

Organisation:	Burnham Week (SECRF)
Event:	Nelson Cup, Open Gig Race
Date:	Monday 31 August 2015

Crouch Harbour Authority
Marine Port Safety Code Risk Assessment
Example of Major Risk Assessment

Event Summary	<p>Overview of race</p> <p>A Yacht Club is running an “Open” Gig Race on Monday 31 August 2015 as part of the Burnham Week racing calendar. The race will start at 14:00 on a transit line between the Clubhouse flagpole and the the orange racing pole on the South bank opposite. . The course will be up river to the Cross Rail Racing Mark (in position 51°,37.976N 000°,44.13E) in Raypits Reach; rounding the buoy to port then finishing back at Burnham. The total distance is approximately 10 n miles. High Water is at 15:50 so racing upriver river will be with the incoming tide to the turning marks and then return back down river against the last of the flood. There will be six support boats, One will lead the rowers and two following the rowers with the other three strategically placed to suit the racing gigs. All support boats will be in radio contact with the Committee boat “Gigrower” on vhf channel 37.</p>
Number of people directly involved	150
Members of the public indirectly involved	About 200 but managed by Maldon Town Council
Risk Assessment basis	The following risk assessment has been undertaken to identify possible hazards with regard to the rowing of gigs in the tidal River Crouch . The possible hazard has been assessed firstly without any Control measures then with control measures in place
Key and abbreviations	<p>The following abbreviations have been used</p> <p>Likelihood of occurrence L: Unlikely= 1, Likely= 2, Highly likely = 3</p> <p>Severity of Risk: S Slightly Harmful=1,Harmful=2, Very Harmful=3</p> <p>Risk Rating 1,2,3 = Low, 1,5,6, Medium, 7,8 or 9 High</p>
Person completing	

Planning Measures	General Observations	Specific comments
Use of tidal Prediction information	Race is arranged to suit tidal streams	HW is 15:07 at 5.4 m (Burnham on Crouch)
Planning starting sequence	The location of the start is planned for maximum control of fleet and minimising hazards of moored boats	Launching is at Burnham approx 12:00 but the start line at Burnham is in clear water away from moorings and waterskiing
Advance Briefing of Race Competitors and Officials	By written instructions displayed in advance of the race and a verbal briefing on the day	Posted on the Club website www.sc.com and handed to competitors
Advance briefing of Authorities	Crouch Harbour Authority informed on January 2015 of intent	Port Safety Risk Assessment Completed February 2015
Shipping movements	CHA will issue a notice to Mariners of the race disruption to river users	The race will not extend to commercial traffic routes/ wharfs at Burnham on Crouch
Weather monitoring	The Race organisers will obtain a detailed weather forecast prior to the start of the race and brief competitors and escort boat crews	The race will be cancelled if winds are forecast over force 6 (Beaufort Scale)
Staffing	YC will arrange competent race officials, escort boat crews a Rampmaster and marshals for the event	Escort boat crews will be practised in MOB recovery and towing techniques
Emergency / Contingency Procedures	The race procedures provide for emergency situations	Procedures distributed to key personnel and competitors
Media Management	YC will establish one point of contact to control all media information, especially in the case of injury or emergency	

Risk Management and general race control measures agreed with the CHA Harbourmaster

- All rowers will be expected to wear personal buoyancy aids
- All boat coxns will be asked to sign- in listing the names of the crew and be allocated a display number for each gig and contact method/vhf callsign.
- Boats may be checked before entering the water for safety by the race officer
- There will be vhf radio contact from the committee boat to all support boats on channel 37; participating gigs are encouraged to have handheld radios or mobile telephone for communication.
- There will be a race and safety briefing displayed on the Burnham Week website approximately two weeks before the race and at 12:00 at the Yacht Club on the morning of the race.
- Support boats will be equipped with first aid kits, first aiders and be able to recover persons from the water
- One support boat will lead the rowers and another support boat will follow up the rowers.
- Only experienced rowers will be allowed to participate i.e. novice rowers will not be allowed to participate.
- Participating members of the race will be expected to stop their involvement in the race and go to the aid of any boat in distress if necessary.
- In the event of an incident requiring the race being stopped a red flag will be displayed from the support boats and a headcount of boats carried out by the committee boat.
- There will be no racing under conditions of strong winds of force 7 (Beaufort Scale) or above, significant swell or poor visibility.
- In the event of sudden illness or a serious injury an ambulance will be dispatched to Burnham Sailing Club pontoony or CSC slipway, whichever is nearer.
- For gigs launching /recovery at Creeksea Sailing Club the start line is approximately 1. n miles downriver to avoid the congestion of racing through the Burnham moorings.
- The details of the race will be published on the CHA website beforehand to warn other river users of the impact
- Taking the number of gigs anticipated to attend the race, spectators are unlikely to be more than 200.
- All gigs are required to report their retirement to the Committee Boat "Gig rower" preferably by VHF ch 37

No	Hazard	Risk	L	S	R	Overall Risk before control measures	Control Measures	L	S	R	Final Risk Assessment
1	General Gig Rowing	<ul style="list-style-type: none"> Injury Fatality 	1 1	1 3	2 4	Low Medium	<ul style="list-style-type: none"> Only experienced coxns and experienced rowers taking part Assessment of conditions made after consulting the weather forecast and tidal conditions All crews wearing person buoyancy Sufficient bailers in the gig Waterproof VHF radio or mobile phone to be with the coxn Mobile phone to be carried in a waterproof envelope Cancel race if any of the control measures are not met All support boats to carry red flags to stop the race 	1 1	2 2	2 2	Low Low
2	Strong Tides	<ul style="list-style-type: none"> Capsizing Exhaustion Drowning Collision with moored boats/ buoys 	1 1 1 1 1	2 1 3 1 2	3 2 4 2 3	Low Low Medium Low	<ul style="list-style-type: none"> Only experienced gig rowers to race Anchor carried, vhf communication to support boats for assistance All crews expected to wear personal buoyancy 	1 1 1	3 2 1		Low Low Low
3	Strong winds and waves and confused seas	<ul style="list-style-type: none"> Water ingress Floundering Water spray Capsizing Hypothermia Drifting Broaching Exhaustion 	1 1 1 1 1 1 1 1	2 2 1 2 1 2 2 2	3 3 2 3 3 2 3 3	Low Low Low Low Low Low Low Low	<ul style="list-style-type: none"> All General Rowing Control measures applied Race cancelled if wind exceeds force Beaufort Scale 6 or wave height moderate Cox to be experienced in tidal conditions and seeking shelter All gigs to carry buoyancy bailers and crew trained in capsize drill 	1 1 1 1	1 1 1 1		Low Low Low Low

							<ul style="list-style-type: none"> • 6 Escort boats in attendance • Assessment of actual conditions broadcast by vhf to race control • Anchor boats if incapacitated and await assistance • Sufficient coxn training to avoid broaching conditions 				
4	Collision with other craft and competitors	<ul style="list-style-type: none"> • Skeletal Injuries • Bodily injuries • Capsizing • Sinking • Drowning 	1	2	3	<p>Low</p> <p>Low</p> <p>Low</p> <p>Low</p> <p>Low</p> <p>Medium</p>	<ul style="list-style-type: none"> • Authorised Cox to be in control at all times • Crew members advise of approaching craft • Coxn aware of run of the tide giving a wide berth to moored boats • Hold water if unsure of other craft's movements and make the appropriate sound signal • Sufficient bailers to be carried • Assessment of gig numbers made prior to departure to suit course • Boats are inherently buoyant • Coxn to observe the IRPCS 	1	1	2	<p>Low</p> <p>Low</p> <p>Low</p> <p>Low</p> <p>Low</p> <p>Low</p> <p>Low</p> <p>Low</p> <p>Low</p>
5	Broken /loss of equipment	<ul style="list-style-type: none"> • Broken oar(s) • Broken rudder • Broken rowlocks • Injury from breaking oar 	1	2	3	<p>Low</p> <p>Low</p> <p>Low</p> <p>Low</p>	<ul style="list-style-type: none"> • Anchor boats if incapacitated and call for assistance • Carry spare rowlock • First aid box carried on gig and escort boats 	1	1	2	<p>Low</p> <p>Low</p> <p>Low</p>
6	Impact with large flotsam	<p>Sinking</p> <p>Capsizing</p>	1	2	3	<p>Low</p> <p>Low</p>	<p>All General Rowing control measures and</p> <ul style="list-style-type: none"> • Cox to take avoiding action 	1	1	2	<p>Low</p> <p>Low</p>

		Hull damage	1	2	3	Low	<ul style="list-style-type: none"> Fend off if collision likely Call for assistance if gig is holed 	1	2	3	Low
7	Fog	<ul style="list-style-type: none"> Disorientation Sinking or capsize from collision Hypothermia 	1	2	3	Low	<ul style="list-style-type: none"> Cancel if vis less than 50m Give appropriate sound signals a Move into shallow water Keep within sight of shore All crew keep a good look out and warn of approaching craft Escort boats carry hypothermia blankets 	1	2	3	Low
8	Catching a crab	Bodily injury Skeletal injury Broken equipment	1	2	3	Low	<ul style="list-style-type: none"> All rowers trained to avoid “catching a crab” Good coxn control and command First aid kit available on gigs and escort boats 	1	2	3	Low
9											
10	Boarding and leaving the gig	Slips trips and falls Bodily injuries Skeletal injury	1	2	3	Low	<ul style="list-style-type: none"> All persons trained in boarding and leaving procedure Coxn to control boarding Suitable footwear to be worn Gig to be controlled whilst crew board and alight Only one person boards at a time 	1	1	2	Low
11	Launching and recovery of boats at Creeksea	Slip trips and falls Injury to a member of the public Congestion on the launching ramp Congestion on water	1	2	3	Low	<ul style="list-style-type: none"> Launching route clear of people and obstructions Rampmaster keeps members of the public clear of the slipway Provide volunteer marshals and an experienced rampmaster to control launching First aid available 	1	1	2	Low