



HAZARD ANALYSIS & RISK CONTROL

Risks are classified by the likelihood of them happening and the severity of the harm if they happen; by understanding the risks we are able to design ways of reducing the likelihood and/or severity. The following classification matrix is used by British Rowing (see Section 1.2 of [Row Safe: a guide to good practice in rowing](#)) and we use the same terminology.

Likelihood of harm	Severity of harm		
	Slight harm (1)	Moderate harm (2)	Extreme harm (3)
Very unlikely (1)	Very low risk	Low risk	Low risk
Unlikely (2)	Low risk	Medium risk	Medium risk
Likely (3)	Medium risk	Medium risk	High risk
Very likely (4)	Medium risk	High risk	Very high risk

Category of risk	Evaluation of acceptability
Very low risk	Acceptable
Low risk	Risks that should be reduced so that they are acceptable – if reasonably practical to do so.
Medium risk	
High risk	
Very high risk	Unacceptable

Examples of categories for likelihood of harm and severity of harm

Very likely	Likely	Unlikely	Very unlikely
There would be frequent opportunities that people will be exposed to the identified hazards.	It is probable that people will be exposed to the identified hazards.	It is possible that people could be exposed to the hazards.	It would be a remote chance of individuals being exposed to the identified hazards.

	Slight harm	Moderate harm	Extreme harm
	Cuts, abrasion – first aid treatment, superficial equipment damage	Medical treatment required, slight equipment damage	Fatality or major injury, major equipment damage

The following risks have been identified, along with the controlling measures needed to reduce these risks to an acceptable level.

Activity	Hazard	Initial Risk		Control Measures		Residual Risk	
		Likelihood	Severity	Prevention	Mitigation	Likelihood	Severity
General	Adverse weather or water conditions threatening cancellation of the entire event	2	1	Inter-Company Regatta is scheduled in mid Summer to increase likelihood of good weather. Long daylight hours good if weather affects schedule.	Regatta Committee will monitor situation in the days leading up to the event and, if appropriate, post daily updates on ABC website and give crews as much notice as possible.	1	1
	Adverse wind or water conditions causing problems during racing.	2	1	Inter-Company Regatta is scheduled in mid Summer to increase likelihood of good weather. Long daylight hours good if weather affects schedule.	Consider cancellation, rescheduling of race programme, shortening the course. Consider following races with a safety launch.	1	1
	Umpire or other official tripping or slipping whilst performing their allocated duties	1	1	Allocated duties usually undertaken from safe locations.	Any official at risk of immersion must be provided with a lifejacket and must wear it.	1	1
	Unclear responsibilities and/or communication	3	1	Assign clear roles and responsibilities. Regatta Control, umpires, marshals, launches issued with radios on same frequency. PA to keep competitors and spectators informed.		1	1
Boat handling	Damage to boats or injury to persons in boat house	2	1	Crews respond to commands of qualified cox. Boat house floor kept clear of tripping hazards. Boat in rack above chocked to raise riggers.	Lifting done by whole crew, spreading load and removing single point of failure.	1	1
	Damage to boats or injury to persons in boat handling area pre- or post row	2	1	Crews respond to commands of qualified cox. Boat handling area kept clear of tripping hazards. Boat marshalls controlling spectators.	Lifting done by whole crew, spreading load and removing single point of failure.	1	1
Launching and retrieving boats	Slipping or falling on shore or in water whilst launching boats	2	1	Crews respond to commands of qualified cox. Steps, shore and jetties kept clear of tripping hazards. Boat Marshall to monitor and supervise. Jetties manned throughout the day by experienced support staff ensuring secure boat entry by race crews. Crews swap in and out of boats, minimising lifting and carrying.	Lifting done by whole crew, spreading load and removing single point of failure.	1	1

Rowing	Capsizing of a boat	1	2	Training provided to crew on how to avoid getting into a capsized.	Training provided to crew on the drill if capsized happens. 1) Stay with the boat. 2) Perform headcount. 3) Communicate with each other and nearest umpire or marshal. Regatta Control follows the enclosed "Procedure in Case of Capsized".	1	1
	Boat Collision (whilst racing)	2	2	All racing is marshalled and run to avoid collisions from start through to finish of the 500m course. Coxes are qualified and instructed to keep a safe distance for competitive racing at pre-race briefing. Infringements of the rules of racing can result in disqualification of the crew therefore there is no incentive for a crew to do anything but race cleanly against the opposition.	If boats collide, crews and coxes are required to put safety ahead of the race. First aid boxes are at the boat house and in the launches. Boats are visually inspected to ensure no damage that further threatens the crew exists. If it does then Regatta Control will follow the same procedure as for capsized. All boat damage is logged and monitored within the club as standard procedure.	1	1
	Boat Collision (whilst manoeuvring.)	2	1	Coxes are aware that low speed collisions can take place, especially in the restricted low water times; particularly manoeuvring for the start line and on return to the jetties. Controls are in place with the Starter calling crews up from above the start. Control at the jetties and sufficiency of coxes ensures there should not be a rush. Care is also required heading upstream to the start and a pre-race briefing is conducted to emphasise this and reiterate the standard river circulation (see the enclosed "Rules of the River").	If boats collide, safety is the priority and coxes and crews will disengage with care to minimise injury and damage. First aid boxes are at the boat house and in the launches. Boats are visually inspected to ensure no damage that further threatens the crew exists. If it does then Regatta Control will follow the same procedure as for capsized. All boat damage is logged and monitored within the club as standard procedure.	1	1
Illness	Sudden illness in a competitor, official or spectator.	1	2		Any person can call regatta control for help or advice. The presence of the Medical Officer reduces the risk of the severity escalating. In the case of serious acute illness, dialling 999 is also appropriate.	1	1
	Individual Competitor's Health	2	2	All crews questioned for pre-existing medical conditions and made aware that they are to engage in physical activities in a hostile environment. All crew members declare themselves fit to undertake such activity. Medical Officer made aware of any pre-existing medical condition. All crews have followed the training sessions given by the coxes	Any person can call regatta control for help or advice. The presence of the Medical Officer reduces the risk of the severity escalating. In the case of serious acute illness, dialling 999 is also appropriate.	1	1
	Waterborne diseases	1	2	Information provided on waterborne diseases, with preventative measures.	Information provided on symptoms and advice to seek medical care.	1	1