



Risk assessment and management

Hazards fixed, mobile, environmental

Fixed hazards on the river Itchen are bridges, moored boats and submerged objects e.g. wrecks, sunken buoys. The racing line shown on the map of the course is clear of submerged objects and moored boats and all bridges are marked.

Mobile hazards such as other water users and floating debris pose a greater potential risk. However, other water users have been informed of the event and it is hoped that safety boats will be able to warn other users on the day. Floating debris is usually not a real danger and can be considered an inconvenience rather than a threat. Any floating object that may cause a threat will hopefully be noticed prior to the event and removed before the start.

Collision between competing crews can be minimised if crews follow the instructions sent to all competing clubs, which clearly states that crews about to be overtaken should give way.

The two major environmental factors are likely to be cold and potential swamping of boats. In previous years mild hypothermia has been a problem with the event starting late. Marshals and starters will start the race on time providing there are no large shipping movements on the river and it is considered safe to do so. Crews will be told just before the start that they should remove outer garments of clothing if they wish and prepare to race. Swamping, whilst a possibility, should not present a major risk as all coastal rowing fours are provided with sufficient buoyancy to be rowed even when swamped. There are numerous landing places for crews that experience problems and safety boats will be present at five places on the course (see map of safety boat locations).

Level of risk

The majority of hazards listed above can be considered to be unlikely in the normal course of events. Most crews are familiar with the water and providing crews are aware of, and follow, the rules the severity of risk is likely to be minimal.

The exception is likely to be collision between crews, which has the potential to be harmful. However, as mentioned above, providing crews follow the instructions to competitors and instructions from marshals this risk should be acceptable. In the event of a collision crews are advised to stay with their boats, a safety boat should be at the scene within minutes. Special care should be taken when going afloat at any point on the river as hazards can change overnight and are not always reported.

Control measures

All competing clubs will receive the following information prior to the event.

- Instructions to competitors, detailing start procedures and explaining the course and hazards.
- Map of the course showing positions of safety boats
- Rules of the race

In accordance with H&DARA rules and regulations a safety briefing will be held prior to the first division to disseminate specific safety information to competing Club Captains, or their representative and coxes. Starters will check with VTS prior to the start of each division and providing there are no major shipping movements the race will be started promptly.

Safety boats will be manned by two people with appropriate experience and first aid knowledge. They will also be equipped with mobile phones and Hants & Dorset Safety Kits including load hailleurs, throw lines and first aid kits.

Southampton Amateur Rowing Club

Coastal fours HORR



Land Hazards

Care should be taken when walking in and around the boathouse as the usual hazards will exist (tripping, slipping, protruding riggers at all heights).

SARC is located on the opposite side of a road to the launch area. While not a busy road it is used by HGV vehicles and visibility is poor due to bends. Crews crossing the road with equipment (boats, blades) should ask someone to monitor the road while crossing.

The launch area consists of a slipway and beach. The slipway can be slippery on the edges during lower tides and although the event is at high tide crews will be informed of this. The beach area is a public space and can contain sharp objects which may not be visible under water. All crews will be told that footwear is required when in the beach area. SARC will attempt to clear as much rubbish as possible before the event but care must still be taken.

A small wall surrounds the beach. Care should be taken when carrying boats over this not only due to the height but also due to the different surfaces (paving one side and gravel the other).

Incident Reporting

The race committee have reserved the right to disallow the use of boats that do not meet the safety standards listed in the **British Rowing “Row Safe” Code**.

Any incident should be reported to the race organiser and reported to British Rowing if necessary via the online reporting system.

Civil Liability

The event carries appropriate civil liability insurance approved by “British Rowing”.

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A copy of this document is sent to all clubs with race entries.