

Thames Ditton Regatta: Saturday, 18 May 2019

SAFETY PLAN

The Key Safety Personnel are:

Geraint Lewis	Event Rowing Safety Advisor	07711 654644
Kathy Long	Race Committee Chair	07704 647935
Sarah Searle	Welfare Officer	07721 994724
Helena Smalman-Smith	Race Control	07765 237166

Please also refer to the Thames Ditton Regatta Combined Casualty and Accident Plan

Assessment of risk to health and/or safety to those persons:

- On the river; or
- By the river and affected by the conduct of the race on the river.

These persons may be categorised as follows:

1. Persons competing in a race (crews).
2. Event officials supervising the racing.
3. Crews proceeding to and from a race.
4. Others assisting the organisers.
5. Others navigating on the river.
6. Others using the enclosure and banks, towpaths and footpaths.

The Overarching Safety Plan:

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

1. Except when the Race Rules state otherwise, observe the River Thames byelaws. The key elements for boats involved in Thames Ditton Regatta can be summarised as:
 - Keep to starboard (boat/cox's right).
 - If you think you are at risk of colliding head on with a boat heading towards you, move to starboard.
 - Keep a good look-out at all times.
2. Implement the provisions of the British Rowing's Rules of Racing and Row Safe – A Guide to Good Practice in Rowing ("Row Safe").
3. 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.
4. Comply with all requests and instructions issued by the Race Committee and its officials and, or the Environment Agency'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.
5. Ensure as best they may that each person taking part has been assessed and trained to the level of competency required – particularly with relation to capsizes – 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.

First aid facilities are provided by **Medical Despatch Event Services Limited**. **RegattaSafety** will be in attendance with two fully equipped safety boats provided with radios on the regatta's network.

RISK ASSESSMENT

This assessment forms part of the safety management of the event and is submitted by the Event Rowing 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.

Risk	Impact	Likelihood	Overall risk	Mitigation
Failure to navigate safely or to keep a proper lookout				
Collisions with other vessels by <ul style="list-style-type: none"> • Crews on the water • Officials and Umpires • Other vessels on the River 	Moderate to high: Damage/injury to people and equipment, capsize	Low	Low	All crews and officials are provided with a detailed circulation plan. The course is buoyed and notices are displayed in accordance with EA Regulations to warn other river users. There are three designated Casualty Landing sites.
Collisions with the land <ul style="list-style-type: none"> • Cigarette Island • Palace Gardens • Riverbank/towpath (Barge Walk) • Thames Ditton Island • Hire Boat Moorings at Ferry Road, Thames Ditton 	Low: Damage to racing boats	Low	Low	All crews and officials are provided with a detailed circulation plan. Local Rule allow umpires to help racing crews avoid TD Island.
Collisions with fixed structures in the river <ul style="list-style-type: none"> • 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) 	Low: Damage to racing boats and moored boats	Moderate	Low	All crews and officials are provided with a detailed circulation plan. Local rules allow for the steering of racing crews likely to hit moored boats adjacent to the course.

Risk	Impact	Likelihood	Overall risk	Mitigation
Failure to warn boats on the water of risk or danger	Moderate: Collision	Low	Low	All officials are alerted to the need to be vigilant at all times in managing the environment of the course (see TDR Instructions to Officials).
Collisions with water fowl or other animals	Low: Injury to fowl, damage to blades	Low	Low	All officials are alert to the need to be vigilant at all times in managing the environment of the course including water fowl and other animals (see TDR Instructions to Officials).
Other factors affecting the boat				
Adverse environmental conditions <ul style="list-style-type: none"> • 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 • Flooding, of banks and stages • Temperature, inducing rapid hypothermic conditions 	High/Moderate: Collision, capsize, swamping	Low (as racing would not take place in these conditions)	Moderate/Low	The Race Committee and Event Rowing Safety Advisor will assess conditions before and during racing. See Regatta Cancellation and Adverse Conditions During the Event sections of this document
Failure of boat's equipment e.g. steering, shoes, oars, riggers, slides, bow balls	Moderate: Inability to proceed safely or to race	Low	Moderate/Low	Officials will conduct random checks on boats intending to race and prevent those which fail from going afloat unless the defects are remedied. However it remains the responsibility of the crew to ensure that their equipment complies with British Rowing's Row Safe regulations.

Risk	Impact	Likelihood	Overall risk	Mitigation
Collisions on land with boats, vehicles, persons or cycles <ul style="list-style-type: none"> Vehicles traversing site Barge Walk (officials and others on bank) 	Moderate: Injury to persons or boats	Moderate	Moderate	Marshals are positioned to manage the movement of trailers into and around the main regatta site. The boating areas are marked using safety netting. Trailer parking is managed to keep public footpaths clear.
Capsize	High/Moderate: Hypothermia, drowning	Low	Moderate	2 safety boats on water to assist persons in the water RowSafe recommends all competitors can swim 50m in kit
Other risks directly or indirectly affecting personal safety				
Medical conditions associated with accidents/activities on or by rivers	High/Moderate: 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	Low	Moderate	There is a Combined Casualty and Accident Plan and a Welfare Plan in place, and emergency medical cover on the water and on the land. The Welfare Officer patrols the site on the day.
Medical conditions related to environmental conditions	Low: Sunburn, dehydration, heat stroke or exhaustion, cold or chill due to low ambient temperature, rain or wind, lightning strikes, asthma, hay fever	Moderate	Low	There is a Welfare Plan in place to deal with these possibilities. The Welfare Officer patrols the site on the day. There is first aid cover on the water and on the land. Water bottles can be refilled at the KGS boathouse.

Regatta cancellation

The state of the river and its environment will be examined by the Race Committee, together with the Event Rowing Safety Advisor, in the days leading up to the event and on the morning of racing to permit the most immediate assessment of each risk to be determined and make possible the identification of others evident at that time.

Factors which will be assessed include (but are not necessarily limited to):

1. The rate of flow of the river and any forecast change thereof.
2. The weather conditions and forecast, including risks of rain, lightning and fog.
3. The direction and strength of the wind and any forecast change thereof.
4. The condition of the ground in the boating areas.

The decision to proceed with the Event will also take note of the opinions of Elmbridge Borough Council, the Molesey Lock Keeper and with reference to the following criteria used on the same stretch of the river:

- If the Environment Agency's River Conditions website <http://riverconditions.environment-agency.gov.uk/> shows RED, the regatta will not take place.
If it shows YELLOW INCREASING, it is unlikely to take place, although other factors will be taken into account such as flow rates, and boards for the stretches higher up the river.
If it shows YELLOW DECREASING, there is a greater chance of the regatta running than on Yellow Increasing, but other factors are still key.
It is noted that in general on this stretch, the river goes up to Yellow at a Kingston flow rate of 100 m³/s and Red at 150 m³/s, but it can go back down to Yellow at a rate faster than this.
- The stick tests conducted by KGSBC (on the regatta reach) and HSBC (on the next reach upstream). In particular, if a stick dropped in the river at the upstream end of the Kingston Grammar School BC landing stage takes less than 45 seconds to float to the downstream end, the regatta will not take place.
- Walbrook RC have "black boards" which is a speed above which no one boats.
- See <https://www.gaugemap.co.uk/#!Map/Summary/1249/1382> and <https://www.gaugemap.co.uk/#!Map/Summary/7535/2828> for flow rate at Kingston (Note that the stream at this location slows significantly* for an hour or two approaching high water at Teddington Lock, and greatly increases for up an hour immediately after high water (we hit 170m³/sec briefly an hour or so ago). This is most evident at spring tides. * At very high spring tides, the weir at Teddington is overtopped and the flow reading is negative, as the stretch effectively becomes tidal.)

The Race Committee Chair will keep a record of all decisions made in relation to the prevailing conditions and any decision to proceed with the event.

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.

Adverse conditions during the event

In the event of adverse conditions possibly putting competitors at risk once the Event has commenced (e.g. Strong Stream Conditions, lightning, high winds, etc.), the Race Committee will take the appropriate action (e.g. shorten or adjust the course, suspend racing and/or cancel the regatta).

In the event of lightning, the Safety Advisor and the Race Committee Chair will measure the length of the period of time which elapses between each successive visible lightning strike and the sound of its 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 lightning strike and the sound of its 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.

Agencies and others affected or potentially affected by the conduct of the Race

- British Rowing
- Environment Agency
- London Borough of Richmond upon Thames
- Borough of Elmbridge
- Hampton Court Palace
- Surrey Police
- Metropolitan Police
- South East Coast Ambulance Service
- London Ambulance Service
- Other River Users.

Related documents

- Thames Ditton Regatta Combined Accident and Casualty Plan:
<https://thamesdittonregatta.co.uk/information-for-competitors/>
- Thames Ditton Regatta “Instructions for Crews”: <https://thamesdittonregatta.co.uk/information-for-competitors/>
- The Map of the Course identifying hazards, circulating patterns etc:
<https://thamesdittonregatta.co.uk/information-for-competitors/>
- Thames Ditton Regatta “Instructions for Officials”
- The British Rowing’s “Rules of Racing” and “Row Safe”: British Rowing Almanack 2019 and <https://www.britishrowing.org/wp-content/uploads/2018/10/Row-Safe-April-2018.pdf>
- The “Notice to River Users” issued by the Environment Agency giving details of the event, instructions to other river users and providing for the establishment of a buoyed regatta course: <https://www.gov.uk/government/publications/thames-ditton-regatta-2019-river-restriction-notice>
- The Environment Agency’s River Thames: Navigation, Licensing and General Byelaws 1993 <https://www.gov.uk/government/publications/river-thames-navigation-licensing-and-general-byelaws-1993>
- The Calendar of Events issued by the River User Group for Reach 16:
<http://thamesriverusersgroup.org/rugs8-calendar.php>
- The Health and Safety at Work and provision of Welfare at Work Act 1974 and the relevant Regulations made thereunder: <http://www.hse.gov.uk/workers/index.htm>