



DATE: Sunday 1 st September 2019 13.30 hrs	COURSE: Boats load & unload at Two Tree Island, row to the start line at Bell Wharf, approx 1 mile, Race from Bell Wharf to the Pier and back approx 7 miles. All details can be found on our website : lowerthamesrowingclub.com
SAFETY OFFICER: Alan Lissamore	
EVENT ORGANISER: Susan Alder	

<p>This Risk Assessment considers the following types of risks:</p> <ol style="list-style-type: none"> 1. Collision 2. Man overboard 3. Injuries 4. Adverse weather conditions 	<p>In the tables listed against the various headings adjacent to the hazard column the quantities are to be interpreted as:</p> <p>S = Potential severity, L = Likelihood, R = Risk is the product of the two numbers S and L, <i>The higher the number the greater the risk.</i></p> <p>RRR = Risk Reduction Ratio – the higher the number the greater the importance of reducing the number by concentrated and special attention.</p>
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Hazard	S	L	R	Risk Control	RRR	Further Action / Monitor	
1. COLLISION							
1.1	River Traffic, Moored boats, Dinghy sailing, Swimmers.	3	2	6	There will be normal weekend traffic during the event with the local sailing clubs possibly holding race events. There will be moored boats in the water which need to be avoided. If there is a high tidal current, caution must be applied to keep adequate distance bearing in mind that the boats are swinging on moorings and swiftly changing direction. Swimmers may also be a hazard. <i>The cox is required to keep a good lookout. Safety briefing to all crew will include a warning.</i>	3	Sailing vessels have the right of way. Race marshall will have radio contact with safety boats. Safety officer will give a safety briefing before the race
1.2	Between the competitors before & during the race.	3	3	9	Particularly racing crews at the start of the race with additional risk of collision at the Leigh buoy- first turn. The water can become quite choppy here. <i>Crews and marshalls to be particularly alert. A support boat will lead the rowers and another support boat will follow up the rowers; all participating members of the Lower Thames Rowing Club will be expected to stop their involvement in the race and go to the aid of any boat in distress Port turn to buoys, warnings will be included in the safety briefing.</i>	6	Support boats and umpires will be alert and monitoring the race communication via radio to base. LTRC crew members will go to aid of boats in distress.

2. MAN OVERBOARD							
2.1	Competitors	2	2	4	All crew members will be experienced so potentially the risk is low. Support boats will be stationed for rapid response in the likelihood that a crew member falls overboard. <i>All rowing crews must wear a life jacket.</i>	3	All support crafts. RNLI Safety officer will mention in briefing
2.2	Retrival of person in water	2	2	4	Rescue rib to have enough buoyancy to prevent overturning during rescue. To use prescribed retrival techniques. Minimum 2 rescue personnel per craft.	3	Rescue personnel
2.3	Safety Rib	2	2	4	To be stationed to ensure rapid response over all of the course.	3	Safety advisor, RNLI
3. INJURIES							
3.1	Accidents resulting in injuries	2	2	4	Lifting boats in and out of the water off the slipway. Correct waterproof, non slip footwear should be worn. Adequate number of hands to help with the lifting. <i>All members will be on hand to help.</i> Adequate first aid cover on and off water. Ensure the communication net is operational and manned during the event, radios in operation to raise alarms. <i>Ensure all participants are aware of the first aid box.</i>	3	All Safety officer will mention in briefing First aid box will be at base, Two Tree
4. ADVERSE WEATHER CONDITIONS							
4.1	Hot weather	3	2	6	Hot weather coupled with the wind and reflection off the water will result in burnt skin. <i>Sun screen should be worn. Sufficient drinking water should be carried by all crew members.</i>	5	All Safety officer will mention in briefing
4.2	Wind against tide, poor visibility	3	1	3	Should the weather conditions put the competitors at risk the safety officer will take the appropriate action of changing the course. An alternative course will have already be planned in the case of this happening. Weather forecast will be monitored regularly. The safety officer may in extreme conditions suspend or even cancel the race.	3	PLA Safety officer Safety advisor

- Note: The Coast Guard and the Port of London Authority have been informed of the race
All details on the course of the race will be put on the club's website, so that participants can study it in advance