

MARLOW TOWN REGATTA

Saturday 14th June, 2025

RISK ASSESSMENT

The Marlow Town Regatta is to be held on the river Thames between Temple and Marlow in the downstream direction. The regatta will be conducted under British Rowing rules of racing and adhering to the BR *ROW SAFE: A Guide to Good Practice in Rowing*. A Safety plan provided to all competitors. There is provision in the BR rules for the cancellation of the event if the weather or river conditions are such that safety would be compromised. Documents are provided to all competitors, including a safety plan, course instructions and a map of the course in compliance with racing rule 2.2.3.

Hazard	Potential Outcome	Likelihood	Measure to reduce risk	Over all Risk
Water				
1. The risk of collision between competitors while racing	Injury to rowers. Damage to boats.	Moderate	Each race is supervised by an umpire who will be responsible for the safety of the race and also for warning the crews if there is an imminent risk of collision. In the event of a collision the umpires and safety boats will be on hand and in radio communication to rescue the crew if necessary and transport any injured competitors to designated points for medical treatment.	Low
2. The risk of collision between competitors and other river users	Injury to rowers. Damage to boats.	Low	This section of river is not closed to other river users during racing but a channel separate from the main navigation channel is provided for competitors proceeding to the start. Floating warning notices are placed upstream and downstream of the race to warn other river users of the regatta and to stay in the buoyed navigation channel. If any craft enters the racing course, warnings will be given and the race stopped as necessary.	Low
3. The risk of collision of competitors racing with competitors proceeding to the start, and other river traffic	Injury to rowers. Damage to boats.	Moderate	This risk is minimised by ensuring that all crews stay out of the racing channel while proceeding to the start. The navigation channel is on the opposite side of the river to the boating area and the competitor's channel. Umpires, marshals and safety boat teams will be on hand to warn of river traffic straying into the racing lane.	Low
4. The risk of capsizing of any competitor	Injury to rowers.	Moderate	This risk is minimised by ensuring that there are an adequate number of safety boats / umpires launches on the course to provide assistance and to clear the capsized boat from the course and warn other competitors. There will be at least two safety boats on the course and umpires launches. Risks are minimised by ensuring that all coxes wear lifejackets and that heel restraints are fitted and effective.	Low
5. The risk of incompetence by young or inexperienced competitors	Injury to rowers. Damage to boats.	Moderate	Umpires and safety boat crews are on hand to supervise athletes on the water. Umpires at the start will direct athletes by explaining how to manoeuvre the boat. An umpire can stop the race at any time to render assistance and can call on support from safety boats crews.	Med

6. The risk of failure of radio network	Failure to communicate adequately.	Moderate	There are two independent radio networks. A schematic diagram of the networks along with spare batteries and a back-up list of mobile phone numbers is supplied to all radio equipped officials in case of radio failure.	Low
7. Squalls, heavy rain, sleet, snow, fog, severe crosswinds, etc	Severe injury, death or damage to equipment and structures.	Low	Race Committee to assess conditions and agree time delay(s), postponement of racing, cancellation of all racing, or cancellation of classes of crews felt to be at particular risk in the conditions. Participants will be advised of situation over the public address system or by marshals with loudhailers.	Low
8. River conditions deteriorate during the day causing challenging conditions.	Injury to rowers. Damage to boats.	Low	Race Committee to assess conditions and agree time delay(s), postponements to classes of crews that may be at particular risk, postponement of racing, cancellation of all racing, or cancellation of classes of crews felt to be at particular risk in the conditions. Participants will be advised of situation over the public address system or by marshals with loudhailers.	Low
9. Lightning	Severe injury, death or damage to equipment and structures.	Low	Race Committee to apply 30 second / 30 minute rule. When gap between visible lightning and thunder is 30 seconds or less, racing to be stopped, water to be cleared. All tents are to be evacuated, and all spectators to be advised to get into vehicles, to close doors and windows or enter main building. Then to await all clear. All clear when lightning gap / thunder exceeds 30 seconds for 30 minutes.	Very Low

10. The risk of drowning of any competitor	Death	Low	<p>The whole approx. 1000m course is in plain view at all times by the Race Committee Representative at the Finish. There are two safety boats on the course at all times, as well as an umpires launch following each race and those returning to start. There are umpires at both the start and finish. In the event of a competitor or anyone else getting into difficulties in the water the emergency plan will be deployed. The priority being to rescue the individual, and if the subject is unconscious, immediately to administer CPR and transport to the paramedics who will meet them at Race Control on the finish line or to a closer extraction point at Marlow rowing club or Bisham Abbey – notifying via radio of the destination. (See map)</p> <p>Race Control : What3words ///glares.otter.faster</p> <p>MRC fools.published.butterfly</p> <p>Bisham Abbey stiffly.prancing.recording</p>	Low
11. The risk of an individual becoming seriously unwell whilst on the water	Death	Low	<p>The whole approx. 1000m course is in plain view at all times by the Race Committee Representative at the Finish. The warm up area is also monitored by a launch. There are two safety boats on the course at all times, as well as an umpires launch following each race and those returning to start. There are umpires at both the start and finish. In the event of a competitor or anyone else getting into difficulties while on the water the emergency plan will be deployed. The priority being to move the individual to the landing pontoons as soon as possible. If their condition is serious or deteriorating, the aim to be to rescue the individual into a launch, and if the subject is unconscious, immediately to administer CPR and transport to the paramedics who will meet them at Race Control on the finish line or to a closer extraction point at Marlow rowing club or Bisham Abbey– notifying via radio of the destination. (See map)</p> <p>Race Control : What3words ///glares.otter.faster</p> <p>MRC fools.published.butterfly</p> <p>Bisham Abbey stiffly.prancing.recording</p>	
LAND				
12. Risk to pedestrians	Injury to rowers/ spectators	Moderate	<p>This risk is minimised by establishing designated parking areas for cars and boat trailers away from the main boating and spectator areas.</p> <p>The course is bordered by a public footpath which is used by race spectators. The race organisers have no control over this but marshals are in place where crews carrying boats cross it for access to the boating rafts.</p>	Low
13. Fall hazard while unloading boats	Injury to rowers and/or damage to boats	Low	Reliance on competency of crews and adequate supervision by adults. BR provides guidelines on boat handling, trailers and towing.	Low/ Med
14. The risk of injury as boats are moved in and out of the water.	Injury to rowers and/or public.	Moderate	This risk is minimised by the use of pontoon marshals with loudhailers, to supervise crews on the pontoons. The marshals will also ensure the free and safe passage of members of the public using the towpath which is not closed.	Low/ med

15. Pastoral Care of junior athletes.	Emotional upset and distress	Low	A Regatta welfare officer has been appointed. Junior athletes are expected to be under the care of coaches or parents until afloat. The Regatta Welfare Officer and Paramedic technicians are on hand to provide assistance if required. Contact details posted at "crew registration"	Low
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16. Contaminated boating meadow	Risk of illness owing to ingesting contaminants	Low	In the event of recent severe flooding of the boating meadow and surrounding areas there is a risk that the land has been contaminated with sewage. All crews and visitors should be aware of the risk and should wash their hands in the normal way before handling or eating food and drink. These contaminants will disperse naturally and are rendered harmless by UV radiation. Provided the sun shines!	
17. Presence of ticks in long grass	Risk of infection following tick bite	Low	Competitors are advised to wear boots and / or leggings to minimise the risk of being affected. If a tick attaches itself support can be found from the paramedics / first aiders.	

Prior to the regatta the following conditions are required				
Stream / River flow	Less than $80\text{m}^3\text{s}^{-1}$	Guage Map	Measured at the maidenhead lock. This is the limit that is in the Marlow Rowing Club Safety System for Adaptive rowers. At this measurement the EA board is likely to be on Amber due to the long weir passage. As no crews or competitors will go near to the weir combined with the presence of safety launches. The Regatta will be cancelled on EA Red Board.	
Visibility	>250m and increasing	Visual	Criteria as per the Marlow Rowing Club Safety System.	
Wind	No Weather warning	Met Office	If weather warnings are in place the regatta will be cancelled. Wind and direction will be monitored through the event and the effect on the water.	
River Temperature	$\geq 8\text{Deg C}$	MRC pontoon	Criteria as per the Marlow Rowing Club Safety System.	
Trailer parking	Field free of standing water	Site visits during the preceding days	Ensure the trailer parking field is accessible and not flooded or significant standing water that would prevent trucks and trailers accessing and egressing safely.	