

**Water Safety Risk Assessment**  
**Devil's Elbow Rowing Club**  
**40940**

**Location:** Sawley, Long Eaton, Redhill and Ratcliffe on Soar on the Rivers Trent and Soar.

**Boat house:** Trent Valley Sailing Club

Hazard	Risk
Currents/Eddies	Swamping, Capsize, Loss of Boat Control, Injuries, Damage to Boats
River obstacles	Swamping, Capsize, Loss of Boat Control, Injuries, Damage to Boats
Proximity of Thrumpton weir	Swamping, Capsize, Loss of Boat Control, Injuries, Damage to Boats

Flood conditions/Fast stream	Swamping, Capsize, Loss of Boat Control, Injuries, Damage to Boats
Turning	Swamping, Capsize, Injuries
Boat buoyancy	Swamping, Capsize, Injuries
Damaged Boats	Swamping, Capsize, Loss of Boat Control, Injuries, Damage to Boats
Sailing boats	Collision, Capsize, Injuries, Damage to Boats
Other river recreational users e.g. narrow boats, scouts.	Collision, Capsize, Injuries, Damage to Boats

Fishermen throwing things, line and or rod getting attached to blades or boat.	Injuries, Damage to Boats
Access to the other side of the canal	Delay in rescue
Remote location	Delay in rescue
Response time for ambulance	Delay in rescue

Capsize in summer	Cold water shock, hypothermia, drowning
Capsize in winter	Cold water shock, hypothermia, drowning
Warm Weather	Sunburn, dehydration, heatstroke
Cold Weather	Hypothermia, Wind Chill
Extreme Weather	Hypothermia, Swamping, Lightning Strike
Landing Stages	Slipping

Carrying Boats	Strains, Sprains, Slips, Trips, Damage to boats
Juniors and Beginners	Collision, Capsize, Injuries, Damage to Boats
Bird Excrement	Infection, Slipping
Waterbourne Diseases	Infection

Access Road	Slips, Trips, Damage to vehicles
All Additional Hazards	Various

N.B: Tolerable here means that risk has been reduced to the lowest level that is reasonably pr













































Who	Consequence	Probability	Severity
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**RIVER HAZARDS**

All Club Members	Harmful	Unlikely	Moderate Risk
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All Club Members	Harmful	Unlikely	Moderate Risk
All Club Members	Slightly Harmful	Likely	Moderate Risk

**BOAT HAZARDS**

All Club Members	Harmful	Unlikely	Moderate Risk
All Club Members	Harmful	Unlikely	Moderate Risk

**OTHER RIVER USERS**

All Club Members	Harmful	Unlikely	Moderate Risk
All Club Members	Harmful	Likely	Substantial Risk

All Club Members	Slightly Harmful	Unlikely	Tolerable Risk

**LOCATION**

All Club Members	Slightly harmful	Unlikely	Tolerable Risk
All Club Members	Harmful	Unlikely	Moderate Risk
All Club Members	Extremley Harmful	Highley unlikely	Moderate Risk

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**WEATHER**

All Club Members	Slightly Harmful	Unlikely	Tolerable Risk
All Club Members	Extremley Harmful	Unlikely	Moderate Risk
All Club Members	Slightly Harmful	Unlikely	Tolerable Risk
All Club Members	Slightly Harmful	Unlikely	Tolerable Risk
All Club Members	Harmful	Unlikely	Moderate Risk

**BOATING HAZARDS**

All Club Members	Slightly Harmful	Unlikely	Tolerable Risk

All Club Members	Slightly Harmful	Likely	Moderate Risk
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**JUNIORS AND BEGINNERS**

Experienced Club Members	Slightly Harmful	Likely	Moderate Risk
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**HEALTH**

All Club Members	Slightly Harmful	Unlikely	Tolerable Risk
All Club Members	Harmful	Unlikely	Moderate Risk

**ACCESS**

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All Club Members	Slightly Harmful	Unlikely	Tolerable Risk
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**GENERAL**

All Club Members	Harmful	Unlikely	Moderate Risk
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acticable, i.e. an acceptable risk.















































Control Measures	Severity after Precautions
Ensure crews and coxes are aware of local currents around bends, island, tributaries and bridges.	Tolerable Risk
Only experienced crews should navigate above Harrington Bridge	
Crews should also be aware of Sawley, Trent and Ratcliffe Locks emptying if in close proximity	
In high water conditions resulting in high river turbulence, all rowing activity will cease	
Inexperienced crews should remain in Cranfleet Cut where currents are minimal	
Ensure crews and coxes are aware of static obstacles, namely the two bridges, weir boom, moorings and navigation piles	Tolerable Risk
Ensure crews and coxes are aware red and white buoys on back water beyond the railway bridge	
River is sufficiently wide enough so trees do not impede navigation or vision around bends. Any changes in tree positioning should be reported to safety advisor immediately	
In high water conditions where debris may be present in the river. Captains/senior club member will carry out an inspection of the river prior to allowing rowing to take place	
During high water All members to boat from Canal side of the clubhouse. Crews can boat upstream from the riverside during low water.	Tolerable Risk
Crews should be made aware of the booms and turn on opposite side close to or into the Soar. Maps displayed in club house	
25m throw lines easily available for spotter	

Only experienced crews will be allowed on the water following dynamic risk assessment by rowing captains.	Tolerable Risk
Standard navigational rules of the river.	Tolerable Risk
Stay on the right hand side of the river. Follow the circulation patterns displayed on the safety notice board and on the club website.	
Ensure turning position is suitable with regard to river width and localised currents	
Ensure river is clear before beginning to turn.	
All boats which are in need of additional bouyancy are fitted with 2L plastic bottles. Two per seat in line with the RWSA's advice.	Tolerable Risk
All damage to boats should be immediately reported to the water safety advisor	Tolerable Risk
Tagging and recording system to ensure damaged boats are not used until full assessment and remediation methods undertaken	
Different Club nights for Rowing club and Sailing Club during the week.	Tolerable Risk
At weekends, crossovers may occur. Rowing crews should liaise with sailing club and avoid using the same sections of the river. For example, rowing should take place upstream of the sailing buoy	
When boating and landing extra care must be taken by crews. Intention to land should be conveyed to all sailing boats in that area.	
Crews must follow the CRT rules of navigation	Tolerable Risk
All crews must keep a good lookout. Audible warnings to alert other river users to crews presence	
Crews must follow circulation patterns	

In periods of low visibility, navigational lights are required white on bow and red on stern, and crew members must wear suitable high visibility kit.	
The river is sufficiently wide to negate any problems with fishermen as long as crews keep clear of the bank.	Trivial Risk
Access to the towpath can be achieved by foot or on pushbike over the humpback bridge or by boat over to Trent Lock	Tolerable Risk
Emergency vehicle access points are shown on the safety map	
In case of a severe accident, there are helicopter landing sites at the clubhouse on the field, the golfcourse along the town side towpath side of the River Trent and the fields on the south side of the Trent	Tolerable Risk
Helicopters can also land at Redhill Marina and in the fields all the way along the River Soar in addition to the vehicle access points.	
Club in close proximity to East Midlands Airport where local air ambulance is based	
We have contacted the East Midlands Ambulance Service and they have sent the following response:	Tolerable Risk
We can confirm that we have not actually received a 999 call from, or have responded to the Trent Valley Sailing Club at any time during the last four years. What we can however confirm is that the average response time to get to the NG10 2FY post code (where the Trent Valley Sailing Club is located) is as follows:	
Average response time to Red (category A) emergencies = 00:10:41	
Average response time to other categories of emergencies = 00:26:35" EMAS (March 2012) Large field for landing air ambulance if necessary on Island immediatly next to clubhouse. Road access points to various parts of the river, marked by a red pin on the river map	

Location Coordinates will be laminated in the launch bag and in a prominent position at the clubhouse for aiding the emergency services to access points.	
All club members must be able to swim 50m, tread water for 2 minutes and swim under water for 5 m.	Trivial Risk
Capsize drill to verify swimming and experience capsize.	
Coxswains must wear life jackets	
Coaches must stay in sight of all junior crews and scullers.	Tolerable Risk
If no safety launch driver, juniors must stay within visual distance upstream of the clubhouse	
Scullers advised to wear a rowing style life jacket	
Squad size limited with maximum of 10 athletes per coach	
Launch drivers carry mobile phone for communication with clubhouse and emergency services. Launches carry thermal blankets and first aid kit in accordance with row safe.	
Ensure waterproof sun tan lotion is applied to exposed skin before outing	Trivial Risk
Ensure all crew members and cox have drinks to allow rehydration during outings	
Ensure all crew members are wearing appropriate kit for the weather conditions	
Ensure all crew members are wearing appropriate kit for the weather conditions	Tolerable Risk
Limit length of outings to ensure everyone remains warm	
In the event of extreme weather conditions or thunderstorms all rowing will cease immediately	Tolerable Risk
Most appropriate landing stage to be used with regard to water level, ability, type of boat etc.	Tolerable Risk
Cox, coach and crews to all be responsible for the safe carrying of the boats around the boathouse	
Everyone to be aware of riggers and both ends of the boat not hitting anything.	

Eights and fours not to be carried across the slipway so not to put excess strain on backs	Tolerable Risk
Ensure appropriate number of people carrying boats	
Ensure crew and cox are aware of any hazards on route to landing stage. Removal of any where possible	
See separate sheet for mechanical lifting equipment	

BR Water Safety Video for all new Learn to Row course participants	Tolerable Risk
Local water safety briefing and circulation pattern.	
Experienced coxes and coaches rowing in the crew or coxing the crew at all times to reduce risk	
25m throw lines are available for coaching from the towpath by bike or clubhouse.	
A safety boat will be available for use when beginners and juniors without an experienced cox go beyond the line of sight for coaching and safety purposes	
Ensure a culture of safety from the start by educating the rowers on the risks associated with rowing. Regular safety emails. Current, vibrant safety notice board and information on the club website.	

Always replace geese rope so water birds can not walk on to lawn	Trivial Risk
Wash landing stage down if stewards have not already done so	
Anti bacteria alcohol rub available in clubhouse.	Tolerable Risk
Hand washing and showers facilities available in mens and womens changing rooms.	
First Aid Kit in clubhouse to ensure all open wounds are sufficiently covered	

Practical shoes should be worn for traversing the access road by foot	Tolerable Risk
High Visibility Kit should be worn, and torches used whilst traversing the road at night on foot.	

Bikes should have lights on whilst traversing the road at night	Tolerable Risk
All road users should be aware of other road users and livestock in proximity	
Cars should proceed at a maximum of 10mph along the road, with lights if at night	
Coaches to have BR Level 2 qualification.	Tolerable Risk
Safety briefing for squads	
Incident reporting to identify hazards and lessons to be learnt	
Launches supplied with BR approved list of safety equipment	
Debrief after outing to raise any issues or concerns	
First Aid equipment available on launches and in clubhouse.	
Ensure Safety procedures are regularly checked and updated. Ensuring all members are made aware of alterations	
No lone outings. People should be in groups of at least 2 at the club. Safety advisor should be informed of any planned outings outside of normal club times	



































































































