

Risk Assessment for Rowing Event on the Cam

Taken from Appendix L of the CUCBC Handbook (2007-8). Event organisers should consult Appendices K and L while completing this form. Copies of this completed form should be returned to the CUCBC Safety Advisor and the CUCBC Honorary Secretary.

Name of Event

Event Date

Name of Responsible Organiser

Reducing risk, and the duties of the race organiser

Classes of Boat Racing

Is the Cam Conservancy aware of this event?

Action Checklist for Organisers

1. Ensuring that boats and crews are suitable to race, using ARA/FISA standards

Clubs should be informed that they should check themselves, and should confirm on entry that (a) all equipment, and (b) the competing club have conformed to CUCBC/ARA safety rules.

Have all crews confirmed on entry that their equipment and crews meet CUCBC/ARA safety standard?

Crews from CUCBC clubs should have returned an annual safety audit form to the CUCBC and the College Club Safety Officer should be responsible to ensure, via the boatman, that the boats and crews entered are fit to race. Non-CUCBC crews should be informed that they will be required conform to CUCBC standards, and spot checks may be made. Marshals should act on any defects seen on the day. If boats and crews do not conform they cannot race; they should be disqualified or should rectify the shortcoming if the opportunity is available.

2. Ensuring that boats are properly marshalled

Check that:

- a) There are enough marshals to see the whole course and marshalling areas and they will be close enough to act in an emergency (no further than 250m away from each other).

How many marshals?

Where will they be?

- b) Marshals are equipped with appropriate communication equipment.

List equipment

- c) Marshals can stop the race if necessary.

How?

- d) They are equipped with proper safety equipment.

List equipment

- e) Marshals are aware of the race safety plan, including the location of medical or first aid, and the location and address of access points.

Confirm:

- f) There is a “barge” marshal able to halt other boats entering the course.

Confirm:

3. Ensuring the race is **NOT** held under unsuitable weather conditions

Bear in mind that poor conditions, which in themselves would not be sufficient to cause racing to be stopped, may combine to have that effect. The acceptability of conditions must be judged on the spot using the guidelines below, and if it is decided to continue racing despite poor conditions, the organiser should seek advice from a senior member of the CUCBC.

Poor conditions will include those affecting the controllability or **safety of the boat**.

- a. Poor visibility. Each crew must be able to see another boat within 200 metres.
- b. Excess wind. On the spot judgement takes precedence, but if a boat drifts sideways more than its own length when spinning, it is probably too windy.
- c. Excess current; as for wind.
- d. Ice. More than 1mm thick more than 2 metres from the bank.

Confirm that the criteria are understood and agreed:

And those **affecting the crews**.

If weather conditions impose a risk of harmful exposure, it can be reduced if proper precautions are taken (mainly clothing, but sun cream if appropriate). The risks include:

- a. Excess cold or wind chill, or
- b. Rain, or
- c. Excess heat or sun exposure

The risks can be reduced if the crew’s clothing is appropriate to the weather conditions and time to be spent on the water. This is the responsibility of the crew, but check that advice has been given to crews on forecast weather conditions and likely waiting times.

Confirm advice given or will be given:

How?

4. Controlling bank parties

How will bank parties be controlled?

Name of Signatory

Function / Position

Signature

Date