

Safety and Emergency Plan for the Hammersmith Head Sunday February 27th 2022

Year	Revision	Checked	Date
2008	NA	AHR	27/12/07
2009	1.1	AHR	14/01/09
2010	1.2	AHR	20/01/10
2011	1.3	AHR	10/01/11
2012	1.4	AHR	24/02/14
2015	1.8	NMJ	14 JAN 2015
2016	1.9	AJS	14 Nov 2015
2017	2.0	AJS	8 Feb 2017
2018	2.1	AJS	04/11/17
2019	2.2	AJS	22/10/18
2020	2.3	AJS	
2021	2.4	AJS	
2022	2.5	AJS	19/12/2022

1 Event Safety Structure

1.1 Safety Structure

Chairman of the Organising Committee	Nicholas Hubbard
Chairman of the Race Committee	Antony Reynolds
Chief Umpire	Antony Reynolds
Chief Marshall	Daniel Walker
Communications Central	
Welfare Co-ordinator	Stephen Aitken
Event Water Safety Adviser (EWSA)	Alan Saunders

2 Introduction

2.1 Purpose

The document is the combined safety and emergency plan for the Hammersmith Head 2021

2.2 Reference Documents

British Rowing, Row Safe
British Rowing Rules of Racing
Tideway Code- Code of Practice for Rowing and Paddling on the Tideway
PLA revised requirements for races on the Tideway; 19 October 2011
PLA January reprise e-mail
PLA Rules for rowing during exceptional land-water flows ("The PLA Red Flag system")
PLA Event Minimum Standards Moving Forward; 16 May 2014 ("The PLA 2014 rules").

2.3 Scope

This guidance applies to Hammersmith Head 2022

2.4 Definitions

AK	Auriol Kensington Rowing Club
EWSA	Event Water Safety Advisor
RC	Race Controller
CU	Chief Umpire
CM	Chief Marshall
CC	Communications Central
PLA	Port of London Authority
RNLI	Royal National Lifeboat Institution
MCA	Maritime and Coastguard Agency

3 Events

3.1 Hammersmith Head 2022

3.1.1 *Start Time* : The Hammersmith Head 2022 will start at 13.30 on Sunday 27th February 2022

3.2 Event Location

The event is run on the River Thames between Chiswick Bridge and British Rowing pontoon upstream of Hammersmith Bridge.

The scope of safety cover will extend from the Iron Railway Bridge at Kew to Harrods wharf below Hammersmith Bridge

3.3 Navigation authorisation

The PLA has in **NTM U7 of 2021** authorised the event to be run on a river closed to other vessels from Barn Elms and Kew Railway Bridge from 12.30 until 17.00

3.4 Risk appraisal and mitigation

- 3.4.1 **Our objective** is to provide a fair, safe and worthwhile race for all competitors. This section sets out our risk management framework. Risks are analysed in the Risk Assessment at Appendix E. The dynamic appraisals before and during the race will apply the standards set out in Appendix A (including our Bad Weather Procedure).
- 3.4.2 **Responsibility for safety** rests with all persons involved with the event. The Race Committee is not, however, in a position to judge the capability of individual crews to cope with specific conditions. Hence decisions on whether the race will go ahead will assume competence to cope with typical seasonal Tideway conditions. Each crew, its club officials, or its responsible adults (where a junior or adaptive entrant is concerned), will be expected, in accordance with BR's Row-safe, to take responsibility for assessing the conditions as they find them on the day in relation to their own ability, health, fitness, experience, equipment and training, and to decide, should they have doubts, not to boat irrespective of whether or not the race is going to be run.
- 3.4.3 **Pre-race day dynamic risk assessments:** For at least 14 days before race day the EWSA will keep under review daily the weather forecasts for race day and the current PLA Red Flag system setting. The EWSA he will prepare assessments of the probable risks from exposure, waves or flow rates to competitors in general or to classes of competitors, especially vulnerable persons. The EWSA will circulate the assessment to the Committee and make his advisory proposals, if any, for limiting participation in the race or cancelling the race in advance.
- 3.4.4 **Pre-inspection on race day:** Approximately one hour before the start of the race the CU, CM and EWSA will assess the course for unacceptable river and weather conditions (including restricted visibility through fog or gloomy light) or unusual obstructions. In the event of serious problems, a final decision can be made on appropriate actions such as delayed start or cancellation. The CU and EWSA will circulate the final decision from the finish area where the EWSA will assist the Race Controller during the event. The CM will remain at the start, returning with the final crew.

3.5 Instructions

Officials will be issued with all relevant safety documentation prior to the event. Specific safety and radio information will be issued on the day. Competitors will receive details of the arrangements and instructions for pre-race marshalling, crossing points and procedure for navigation. Competitors will be advised that marshals' instructions must be obeyed.

3.6 Water Rescue Cover

During the event six rescue craft will be on station patrolling areas as identified on the attached 2.2.3 plan in appendix B. Safety support will remain on station for the event, returning behind the last crew to Hammersmith area, standing down only as instructed by the EWSA.

3.7 Extent of Cover

While the rescue crews are there to predominantly provide cover for those involved with the event, cover will extend to any persons who need assistance on the water within the area covered by the event.

As part of the emergency plan a number of key locations along the course have been identified for the landing of casualties. The National Grid Reference, Post Code and what3words of each location is published in Appendix C. The Race Controller will pass on this information during any emergency call out.

4 Radio Communication

4.1 Network

The radio network will be provided by Direct Telecom Services. We have an "open" channel and a dedicated safety channel, both via a repeater which gives all radios coverage from Barn Elms to Kew Railway Bridge. The repeaters are based on the Emanuel School BH balcony and are supplied with mains power. In the event of a mains failure the radios can switch to another channel (not via the repeater) which will give them adequate local communication depending on local conditions.

Communications Centre will be at Auriol Kensington Rowing Club.

The safety boats will have marine radios. [RC will monitor the [Maritime Channel] and broadcast on it if necessary.]

Should there be a radio network failure during the event, rescue personnel, marshals etc will need to use mobile phones or rely on the use of audible whistles/loud hailers as primary means to raise alarm.

5 Emergency Response

5.1 Structured Approach

The CM is in charge of the race start. During the race the CM will be in a launch.

Race Headquarters is at Auriol Kensington Rowing Club, Hammersmith. A Reynolds will be there and act as the Race Controller during the event and in overall charge of the race. as Communications Central will also be based there, close to RC. EWSA will normally be with RC, but may be deployed elsewhere if his authority is needed at the point of action.

We will be adopting an emergency response structure and use terminology adopted by the emergency services when dealing with major incidents. This will improve coordination and communication at this event should the need arise to declare a major incident and call in outside support.

The Race Controller is designated Silver Controller for any incidents during the race. RC will undertake or authorize communication with London Coastguard (LCG) via London VTS to announce the start of the race, or an incident likely to give rise to a 999 call by the public or the abandonment of the race, or its completion.

5.2 Waterborne Response procedure

The first observer of any incident should raise the alarm by radio, telephone or through audible/visual means and proceed to take any immediate life-saving measures within their level of competence, do not put yourself at risk thus potentially compounding a problem.

Do not, however, assume that others are dealing with an incident just because there are a lot of people about. Do not overcrowd the site, but do check that the occurrence is being managed. If you have a radio, listen out and make sure that Race Control is dealing with it.

The first radio-equipped race official to arrive at the scene of an incident is to take initial control of the incident and act as Bronze Control until relieved. As soon as immediate life-saving measures are in hand, make sure Race Control has been notified. The initial incident report should briefly include:

- Where.
- What has happened.
- The number of casualties.
- The severity of injuries.

- Any support required.

As soon as an incident is reported, all stations on the radio network are to minimise their traffic. Absolute priority is to be given to Race Control and those responding directly to the incident. The radio controller will instruct all emergency responders to switch to channel 2. Silver Control will then co-ordinate the operation.

If radio communications fail, Marshals will attract the attention of the rescue craft by whistle/loud hailer and the mobile telephone network.

6 Rescue Craft, Ambulances and Medical Advisor

6.1 Rescue craft.

Only rescue craft with high levels of free board and stability will be used as rescue craft.

Six rescue craft are to be positioned at strategic points along the course with the sole role of providing rescue and first aid for the competitors and support personnel on the river.

They will initially position themselves in accordance with the attached plan, between 30-60 minutes before the start of the event.

The final positions will be defined on the day depending on weather conditions.

The on-the-water rescue craft will comprise five crews from independent operators and one from Livvets. 'First responder' off-the-water safety and initial assessment services will be provided at two locations – Rutland Grove by Race HQ; and Civil Service Boathouse, east of Barnes bridge -by Tactical Medical

In addition to the rescue craft there are a number of race marshal launches which may be able to offer assistance to competitors in an emergency.

Co-ordination of the craft and the first responders will be by radio with the EWSA/RC. On the river the Marshals can attract the attention of the rescue craft by the use of the Radios, should there be a failure of the radio network then Marshals will revert to the use of the whistles and sounding of the klaxon and use if necessary mobile phones.

6.3 Medical Advice

The EWSA will ensure local hospitals and London Ambulance Service (LAS) have the information they need about the event.

7 Cancellation

7.1 Pre – Event

Weather conditions and the PLA Ebb Tide Warning flags will be monitored prior to the day of the event. If there are significant adverse conditions predicted, the organising committee will review and the possibility of cancelling boat classes or the event will be decided upon. The decision will be posted on the Hammersmith Head web site (<https://www.hammersmithhead.com/>) and if sufficient time is available an email will be issued.

7.2 Pre – Start

Approximately one hour before the start of the race the CU, CM and EWSA will assess the course for unacceptable river and weather conditions or unusual obstructions. In the event of any significant problems, the CU and EWSA will decide whether to delay the start or abandon the race

If due to significant problems the race has to be abandoned before the start, the marshals positioned at the main boating points will be contacted either by radio or mobile phones and instructed to prevent any further access to the river.

Boats already on water will be instructed to return to their boating points and will be marshalled into the most sheltered Shore to clear the river.

7.3 During the Race

If a serious incident after the start of the race makes it unsafe to continue, any race monitor (or the starter) may stop the race by instructing crews to "STOP RACING", which will be reinforced by the use of air horns and red flags. A collision between two racing crews will not necessarily be a reason for stopping the race. The monitor must make a judgement that any further crews entering that part of the course cannot safely continue racing. Each monitor's first responsibility is to the crews in their part of the course. Having ensured that those crews have understood and complied with the instruction to stop racing, the monitor will then radio the chief umpire with a brief report that they have stopped the race and why they have stopped it. The chief umpire will relay the message to all other monitors (and the starter), who will then immediately stop the race in their respective parts of the course using the command "STOP RACING", reinforced by the use of air horns and red flags. The chief umpire will use the message: "ALL STATIONS, ALL STATIONS. STOP THE RACE. I REPEAT. STOP THE RACE. ALL STATIONS ACKNOWLEDGE. OVER" Acknowledgements should begin with the starter and work down the course.

7.4 Catastrophic Incident

In the event that the incident involves the potential loss of life and we have to escalate to British Rowing (BR) that decision will be made by Chief Umpire/Chief Marshal/Water Safety Officer together; with Chief Umpire able to decide/over-ride alone as necessary.

7.5 British Rowing Contact

The Hammersmith Head Regatta contact with British Rowing will be Anthony Reynolds, Chief Umpire. The BR contact with the Head will be confirmed 1-2 weeks before the event.

Appendix A – Why don't rowers wear Lifejackets?

Most rowers do not wear life jackets most of the time, however, the real situation is far more complex. Some rowers do wear life jackets. Clubs have life jackets for their members to use, should anyone wish to. The reason why rowers do not always wear life jackets is simply that in most cases the risk assessment does not justify this and sometimes wearing a life jacket introduces extra hazards.

The basic "rule" for rowers, if they capsize is to get free from the (inverted) boat, get out of the water and, get off the water. In doing this they are taught to stay with the boat; their boat becomes their life raft. Rowers need to climb on top of their boat to get as much of their body out of the water as they can, as quickly as they can. The big risk here is hypothermia and not drowning.

British Rowing takes great care to develop capsize drill training and to include coaching capsize recovery as part of the qualification of coaches. The Capsize and Recovery training is summarised in a video at <https://www.youtube.com/watch?v=DcPE8-gENLo> . Wearing a life jacket can increase the risk. For example, getting free of an inverted boat can be difficult when wearing an inflated life jacket, as can climbing onto an inverted boat.

Retrieving a rower into a launch is difficult and usually necessitates deflating the life jacket . Everyone else afloat in a launch (coaches, launch drivers, rescue boat crew, umpires, coxes etc.) must wear a life jacket. A Safety Alert on this was issued in 2015, this can be seen at <https://www.britishrowing.org/wp-content/uploads/2015/09/Safety-Alert-February-2015Lifejackets.pdf?126dd0> .

There are six rescue boats on duty

Appendix B

Plan see separate drawing labelled Safety Plan Appendix B. This shows the positions of all safety and marshals boats.

Appendix C

Bad Weather procedure

Weather and Stream Parameters

There is a number of absolute weather parameters that will lead to cancellation or abandonment.

	3	2	1	0
Wind Speed	Force 5	Force 3-4	Force 1-2	Force 0
Wind Direction		NE	WS	
PLA Flag Status(1)	Red	Yellow		Green
Precipitation(2)	Take Action	Be Prepared	Be aware	None
Air Temperature		<4C		>8C
Visibility(3)	< 200m	reduced		Good

1 PLA Flag Status <http://www.pla.co.uk/>

2 Precipitation <http://www.metoffice.gov.uk/public/weather/warnings>

3 Visibility <http://www.metoffice.gov.uk/guide/weather/severe-weather-advice/fog>

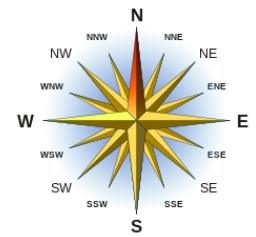
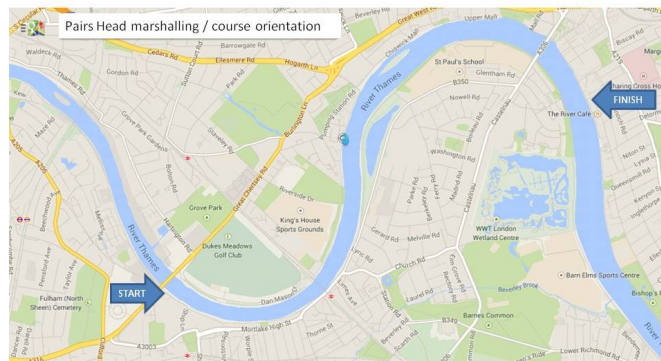
Any parameter that meets the column 3 criteria would mean the event is cancelled.

Other columns show the perceived risk level to the event, severity increasing by column number. Any combination of factors may mean restrictions are put on the event escalating to **cancellation** if necessary.

Special factors

The race is for eight- or four-oared or sixteen or eight sculled boats with substantial freeboard. It is run on an outgoing stream (ebb). Therefore conditions tend to become more benign with time.

There are **specific categories of participant**, especially those from vulnerable age-groups or with limited general rowing experience or of rowing on the Tideway. Those are more likely to be excluded on grounds of exposure or ability to handle the forecast or observed conditions in a safe or worthwhile manner. There will be a maximum of 300 boats.



Fine-tuning the wind parameters

The marshalling area (Kew bridge down to Chiswick bridge) is a **NNW to SSE** direction (boats facing into the stream until ordered to turn and proceed to the start line). Here a strong westerly wind might make sustained safe marshalling impossible. A more southerly wind, against the flow of the tide and landwater will generate waves, which could become too big for inexperienced crews or even for all boats.

The racing course from Chiswick bridge to British Rowing pontoon, trends primarily from **SSW to NNE**. (Crews returning to Putney use a reach trending **NNW to SSE**.)

* In broad terms, wind coming from the 90 degree vector between **North** and **East** is more likely to negatively affect the condition of the course. Such a wind will be trending against the water flow. The greater the direct difference of speed between wind and water, the bigger the waves, especially towards the faster-flowing fairway. Conversely, wind coming from the 90 degree vector between **West** and **South** is less likely to have a negative effect on the condition of the course

* In detail, however, the S-shaped course swings between **SE** at the start, turns continuously through **E** to **NNE-N-NNE** for the main portion. The finish sector turns back through **E** to **ESE**. It follows that boat-threatening waves or strength-sapping head-winds are likely to be met with only in specific wind directions or over only parts of the course. The appraisal will consider the intensity and duration of any likely or actual adverse conditions

Race committee decision-making timeline:

From 14 days leading up to the race date: The EWSA will appraise actual and forecast weather conditions and actual and likely flow conditions. In that process, they will assess the impact of these conditions on the river conditions along the marshalling and racing reaches, the ease or otherwise of remaining in position when marshalling, and the scope for exposure or exhaustion of crew members. (They will also appraise the difficulty of navigating Barnes bridge under race conditions.) They will advise the Committee on whether any or all competitors should be allowed to race.

At midday on Friday before race date: The EWSA will give definitive advance advice as above to the Committee on running any or all of components of the race in time for the resulting decisions to be communicated while most officers or responsible adults can tell their trailer-drivers and competitors whether or not to travel to the Tideway, A decision to cancel the whole event will be communicated to Tilbury and the PLA asked to rescind the river closure authorized for race day.

Up to 2 hours before race start time: The EWSA will advise whether observed conditions, in the light of actual and forecast changes in the weather whether or not the race should be run. In reaching that view, **advice and input will be sought from the PLA and the Coastguard / RNLi**, If the race is cancelled, all competitors will be advised via all available communication channels (especially including people at the boathouses hosting off-Tideway crews), that the event has been cancelled. That should reduce to a trivial minimum the number of (disappointed) crews afloat. Boathouse officials will be asked to post a cancellation notice in a prominent position and key personnel will be advised to

stop large scale boating. We will advise London VTS of the cancellation and ask for the lifting of the river closure. Once that is lifted, we are not able to stop or penalize people boating for non-race outings if they so choose, based on their own risk assessments.

About 1 hour before race start time. The EWSA will advise whether observed conditions and likely changes to them will or will not allow **a safe, fair and worthwhile race** can take place. If such a race is “not likely”, the RC will take over and implement the abandonment plan to ensure that any crews still on shore do not boat, while those afloat return in a controlled and safe manner to their boathouses. to be run. If the race is a NOGO, boating will be stopped and marshals will be tasked to go afloat and advise any competitors already on the water that the race has been cancelled.

A delay may be put in place if after assessing the conditions, the trend and up to date weather forecasts, it is felt that the race can be more safely run at a slightly later time (within the bounds of the river closure).

10 minutes before race start time. The chief marshal will do an all stations broadcast as a final check that there are no reasons to cancel or delay start of the race.

Appendix D

Ambulance Access

Ordnance Survey National Grid Reference

Contact Numbers

Ambulance Access

Access Point	Key	Post Code	Grid reference	what3words
Embankment Putney	R1	SW15 1LB	TQ 238 758	spared. stop. manage
Barn Elms	R2	SW13 0DG	TQ 233 764	edge. square. counts
Fulham Reach BC ramp	R3A	W6 9RU	TQ 231 779	span. ruby. marked
Auriol Kensington BC	R3B	W6 9DJ	TQ 229 782	card. weeks. saying
St Pauls BC	R4	SW13 9JT	TQ 225 781	giant.sadly. leans

Linden House	R5	W6 9TA	TQ 223 783	causes. salsa. blind
Chiswick Pier	R6	W4 2UG	TQ 215 774	pretty. state. menu
Emanuel BC	R7	W4 2SH	TQ 213 764	slug. entire. undulation
Thames Tradesman RC	R8	W4 2SH	TQ 212 762	beard. charmingly. buck
Tideway Scullers	R9	W4 2SH	TQ 203 763	crib. length. region
Quintin BC	R10	W4 3UJ	TQ 201 765	bags. riding. lock
Putney Town RC	R11	TW9 4EN	TQ 200 764	brass. reveal. client
University of London BC	R12	W4 3TU	TQ 198 772	rests. earth. woes

Contact Numbers

Paul Saunders 07932 085 054
Stephen Aitken 07866 361 233
Daniel Walker 07970 433 561
Nicholas Hubbard
Tony Reynolds 07734 157 644
Alan Saunders 07783 338 341
Mark Lavender 07974 744 284
Mark Mearing-Smith 07875 44 69 45

Appendix E

British Rowing Audit: Hammersmith Head 2022

Version 01

		Yes	No	N/A
1.0	Water Safety Adviser and Welfare Officer			
1.1	Has a person been appointed to act as Water Safety Adviser for the event as required by BR?	Y		
1.2	Is the Event Water Safety Adviser a member of the Organising Committee?	Y		
1.3	Is Water Safety a regular item at each meeting of the Organising Committee?	Y		
1.4	Has a Welfare Co-ordinator been appointed (see SPCG 11 - Guidelines for rowing competitions - includes competition safeguarding checklist)?	Y		
1.5	Is the Welfare Co-ordinator a member of the Organising Committee?	Y		
1.6	Is Welfare and Safeguarding a regular item at each meeting of the Organising Committee?	Y		
1.7	Is Water Safety part of the event review?	Y		
1.8	Is Welfare and Safeguarding part of the event review?	Y		
2.0	Risk Assessment			
2.1	Has a Risk Assessment been undertaken covering situations on both land and water including the welfare and safeguarding of juniors or vulnerable adults?	Y		
	Does the Risk Assessment incorporate welfare and safeguarding issues	Y		
2.2	Is the nature of the course taken into account including the start and finish area, the room for crews to overtake over the majority of the course and room to accommodate other water users or crews not racing	Y		
2.3	Is the Risk Assessment reviewed after each event taking account of previous incidents, changes to the course or new hazards?	Y		
3.0	Safety Plan			
3.1	Has a Safety Plan been formulated, based on your Risk Assessment?	Y		
3.2	Does the Safety Plan incorporate welfare issues, or has a separate Welfare Plan been formulated (see SPCG 11 – Guidelines for rowing competitions)?	Y		
3.3	Does the Safety Plan cover the decision making process for cancellation due to inclement conditions, rules applying to the event, communications, medical and first aid, the start and finish, Race Monitors/Umpires, instructions to officials and competitors, emergency vehicle access and an Accident and Emergency Action Plan ?	Y		
3.4	Has the Safety Plan been shown to the police, water authority, ambulance service, life saving and first aid organisations to confirm that the event can take place under safe conditions for both competitors and the general public.		N	
3.5	Do you ensure that officials, safety boat crews, umpires, first aiders and medical officer are fully briefed about your Accident and Emergency Action Plan?	Y		

		Yes	No	N/A
4.0	First Aid			
4.1	Do you provide first aid cover?	Y		
4.2	Do you appoint a Medical Adviser to ensure that all medical aspects, recovery and first aid are put in place?	[TBC]		
4.3	Do you ensure that competitors, supporters and the general public know where to obtain first aid?	Y		
4.4	Do you have a medically qualified doctor on site to provide general medical support and advice?	N		
4.5	Do you have a method of communication to summon first aid to an accident?	Y		

5.0	Safety boats			
5.1	Do you provide safety boats suitable for the task in sufficient numbers to provide rapid response?	Y		
5.2	Are the crews of your safety boats competent in boat handling and rescue techniques (preferably trained to RYA Powerboat Level 2)?	Y		
5.3	Do your safety boats carry buoyancy aids, line throwing equipment, thermal blankets, first aid equipment, bailer, knife, paddle, engine cut-out lanyard device, anchor and line and simple hand holds fixed to the side?	Y		
5.4	Are the crews in radio contact with Event Control?	Y		
5.5	Do you provide lifejackets/buoyancy aids for all safety boat crews on duty?		N	

6.0	Umpires launches			
6.1	Do your Umpires' launches carry buoyancy aids, line throwing equipment, thermal blankets and first aid equipment?	Y		
6.2	Do you provide lifejackets/buoyancy aids for all Launch Umpires when on duty?		N	
6.3	Do you instruct your Umpires that in the event of an accident their first duty is to the safety of the competitor?	Y		
6.4	Do you provide Launch Umpires with radio communication and loudhailers?	Y		

7.0	Bank Umpiring:			
7.1	Where practical do you provide your Bank Umpires with line throwing equipment?			N/A
7.2	Do you provide radio communication and loudhailers for Bank Umpires?	Y		

8.0	Race Monitors in Processional Races			
8.1	Do you appoint sufficient Race Monitors so that between them they can observe the full course?	Y		
8.2	Do you place Race Monitors in positions where there are tight bends, narrow passages that prevent overtaking, or where special care needs to be taken?	Y		

8.3	Do you provide Race Monitors with radio communication and loud hailers?		Y			
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Yes **No** **N/A**

9.0	Instructions to Officials and Competitors				
9.1	Do you provide officials and competitors with instructions which include local racing rules, navigation rules, flow pattern and identification of local hazards together with a plan of the course illustrating these features?		Y		
9.2	Do you advise competitors of the actions they should take in the event of an accident together with emergency telephone numbers and the location of the nearest telephone?		Y		
9.3	Do you provide officials with specific instructions regarding their particular duty?		Y		
9.4	Do you instruct course officials and safety launch crews to be in position prior to crews boating?		Y		

10.0 Control Commission

10.1	Do you have a system in place to check competitors boats comply with the Rules of Racing regarding heel release mechanisms, bow balls, rudder lines and rudders, general boat condition and integrity, buoyancy compartment integrity and coxswains ability to escape from a front loader?		N		
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11.0 Signposting

11.1	Where required do you display warning notices of the event to other water users and the actions they should take?		Y		
11.2	Where practical do you clearly buoy the racing course and traffic lanes for other passing river users as required by the local navigation or harbour authority?				N/A

Appendix F
Risk Assessment

HAMMERSMITH HEAD 2022

RISK ASSESSMENT

ITEM	HAZARD	S	L	R	CONTROL	RRR	MONITOR
COLLISION							
A	River Traffic	3	1	3	PLA will close river between Hammersmith Bridge and Kew Railway Bridge from 12.30 until 17.00. Event WSA or RC to notify London VTS Radio. Safety Instructions and diagrams to illustrate Circulation Pattern. Top Marshal to alert river traffic they are entering a race zone closed by the PLA to ALL other traffic Inform Tideway rowing and non-rowing clubs a few days before the event	3	Marshals, Observers
B	Between boats	3	3	9	Safety Instructions and diagrams to illustrate Circulation Pattern. Observers and Marshals to ensure that it is followed.	5	Marshals, Observers
C	Collisions with stationary objects / obstructions / "Grounding"	3	3	9	Safety Instructions and diagrams to illustrate hazards. Marshals and Observers positioned to manage these (see F to O below)	5	Marshals, Observers
D	Collision with other craft during marshalling	2	4	8	Marshalling instructions included with Safety Instructions. Marshals in the marshalling area to ensure that they are followed.	5	Marshals
E	Collision with debris, swimmers, jumpers etc.	3	1	3	EWSA or Chief Marshal to check course prior to start. All Safety Launch Crews, Marshals, Observers to inform Race Control of hazard.	3	Race Control, Safety Launch Crews, Marshals, Observers, Event WSA.
F	Chiswick Bridge piers	3	2	6	Starter: Ensure that they know their duties and positions	3	Marshals, Observers
G	The Ship crossing and lane separation.	3	2	6	Marshal 8: Ensure that they know their duties and positions	3	Marshals, Observers

H	Barnes Bridge piers	3	2	6	Marshal 13: Ensure that they know their duties and positions	3	Marshals, Observers
I	Chiswick Steps crossing; end of lane separation	3	2	6	Marshal 15: Ensure that they know their duties and positions	3	Marshals, Observers
J	Chiswick Pier and moorings	3	2	6	Marshal 14: Ensure that they know their duties and positions	3	Marshals, Observers
K	Crossing to & from Sons & Latymer; lane separation)	3	2	6	Marshall 17: Ensure that they know their duties and positions	3	Marshals, Observers
L	Hammersmith Pier and moorings	3	1	3	New Marshall #17A: Ensure that they know their duties and positions	3	Marshals, Observers
M	St Paul's ramp; lane separation; crossing to & from AK and Furnivall	3	2	6	Marshall 18: Ensure that they know their duties and positions	3	Marshals, Observers
N	Hammersmith Bridge piers; bridge transit; lane separation	3	2	6	Marshal 18: Ensure that they know their duties and positions. . Buoys installed between Hammersmith Bridge Surrey Pier and St Paul's ramp to separate racing and returning crews..	3	Marshals, Observers
O	Finish zone; start of lane separation.	3	2	6	Marshal 20: Ensure that they know their duties and positions	3	Marshals, Observers
H	Barnes Bridge piers	3	2	6	Marshal 13: Ensure that they know their duties and positions	3	Marshals, Observers
CAPSIZING / SINKING							
A	From wake of other craft	3	1	3	PLA to enforce river closure. All Safety Launch Crews, Marshals, Observers to inform non-participating craft of event and inform Race Control of hazard. Safety Launch Crews, Marshals, Observers to move at high speed only in emergency situations.	1	PLA. Race Control, Safety Launch Crews, Marshals, Observers, Event WSA.
B	From Collision with other river users ,	3	1	3	As above. Ensure powered vessels turn off engines if person near propellers	2	Race Control, Safety Launch Crews, Marshals, Observers, Event WSA.
C	During retrieval of persons from water.	3	3	9	Marshals and Observers to direct [increased number of] trained Safety Launch Crews to incidents where possible. Rescue craft to have enough freeboard/buoyancy and capacity to prevent swamping/overturning during rescue. Prescribed rescue/retrieval techniques. Minimum 2 rescue personnel per craft.	4	Race Control, Safety Launch Crews, Marshals, Observers, Event WSA.

DROWNING							
A	Unintended immersion in river	3	4	12	Personnel involved with water elements of event must be able to swim, and wear a buoyancy aid (excluding competitors, but not coxes) Five rescue craft to provide cover in event of water borne incident. Rescue craft to hold a least 5 casualties.	6	All personnel
HYPOTHERMIA							
A	Immersion.	3	3	12	Safety launch personnel trained to understand and identify hypothermia. Safety launches to carry thermal/foil blankets. All wet participants to be taken inside as soon as possible. First responders at two key riverside landing, assessment and protection locations.	6	Safety Launch Crews, Marshals, Observers, Event WSA.
B	Cold weather	2	3	6	All personnel to wear/carry adequate layered clothing	4	All personnel
INJURIES/MEDICAL EMERGENCIES							
A	Accidents resulting in injuries to Competitors, Support personnel and Spectators.	3	2	6	First aid in six safety launches. Radio net encompassing safety launches, observers, marshals, Race Control and Event WSA. First responders at two key riverside landing, assessment and protection locations.	4	Safety Launch Crews, Marshals, Observers, Event WSA.
B	Medical emergencies while afloat.	3	2	6	As above	4	As above
C	Rescue vessels do not take up position before race starts. Meets PLA 2014 Rules . – Failure of safety cover	3	1	[NO RACE]	Include in EWSA's pre-race on-the-day appraisal. Cancel race as early as possible before marshals deploy or crews boat.	0	EWSA
D	Land teams do not turn up. Meets PLA 2014 Rules . – Failure of safety cover	3	2	6	Deploy a person at each of Civil Service Boathouse and at AK authorized to contact LAS and summon first attender or ambulance service.	3	EWSA
BLOCKED ACCESS ROUTES							
A	Delay for emergency service/first aid reaching casualty	3	2	6	Entry restricted to 300 to minimise congestion around host clubs at start, finish, etc. First responders at two key riverside landing, assessment and protection locations to direct emergency access if required	4	Event WSA
ADVERSE WEATHER							
A	Wind against tide. High winds, Poor	3	3	9	Event WSA to delay start, shorten course, exclude	6	Race Control, Chief

	visibility				some classes of entrant, cancel event as appropriate.		Marshall, Chief Umpire, Event WSA
ENVIROMENTAL CONCERNS							
A	Pollution Spill in River	1	1	1	Event WSA to cancel event if dangerous for competitors/ officials to be immersed in river water	6	Event WSA
LAND BASED RISKS							
A	Person/vehicle collision	3	1	3	Cannot mitigate. Event miniscule compared to normal London traffic and dispersed with most competitors not travelling by road.	3	
B	Spectators falling in river	3	1	3	Cannot mitigate. Spectators outnumbered many times over by Sunday promenaders.	3	

FLUVIAL FLOW							
A	PLA Black Flag	1	1	1	Race will be run after the turn of the high tide no problem for the event	1	Event WSA
B	PLA Yellow Flag	2	3	6	May cause problems for weaker crews. Remove all J14, J15 and Novice Crews	6	Event WSA
C	PLA Red Flag	3	3	9	Cancel the event	9	Event WSA

This risk assessment forms part of the safety documentation. It is a planning tool which helps to identify Hazards (potential for harm) and Risk (likelihood of occurrence).

A simple 3x3 matrix has been used. S = Severity (max score 3). F (L) = Frequency of occurrence (3=Frequent). R = Risk Rating = SxL. Levels > 6 are unacceptable and must have some controls placed on them, resulting in a (subjectively assessed) RRR = Resultant Risk Rating.

An RRR of 6 will need strict compliance and monitoring of the safety plan by those identified.
An RRR of 4 or less will be seen as adequately controlled if the safety plan is complied with.

Appendix G

Barnes Bridge Arch 1 Closure

A walkway is being built inside of Barnes Bridge on the Middlesex Bank. To facilitate the work this arch is sometimes closed to river traffic. The Thames Regional Rowing Council has received permission, from the PLA, that during a river closure for a Head race, this arch may be used, by crews marshalling, even if the arch closure sign is displayed

Appendix H

Hammersmith Bridge Closure

If the bridge is closed before the race

Revert to finish and safety plans as detailed in the 2021 safety plan and reduce entry numbers to 200 boats.

If the Bridge is closed during the race

1. The race will finish at Sons of the Thames.
2. After the revised finish **all** crews will be instructed to continue as far as Dove Pier where they will turn to Surrey, pointing upriver **UNLESS**:
 - a. they boated from Furnivall/Auriol Kensington/British Rowing in which case they will return to their boating location on the Middlesex side **OR**
 - b. they are specifically told by a race official to turn to Middlesex;
3. Crews who boated from clubs from Hammersmith Bridge to Putney will need to land at St Pauls (or British Rowing if instructed) and carry the boat around the bridge and then access the river below the bridge via one of the sets of steps (with care) on the Surrey side (or Fulham Reach pontoon if on the Middlesex side). Crews will need to be prepared to walk for an extended distance and are advised to have appropriate footwear available.
4. Crews who are returning upriver from Harrods Wharf will need to land below the bridge on the Surrey side and carry the boat around the bridge and access the river from St Pauls.

Please refer to the map showing these contingency routes.