



Bridgnorth Regatta 2024 Risk Assessment

In carrying out this risk assessment the following format has been utilised where an initial scoring system of “Likelihood against Severity” has been determined to establish the extent of the risk. This resultant score will indicate if existing precautions are adequate or whether additional measures are required.

Risk Matrix		Control Measures	Instructions for Completion				
5 Fatality	Severity	<ul style="list-style-type: none"> ■ 15-25: Very high risks with potential of serious consequences. Eliminate risk by review of options and change as a priority. ■ 8-12: Reduce risks identified to as low as reasonably practicable by specific controls, planning and supervision. Provision of special method statements and instruction of all parties involved. □ 3-6: Acceptable providing risks are managed and activities are carried out by competent personnel in accordance with safe working practices and statutory obligations. ■ 1-2: No further consideration required. 	<ul style="list-style-type: none"> ◆ A risk is the likelihood of a substance, activity or process to cause harm. Risk is also linked to the severity of its consequences and can be reduced. ◆ L = Likelihood S = Severity RR = Risk Rating (i.e. LxS) ◆ Risk improvement requirements should be listed in the Control Measures section in <i>Italic print</i>. 				
4 Major Injury Dangerous Occurrence				25 20 15 10 5			
3 Injury Damage				20 16 12 8 4			
2 Minor Injury				15 12 9 6 3			
1 Negligible Effect				10 8 6 4 2			
	X	Likelihood					
	Likely	Probable	Occasional	Remote	Improbable		
	5	4	3	2	1		

Control measures are introduced to reduce the risks then the assessment is carried out again to give a revised score. The aim is to reduce risks as far as is reasonably practicable.

Persons at risk throughout the assessments are classified in categories as follows :-

- Category 1 - Bridgnorth Rowing Club Members
- Category 2 - Bridgnorth Rowing Club Guests and Visiting Competitors
- Category 3 - Members of Public

This Risk Assessment will be review annually or as required e.g. following changes in legislation, best practise advice and guidance, new information becoming available, club practices, any accident or near miss.

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I.D.	Potential Hazard	People At Risk	Description	Initial Risk			Control Measures	Residual Risk		
				Likelihood	Severity	Rating		Likelihood	Severity	Rating
1.	Safeguarding	1,2,3.	<ul style="list-style-type: none"> Welfare of Juniors and other Vulnerable Persons 	3	4	12	<ul style="list-style-type: none"> British Rowing Safeguarding Policies will be followed. BRC Safeguarding Officer will be on site throughout the regatta and can be contacted via Race Control. All schools will have a safeguarding representative on site throughout the regatta. All clubs are advised to have a safeguarding representative on site throughout the regatta. 	2	4	8
2.	Manual Handling	1,2.	<ul style="list-style-type: none"> Trailer Park Carrying boats to and from landing stage Carrying boats up and down landing stage steps 	3	3	9	<ul style="list-style-type: none"> Crews are expected to have been trained by their clubs in manual handling especially boat handling. Coxes and coaches will direct crews during boat handling and carrying. The route from the trailer park to the landing stage is flat, it passes over grass and tarmac and is clearly marked. BRC marshals will direct crews and control boat movement on the steps and landing stage. Trestles will be provided in the Control Commission area for boats to be placed on while awaiting inspection. 	2	3	6

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I.D.	Potential Hazard	People At Risk	Description	Likelihood	Severity	Rating	Control Measures	Likelihood	Severity	Rating
3.	Slips Trips & Falls	1,2,3.	<ul style="list-style-type: none"> Trailer Park and Landing Stage while boat handling. Landing Stage Inside boathouse On Severn Park 	4	3	12	<ul style="list-style-type: none"> The surface of the trailer park, BRC car park and the towpath are level and sound. Extra care will be required if the grass is wet. Crews are expected to have been trained by their clubs in manual handling especially boat handling. Coxes and coaches will direct and supervise crews during boat handling and carrying. The route from the trailer park to the landing stage is level, it passes over grass and tarmac and is clearly marked. BRC marshals will direct crews and control boat movement on the steps and landing stage. Access to the landing stage will be limited to crews and boat handlers to avoid congestion. This will be controlled by marshals. Marshals will also make sure that pedestrians using the towpath are kept safe from collision with boats being taken to and away from the steps. 	2	3	6

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I.D.	Potential Hazard	People At Risk	Description	Likelihood	Severity	Rating	Control Measures	Likelihood	Severity	Rating
4.	Collision/Struck by moving object	1,2,3.	<ul style="list-style-type: none"> Boats colliding with other boats or fixed features. Persons struck by boat while it is being handled on land. Cycling on towpath 	3	3	9	<ul style="list-style-type: none"> Captains and coaches to ensure that all competitors are aware of the circulation pattern. Practising on the way up to the start is not allowed. Any instructions given by umpires and marshals must be followed. Boats being moved from and to the trailer park must follow the marked route. It is the responsibility of clubs and schools to ensure that all coxes and steers are competent. Control Commission checks. Coxes and steers are responsible for keeping a good look out and avoiding collision with other boats or fixed features. Coxes and steers must follow all instructions given by umpires and marshals. Qualified First Aiders will be on duty throughout the regatta. They will be in the safety launches and at or near Race Control. They can be contacted by radio or at Race Control. Following races on bicycles is not 	2	3	6



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I.D.	Potential Hazard	People At Risk	Description	Likelihood	Severity	Rating	Control Measures	Likelihood	Severity	Rating
5.	Capsize, before during or after a race	1,2.	<ul style="list-style-type: none"> Drowning Struck by blade while in the water Struck by boat while in the water Hypothermia 	4	4	16	<ul style="list-style-type: none"> In the event of a capsized, <u>Stay With The Boat !</u> All crews are expected to be competent to navigate to the start and take part in a race. All coxes to wear approved lifejackets which must be checked before use. Control Commission checks Crews making their way up to the start must keep a lookout for races on the course and stay close to the bank to allow them to pass. Two fully equipped rescue launches manned by RYA L2 qualified drivers and a qualified first aider in attendance at all times. Both safety launches are always in 2-way radio contact with umpires and race control. Umpires and Safety Crews will stop racing if people in the water are in any danger from other boats. Any person in the water will be rescued and ASAP and will be taken to dry land for assessment. 	2	3	6

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I.D.	Potential Hazard	People At Risk	Description	Likelihood	Severity	Rating	Control Measures	Likelihood	Severity	Rating
6.	Grounding boats on shallows	1,2.	<ul style="list-style-type: none"> Boats becoming grounded on shallows above the start and below the finish 	3	3	9	<ul style="list-style-type: none"> The areas above the start and below the finish are marshalled and buoyed. All coxes and steers must be aware of the Regatta Course Map which is part of the Competitor Information document issued to every competing club and school. Instructions from umpires and marshals must be followed. Any boat grounded on the shallows will be assisted by a safety launch if required. 	2	3	6
7.	Other boats on course.	1,2,3.	<ul style="list-style-type: none"> Organised canoe trips Other Canoeists 	4	2	8	<ul style="list-style-type: none"> Racing to be stopped until canoes have cleared the course. 	2	2	4
8.	Heatstroke/sunburn		<ul style="list-style-type: none"> Excessive exposure to sun/heat 	4	4	16	<ul style="list-style-type: none"> Captains and coaches to ensure that crews maintain their hydration giving extra regard to weather conditions and exertion levels. Captains and coaches to ensure that crews protect themselves from the sun by covering up and using sunblock as appropriate. Water and other drinks available on site. First Aid and advice can be obtained via Race Control. 			
9.	Medical Emergency	1,2,3.	<ul style="list-style-type: none"> Severe illness or injury on water 	3	4	12	<ul style="list-style-type: none"> Safety boats will recover injured/ unwell persons to dry land for assessment by 	3	4	12



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			<ul style="list-style-type: none"> Severe illness or injury on dry land 				<ul style="list-style-type: none"> First Aiders. See BRC Emergency plan for details on summoning the emergency services. 			
10.	Change in Weather Conditions	1,2,3.	<ul style="list-style-type: none"> Electrical Storms 	2	4	8	<ul style="list-style-type: none"> Provisions laid down in the document "Developing an action plan for risk from lightning" available from British Rowing to be followed, 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. All crews to leave the water immediately, instructions from Safety Adviser or Race Committee Chairman. Rowers and spectators to move away from the bank and to areas of safety. Control Commission checks. 	2	3	6
11.	Electricity	1,2,3.	<ul style="list-style-type: none"> Electrocution Burns Fire Property Damage 	2	4	8	<ul style="list-style-type: none"> BRC Fire Safety Risk Assessment and General Risk Assessment cover the risks associated with a fire within the building (copies available on request) Boathouse fixed wiring tested in September 2021 (Requirements for Electrical Installations - BS 7671 IET Wiring Regulations) All electrical items PAT tested in October 2023 All fire extinguishers inspected in February 2024 	1	4	4

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I.D.	Potential Hazard	People At Risk	Description	Likelihood	Severity	Rating	Control Measures	Likelihood	Severity	Rating
12.	Fire	1,2,3.	<ul style="list-style-type: none"> Burns Property damage 	2	4	8	<ul style="list-style-type: none"> BRC Fire Safety Risk Assessment and General Risk Assessment cover the risks associated with a fire within the building (copies available on request) Boathouse fixed wiring tested in September 2021 (Requirements for Electrical Installations - BS 7671 IET Wiring Regulations) All electrical items PAT tested in October 2023 All fire extinguishers inspected in February 2024 Smoking is not allowed anywhere in the clubhouse. 	2	2	4