

BARNES & MORTLAKE REGATTA- RISK ASSESSMENT - 2024

Severity and Risk Levels: Extremely High, Very High; High; Medium and Low

THREAT	VULNERABILITY	RISK	SEVERITY	RISK LEVEL	RISK MANAGEMENT MEASURE(S)
Thunder/ Lightning	Racing crews, Competitors proceeding to the Start, returning from the Finish, Regatta Officials on and off the water and other rowing boats and craft on the Regatta reach	Certain severe injury - probably fatal if anyone struck by lightning	Extremely High	Low – lightning strikes are not common occurrences but are unforgiving when they happen. But as Risk = danger x opportunities so the more crews on the river the more chance of a strike	Information will be sought from the BBC London Weather Centre before the Regatta commences to judge the likelihood of lightning During the Regatta, at the first sign of lightning or when thunder is heard a ‘RIVER EVACUATION’ will be called by Regatta Control. The river will be cleared of regatta craft safely as soon as possible. Other craft on the river will also be warned and advised to take precautionary measures. Racing will be suspended until at least 30 minutes have elapsed from the last sighting of lightning/sound of thunder. Covered in ‘Notes to Competitors’

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<p>Large volume of private cruisers travelling downriver in “flotillas” caused by bunching at Richmond Lock</p>	<p>Racing crews, Competitors proceeding to the Start, returning from the Finish and other rowing boats on the Regatta reach</p>	<p>Collision</p>	<p>Very High</p>	<p>Medium. Private cruisers have behaved responsibly in the past.</p>	<p>PLA London VTS to broadcast to all vessels that the Regatta is taking place and, where necessary, remind vessels of their existing obligations to always proceed at a safe speed, navigate with due care and attention and manage their wash and draw-off so as to avoid any harm or danger to persons or vessels.</p> <p>There is no river closure in place for the Regatta and other vessels are to be expected; all of the usual navigation rules continue to apply (COLREGS, Thames Byelaws, Tideway Code). Safety (and following the usual navigation rules) must always take priority over racing.</p> <p>London VTS will be informed prior to and after the event has finished so that it can be included in the routinely half hourly broadcasts.</p> <p>Spotters to provide warnings of all craft approaching the Regatta course and to request cruisers and others to proceed with caution. Umpires instructed to seek an ‘All Clear’ from Spotter before starting each race. Safety boat in attendance</p>
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THREAT	VULNERABILITY	RISK	SEVERITY	RISK LEVEL	RISK MANAGEMENT MEASURE (S)
Racing crews cutting in towards Middlesex bank on downriver course	Crews in boating area outside boathouses	Collision	Very High	Medium.	Instruction to crews to include a warning that this is 'leaving their course' and is disqualifiable. Instruction to umpires to be vigilant. Safety boat in attendance Covered in 'Notes to Competitors'
Crews racing across Regatta Crossing Point	Local Crossing Point on course.	Collision	Very High	Medium	Marshall to be stationed at Crossing Point to control crews crossing. Instruction to crews to include warning. Instruction to Umpires to be vigilant. Safety boat in attendance Covered in 'Notes to Competitors'
Tidal Conditions	Unfamiliarity of visiting crews.	Collision with boats, bridges and moorings	Very High	High. Regular occurrence on Tideway	Issue crews with diagrams / maps of course. Refer crews to Tideway Code of Practice. Issue crews with BR notice "To all clubs competing on the Tideway". Safety boat in attendance All Regatta Officials with a view of the course to be vigilant for crews getting into trouble. Covered in 'Notes to Competitors' The PLA fluvial flow "Flag" conditions will apply.

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Channel narrow at low tide	Crews proceeding to upstream start compete for water with racing crews	Not enough space on fairway for racing and other river traffic	Very High	Medium.	Do not run races approaching low tide and delay racing until tide has risen sufficient to allow racing.
Collision (with fellow competitors and other river users) or contact with buoys/bridges/ etc	Crews leaving from and returning to the marshalling area, boating and de-boating, and during a race.	Concentration lapses in manoeuvring prior to and after actual race.	High	Medium	<p>Crews are instructed in circulation pattern applying and all navigational hazards above and below the course and under instruction from marshalling umpire - until picked up by the race umpire. Crews racing downriver will pass through Chiswick Bridge before turning. Competitor's attention is drawn to existing PLA/TTRC instructional guidance on safe navigation on the Tideway.</p> <p>For risk of collision between competitors, bow balls are an essential and crews will not be permitted to race without them.</p>

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Strong wind (above Beaufort Scale Force 6) combined with launch washes causes rough water. At tide changes and if wind and tide are opposite direction, the water tends to be choppy.	Crews racing and proceeding to start / returning from Finish may swamp / sink Scullers may overturn	Potential swamping / Risk of overturning	High	Low. Has not happened in over 10 years. The course and immediate areas above and below are sheltered from the wind.	Chief Umpire and other key Regatta Officials will constantly monitor wind / water conditions. Racing will be suspended if conditions dictate – ‘RIVER EVACUATION’ procedures may be initiated. Regatta umpires are familiar with tide and wind effects in this area and will call a halt to racing if there is doubt as to safety. Safety boat in attendance. Covered in ‘Notes to Competitors’ The TRRC’s weather tool will be used to assess conditions.

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Passenger launches	Their need to travel in deep water - centre of course may impede or obstruct races.	Fairway not kept clear. Collision	High	Medium. No recorded collisions at any regatta on this course in living memory.	<p>PLA Calendar of events includes the regatta. PLA Woolwich to transmit “proceed with caution” message every 30 minutes on VHF channel 14.</p> <p>Spotters in radio contact with Regatta Control to warn of approaching Passenger Launches.</p> <p>Race Umpires to seek an ‘All Clear’ from Spotter before starting each race</p> <p>As circumstances dictate, racing will be suspended until launch clears course.</p> <p>Race Umpire to stop any race in progress if necessary.</p> <p>Covered in ‘Notes to Competitors’</p>

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Falling in river	All crews, officials on water and spectators	Risk of drowning	High	Medium to high where smaller boats more likely to capsize	<p>Safety boat and umpires launches along the course ready to rescue.</p> <p>On lifejackets - accepted national practice is that rowers do not wear lifejacket/buoyancy aids unless a need specifically identified by individual club safety advisors. This practice is in line with “British Rowing” published guidance.</p> <p>Individual crew members will have satisfied club membership requirement regarding swimming ability.</p> <p>Immersion of officials – all will be wearing lifejackets/buoyancy aids. Alarm will be raised by other member of crew (e.g. driver). Line of sight coverage by race officials along whole course.</p> <p>Coxes are required to wear life jacket/buoyancy aid; reviewed by control commission.</p> <p>Member of public/spectator – possible risk in vicinity of bridges – line of sight coverage by race officials and rescue boats.</p>

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Water quality	All competing crews and personnel assisting launching and recovery of boats.	Infection arising from contact with contaminated river water.	High if precautions are not taken.	Medium. No reports of infection from contact with water in the past.	Instructions issued to all crews – to cover all cuts or grazes with waterproof dressings; to wash or shower after any significant contact with water from the river especially if they have any exposed cuts or grazes; to wash hands thoroughly before eating or drinking; to clean open wounds, such as blisters or calf abrasions with an anti-bacterial substance. If contaminated water has been swallowed, to refer to their doctor with full details of the incident. To wear suitable footwear when launching or recovering a boat, particularly as it is necessary to wade into the water - to prevent direct contact with the water and protect the feet from cuts and abrasions.

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THREAT	VULNERABILITY	RISK	SEVERITY	RISK LEVEL	RISK MANAGEMENT MEASURE (S)
Emergency vessels RNLi &/or Police/PLA proceeding at speed through the racing and boating area	All competitors actually on the water Other rowing craft on the water	Swamping Overturn of Scullers	High	Medium.	PLA Radio Control Woolwich provided with mobile phone number at Regatta Control so they can advise us in time for the Regatta to take action Safety Boat has VHF radio and will warn Regatta Control. Spotters will also warn Regatta control Action is to suspend racing until Emergency vessels clear course & wash dies down. All coxes and launch personnel to wear life jackets when on the water as a condition of their participation. Covered in 'Notes to Competitors'
Vehicle movements in Ibis Lane and Car Park	Pedestrians in Ibis Lane and Car Park	Injury to pedestrians	Medium	Low. Vehicles at low speed No incidents in the past.	Car park has car park marshals in attendance at entrance to outer car park and First aid staff in attendance. Covered in 'Notes to Competitors'
Boats	Need to manoeuvre from lawn.	Injury to pedestrians	Low	Low No incidents in living memory	Keep inner and outer car parks clear of vehicles (except emergency vehicles) to allow extra space to manoeuvre. First aid staff in attendance. Covered in 'Notes to Competitors'
Sharp objects	Debris on shingle boating area	Cuts and infection	Medium	Medium No incidents	Warn competitors not to walk barefoot. First aid staff in attendance.

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				involving Regatta competitors reported in living memory	Covered in 'Notes to Competitors'
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