

Introduction

This risk assessment covers normal day-to-day activities. A separate risk assessment will be carried out for events to identify any additional risks over and above those already identified below and this will be communicated to the ERC and visiting crews before the event.

Risk Assessment Methodology

This risk assessment has been based on the British Rowing guidance contained within their **Row Safe** document. The estimation methodology used is that recommended in British Standard 8800 2004 *Severity of Harm*.

RISK MATRIX	Likely severity of injury (S)			
Probability of occurrence and/or harm (P)	2 -Slight Harm Cuts, abrasion – first aid treatment, superficial equipment damage	3 - Moderate Harm Medical treatment required, slight equipment damage	4 -Extreme Harm Fatality or major injury, major equipment damage	Typical exposure to hazard
1 Very unlikely	2 Very low risk	6 Low risk	8 Low Risk	Frequent
2 Unlikely	4 Low risk	6 Medium risk	8 Medium risk	Probable
3 Likely	6 Medium risk	9 Medium risk	12 High risk	Possible
4 Very likely	8 Medium risk	12 High risk	16 Very high risk	Remote chance

Risk score R=PxS	Evaluation of acceptability	Acceptability and guidance on necessary action and timescale
Very low risk 0-2	Acceptable	These risks are considered acceptable. No further action is necessary other than to ensure that the controls are maintained.
Low risk 3-4	Risks should be reduced where practicable so that they are tolerable or acceptable	No additional controls are required unless they can be implemented at very low cost (in terms of time, money and effort). Actions to further reduce these risks are assigned low priority. Arrangements should be made to ensure that the controls are maintained.
Medium risk 6-11		Consideration should be given as to whether the risks can be lowered, where applicable, to a tolerable level, and preferably to an acceptable level, but the costs of additional risk reduction measures should be taken into account. The risk reduction measures should be implemented within a defined time period. Arrangements should be made to ensure that the controls are maintained, particularly if the risk levels are associated with harmful consequences.
High risk 12		Substantial efforts should be made to reduce the risk. Risk reduction measures should be implemented urgently within a defined time period and it might be necessary to consider suspending or restricting the activity, or to apply interim risk control measures, until this has been completed. Considerable resources might have to be allocated to additional control measures. Arrangements should be made to ensure that the controls are maintained, particularly if the risk levels are associated with extremely harmful consequences and very harmful consequences.
Very high risk 16	Unacceptable	These risks are unacceptable. Substantial improvements in risk controls are necessary, so that the risk is reduced to a tolerable or acceptable level. The activity should be halted until risk controls

Item	Category	Hazard	Existing Safety Controls	Probability with existing controls in place (P)	Likely severity of injury (S)	Risk score R1=PxS	Risk Category R2	Comments	Additional Safety Control measures required and by when
1	Launch and recovery	Manoeuvring boats	Person on bow end in charge	2	2	4	Low		None
2		Moving boats to and from the boatyard to the beach	Person on the bow acts as lookout for traffic	1	4	4	Low		None
3		Lifting boats to and from trailer to water	Controlled, simultaneous lifting on call of 3	2	2	4	Low		None
4		Getting in and out of boats	None	2	3	6	Medium	We do not have any standard recommendations for doing this. Danger of whack on the shins.	"Safety Tip" added to Safety Plan and item on new starter induction that when waves breaking to stand clear of the beach side of the boat before getting in and to get out on the seaward side where possible.
5	On the water	Collision with bathers, other craft, fixed or floating objects (buoys, jetties, markers, debris)	4+ Coxswain is in charge of navigation.	2	4	12	Medium	Our coxswains do not receive any training leading to possible inconsistencies in knowledge and ability.	Coxswain instruction to be introduced for all inexperienced and new coxswains during 2011.
6		Boat overturning in high sea state	4+ Coxswain wears 100N (orange) or 150N (red) lifejacket. Crew have 60N (yellow) life preservers available in bow. Flare pack behind cox seat.	2	4	8	Medium	Existing members may not be aware of the requirement to remain with the boat until assistance arrives.	1. All coxswains to wear a mobile phone or portable VHF in a waterproof pouch after 1 April 2011. 2. "Stay with the boat" safety tip added to the Safety Plan. 3. Safety chains to be added to rudders during 2011.
7			2- and 1 - None	2	4	8	Medium	As above	Non junior 2- and 1- rowers to be encouraged to wear 150N (red) lifejackets.
8		Lone rowers (1-) getting into difficulties	1- None	2	4	8	Medium	No controls on who can use a single scull	Club or Boat Captain to authorise rowers as competent before being allowed to row without supervision in a single otherwise another the trainee single sculler must remain in close proximity to another boat or the safety boat. By 1 April 2011.

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9		Non-swimmers and Juniors	Required to wear 150N (red) lifejackets	2	4	8	Medium	Swim tests not currently rigorously enforced	1. Swim tests for all by 1 April 2011. 2. Inform all existing members and include item in induction to ensure all new starters are aware that these lifejackets are manually operated via a toggle. By 1 April 2011.
10		Contaminated water causes illness	None	1	3	3	Low		None
11		Heatstroke	All rowers encouraged to take water bottles on the water in hot weather	2	2	6	Low		None
12		Sunburn	None	2	2	4	Low		Poster on Safety Board by 1 May 2011
13		Over exhaustion	4+ Cox checks all rowers OK at regular intervals	1	3	3	Low		None
14		Hypothermia due to wind chill	Coxes encouraged to dress very warmly (hat, gloves, fleece, jacket) in cold weather. Rowers encouraged to dress warmly	3	1	3	Low		None
15		Lightning strike		1	4	4	Low		None
16	Road transport of boats	Boat or trailer breaking free	Driver checks trailer and load fastenings before journey. Transporting limited to suitably experienced members, with the use of an appropriate vehicle.	2	4	8	Medium		None
17		Driver falling asleep at the wheel on long journey	None	2	4	8	Medium		Breaks at maximum 2 hour intervals and minimum of two persons in the towing vehicle when on journeys of an hour or more.
18	In the boathouse	Raising and lowering of fine boats stored in the boathouse	None	2	2	4	Low		None
19		People tripping over rowing machines or colliding with the stored fine boats in the boathouse	None	2	2	4	Low		None