

**KINGSTON AMATEUR REGATTA ("KAR")
KINGSTON BOROUGH REGATTA ("KBR")**

Saturday July 10 / Sunday July 11 2010

RISK ASSESSMENT

1. Attachments:-

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| 1. Instructions to Officials | 6. Safety Plan 'B' |
| 2. Instructions to Competitors | 7. Safety Instruction Sheet |
| 3. Plan of Course | 8. Access, reporting and boating Instructions |
| 4. Regatta Regulations | 9. Trailer Access Map |
| 5. Safety Plan 'A' | 10.. Appendix : Hazards List |

2. Description of the Event and its Management

KAR is an established event in the rowing calendar, having had its 150th anniversary in 2007. It normally takes place in the second weekend of July. As a post-Henley event, it is popular with intermediate and junior crews.

In response to the level of demand from junior crews, we have for a number of years held a second day of racing, over a shorter, 500 metre course which has proved to be particularly suitable for juniors from J13 upwards. This second day of racing, although for ARA/points purposes considered as a separate regatta ("KBR") is managed in all respects as part of one event together with the KAR and by the same management committee and racing and safety team

The Kingston Regattas are managed separately from Kingston Rowing Club (KRC) but it has always been a tradition for members of KRC to serve on the committee, as well as, from time to time, staff and parents of pupils at Tiffin School and other local rowing schools. There is always therefore a considerable level of first-hand local knowledge (concerning, in particular, river and navigation conditions) within the regatta committee as well as competence in dealing with children arising from KRC's healthy junior section.

The regatta committee meets several times throughout the year prior to each event and at monthly intervals from January onwards. After each regatta there is a "wash up" meeting at which points/matters arising from the recent regatta are raised and noted for inclusion/consideration in the planning of the event for the following year, including, in particular, all and any matters concerned with safety.

3. The 2009 Regattas/Safety Aspects

From the safety viewpoint, there were no significant occurrences during the regatta.

The weather conditions in the run up to the regatta and during the event were perfect and there were therefore no causes for concern over rising stream levels as there have been in recent years.

On the subject of stream levels we did before last year's regatta take due note of the appropriate response to rising stream levels and the consequences of varying levels of alert in official communications from the EA. We therefore discussed and agreed a formal protocol to be followed by the regatta's management should decisions need to be made future regattas whether or not to suspend/part suspend the race programme in response to such warnings and/or of actual stream conditions. This is covered in more detail below and in the Appendix.

The only incident at the 2009 regatta that we should record is the fact of the submersion and near sinking of the catamaran safety launch provided by the Skiff Club. One or both of the booms of the boat was letting in water with the result that the boat foundered in the middle of the course whilst following a race. The launch driver and the umpire on board were brought to safety. Thanks to the good judgment of the umpire in charge of the following race, the racing crews were warned of the obstruction in good time and managed to avoid the obstruction. Racing was suspended while the damaged boat was brought alongside. Lessons to be learnt from this incident include the need for launch drivers to discontinue regatta activities as soon as any problems of such a nature are identified.

4. 2010 Regatta

This assessment forms part of the safety management of the regattas and is submitted by the safety adviser appointed by the KAR/KBR committee to assist in planning for the events and to conduct them safely in accordance with the British Rowing "Row Safe" Code and Safeguarding and Protecting Children Policy.

PARTICULAR AREAS OF RISK

1. Collisions

As can be seen from the course map, the regatta course is straight and uninterrupted. The regatta is raced over a course that is separated by buoys from general river traffic. The EA will issue an official notice to river users to warn them of the navigation restrictions.

A. On the course

Any collision occurring during racing will be, therefore, due to crew/sculler action alone and it will be the job of race umpires to monitor/warn crews/scullers against this risk.

To make the course completely clear of obstruction no mooring will be permitted either in the area of the course or in the marshalling area (see map).

B. In the navigation channel

The other area of possible risk of collision is in the navigation channel. This could occur at any point from leaving the raft to the approach to the start.

The EA notice warns passing craft to be navigated at slow speed with extreme caution and to give way to racing craft proceeding upstream to the start/marshalling area at Ravens Ait.

We believe that the map (attached) and the safety instructions properly draw the attention of competitors to the relevant risks by indicating (a) the correct course to take and (b) the discipline to be followed within these areas.

C. Near the rafts

There is a particular risk for crews departing the raft from collisions with crews just having finished racing. We have therefore stipulated a clear circulation pattern at this point and a marshall will be in attendance at the rafts to direct/observe traffic in this area.

2. Capsize

In the navigation channel there are no particular risks or obstructions but traffic can be quite heavy. Launch umpires will also be able to observe proper navigation when passing upstream to the start.

Crews proceeding to the start in the navigation channel must proceed in a steady way and must not risk their/other user's safety by stopping or doing practice starts. This is clearly stated in the Safety Instructions.

Practice starts are only permitted upstream of Raven's Ait, in the warm-up area coloured pink on the course map. The river is wide enough at this point for crews to turn and do practice starts provided that due consideration is given to other river users at all times (see highlighted box in crew instructions).

3. Other Risks

Attached is an appendix stating what we consider to be the key areas of general concern (e.g. stream conditions and child welfare) and of risk of accident/injury and our assessment of the level of those risks. It also summarises the relevant procedures to be followed and measures to be taken to address such areas of concern and to minimise the relevant risks and the steps to be taken in the event of their occurrence.

4. Accident Plans

The committee has approved Accident Plans ('A' and 'B') to respond to emergencies. These are to be circulated with the safety instruction material, as well as being posted on the regatta's dedicated website, www.kingstonregatta.co.uk.

THIS RISK ASSESSMENT AND THE ACCOMPANYING ATTACHMENTS TOGETHER REPRESENT THE KAR COMPETITION SAFETY PLAN.