

Risk Assessment for the Christmas Head 2020

The Organisation has a Duty of Care for the competitors, officials, and the general public at large, whilst the event is being held. This risk assessment was carried out by Seb Walker (CCRC Events Secretary) and Julie Hogg (Safety Officer and COVID-19 Officer)

Probability of accidents	Severity of outcome		
	Slightly harmful	Harmful	Extremely harmful
Highly unlikely	Trivial risk	Tolerable risk	Moderate risk
Unlikely	Tolerable risk	Moderate risk	Substantial risk
Likely	Moderate risk	Substantial risk	Intolerable risk

Those events that remain classed as "moderate risk" are those that involve the possible immersion of more than one person, which, following the British Rowing guidelines, should be classed as potentially "extremely harmful". The likelihood of all of such events has been assessed, in light of our risk reduction measures, as extremely unlikely so further reduction to "Tolerable Risk" is impossible under this scheme.

Hazard	Potential outcome	Likelihood	Severity of outcome	Measure to reduce risk	Likelihood after measures	Severity of outcome
On land						
Fall hazard while moving boats	Injury to rowers and/or damage to equipment	Highly unlikely	Harmful	<ul style="list-style-type: none"> Reliance on competency of crews. British Rowing provides guidelines on the use of trailers/towing. All competitors will be boating from their own boathouses. 	Highly unlikely	Tolerable
Collision hazard on towpath between cycling coaches / bank parties and members of the public.	Injury to coaches/bank party/members of the public. Possibility of falling into the river	Unlikely	Harmful	<ul style="list-style-type: none"> Signs placed at along the tow path and at either end warning the public an event is in progress. Marshals to intervene if they observe unsafe use of the towpath 	Highly unlikely	Tolerable
Prior to race start						
Collision with other boats on the way to the start or in marshalling area	Injury to rowers and/or damage to equipment, possibility of capsize.	Highly unlikely	Extremely Harmful	<ul style="list-style-type: none"> Marshals in position 40 mins before event starts. 	Highly unlikely	Moderate

				<ul style="list-style-type: none"> • Reliance on competency of crews and compliance with Row Safe: A Guide to Good Practice in Rowing • Spot checks on boat safety will be carried out prior to crews boating. • Requests from non-competing crews for row-throughs not granted. 		
Long wait in marshalling area prior to start	Potential for hypothermia.	Likely	Harmful	<ul style="list-style-type: none"> • Competitors advised in advance of likelihood of inclement weather and the need to wear adequate clothing. • Marshals to advise crews thought to have inadequate protection for conditions on the day. • Marshals will carry thermal blankets and be extra vigilant if weather is cold. • Marshals to ensure prompt marshalling of boats at the start. • Reliance on competence of crews and coaches to be properly equipped. • Spot checks on boat safety will be carried out prior to crews boating. 	Unlikely	Moderate
Capsize whilst waiting at the start	Potential for hypothermia	Unlikely	Harmful	<ul style="list-style-type: none"> • Start crew and marshals will carry throw-lines and thermal blankets • Car at finish to act as shelter for wet competitors, also for speedy return to boating area. Will be equipped with hot drink and extra blankets/clothing. 	Highly unlikely	Tolerable
During race						
Collision between racing crews	Injury to rowers and/or damage to equipment, possibility of capsize.	Highly unlikely	Extremely Harmful	<ul style="list-style-type: none"> • Crews to be started at sensible intervals to avoid the need for overtaking where possible. • Boat classes to be started in correct order. • All coxes know the course prior to racing. • Marshals can observe the entire course and will intervene if necessary. • Racing carried out under guidance of BR water safety code. 	Highly unlikely	Moderate

				<ul style="list-style-type: none"> • Spot checks on boat safety will be carried out prior to crews boating by participating clubs. 		
Collision between racing crew and static object, i.e. bank or moored powerboat	Injury to rowers and/or damage to equipment, possibility of capsize.	Highly unlikely	Extremely Harmful	<ul style="list-style-type: none"> • Most coxes are familiar with the course. • Marshal on the one bends warned of potential dangers. • Spot checks on boat safety will be carried out prior to crews boating by participating clubs. 	Highly unlikely	Moderate

Collision at finish area	Injury to rowers and/or damage to equipment, possibility of capsize.	Highly unlikely	Extremely Harmful	<ul style="list-style-type: none"> • Marshal at finish will keep boats moving away from the finish line. • Additional marshal will be in place at finish of 1st leg to manage spinning. • Spot checks on boat safety will be carried out prior to crews boating by participating clubs. 	Highly unlikely	Moderate
Inclement weather						
Thunderstorms	Severe injury, death or damage to equipment.	Highly unlikely	Extremely Harmful	<ul style="list-style-type: none"> • Race committee/ safety advisor to apply 30 second/ 10 minute rule. When gap between visible lightning and thunder is 30 seconds or less racing to be stopped and water to be cleared as fast as is safely possible. 	Highly unlikely	Moderate
Squalls, heavy rain, sleet, snow, fog, severe crosswind etc.	Severe injury, death or damage to equipment.	unlikely	Extremely Harmful	<ul style="list-style-type: none"> • Race committee checks forecast via Met. Office website, and inspects river 24 hours prior to the race. • Race committee to assess conditions and agree time delay(s), cancellation of all racing or cancellation of crew classes felt to be at particular risk in the conditions. Participants to be advised by marshals and at race control. • WhatsApp group to be established to warn participating clubs of any changes. 	Highly unlikely	Moderate
Floods	Strong stream making coxing difficult and increasing the chances of a collision. Possibility of swamping/ capsize.	Highly unlikely	Extremely Harmful	<ul style="list-style-type: none"> • Race committee to cancel all racing if they consider conditions dangerous or if the Conservators of the River Cam so advise. • River levels to be monitored via the Environment Agency website. 	Highly unlikely	Moderate
General events						
Worsening of existing condition in competitor or spectator: e.g. asthma attack	Severe illness or death of patient.	Highly unlikely	Extremely Harmful	<ul style="list-style-type: none"> • Reliance on crews to know of existing conditions and required treatment. Marshall to summon emergency services by mobile phone. 	Highly unlikely	Moderate

				<ul style="list-style-type: none"> Marshals hold GPS/Postcode lists for all access points to the river to guide emergency services. 		
Transgression of powered craft onto course	Collision leading to Injury to rowers and/or damage to equipment, possibility of capsize.	Highly unlikely	Extremely Harmful	<ul style="list-style-type: none"> Event advertised in advance to local boating community and with the conservators of the river Cam. Marshal at lock will warn boats arriving at the lock that the river is closed for racing. Marshal at Green Dragon will warn boats moving downstream well before the finish. If boats should fail to stop marshals will be informed by radio and the racing will be stopped. 	Highly unlikely	Moderate
Infection contracted from contact with river water	Weils Disease (Leptospirosis), or unspecified gastro enteric infections causing diarrhoea and/or vomiting.	Unlikely	Harmful	<ul style="list-style-type: none"> Instructions issued in advance to competitors highlight these risks. Competitors are advised to cover open cuts prior to boating, wash any cuts sustained during the race immediately afterwards, and to keep water bottles in waterproof plastic bags. 	Highly unlikely	Tolerable

COVID-19						
Exposure to COVID-19	Event participants are infected with COVID-19	Unlikely	Slightly Harmful to Extremely Harmful	<ul style="list-style-type: none"> • Participants encouraged to do lateral flow test before taking part • Race numbers collected from outside the club • Race control on course in open rather than in boathouse 	Very Unlikely	Slightly Harmful to Extremely Harmful