



BOSCASTLE AND CRACKINGTON GIG CLUB

SAFETY POLICIES

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GENERAL ETIQUETTE

The range of policies and procedures are designed to keep rowers safe while undertaking a sport that is not without risk. Following the rules and guidance set out in these policies is designed to lessen that risk and result in safe behaviours from all. They seek to find a balance between common sense and protecting everyone from the risks that come from conducting a sport on water.

In addition to the rules set out in this document, the following is expected:

- That everyone, both rowers and coxes, attend rowing sessions adequately prepared in terms of clothing, water, checks of conditions and with any medications they may need
- Rowers pay attention and follow instructions given
- Rowers do not stop rowing, especially at sea, without cox permission – the cox may be relying on your rowing to keep the boat moving through tricky water or to provide steering to avoid a hazard
- When rowers express a concern – for example – that they are unhappy with deteriorating conditions – that their concerns are taken seriously and acted upon
- Everyone participating shows awareness and vigilance for the safety of themselves, others, the general public and equipment
- Safety issues or concerns should be reported to the confidential email address BCGC.safety@gmail.com which appears on all policy documents
- Accidents even where there is no adverse outcome should be reported to the Safety Officer for logging
- While we understand medical issues are confidential, we urge any rower with a change in medical condition to alert their cox to anything that may require taking into account in the session or a potential issue that may require response
- Rowers need to be honest about their ability to safely participate in a session – especially something outside of general training, such as a race or a planned long row – they may be accommodated that can be made, for example, participating in a long row as a swap in passenger, to increase safety

The policies in this document represent the minimum safety standards expected – there is nothing preventing additional safety measures being undertaken, such as increased lifejacket usage beyond what it mandated by policy.

The policies may alter or be updated at any time, and all participants should be conscious of these changes and abide by them.

SAFE ROWING IN ADVERSE WEATHER CONDITIONS

Assessing sea conditions aside, rowing can take place in varying weather conditions and safe coxing and behaviour includes adapting rowing sessions for the weather conditions, as well as knowing how to act in an emergency caused by adverse weather.

Rowing at sea in a weather warning is extremely unlikely, but there are occasions in which rowing may be undertaken at Roadford in the case of a Met Office weather warning having been issued.

A framework for this to take place at the discretion of the cox, taking into account the strength and ability of the crew and the necessity of training is as follows:

- Rowing should only be considered in a yellow weather warning – it should never be undertaken in an amber or red warning
- The session should stick to sheltered areas/inlets and should not attempt full 2km lengths of the lake
- Coxes should not be reluctant to cut a session short in the same manner as abandoning a sea row in worsening conditions
- In the event of rowing in a weather warning, coxes are to sign in/out in the check in group as if it was a sea row
- Evaluate the training benefit – if you have a full or nearly full crew and are close to an important event or have a key session in your training plan intended, then there is a greater benefit to the session than if you are missing multiple crew members and it is a general training session

Both coxes and crews should dress appropriately for the prevailing weather conditions, whether that is for hot, cold or wet.

All participants need to take responsibility for their own safety in weather conditions, such as sun cream and sufficient water in hot weather. However, coxes do need to make consideration for their rowers and be willing to amend a session accordingly if required, such as discontinue a hard race session in hot weather if rowers water supplies are running short. In sustained hot weather periods, it may be appropriate to schedule rowing sessions in the early morning or later evening in order to have cooler temperatures.

Safe travelling to and from rowing is also an important consideration and icy, snowy or flood conditions may give cause to consider cancellation on safety grounds even if rowing conditions themselves are safe.

Session adaptability is key when rowing in adverse weather conditions.

At all times, cox decision making should include a balance of the effectiveness and value of the training session against the risk posed by the weather. A full crew training session a fortnight before Scillies is likely to deliver a greater training benefit than a random session in the middle of November where there are a number of fill ins.

CLOTHING AND FOOTWEAR

Rowing is an outdoor sport which is undertaken all year round in a wide range of temperatures and weather conditions. General sporting clothing is suitable to be worn while giving consideration to the fact that you will be climbing in and out of boats, including getting feet wet.

In colder weather conditions, multiple thin layers that can be gradually shed as the rowing session warms up is most sensible.

While far from compulsory, rowers may want to consider wearing brighter colours or an item with reflective strips to aid visibility in the unlikely event of a person going overboard.

Rowers should refrain from wearing a lot of jewellery in the boat, especially anything loose such as necklaces or dangly earrings.

Suitable footwear should be worn which gives sufficient protection and grip for the feet while providing a suitable sole to push off of on the stretcher – flip flops, especially with a foam sole, - would not normally be considered suitable

Note the risk presented by hoodies and other layers with open front pockets and the chance of getting caught of the end of an oar during rowing or on a pin when exiting the boat overboard in an emergency.

PROTECTION CLOTHING

There are various items of clothing that will keep you warmer and drier in adverse conditions. These all present risks which need to be considered alongside the protection and comfort they offer.

Wellies

Given that rowers will need to walk into the water as part of the rowing experience, wellies are the obvious choice to improve comfort levels by keeping feet dry when entering the water. The risk presented by wellies is that in the event of falling into the water, they will fill up with water and increase the risk of dragging you under, with the extra weight making it harder to float. As a result, wellies *must not* be worn at sea. They may be worn in the harbour for launching the boat and to get in but alternative shoes must be worn while in the boat – you must not leave the harbour while wearing wellies. At Roadford, the risk is capsized is vastly diminished to the point of being near theoretical, and therefore the likelihood of a person being overboard out of their depth is very different than being at sea. Therefore while it is still best practice to row in an alternative pair of shoes, it is not compulsory as long as the rower understands the risk that wellies present. For coxes, where they may be sitting in a boat for long periods of time in cold weather, having dry feet is an important protector against becoming too cold.

Dryrobes

Dryrobes are large and bulky, but offer considerable warmth and almost all body protection from the elements. As rowers will be undertaking usually intense physical activity in the boat, there can be no call for rowers to be wearing a dryrobe in the boat, even in poor weather. They may carry one aboard to put on as soon as they disembark if they wish to protect themselves from the elements. The risk presented by dryrobes is that in the event of a person overboard, they will become waterlogged and heavy, dragging a person under. As such, they *must not* be worn at sea, even by coxes or passengers. At Roadford, as stated above, the risk of capsize is vastly diminished to the point of being near theoretical, and therefore a cox may consider weighing the benefit against the risk. If a cox is in the boat for a single session in mild weather, there is no heightened risk of extreme cold that they need to seek to protect themselves against and a dryrobe is not needed and should not be worn. If they are coxing for multiple consecutive hours (or are rowing themselves, getting their bodies warm, and then immediately coxing thereafter leading to a sharp decline in temperature) then the additional warmth offered by a dryrobe can be a beneficial offset against the prolonged exposure to cold or wet conditions.

Waders/waterproof trousers

As with the items above, these increase the risk of being dragged under in the event of a capsize by, when waterlogged, increasing the weight of a person well beyond their own bodyweight. They *must not* be worn at sea. They would be likely to impede the movement of a rower so there should be no need for a rower to wear these items. A cox may use their own judgement based on the level of risk against the level of protection that is needed and that the item offers against the elements.

LIFEJACKETS

- Lifejackets are to be worn at sea at all times by coxes and passengers
- Lifejackets are to be available to rowers on seats next to them at all times, and they must be worn at any time that the cox instructs that they are necessary. Rowers are free to wear lifejackets whenever they choose to do so and this is encouraged
- Lifejackets are to be worn by non swimmers exiting and entering the harbour to beyond Meachard in all sea conditions and sea temperatures. They may be removed for race training pieces at the cox's discretion with the rower having full understanding of the level of risk involved
- In the event of any out of season sea rowing, i.e. from 1st November to 31st March inclusive, lifejackets must be worn by all, at all times throughout a session regardless of weather and sea conditions
- When rowing with a sea temperature of below 15 degrees, lifejackets must be worn by rowers exiting and entering the harbour to beyond Meachard. They may be removed for race training pieces at the cox's discretion in suitable sea conditions. This is not an excuse to dispense with lifejacket wearing, but allows for a level of cox discretion to be applied on flat seas. Boats are at most danger of capsize entering and exiting the harbour inlet and through Meachards and lifejackets must be worn throughout this area
- When the sea temperature reaches 15 degrees, the risk of cold water shock lessens, and lifejackets are not then compulsory, although a cox may instruct them to be put on at any time
- Notwithstanding the various sea temperature and swimming ability related rules above, if as a cox, you look at sea conditions prior to the start of a session and think that lifejackets ought to be worn, then *you should not be going out to sea*. If you think lifejackets are needed, you therefore must think that there is a risk of capsize, in which case sea conditions are unsafe for rowing
- Lifejackets are to be worn by all junior rowers at all times, on both the lake, sea and any races. For the avoidance of doubt, when a rower ceases to qualify as a junior, they no longer need to wear a lifejacket (subject to the rule below – if still rowing/training with junior rowers, they must continue to wear a lifejacket). If a junior is rowing in an adult race or training session, they must still wear a lifejacket
- Lifejackets must be worn at the lake while coxing juniors. Any passengers/additional coaches on board during a junior row at the lake must also wear a lifejacket, as must adult rowers rowing in a juniors boat.

COLD WATER SHOCK

Cold Water Shock is a specific issue that all participants should be aware of. It is a form of shock that the body enters upon either sudden or prolonged exposure to cold water – for the purpose of this, cold being less than 15 degrees Celsius.

Cold Water Shock causes the blood vessels in the skin to close which increases the resistance of blood flow. The heart rate also accelerates. This results in the heart having to work harder, which can lead to a heart attack. Sudden immersion in cold water can also result in a large involuntary gasp, which can result in the ingestion or inhalation of water. The sufferer is also likely to feel – as a result of physical symptoms and involuntary reactions – a heightened sense of panic which can reduce their ability to think and remember actions to save themselves.

If you find yourself in the water, you should try not to panic and remember to breathe. The initial symptoms of shock such as the sudden shortness of breath only last for a minute or two. The RNLI recommend that you put your effort into floating (under their 'Float to Live' campaign) rather than swimming.

In order to help protect us against Cold Water Shock, we have our Lifejacket Policy which governs the wearing of lifejackets. In the event of a capsize and a sudden entering into the water, wearing a lifejacket can assist greatly in floating. While our Lifejacket Policy sets out the minimum amount of lifejacket usage that is considered safe practice, they are always available and it is never wrong to wear a lifejacket more than the policy dictates.

While a capsize or a person falling overboard from the boat is possible, this is thankfully extremely rare and is only likely to occur in extreme circumstances. However, it is more common for someone to end up immersed in cold water by means of a less extreme accident. This can be by slipping and falling in the harbour – if you are launching the boat up to your knees, a slip and fall can easily result in the immersion of most of your body in cold water. At Roadford, it may be a slip off the pontoon or a misjudgement of jumping out of the boat at the lake shore.

In the event of this happening, the immersed person's safety must always take precedence over the rowing session, even if it means abandoning the session. They should be helped out of the water and to somewhere warm and dry. As far as possible, wet clothing should be removed and replaced with dry clothing. If they appear to be entering a hypothermic state seek medical advice and in the meantime they should be offered warm drinks and kept talking. If a person has ended up immersed prior to a rowing session, they should only be allowed to participate in the rowing session if they are wearing replacement dry clothes and show every sign of being warm and able. They must never be placed under any pressure to row, even if it means a wasted journey for others or a lost sea row.

Any immersion incident, even if there are no adverse outcomes, should be reported to the Safety Officer in case there is a pattern of accidents that require additional safety considerations.

WATERBORNE DISEASES

Gig rowing takes place on both salt water and fresh water. In general, there is a lesser risk of waterborne diseases and illnesses with salt water, though precautions should still be taken. While Boscastle Harbour is fortunately rarely affected by sewage issues, agricultural run-off washing down the River Valency and discharging into the harbour can cause water quality issues. Roadford is a fresh water location and in particular is known for algal blooms. The risk of this heightens during periods of settled weather with little to no wind activity, and in hot, sunny weather,

It is usual for the South West Lakes Trust to notify when algal bloom conditions are particularly prevalent though observation of the water should also be undertaken to assess risk. The noticeboard on the rear of the cabin will usually contain a warning poster/notice in these cases.

In order to reduce the risk of illness and disease caused by poor water quality, the following is considered good practice:

- Cover all cuts and grazes with a waterproof dressing
- Wash/shower after significant contact with water from the lake or sea
- Never drink water from the lake or harbour
- Wash hands thoroughly before eating
- Clean open wounds including burst blisters with an anti-bacterial substance after contact with water through rowing
- Wear suitable footwear to offer protection to feet
- Seek medical advice if contaminated water has been ingested or a wound becomes infected
- Inform the club of any sickness that may be as a result of water contamination
- Wash equipment such as oar handles if they have been exposed to contaminated water
- Be extremely careful with drinks bottles rolling into standing water at the bottom of the boat

While water quality issues are mainly of concern for human health, we must also consider biosecurity of the sites and habitats in which we row, and the plastic boats should be washed down at the boat washing station if moving between freshwater rowing sites.

MANUAL HANDLING

Gig rowing involves a lot of manual handling and heavy lifting of equipment, which is often unwieldy in shape such as oars, hard to grip such as under the gunwales of the boat and done in difficult underfoot conditions such as on slippery rocks.

Other than where there is a medical reason why someone cannot lift, generally all rowers have to get involved with manual handling as getting the boat in and out of the water is necessary to facilitate a rowing session. This can mean that people of all ages and abilities who may not be used to lifting heavy objects will have to do so. Safe lifting practices will have the effect of protecting both rowers and equipment.

The following principles are the foundation of safe manual handling:

- Lift using your legs, maintaining straight backs and using leg power to generate lift as with any heavy object
- One person must take charge of all instructions – this is often the cox, but does not have to be. Ideally this person should have a good knowledge of best manual handling practice, and should be loud enough to be clearly audible
- Clear countdowns and warnings should be given to reduce risk of injury or accidents
- Anyone not involved for any reason must be instructed to stand comfortably clear of proceedings so as to avoid injury or accidents
- All participants must pay attention to instructions and take responsibility for their own safety and the safety of others
- The safety and prevention of injury of lifters is paramount and trumps other concerns, but good manual handling practice also protects boats and equipment from damage, which is also worthy of consideration due to the costs of repair or replacement
- Oars, while not heavy, are extremely long and care should be taken while carrying them to ensure that you do not turn quickly resulting in the oar hitting any other participants or bystanders
- You should only carry one oar at a time, unless a pair of people are carrying two or three oars together with one at each end

Boats are generally moved by four different means. These are:

- Lift and carry
- Rollers
- Trollies
- Trailers

A lift and carry involves rowers simply picking up the boat and carrying it without the assistance of any other moving device. In general, this is avoided as the weight of the boat together with all the equipment is more than the majority of crews can carry. However, at a regatta when there are multiple crews present, this is more common.

Rollers are generally used to move the boat over a short distance, such as down the bankside into the water at Roadford.

Trollies are used to move boats over longer distances or uneven surfaces where rollers would get stuck. They are necessary at Boscastle to move the boat from the harbourside, down the slipway and across the riverbed to the sea.

Trailers are used to transport the boats by road over a long distance. The trailers are towed by vehicles but sometimes need pushing short distances by rowers to help manoeuvre them in tight spaces such as in and out of the storage shed.

In order to use all of the modes of transport, an element of lifting is required, combined then with pushing, pulling or partial carrying.

Lifting of other items of equipment in general does not require as much physical strength, but attention still needs to be paid, particularly in the carrying of oars due to their length.

The following information is intended as guidance for best practice when engaging manual handling:

Lift and Carry

In general, this should not be attempted with less than two crews' worth of rowers present

This should generally only be undertaken on sandy beaches where the boat can be put down quickly if needed with little risk of damage

Those carrying the boat should space themselves out evenly along the length of the boat, with roughly equal numbers on each side, mixing people of different strengths around to ensure that each side has a roughly equal lifting capability

Regular rests should be taken if trying to carry the boat a relatively long distance by this method

Rollers

Place the roller as straight as possible at 90 degrees to the keel of the boat to reduce the risk of it rolling at an angle and popping out

Watch your and others' feet to ensure that they do not get run over by the roller

Remove pins from the tholes to reduce the risk of injury in the event of someone tripping and falling onto the boat

When lifting onto the rollers, group rowers appropriately at the end of the boat you are attempting to lift in order to focus the maximum amount of lifting capability in the correct location

Consider removing heavy items such as oars or safety box if required in order to reduce weight

Once the boat is on the rollers, rowers should generally spread out evenly along the boat, although if going uphill there may be benefit in having more people grouped towards the lower end

Get a good grip on the boat – for a plastic boat (where rollers are most likely to be the method of transport) this is usually around a seat or the thole structure

When removing rollers after the boat is in its correct finishing position, in general rowers should be grouped closely together around the point of the roller to lift. If you are struggling to get sufficient height to remove the roller, lift one of the ends of the boat instead to create a pivot. It is sensible for one of the less physically strong crew members to remove the roller in order to give greater lifting power – this is particularly important with less physically strong crews where you are seeking to maximise lifting power. There must be a loud verbal warning when putting the boat back down to ensure the person removing the roller is free and clear.

Trollies

Moving the boat with trollies involves lifting the boat on and off the trollies, and pushing the trollies and boat when they are loaded

When lifting, the usual lifting principles apply, being that all lifters should be grouped together at the end of the boat that is being lifted, with even numbers and strengths on either side as far as is practically possible

It is not always practical to remove heavy items when lifting onto trollies down in the harbour, but they can be grouped down at the end of the boat that isn't being lifted in order to help get the height required to get onto the trolley

Boats should be well placed onto the trollies (i.e. on by a couple of feet) to reduce the risk of slipping off the trolley

When moving the boat while on the trollies, this is usually undertaken on the difficult surface of the stony riverbed within the harbour – this is physically hard work for both trolley operators and boat pushers, therefore regular rests should be taken if needed

Loud verbal warnings should be given by those who see them of large rocks that could impede trolley progress or particularly slippery underfoot conditions that need extra care

Trailers

Boats only need to be lifted on and off the trailers – this usually requires a minimum of two crews to achieve as there is considerable height needed but can be done with a single crew especially if trollies are being used

It is sensible to group taller and stronger lifters around the points where the greatest lift height is required

OAR PROCEDURE

We as a club have a standard procedure and set of instructions when it comes to finishing a row and the associated movement of oars. A standard procedure helps everyone to know what to expect and should therefore reduce the risk of accidents. It also means that if there are challenging conditions or circumstances in which the cox's attention is required to keep the rowers and boat safe, the rowers are able to take care of the oars themselves without detailed instruction.

In usual circumstances, the procedure will generally run as follows:

- Some rowers, usually those in seats 1 – 4, will be asked to 'ship oars'
'Ship oars' means to lift the oar so it is standing perpendicular in the boat and the rower is no longer rowing
If a rower is struggling with the weight of the oar to achieve this, it can be made easier by planting the handle of the oar against their foot on the bottom of the boat and using that to anchor the oar then using two hands for the lift
- Rowers 5 & 6 (or whoever the cox instructs) will then be rowing lightly with the speed of the boat vastly reduced. They may be asked to hold water to take the run off the boat, or to row singly in order to provide additional steering
- It is at this point that the cox may have to devote their primary attention to the steering and welfare of the boat. Commonly this would be coming into the harbour wall at Boscastle, where considerable effort is required to bring the boat alongside while not scraping the wall – any rowers with their blades still in the rowing position may be required to use their own judgement on when to ship in order to avoid hazards. Either the cox will instruct the remaining rowers to ship oars, or they will do it themselves
- If alongside the harbour wall or the pontoon, either/or/both the cox and some rowers will be gripping the wall/pontoon and will be working on getting the boat tied off. No oars should be brought down during this time
- When the boat is secured (if rowing into the lake shore there will be no need to secure the boat) and only then, the cox will give the instruction to bring the oars down
- The oars are always brought down one at a time, starting with the rower sitting in seat 1. They will say loudly, in order that it can be heard right down the boat, 'One coming down' prior to laying their oar down. The rowers in front of them, especially on the side they are sitting, should have a hand reached out ready to help catch and steady the oar on its descent. Only when one oar is safely laid down should the next rower – sitting in seat 2 – should begin the same process with the call 'Two coming down' and this is repeated until every oar is laid down

- The cox needs to be vigilant throughout the process, especially when oars 5 & 6 are being laid down as these can generally reach the cox to hit them
- All rowers should remain vigilant for their own safety and that of others throughout the process
- When all the oars are shipped, if having come in to the lake shore or river bed in the harbour, the bow rower (seat 1) will then have to jump out quickly in order to hold and stabilise the boat for others to then get out if there is no meeting crew

Following this procedure is an important tool in reducing the risk of injuries as a result of oars. Most commonly this is to avoid an oar coming down and hitting someone on the head. Concussion may occur in such cases and this is sufficiently serious as to require a strict process in order to reduce the risk of this occurring. Other injuries are likely to be muscular strains resulting from poor or uncontrolled handling.

Some people may lack the physical strength to have full control of the oar when shipped at all times, especially in windy weather conditions. If someone is struggling, they should make it clear in a loud voice that they require assistance. This will allow other rowers to be warned that there would be a heightened risk of an out of control oar and will allow for assistance to be given. In some cases it may be appropriate for a rower to stand up while bringing an oar down in order to give a little more control, but this brings a heightened risk of destabilising the boat so is a method that should be used with caution.

BOSCASTLE AND CRACKINGTON GIG CLUB



Risk Assessment - Boscastle

POSTCODE: PL35 0AD - What Three Words: driftwood.relations.cracks

Hazard	Consequence	Barrier to reduce likelihood	Action to maintain barrier	Barrier to mitigate consequence	Action to maintain barrier	Severity	Likelihood	Risk
Adverse weather	Cold, hypothermia (mild), heat	Plan session length, appropriate clothing	Cox responsibility to check weather, rowers to take personal responsibility	Shorter session length to reduce exposure, higher intensity work in cold	Common practice to assess weather	1	D	Low
Dangerous slipway surface including uneven surface, debris or algae	Slips and trips, bad falls	Ensure personal responsibility for paying attention, correct footwear	Education and reminders to rowers of risk	Keep slip free of debris, report any serious issues to harbourmaster	Make it a part of routine to inspect slip prior to launch	2	C	Low
Man overboard	Cold water shock, hypothermia, acute injury, drowning	Drill rowers in changing seats safely, consider sea conditions	Cox responsibility to maintain discipline in boat	Lif jackets to be worn if sea conditions dictate including consideration of sea temperature in acknowledgement of cold water shock risk, man overboard drills to improve recovery time, no wellies to be worn to reduce risk of being dragged down	Always lay lifejackets on seats next to rower, do drills regularly, coxes to check no rowers wearing wellies	4	B	Moderate
Capsize	Cold water shock, hypothermia, acute injury, drowning	Strict observance of weather and sea conditions, adequate cox training and experience, cox to alert rowers when passing through danger area to increase concentration	Cox responsibility to check over harbour wall for conditions between harbour and Meachard, all new coxes to follow cox training plan	Lif jackets to be worn if sea conditions dictate including consideration of sea temperature in acknowledgement of cold water shock risk, inform Coastwatch on Channel 65 of leaving and returning to harbour, coxes trained in first aid	Always lay lifejackets on seat next to rower, regular reminders to coxes re coastwatch, follow cox training plan	4	B* Has happened in club in different location, but new measures since adopted	Moderate

Bad lifting technique	Muscular injuries, slipped discs	Sufficient people to lift, good lifting technique, do not come in and out at low tide, reduce weight by removing oars and safety box if necessary	Follow club's manual handling policy, always check tides prior to session	Instruct rowers in correct lifting	Keep training up to date, induction for new members	3	B	Low
Ice on road where walking trolley from harbour side to slip	Slips and trips	First person to approach the ice always calls warning, correct footwear to be worn by all	Cox and rower responsibility to check and consider road for ice when walking to the boat	Good footwear, increased vigilance by all in icy conditions	Keep everyone aware of risk in winter months	1	D	Low
Back and other injuries from excessive boat handling	Muscular injuries, slipped discs	Do not come in or out of Boscastle other than a two – two and a half hour window either side of high tide to reduce the distance the boat needs to be carried	Always check tide times and use another location if necessary	New trollies improve manoeuvrability of boat. Instruct rowers in correct lifting. Have one person calling lifts	Keep training up to date, follow manual handling policy, induction for new members	3	B	Low
Heart attack	Immediate medical treatment required, possible long term recovery or death	Ask rowers to declare pre-existing medical conditions, consider weather conditions e.g. extreme heat, against exertion levels of the session planned	Ensure sufficient water on board, especially in hot conditions, plan sessions for appropriate times of day – morning or evening. Set work rate of session in accordance with ability of crew	Identify first aid qualified club members, coxes to undertake first aid training, coxes to be competent in radio use to ensure medical assistance/instruction can be immediately asked for. Nearest defibrillator is located in the village on the wall of the Boscastle Spar Shop	Keep all training up to date	4	B	Moderate

BOSCASTLE AND CRACKINGTON GIG CLUB



Risk Assessment – Roadford Lake

POSTCODE: PL16 0JL - What Three Words: vaulting.emerge.lunch

Hazard	Consequence	Barrier to reduce likelihood	Action to maintain barrier	Barrier to mitigate consequence	Action to maintain barrier	Severity	Likelihood	Risk
Adverse weather	Cold, hypothermia (mild), heat	Plan session length, appropriate clothing	Cox responsibility to check weather, rowers to take personal responsibility	Shorter session length to reduce exposure, higher intensity work in cold	Common practice to assess weather	1	D	Low
Dangerous launching surface – grass, mud, stones	Slips and trips, bad falls	Ensure personal responsibility for paying attention, correct footwear	Education and reminders to rowers of risk	Keep boat area free of debris, clear large stones when water level drops, apply wood chippings to mud, report any serious issues to SW Lakes Trust	Make it a part of routine to inspect area prior to launch	2	C	Low
Man overboard	Cold water shock, hypothermia, acute injury, drowning	Drill rowers in changing seats safely, consider water conditions	Cox responsibility to maintain discipline in boat	Lif jackets to be worn if conditions dictate, man overboard drills to improve recovery time, no wellies to be worn to reduce risk of being dragged down	Always lay life jackets on seats next to rower, do drills regularly, coxes to check no rowers wearing wellies	4	B	Moderate
Capsize	Cold water shock, hypothermia, acute injury, drowning	Strict observance of weather conditions, adequate cox training/supervision for novices	Cox responsibility to check conditions, all new coxes to follow cox training plan	Lif jackets to be worn if conditions dictate	Always lay life jackets on seat next to rower, regular reminders to coxes re coastwatch, follow cox training plan	4	B* Has happened in club at sea	Moderate
Bad lifting technique	Muscular injuries, slipped discs	Sufficient people to lift, good lifting technique, use of rollers to assist, remove oars from boat to lighten weight if required	Follow club's manual handling policy	Instruct rowers in correct lifting	Keep training up to date, induction for new members	3	B	Low
Water borne infection from standing water/mud/algal blooms	Leptospirosis, cyanobacteria, gastro-intestinal illness	Do not drink lakewater and avoid unnecessary contact, wash hands before eating and drinking	Rowers to take personal responsibility for their actions	Users to maintain necessary immunisations	Note and follow our Water Borne Diseases policy	1	D	Low
Heart attack	Immediate medical treatment required, possible long term recovery or death	Ask rowers to declare pre-existing medical conditions, consider weather conditions e.g. extreme heat, against exertion levels of the session planned	Ensure sufficient water on board, especially in hot conditions, plan sessions for appropriate times of day. Set work rate of session in accordance with ability of crew	Identify first aid qualified club members, coxes to undertake first aid training, coxes to be aware of nearest medical facilities . Nearest defibrillator machine located on wall outside shower/toilet block	Keep all training up to date	4	B	Moderate

Note in accordance with South West Lakes Trust policies, life jackets should be worn when accessing the pontoon.