

**THAMES DITTON REGATTA
SATURDAY 7 MAY 2011**

**A SERIES OF RACES IN VARIOUS CLASSES ROWED UNDER BRITISH
ROWING RULES
ON THE RIVER THAMES AT THAMES DITTON**

SAFETY PLAN

EVENT ORGANISOR :

THAMES DITTON REGATTA COMMITTEE

Event Secretary: Helena Smalman-Smith,

Race Committee Chairman: Roland Wales

Address 11 Quinton Road,
Thames Ditton,
Surrey,
KT70AX

Address ,
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Tel: 020 8398 6242/07765 237166.

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 ENCLOSURE AND 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 British Rowing's Rules for the Conduct of Regattas and Races and Row Safe – A Guide to Good Practice in Rowing ("Row Safe");**
- 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.

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ASSESSMENT OF RISK

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

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 Advisor, 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. London Borough of Richmond upon Thames;
4. Borough of Elmbridge;
5. Hampton Court Palace;
6. Surrey Police;
7. Metropolitan Police;
8. South East Coast Ambulance Service;
9. London Ambulance Service;
10. Other River Users.

Related documents:

1. Thames Ditton Regatta–Risk Assessment–Appendix: Hazard/Control Description
2. The Health and Safety at Work and provision of Welfare at Work Act 1974 and the relevant Regulations made thereunder;
3. The 'Collision Regulations' as prescribed within the Navigation Authority's Bylaws;
4. The British Rowing's "Row Safe";
5. The Event Conditions issued by the navigation authority (Environment Agency);
6. The ' Notice to River Users'
– issued by the navigation authority, giving details of the event, instructions to other river users and providing for the establishment of a buoyed regatta course;
7. The Calendar of Events issued by the River User Group Reach 16A and Reach 16B;
8. The Race Rules, Notices and Instructions issued to Crews;
9. The Guidelines for Umpires, Duties and Instructions;
10. The Guidelines for Marshals, Duties and Instructions;
11. The Map of the Course identifying hazards, circulating patterns etc.;
12. Accident Plan A – Procedures for accidents occurring on the water;
13. Accident Plan B – Procedures for accidents occurring on any land used by the Race Organisation;
14. Guidance Pamphlet issued by Thames Ditton Regatta:- Information for River Users.

THAMES DITTON REGATTA SATURDAY 7 MAY 2011

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 downstream 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 (competitors and officials)
- 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

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)

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

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. Lightning 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. Lightning Strikes, Squalls, Black Ice

Wind conditions, affecting steering, boat stability

Water or stream conditions affecting steering, boat stability

ASSESSMENT OF RISK - HAZARD IDENTIFICATION - Continued

8. Failure of Boat's Equipment

**Feet straps
Oars
Outriggers
Sliders**

9. Collisions upon the footpath with boats, vehicles, persons or cycles

**Boating at Palace Gardens across public footpath
Vehicles traversing site
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
Hyperthermia
Cardiac arrest
Concussion
Infection - Leptospirosis (Weil's Disease)
Infection – Pathogens
Injury from trip or fall
Lacerations
Abrasions
Skeletal/spinal injury
Muscular Strain
Burning or Scalding (resulting from use of outdoor cooking equipment)
A predisposition or medical condition adverse to athletic exercise**

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**

ASSESSMENT OF RISK - HAZARD IDENTIFICATION - Continued

- **Adverse Conditions:** The Committee will arrange to monitor and assess the weather forecast for the local area on the day of the event and during the five day period beforehand.
- In the event of adverse conditions possibly putting competitors at risk (e.g. Strong Stream Conditions, lightning, high winds, etc.), the Race Committee will take the appropriate action (e.g. delay the start, shorten or adjust the course, suspend racing and/or cancel the regatta).
- In the event of **lightning**, the Safety Advisor and or the Chief Umpire will measure the length of the period of time which elapses between each successive visible lightning strike and the sound of it's associated thunder; and,
 - Immediately this period is found to be less than 30 seconds, Racing will be suspended completely and all persons advised to take cover away from trees and to hold rowing equipment (e.g. blades) in the horizontal position.
 - The Race Committee may consider resuming the Race once the length of the period of time between a visible lightening strike and the sound of it's associated thunder has lengthened to over 30 seconds, and has either maintained at period for at least 30 minutes or has ceased altogether, and all other conditions permit.