

**KINGSTON SMALL BOATS HEAD OF THE RIVER RACE
SATURDAY 5 NOVEMBER 2016
A RACE ROWED UNDER BRITISH ROWING RULES
ON THE RIVER THAMES BETWEEN HAMPTON COURT AND KINGSTON
5,200 metres**

SAFETY PLAN

EVENT ORGANISER: KINGSTON ROWING CLUB

Event Secretary PETER KING c/o KRC THE BOATHOUSE, CANBURY GARDENS, KINGSTON UPON THAMES, SURREY	Race Committee Chairman RICHARD STANHOPE
--	---

ASSESSMENT OF RISK TO HEALTH AND OR SAFETY TO THOSE PERSONS:

- 1. ON THE RIVER; OR**
- 2. BY THE RIVER AND AFFECTED BY THE CONDUCT OF THE RACE ON THE RIVER.**

THEY MAY BE CATEGORISED AS FOLLOWS:

- A. THOSE PERSONS COMPETING IN THE RACE (CREWS);**
- B. EVENT OFFICIALS SUPERVISING THE RACE;**
- C. CREWS PROCEEDING TO AND FROM THE RACE;**
- D. OTHERS ASSISTING THE ORGANISERS.**
- E. OTHERS NAVIGATING UPON ON THE RIVER;**
- F. OTHERS USING THE BANKS, TOWPATHS AND FOOTPATHS;**

The Overarching Safety Plan:

All competitors, coaches, officials and all those assisting the organisers shall:

- a) except when the Race Rules state otherwise, observe the navigation authority's Collision Regulations and other relevant Bylaws;**
- b) implement the provisions of the relevant race and safety rules of British Rowing;**
- c) be observant and aware of the risks related to use of the river for the purpose of competitive racing and of the need to prevent accidents at all times;**
- d) comply with all requests and instructions issued by the Race Committee and its officials and, or the navigation authority's officers, designed to prevent accident, injury and or ensure the safety and welfare of those involved with or affected by the conduct of the race.**
- e) ensure as best they may that each person taking part has been assessed and trained to the level of competency required by British Rowing and the race to enable them to safely compete in the race or to undertake the supervision of those taking part in the race.**

KINGSTON SMALL BOATS HEAD OF THE RIVER RACE SATURDAY 5 NOVEMBER 2016

ASSESSMENT OF RISK

This assessment forms part of the safety management of the event and is submitted by the Safety Adviser appointed by the Organising Committee to assist them to plan the event and to conduct it safely, in accordance with British Rowing Row Safe Code.

Because of the changing nature of the river and its environment, the quantification of risk identified in this assessment is to be regarded as dynamic and a direct factor of those conditions prevailing both at the start of the race and during each part of it.

It should be examined by the Race Committee, together with the Safety Adviser, on the morning of the race to permit the most immediate assessment of each risk to be determined and make possible the identification of others evident at that time.

The examination by the Race committee should be repeated before the commencement of racing in each subsequent division and take account of any incident that may have occurred previously.

Agencies and others affected by the conduct of the Race:

1. **British Rowing;**
2. **Environment Agency;**
3. **Royal Borough of Kingston upon Thames;**
4. **Hampton Court Palace (Historic Royal Palace)**
5. **Metropolitan Police;**
6. **Surrey Ambulance Service.**
7. **London Ambulance Service.**
8. **Other River Users.**

Related documents:

1. **Kingston Small Boats Head of the River Race–Risk Assessment–Appendix:
Hazard/Control Description;**
2. **The 'Collision Regulations' as prescribed within the Navigation Authority's Bylaws;**
3. **British Rowing's "Row Safe" Code;**
4. **The ' Notice to River Users'**
– issued by the Environment Agency, giving details of the event, instructions to other river users and providing for the closure of the river during the periods of racing;
5. **The Calendar of Events issued by the River User Group Reach 16A and Reach 16B;**
6. **The Race Rules, Notices and Instructions issued to Crews;**
7. **The Guidelines for Umpires, Duties and Instructions;**
8. **The Guidelines for Marshals, Duties and Instructions;**
9. **The Map of the Course of the Race identifying hazards etc.;**
10. **Accident Plan A – Procedures for accidents occurring on the water;**
11. **Accident Plan B – Procedures for accidents occurring on any land used by the Race Organisation.**

KINGSTON SMALL BOATS HEAD OF THE RIVER RACE SATURDAY 5 NOVEMBER 2016

ASSESSMENT OF RISK - HAZARD IDENTIFICATION

of accident or injury or other adverse physical condition resulting from:

A. FAILURE TO NAVIGATE SAFELY OR TO KEEP A PROPER LOOKOUT:

1. Collisions with other vessels

Competitors

1.1.1. Crews racing

1.1.2. Crews proceeding upstream to the start

1.1.3. Crews finishing

Officials & Umpires

Other vessels on the River

1.3.1. Competitors not racing

1.3.2. Crossing vessels (including ferries)

1.3.3. Unauthorised vessels on the course

2. Collisions with the land or a lack of safe landfall

Cigarette Island

Palace Gardens,

Riverbank/towpath (Barge Walk)

Thames Ditton Island

Hire Boat Moorings at Ferry Road, Thames Ditton

Water Works Wall – Surbiton

Queen's Promenade, Kingston

Riverside Walk. Kingston

Steven's Ait

3. Collisions with fixed structures in the river

Hampton Court Bridge

Steamer Landing – Hampton Court (Middx)

Hire Boat Moorings – Hampton Court (Middx)

Stages at KGS boathouse (Surrey)

Thames Ditton Island, various moorings

Moorings at Ferry Road, Thames Ditton (Surrey)

Moorings at Harts Ferry and London River Yacht Club (Surrey)

Ravens Ait, various moorings

Various moorings off Queen's Promenade, Kingston (Surrey)

Various moorings off Riverside Walk, High Street, Kingston (Surrey)

Kingston Bridge

Kingston Railway Bridge

Various moorings at Hampton Wick – Kingston Bridge to the Finish (Middx)

4. Failure to warn of risk or danger

On the course

At the finish

In the navigation channel

5. Collisions with water fowl or other animals

KINGSTON SMALL BOATS HEAD OF THE RIVER RACE SATURDAY 5 NOVEMBER 2016

ASSESSMENT OF RISK - HAZARD IDENTIFICATION - Continued

B. ACCIDENTS DUE TO OTHER FACTORS AFFECTING THE BOAT:

6. **Adverse Environmental Conditions**
 - Reduced visibility e.g. Fog, Glare, Haze, Mist, Snow, Rainfall, Darkness
 - Localised extreme weather e.g. Lightening Strikes,
 - Wind conditions e.g. Squalls, affecting steering, boat stability
 - Water or stream conditions affecting steering, boat stability
 - 6.4.1. Flooding, of banks and stages
 - 6.4.2. Temperature, inducing rapid hypothermic conditions
 - 6.4.3. Strong Stream
7. **Capsize, foundering or sinking:**
 - Localised extreme weather e.g. Lightening Strikes, Squalls, Black Ice
 - Wind conditions, affecting steering, boat stability
 - Water or stream conditions affecting steering, boat stability
8. **Failure of Boat's Equipment**
 - Feet straps
 - Oars
 - Outriggers
 - Slides
9. **Collisions upon the footpath with boats, vehicles, persons or cycles**
 - Boating at Canbury Gardens across public footpath & cycle track
 - Barge Walk (officials and others on bank)

C. OTHER RISKS DIRECTLY OR INDIRECTLY AFFECTING PERSONAL SAFETY:

10. **Incompetence**
 - Crews
 - Officials
 - Others
11. **Medical conditions associated with accidents/activities on or by rivers**
 - Drowning
 - Hypothermia
 - Cardiac arrest
 - Concussion
 - Infection - Leptospirosis (Weil's Disease)
 - Infection – Pathogens
 - Injury from trip or fall
 - Lacerations
 - Abrasions
 - Skeletal/spinal injury
 - Muscular Strain
12. **Medical conditions related to environmental conditions**
 - Sunburn
 - Dehydration

Heat stroke or exhaustion

Cold or Chill due to low ambient temperature, rain, wind

Localised extreme weather e.g. Lightning Strikes

A predisposition or Allergy e.g. Asthma, Hay Fever