

BRITISH ROWING								
RECREATIONAL ROWING TOUR 2016								
1st to 4th September								
Leeds RC to Mexborough								
RISK ASSESSMENT								
Area of concern	Hazard	Hazardous event	Severity of injury/damage	Probability of injury/damage	Risk basic ass.	Barriers	Controls	Risk with mit.
Travel	Road accident	Injury	3	A	L	Participants own responsibility before and after event. Bus hired for event with professional driver	Emergency plan with contact numbers and location of medical facilities	L
Boat handling (rowing)	Lifting	Muscular strains/sprains	3	B	L	Practised in boat handling. Ensure sufficient people to lift boats	Group is experienced and will assist each other	L
	Slipping	Bruising and sprains through falls	2	C	L	Choose boating areas with even terrain	First aid kit available for minor injuries	L
	Parts of boat	Cuts and grazes on sharp objects / projections	1	C	L	Crews experienced and aware of typical hazards e.g. riggers and bolts	First aid kit available for minor injuries	L
	No landing stage	Cuts to feet on launching or landing	1	A	L	Wear watershoes Launch and recovery from suitable landing stages	Carry first aid kit	L
Boat handling (trailer loading)	Loading or unloading trailer	Potential for boat damage or injury due to incorrect liting	3	B	M	Experienced person to issue commands. Ensure sufficient people to lift boats Check that everyone is ready and in position before lifting	Experienced person supervises and stops operation if problems occur	L
Weather	Very hot	Heat /sunstroke / sunburn	3	A	L	Check weather conditions at start of day Ensure that all participants have sufficient water Check that all participants have sunscreen and suitable clothing, e.g. hat	Participants instructed to wear hats, apply sunscreen and drink plenty of water. Land party and support boat carry extra water	L
	Cold and wet	Hypothermia	3	C	M	Brief participants on weather conditions at start of day Boat captains to check that coxes have sufficient warm and waterproof clothing - if not, they should not cox	Land party recover affected participant(s) and seek medical assistance if necessary	L
	Strong winds	Swamping due to waves	1	B	L	Boats have high freeboard and can handle rough water Boats have buoyancy and would not sink Canal narrow and boats could easily move to bank Suspend rowing if extreme weather	Boats carry bailers Safety boat could assist	L
	Thunderstorm	Lightning strike	5	A	M	Monitoring of weather forecast No boating in thunder conditions	Crews will be instructed to head for the bank and get off the water Emergency procedures to call assistance	L
Water conditions	Strong stream	Navigation could be dangerous, especially near locks, bridges and other obstacles risking collision and boat damage	3	B	L	Majority of route on canals with restricted flow rate Suspend rowing in extreme conditions Water conditions will be checked each day	Safety boat / land party effect rescue. Call emergency services if necessary.	L
	Pollution, contaminated water	Illness	2	A	L	Participants instructed to wash hands or use hand sanitiser before touching food. Participants instructed to cover open wounds and grazes with waterproof plaster	Seek medical assistance	L
Navigational accident	Collision with other craft	Potential for boat damage & injury	2	A	L	Boats are coxed Crews and coxswains experienced Hi-viz tops to be worn by bow persons Maps provided showing routes and hazards Position of any commercial traffic checked beforehand and monitored by bank support / safety boat on VHF and visually Safety boat / bank warn as appropriate Cox to have a horn or whistle to alert oncoming traffic on busy waterways Coxes briefed to move to bank for any large vessels	Emergency procedures and communications to seek help Safety boat assists	L
	Collision with debris in canal	Potential for boat damage	2	A	L	Boats are coxed and speeds are low Boats are substantial and would not be easily damaged by bows riding over part submerged debris Boats have distributed buoyancy and would not sink Boats are stable and would not capsize Bank party, safety boat and other boats would keep look out and warn flotilla	Any boat encountering debris could back down away and navigate around In very unlikely event of damage, crew could still paddle boat to bank as canal calm and narrow Safety boat assists	L
Passage through locks	Approaching too close to weir	Swept onto barrier ropes/buoys	2	A	L	No weirs in close proximity to lock mooring areas Would not boat in flood stream conditions Captains briefed Maps provided showing approach to locks Control position with oars, paddles and ropes where bollards available	Safety boat assists Bank party at locks with throw lines to pull boats clear of hazards	L
	High banks or stages make getting out of moored boat difficult	Risk of falling in	2	B	L	Crew normally stays in boat All participants required to be able to swim	All crew members will wear buoyancy aids in locks Bank support can assist First aid kit carried	L
	Collision with craft emerging from lock	Boat damage	2	A	L	Boats coxed Land party keep lookout and warn boats of oncoming traffic	Follow lock keepers directions on holding at entrance.	L

	Getting caught on cill	Breaking rudder	1	A	L	Crews briefed and experienced at maintaining awareness Boats positioned clear and hold station with ropes during operation Cox and crew keep boat clear using boathook, paddles and oars Boats are substantial and stable	Bank support pull boat clear using ropes Boat can be steered using oars Bank support can provide maintenance	L
	Snagging on chains/ladders/walls	Tipping boat over	2	B	L	Crews briefed and experienced at maintaining awareness Lock walls generally clear of projections Cox and crew keep boat clear using boathook, paddles and oars Boats are substantial and stable	Crew wear buoyancy aids and can all swim Boat is buoyant and can be used as a "life raft" Bank support have throw lines for rescue If danger to life, lock operator presses stop button	L
	Too close to upstream gates	Swamping by water leaking through gates or taking in water from turbulence	1	B	L	Boats positioned well away from gates/slucies by bank team Boats hold station using bow and stern lines on bollards Cox briefed to keep away from gates Cox manoeuvres with boat hook and paddle Crew stabilise boat with sculls Freeboard sufficient to prevent intake of water Boats have buoyancy compartments or high natural buoyancy	Crew carry bailers Bank support can assist	L
	Malfunction of lock	Severe turbulence on filling / strong current on emptying Boat damage due to hitting other craft or walls Swamping due to rough water	1	A	L	Bank team ensure boats are separated by limiting number of boats in lock Boats hold station using bow and stern lines on bollards Cox manoeuvres with boat hook and paddle Boats designed to handle rough water - high freeboard and buoyancy compartments Crew stabilise boat with sculls	Bank support assist crew	L
	Oars caught under nearby boat	Tipping boat over	2	A	L	Boats separated and sculls/oars kept clear Boats hold station using bow and stern lines on bollards Boats are stable and not at risk of capsize	Crewman pulls oar clear while other crew stabilise boat Bank support have throw lines for rescue Crew will all wear buoyancy aids and can swim	L
	Caught by weir stream exiting lock	swept toward bank/other craft waiting	1	B	L	Crew briefed and alert to hazard Cox can steer appropriately Boats stable and not at risk of capsize	Cox has boathook to fend off if necessary	L
Swing and lift bridges	Restricted height and width of channel	Collision with oncoming craft	3	A	L	Bank party operating bridge will warn craft and direct passage when clear Coxswains briefed on route and hazards Position of any commercial traffic checked beforehand and monitored by bank support on VHF and visually and warn flotilla Bank support watch for other traffic and warn as appropriate Coxes briefed to move to bank for any large vessels	Crews can readily stop and back away from problem Low speeds mean very low risk of damage	L
		Collision with bank	2	B	L	Boats coxed Only sculls/oars may contact bank Boat can still be safely propelled if one scull damaged Boats stable and robust, no hull damage likely	Oars can be swung in and paddles used if necessary to clear narrows	L
Aqueduct	Restricted width and low edge	Collision with edge	1	B	L	Coxes briefed, span of oars less than width of aqueduct, boats stable, paddles and boathooks to manoeuvre, safety rail to edge, gates closed in flood conditions	Bank party can support with throw line/ropes	L
Equipment failure	Broken blade or damage to rigger or gate	Crewman unable to row	1	B	L	Equipment checked for defects before boating	Quad sculls able to carry on with 3 of crew Spares either carried or available via support from land Communications available by mobile phone to call help	L
	Damage / loss of rudder	Loss of steering, risk of collision	1	B	L	Equipment checked for defects before boating	Sculled and crew boats can proceed using oars to steer Spares either carried or available via support from land Communications available by mobile phone to call help Safety boat assists	L
Medical	Blisters and sores	Unable to row	2	C	L	Participants instructed to protect hands with tape or gloves. Advised to use seat pads if sensitive	First aid kit available on board, from another craft or at rest stop Quad sculls able to carry on with 3 of crew Spare rowers can be called Safety boat assists	L
	Extreme exhaustion	Unable to row Medical assistance needed	3	A	L	Distances reasonable relative to age, experience and weather expected Boat captains instructed to give frequent rest stops	Spare man available for crew change if necessary Sculled crew boats can carry on with a member resting Communications available by mobile phone to call help Maps provided to establish location Emergency plan identifies numbers and location of medical facilities Safety boat assists	L
	Medical emergencies	Serious illness	4	B	M	Any known conditions declared and allowed for beforehand Checks made each morning as to condition of participants Boat captains instructed to monitor condition of crew	Emergency situations to be reported by mobile phone to safety coordinator Emergency service response will be co-ordinated through land-based Safety Coordinator using pre-determined emergency numbers Maps provided to establish location Locks and landing points identified for access to recover casualty Sculled crew boats can carry on with 3 out of 4 if necessary Safety boat assists	L
Prepared by	J A TURNBULL Tour Organiser		Date					