

Glasgow Rowing Club Fours Head

Saturday 17th February 2024



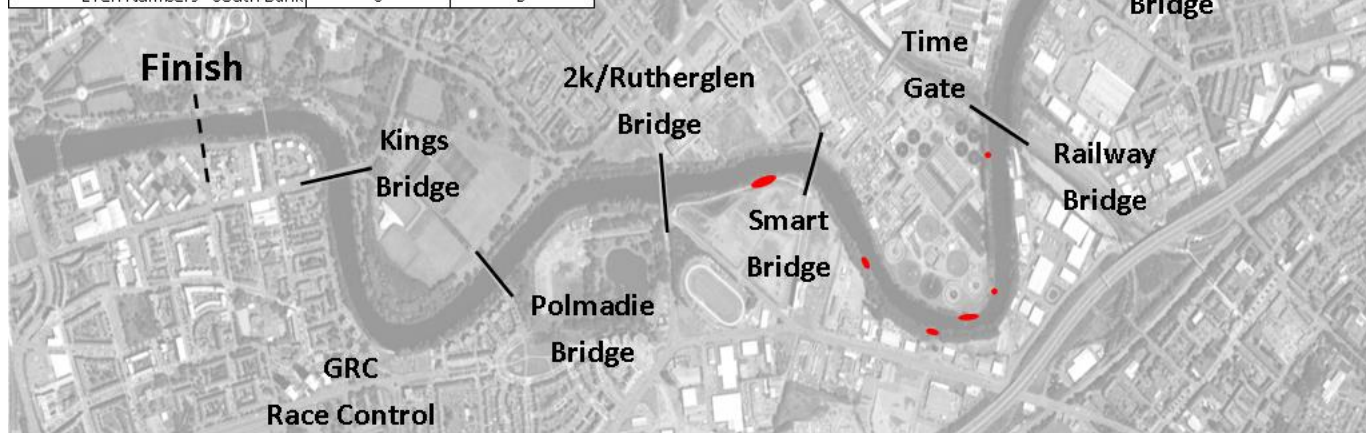
Event Co-ordinator:	Don Pieris	(07578028417)	(on regatta radio network)
Event Safety Officer:	Don Pieris		
GRC Safety Officer:	Andrew Brown	(07846443647)	
First Aiders:	Don Pieris	Katie Perrie	
Regatta Secretary:	Victoria Graham	(07922170931)	
Senior Umpire:	Carol Wallace	(on regatta radio network)	
Local Police:	Gorbals Police Station	(01415325300)	
Clark of The Course:	Glasgow Humane Society (GHS)	(07739662966)	(01414292492)
In emergencies:	Contact emergency services immediately	(999)	
AED Location:	An (Automated External Defibrillator) AED is located on the wall in the corridor leading to the changing rooms inside the GRC boathouse. This can be used by anyone trained to do so and or by following the instructions.		
Safety Boats:	A safety launch operated by GHS will be stationed at the start and follow the last boat down the course in each division. Another safety boat will be stationed at GRC to be used as required. GHS and GRC will operate a few more safety boats along the course.		
Safety marshals:	A team of marshals will be positioned along the river with throw ropes, radios and mobile phones. They will work with the umpires and safety launches to respond to any situation arising during the race. (See map attached)		
Towpath Access:	There is a towpath on the North bank of the river. There are no access restrictions to the towpath on the North bank of the river at this time. There is access to the South bank of the river Between the finish line and the 2k/Rutherglen Bridge.		
Road Access:	Unnamed Road next to Belvidere village for access to the 5k straight and start area. London Ave or Aukland Wynd within the Commonwealth Games village for access to the Cuningar Footbridge Dalmarnock Road for access to the section of the towpath upstream and downstream of Dalmarnock Bridge along the north bank. Carstairs Street to the new smart bridge for access to the towpath on the north and south bank. A728 to the 2K bridge for access to the towpath on the north and south bank. A74 to Kings Bridge for access to the towpath on the north and south bank. The carriageway through Glasgow Green and from Ballater Street/Kings Drive for all areas of the river within Glasgow Green.		
Lifebelts:	Situated at all road bridges and footbridges along the course of the race and at each clubhouse on the course.		
Incident Reporting:	Any incidents should be reported using the GRC Incident Report Form or the Scottish Rowing Incident Report Form .		

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	Div 1	Div 2
Race Start time	10:00 AM	1:00 PM
Past Start line by (latest)	9:55 AM	12:55 PM
Past Railway Bridge by (latest)	9:40 AM	12:40 PM
Boat by (latest)	9:15 AM	12:15 PM
Hazards on the river		
Old bridge supports above Belvidere straight		
New outflow, North bank opposite the islands		
Islands downstream of Belvidere straight		
Fallen trees shortly upstream of the of Dalmarnock Road Bridge		
Outflow just downstream of the Railway Bridge		
Concrete post at the outflow at Sewerage Works bend		
Fallen tree just downstream of Sewerage Works bend		
New outflow, South bank downstream of the Sewerage Works bend		
Fallen trees on the suth bank just across from the 3K mark		
Wooden stakes, South bank upstream of the 2k/Rutherglen Bridge		
Odd Numbers - North Bank	A	B
Even Numbers - South Bank	C	D



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Risk Assessment Matrix

Probability of Accidents	Severity of Outcome		
	Slightly harmful (Low)	Harmful (Medium)	Extremely harmful (High)
Highly unlikely (Low)	Trivial Risk	Tolerable Risk	Moderate Risk
Unlikely (Medium)	Tolerable Risk	Moderate Risk	Substantial Risk
Likely (High)	Moderate Risk	Substantial Risk	Intolerable Risk

Risks and Actions

RISK LEVEL	ACTION AND TIMESCALE
Trivial	No action required.
Tolerable	No additional controls are required. Consideration may be given to a more effective solution or improvement.
Moderate	Efforts should be made to reduce the risk. Risk reduction measures should be implemented within a defined time period. Where the moderate risk is associated with harmful/serious consequences further assessment may be necessary to establish more precisely the likelihood of harm as a basis for determining the need for improved control measures.
Substantial	The activity should not be started until the risk has been reduced. Considerable resources may have to be allocated to reduce the risk. Where the risk involves activity already in progress, urgent action should be taken.
Intolerable	Activity should not be started or continued until the risk has been reduced. If it is not possible to reduce risk even with unlimited resources, activity has to remain prohibited.

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Risks that apply to the event	Probability	Severity	Risk Level	Planned Action to Control Risk
	H / M / L	H / M / L		
Crews crashing into trees at the following locations: <ul style="list-style-type: none"> North arch 2k/Rutherglen Bridge Downstream of sewage works bend Upstream, North arch of Dalmarnock Road Bridge 	Medium	Medium	Moderate	This is clearly noted down in the race Instructions for Competitors. Crews are advised to use the middle arch when rowing proceeding upstream but do so with extreme caution. This is only a risk for crews rowing upstream and has minimal impact on crews during the race.
Adverse weather	Medium	Medium	Moderate	Assessment of weather forecast starting from the Wednesday before the event and considering the possibility of cancellation.
Potentially dangerous water conditions on the day of the event	Low	Medium	Tolerable	Inspect the river Friday evening and Saturday morning before the event and the consider possibility of cancellation if required.
Weir is opened after crews boated	Low	Medium	Tolerable	Advise weir operators of the date and time of the event, providing a contact telephone number for them to contact if the gates require to be opened.
				Crews are to be advised immediately if this happens and removed from the water if necessary.
				Crews are also advised to stay upstream of CARC.
Sudden bad weather causing unrowable and/or dangerous conditions	Medium	Medium	Moderate	Any umpire or other key race official will stop racing. Any crews on the water will be shepherded back to the landing stages by safety boats.
Slipping at steps while launching boats	Medium	Medium	Moderate	Ensure GRC steps are cleaned of sediment before racing. Other clubs on the river will be responsible for their own steps.
Crews damaging boats/capsizing at steps/boating area	Medium	Medium	Moderate	Marshals at steps to regulate boating.
Collisions between crews rowing in opposite directions in marshalling area above start	Low	Medium	Tolerable	Inform crews of the correct circulation pattern and to proceed with light pressure when in the marshalling area.
				Clear instructions on where crews need to be positioned in information packs and by marshals on the bank.
Crews being blown around or onto the bank at the start	Low	Medium	Tolerable	Marshalls will have throw lines to be used to assist crews if required. Notice to competitors advising caution. Safety boat at the start to monitor and be in communication with marshals.

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	H / M / L	H / M / L		
Crews being blown around or onto the bank at the start	Low	Medium	Tolerable	Marshalls will have throw lines to be used to assist crews if required. Notice to competitors advising caution. Safety boat at the start to monitor and be in communication with marshals.
Collisions between crews and hazards on way to start or during the race <ul style="list-style-type: none"> All bridges Overhanging trees Outflows 	Low	Medium	Tolerable	Safety launches and marshalls are positioned along the course and near hazardous areas.
				A team will be on standby at GRC to deal with an incident if required.
				Umpires and safety boats will have radios to summon assistance if required.
				Crews informed of circulation patterns, hazards and river restrictions.
Damage and injury resulting from a collision	Low	Medium	Tolerable	Bow balls, heel restraints and buoyancy compartments aids should be checked by individual crews.
				All crews are informed of circulation patterns via an info pack.
Crew capsize during the race	Low	High	Moderate	A combination of safety launches and marshalls positioned along the course equipped with throw ropes to bring crews to safety and radios to summon assistance.
				Safety launches are on hand to provide rapid response along the course if required.
Crews stopping too soon and obstructing those still racing	Medium	Low	Tolerable	Race Instructions advise all crews that they should continue downstream clear of the finish and enforced by the umpire/marshall at the finish.
Collisions between crews rowing in opposite directions to the race between GUBC and GRC	Medium	Medium	Moderate	Inform the crews of the circulation pattern and that other crews will be making their way upstream between GUBC and GRC whilst the race is still in progress.
				This region will be well marshalled and the flow of boats will be strictly controlled.

Any incidents should be reported using the [GRC Incident Report Form](#) or the [Scottish Rowing Incident Report Form](#).