

Risk Assessment

Tamesis Regatta 2026 · Linacre Boat Club

Linking to a risk

Every risk has a permanent anchor on its Hazard row – hover over it and click the  symbol to get a link directly to it, e.g. `#capsize-submerge`.

Each risk states a **severity** (1–5) and **probability** (A–E) only; the **residual risk** shown is always calculated from those two values using the **matrix below** – it is never entered separately, so it cannot silently disagree with the severity/probability that produced it.

What is residual risk?

The **residual risk** is the risk remaining *after* the listed controls have been applied, and not the risk before any mitigation. Its severity and probability already reflect the effect of those controls.

Risks: water-based

Hazard	Capsize or submerge – boats on the water for racing, or on rafts waiting to push off/land
Consequences	Hypothermia, Drowning, Infection, Trapped inside the boat, Collision
Persons at risk	Competitors & river users
Responsible	Crews, Coxswains, Boat club committees, Marshals, Event committee
Residual risk	LOW (severity 2, probability B)

Controls

- Rescue with launch. Administer first aid. Warm casualty up slowly.
- Marshals to fire klaxon to immediately stop racing in the event anyone is in the water.
- Marshals to carry out boat checks prior to boating (heel restraints, bow ball, hatch covers if applicable). Information on necessary boat checks will be available to marshals. Boats that do not meet the criteria will not be permitted to push off.
- All competitors must have passed an OURC-approved swim test to qualify for racing.

Hazard	Collision into obstacles or other boats — boats on the water for racing, or on rafts waiting to push off/land
Consequences	Injury to crews/river users, Damage to boats, Damage to moored boats, Crew members in the water
Persons at risk	Competitors & river users
Responsible	Crews, Coxswains, Boat club committees, Marshals, Event committee
Residual risk	MODERATE (severity 3, probability C)

✓ Controls

- Rescue with launch. Administer first aid.
- Marshals to fire klaxon to immediately stop racing in the event anyone is in the water.
- Marshals to liaise with other river users to keep clear of the racing line, and to fire klaxon to stop racing if anything or anyone is impeding the racing line.
- Marshals to carry out boat checks prior to boating (heel restraints, bow ball, hatch covers if applicable).
- Coxes to attend a briefing prior to the event. All novice coxes must have a bank rider.
- Circulation pattern sent to all crews in advance; competitors and bank riders are expected to understand and follow it.
- All competitors must have passed an OURC-approved swim test to qualify for racing.

Hazard	Collision into moored boats — boats on the water for racing, or on rafts waiting to push off/land
Consequences	Damage to moored boats, Damage to rowing boats
Persons at risk	Competitors & moored boat owners
Responsible	Crews, Coxswains, Boat club committees, Marshals, Event committee
Residual risk	LOW (severity 2, probability B)

✓ Controls

- Circulation pattern sent to all crews in advance; competitors and bank riders are expected to understand and follow it.
- In the event of an inevitable collision, marshals should sound the klaxon and racing should immediately stop.
- In the event of a collision, the event committee will put the offending club in contact with the moored boat owner to discuss options.

Hazard	Collision between a boat and a person in the water — boats on the water for racing, or on rafts waiting to push off/land
Consequences	Injury, Unconsciousness, Drowning

Persons at risk	Competitors & river users
Responsible	Crews, Coxswains, Boat club committees, Marshals, Event committee
Residual risk	MODERATE (severity 4, probability B)

✓ Controls

- Rescue with launch. Administer first aid.
- Marshals to fire klaxon to immediately stop racing in the event anyone is in the water.
- Circulation pattern sent to all crews in advance; competitors and bank riders are expected to understand and follow it.
- Crews entered must be able to row all eight safely; crews deemed unsafe may be asked to land at any point and may be pulled from racing, at the discretion of the event committee.
- All competitors must have passed an OURC-approved swim test to qualify for racing.

Hazard	Over-exertion – boats on the water for racing, or on rafts waiting to push off/land
Consequences	Injury
Persons at risk	Competitors
Responsible	Crews, Coxswains, Boat club committees
Residual risk	LOW (severity 3, probability B)

✓ Controls

- Crews expected to fully warm up on land prior to boating.
- Captains/coaches expected to enter crews who are physically capable of racing.
- Crews deemed unsafe may be asked to land at any point and may be pulled from racing, or removed, at the discretion of the event committee.

Hazard	Faulty or poorly maintained equipment – boats on the water for racing, or on rafts waiting to push off/land
Consequences	Collision due to steering, Crews trapped in boats, Life jackets not inflating
Persons at risk	Competitors & river users
Responsible	Crews, Coxswains, Boat club committees, Marshals
Residual risk	LOW (severity 2, probability B)



Controls



- Competitors are expected to check their equipment is safe to race.
- Marshals to carry out boat checks prior to boating; information on necessary boat checks will be available to marshals.
- In the case of a capsized or serious collision, a launch will assist and first aid will be administered.

Hazard	Pre-existing health conditions – boats on the water for racing, or on rafts waiting to push off/land
Consequences	Health implications
Persons at risk	Competitors
Responsible	Crews, Coxswains, Boat club committees
Residual risk	LOW (severity 3, probability B)



Controls



- Crew members are responsible for carrying their own medication if required (e.g. an inhaler).
- First aid to be administered if applicable.

Hazard	Capsized, collision, or being caught in the propeller – launches on the course
Consequences	Damage to launch, Drowning
Persons at risk	Launch drivers, Passengers
Responsible	Launch drivers, Event committee
Residual risk	LOW (severity 2, probability B)



Controls



- All launch drivers must have an RYA Powerboat Level 2 qualification (or equivalent).
- All launch drivers and passengers must wear life jackets.
- A second launch will assist if needed.
- Drivers must wear kill cords at all times whilst operating a launch.

Hazard	Capsized, collision, or crash – crews containing visually impaired rowers (not coxswains)
Consequences	Visually impaired athletes may become disorientated in the event of a capsized
Persons at risk	The visually impaired athlete, The crew

Responsible	Launch drivers, Event committee, Captains, Coxswains, Athletes, Boat committees, SU
Residual risk	MODERATE (severity 4, probability B)

✓ Controls

- Crews containing visually impaired athletes must identify themselves to the race secretary well in advance of the event. Attempts will be made to schedule these crews to race in broad daylight.
- Crews should conduct their own risk assessment and have a capsize procedure in place, ensuring the coxswain is confident what to do if the risk occurs.
- Crews are advised to conduct a clear "numbering off" procedure in the event of a capsize, to ensure all rowers are accounted for and not injured.
- A launch, the event committee, and the SU will be made aware when crews containing visually impaired athletes are racing, and a launch will be on alert.
- In the event of a serious collision, capsize, or athlete in the water, a klaxon will be sounded and crews will hold it up immediately to allow a launch to access them. Administer first aid and warm the athlete thoroughly as normal procedure dictates.

Risks: weather-related

Hazard	Conditions unrowable — high stream or bad weather leaving novice coxes and crews unable to cope
Consequences	Equipment damage, Rowers injured, Collision, Exertion, Unnecessary stress on novice coxes
Persons at risk	Competitors
Responsible	SU and Event committee
Residual risk	SUBSTANTIAL (severity 3, probability D)

✓ Controls

- Senior Umpire to assess weather and conditions in consultation with the Event Committee to decide if racing is safe to occur.
- Implement coxing status restrictions at the discretion of the Event Committee.

Hazard	Struck by lightning — crews, marshals and the event committee caught in a storm while racing or at the riverside
Consequences	Electrical burns, Shock
Persons at risk	Competitors, marshals and event committee
Responsible	Coxswains, Boat club committees, Marshals, Event committee, SU
Residual risk	LOW (severity 3, probability B)

✓ Controls



- All crews to leave the water and seek appropriate shelter immediately; the "30-30 Rule" is used, as advised by British Rowing.
- Senior Umpire issues instructions to everyone at the river by radio.
- Crews that have yet to boat should not push off, and should seek shelter.
- Crews that have pushed off and are warming up or waiting to race should land under marshal/umpire instructions.
- Crews that are mid-race may be advised to stop or complete the race — the safest course of action is decided by the SU.
- Once crews have landed they must seek shelter, preferably within a boathouse. No crews may boat again until the SU/Event Committee has deemed it safe to do so.
- Coxes are briefed on what to do in the event of lightning at the pre-event briefing.

Hazard	Crews become too cold — extreme cold
Consequences	Mild hypothermia, Cold muscles leading to injury, Delayed reaction times
Persons at risk	All competitors, especially coxswains
Responsible	Crews, Coxswains, Marshals, Boat club committees
Residual risk	LOW (severity 2, probability C)

✓ Controls



- Rowers to complete a full warm-up on land prior to boating.
- Competitors to wear sufficient layers during warm-up and racing, and bring a change of dry kit for afterwards.
- During the coxing briefing, it will be stressed that all crews should bring a dry change of kit, and the signs of hypothermia will be covered.
- SU and event committee to monitor conditions and make a judgement call on extreme cold.

Hazard	Marshals become too cold — extreme cold
Consequences	Mild hypothermia, Delayed reaction times
Persons at risk	Marshals and event committee
Responsible	Marshals, Event committee
Residual risk	MODERATE (severity 2, probability D)



Controls



- Marshals advised to wear plenty of layers beforehand.
- Regular welfare checks for marshals, with warm drinks available at race desk before and after shifts.
- Marshals made aware of the warning signs of hypothermia prior to their shift.
- SU and event committee to monitor conditions and make a judgement call on extreme cold.

Hazard	Collision – ice on the water
Consequences	Equipment damage, Injury
Persons at risk	Competitors & river users
Responsible	Event committee, SU
Residual risk	LOW (severity 1, probability B)



Controls



- SU and event committee to monitor conditions.
- Launches to clear very small quantities of ice.
- Racing cancelled if the ice cannot be cleared.

Hazard	Collision, or the outcome of a race undetermined – low visibility (fog)
Consequences	Equipment damage, Injury
Persons at risk	Competitors & river users
Responsible	Crews, Coxswains, Boat club committees, Marshals, Event committee
Residual risk	LOW (severity 3, probability B)



Controls



- SU and event committee to monitor conditions.
- Use adequate lighting on boats.
- If visibility is reduced to less than 100m on any part of the racing course, racing is suspended or cancelled.

Hazard	Collision, or the outcome of a race undetermined – low visibility (failing light)
Consequences	Equipment damage, Injury
Persons at risk	Competitors & river users
Responsible	Crews, Coxswains, Boat club committees, Marshals, Event committee

Residual risk

LOW (severity 3, probability B)

 Controls



- SU and event committee to monitor conditions. Use adequate lighting on boats.
- All boats must have lights if they will be on the water 1 hour before sunset.
- If visibility is reduced to less than 100m on any part of the racing course, racing is suspended or cancelled.

Risks: land-based

Hazard Collision or injury – boats being moved on the land

Consequences Injury to crews, Injury to bystanders

Persons at risk Competitors, Bystanders

Responsible Coxswains, crews

Residual risk **LOW** (severity 2, probability C)

 Controls



- Crew and coxswains to remain aware of surroundings when manoeuvring boats (few spectators expected).
- Contact marshals/race desk if first aid is needed.

Hazard Collision involving accompanying cyclists or pedestrians – bank riders accompanying crews on the towpath

Consequences Injury to cyclists and pedestrians, Falling in the river

Persons at risk Bank riders, Pedestrians

Responsible Bank riders, Boat club committee

Residual risk **LOW** (severity 1, probability D)



Controls



- Bank riders must check bikes have working brakes and lights, and are advised to wear a helmet whilst cycling.
- One bank rider is permitted per crew, unless training novice coxes, in which case approval must be obtained from the event committee.
- Expected spectator numbers are low and only two crews race at once, so the chance of collision with spectators is low.
- Marshals to fire klaxon in the event anyone is in the water, and launches to assist with first aid administered.

Hazard

Collision, possible immersion, or falling off a bike — ice on the towpath

Consequences

Injury to cyclists and pedestrians, Falling in the river

Persons at risk

Bank riders, Pedestrians

Responsible

SU and Event committee

Residual risk

LOW

(severity 3, probability B)



Controls



- SU and event committee to assess conditions.
- If deemed not bikeable, the event may be cancelled or restricted to only X/S coxes, so bank riders are no longer required.

How levels are calculated

The level of risk is read off this matrix by severity (rows) and probability (columns). It is generated directly from `risk_matrix.yml`, the same file the badges above are calculated from.

	A	B	C	D	E
5	Moderate	Substantial	Intolerable	Intolerable	Intolerable
4	Low	Moderate	Substantial	Intolerable	Intolerable
3	Low	Low	Moderate	Substantial	Intolerable
2	Low	Low	Low	Moderate	Substantial
1	Low	Low	Low	Low	Moderate

Probability definitions

- **A** – Highly improbable (has not been known to happen in rowing)
- **B** – Improbable (has been known to happen in rowing)
- **C** – Possible (could happen to about 1% of the club's active members per decade)
- **D** – Probable (could happen to about 1% of the club's active members per year)
- **E** – Highly probable (could happen to about 10% of the club's active members per year)

Severity definitions

- **1** – Slight injury or health effect (requires little or no treatment; no need to take time off rowing or training) / Minor damage to equipment (<£100)
- **2** – Minor injury or health effect (requires First Aid or rest; potentially a few days off rowing or training) / Damage repair costs low (£500)
- **3** – Moderate injury or health effect (requires treatment beyond simple First Aid; potentially a week or so off rowing or training) / High damage repair costs (>£1000)
- **4** – Major injury or health effect (requires hospital treatment for more than one day; potentially a few weeks off rowing or training) / Very high damage repair costs (loss of boat, 3rd party damage)
- **5** – Fatality or life-threatening injury or health effect (could end a rowing career or cause hospitalisation for a few months) / Major damage & major costs (loss of several boats, high 3rd party damage)

What each level means

- **Low** – An acceptable level of risk. No additional barriers/controls are required. Start or continue the activity but check that the current barriers/controls remain effective.
- **Moderate** – An acceptable level of risk that should be reviewed. Implement additional barriers/controls to reduce the risk if the opportunity arises. Start or continue the activity with care.
- **Substantial** – An unacceptable level of risk. Improve the barriers/controls and allocate resources to reduce the risk. Do not start or continue the activity until the risk has been reduced.
- **Intolerable** – An unacceptable level of risk. Improve the barriers/controls and allocate resources to reduce the risk. Do not start or continue the activity until the risk has been reduced. Prohibit the activity if it is not possible to reduce the risk.

Changelog

Version number	Date	Notes
2026.0	2026-07-19	Converted from the 2025 risk assessment