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

Saturday July 11 / Sunday July 12 2026

RISK ASSESSMENT

1. Attachments:-

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
11.Landside	Risks List		

2. Description of the Event and its Management

KAR is an established event in the rowing calendar. The 2026 event will be the 169th Kingston Regatta. 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 British Rowing/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 (including parents of junior 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 the Tiffin School connection and KRC's junior section. We also have a dedicated child welfare officer who is on hand throughout both days.

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 2025 Regattas/Safety Aspects

The weather was perfect for rowing during the 2025 regattas. There were no serious safety incidents to report.

4. 2026 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 cooperate with the EA in order to ensure that the relevant notice to river users gives adequate warning of the potential risks and the need for vigilance whilst navigating in the regatta area.

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.

D. In the practising area

Equally there is a clear need for vigilance for all crews proceeding in the practising area, both for other competitors and river users.

2. Capsize

In the navigation channel there are no particular risks or obstructions but traffic can be quite heavy, particularly from users of hired boats. Launch umpires will also be able to observe proper navigation when passing upstream to the start, giving warnings as necessary.

Crews proceeding to the start in the navigation channel must proceed in a steady way and must not risk their/other river 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 which are recommended 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 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.