpires
<p>Red Flag (5+ bucks) Good Conditions (Stream conditions where the SU of the event is satisfied will not endanger crews racing, low wind, not excessively cold, no significant debris in the racing course.): Senior Umpire to monitor the conditions throughout the event and cancel later divisions if necessary. No 'Novice' status coxes; SU to consult with the OURCs Captain of Coxes about restricting to 'Senior' status coxes only. Divisions restricted to a maximum of 8 boats. No coxless or novice boats permitted. Minimum of 2 safety boats employed, with one launch to follow each division. Course shortened.</p> <p>Poor conditions (not satisfying the above): No Racing - event is cancelled.</p>	Race Committee, Senior Umpires