

Ironbridge Rowing Club

REGATTA SAFETY PLAN

25th & 26th June 2016

Emergency Team: Regatta Safety Adviser: Matt Fletcher

Regatta Medical Adviser: SARA (On-site)

Regatta Welfare Officer: Sarah Staniforth

Chairman of Race Committee: TBC

Duty Co-Ordinating Umpire: See Umpire Rota

Regatta Secretary: Catherine Sargent / Phil Gardner

Club Vice-Captain: Heather Balance/ James Crone

Facilities Manager: Phil Gardner

Phil Gardner will deputise as Regatta Safety Adviser in the absence of Matt Fletcher.

Any or all of the above named may be responsible for taking control of any emergency situations not directly connected with racing. On-river incidents shall be under the control of umpires and officials, as detailed in "Emergency Instructions for Crews and Officials" below.

- **Instructions to Umpires, Officials and Competitors**

Umpires, officials and crews are sent various notes and instructions prior to the Regatta. Items relevant to the safe running of the Regatta include the following:

- Notes for Clubs and Competitors
- Safety Procedures/Instructions
- Regatta Safety Plan

Umpires and officials will also be briefed on the Accident & Emergency Action Plan (see below) prior to the Regatta.

- **Rules of the Regatta**

The Regatta is to be conducted under the BR Rules and 'Row Safe'. Umpires, Marshals and Officials shall be responsible for ensuring the Code and Rules are complied with at all times. All competitors are expected to be familiar with the Rules and Code.

- **Communications**

Umpires, Officials, Safety Boat crews and First Aid shall maintain contact with each other and Control Commission through 2-way radios. In addition, Umpires Start and Finish Marshals shall be issued with loudhailers for communicating with crews. A public address (PA) system will be used to make announcements to spectators etc.

To aid efficient communication radio channels are allocated as follows:

Channel 1: Race announcements/Umpires/Safety Launch

Channel 2: Accidents and Emergencies/Regatta Control/Marshals

Emergencies:

To clear the radio lines for emergency communications radio users will use the call '**PAN PAN**'. Upon hearing this call, all users must end conversations whilst the emergency messages are communicated to Control/Co-ordinating Umpire.

- **Medical/First Aid Cover**

Throughout racing, **SARA** shall provide 2 fully equipped safety boats and trained crews, positioned on the river so as to view the whole course. **SARA** will provide a first-aid post, manned from Friday night through to the end of the Regatta. **SARA** will have a supervisor on site.

A manned ambulance shall be on site from Friday night through to the end of the Regatta.

- **Navigation and Marshalling**

Start/Finish

Start and finish areas are under the control of Marshals. Signs on the river bank will advise crews of the turning points and limits of safe water upstream of the start and downstream of the finish.

Boating-On

A blade rack is available (at the top of the steps to boating on) to aid prompt boating-on and to avoid clutter on the steps. A line of buoys will separate the racing lane from boats at the landing stages. Once boated, Marshals shall direct crews speedily across the race lanes to the far side of the river (Power Station side). Crews shall be reminded of the need to keep well in to the far bank when rowing up to the start to avoid clashes with racing crews.

The Course

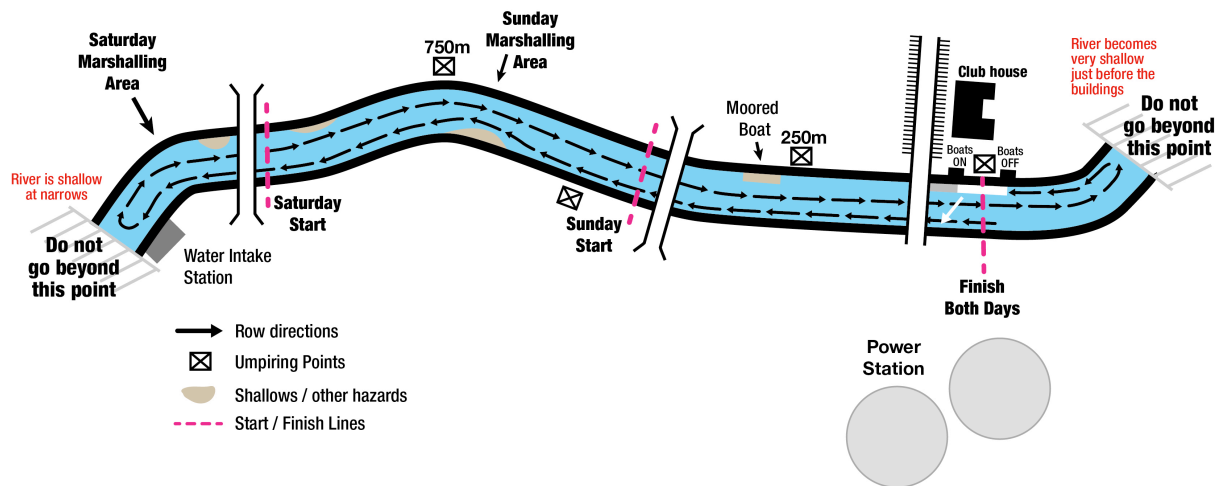
Safety on the course is under the control of umpires stationed at the start, 250m, 500m, 750m and the finish. Experience has shown it completely unnecessary to buoy the racing lanes. The "Notes for Clubs and Competitors" includes a plan (see below) that identifies hazards on the course. As far as practically possible, tree branches and other riverside vegetation that may cause obstructions are pruned/cut back prior to the Regatta.

Boating-Off

Marshals shall control the return of crews to the downstream landing stage once they have turned after the finish. The PA shall be used if necessary to remind crews to remove blades promptly after boating-off.

Plan of the River

The following Plan is posted on the website and sent in an email to the competing clubs and umpires prior to the Regatta:



Emergency Access

It is most important that access for emergency vehicles is unrestricted throughout the Regatta. Notices prohibiting parking shall be displayed on the access track and emergency access lanes left clear down the centre of both the camping field and trailer park. Club members and officials will take responsibility for helping to enforce this. If necessary the PA system can be used to make sure offending vehicles or other obstructions are moved.

ACCIDENT & EMERGENCY ACTION PLAN

Emergency Services: Dial **999** and request relevant service.

A public telephone is located in the hallway upstairs in the clubhouse. There is another telephone behind the bar. The Clubhouse will be open from 7.00am to 8.00pm. Outside these hours, the nearest public payphone is situated in the car park next to the Tontine Hotel which is directly in line with the Iron Bridge itself. (Turn right at the top of the track, follow the road, go straight on at the mini roundabout and then turn left after the Tontine into the car park). Mobile coverage is generally poor in Ironbridge Gorge; a better signal for mobiles can be obtained at the top of the track from the main road down to the club.

Directions to the Clubhouse: the clubhouse is reached down a single-lane track off the B4380 Buildwas Road, Ironbridge. The entrance to the track is just before the railway bridge if heading from Ironbridge, just after the bridge if heading from the Power Station. (There are three steel barriers down the track, which are chained and padlocked when the club is not in use). **SAT NAV TF8 7BJ**

Nearest Accident & Emergency Unit: **Princess Royal Hospital, Apley, Telford. TF1 6RH**
Tel: 01952 -641222

On-River Emergency Instructions for Crews and Officials

In an Emergency:

- Inform Control and the Co-ordinating Umpire immediately, giving the following details
 - Nature of Incident
 - Where on the course
 - If safety boat/first aid required
 - Race details, who is involved
 - Stop all racing; Crews **must** follow instructions given by Umpires for their own safety and that of their fellow competitors. Failure to do so may result in disqualification.
 - Co-ordinating Umpire to take charge of the incident in conjunction with the Regatta Safety Adviser.
 - Co-ordinating Umpire will notify the appropriate services, i.e. Safety Boat, First Aid etc.
 - Capsized crews should stay with their boat. Crew Captains should take charge until the Safety Boat arrives.
 - All involved in the incident must be checked by a qualified First Aider (SARA)
 - Racing will only recommence when the Co-ordinating Umpire/Regatta Safety Adviser is satisfied it is safe to do so.
 - To aid the Co-ordinating Umpire/Regatta Safety Adviser in managing the incident, no one should use the radio unless requested by the Co-ordinating Umpire/Regatta Safety Adviser.
 - Race commentary will be suspended unless it is required to help the emergency situation
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- **Weather and River Conditions**

Cancellation due to bad weather:

River and weather conditions will be monitored prior to and during the Regatta. The course may be reduced in length if the river is too high and racing suspended temporarily during bad weather. The event may be cancelled entirely in extreme conditions. The Regatta Committee will make decisions where time allows, responsibility in an emergency resting with the Regatta Safety Adviser and the Race Committee (See Chairman of Race Committee for contact names).

Crews must listen out carefully for and obey all instructions given by Umpires and race officials.

Thunderstorm:

- The Regatta Safety Adviser will be responsible for monitoring the course of a thunderstorm. If the storm is heading towards the Regatta, boating-on will be suspended when the interval between lightning and thunder is less than 30 seconds.
- At less than 30 seconds interval, racing will be suspended and crews instructed by marshals and umpires to return to the nearest boating on/off area.
- PA announcements will be made advising crews, officials and spectators to seek proper shelter: safe shelter – vehicles, buildings; unsafe shelter – trees, tents, near boats (carbon fibre/metal).

Heavy Rain / Strong Winds:

- There may be temporary suspension of racing, or limiting of single and double crews. The Race Committee and Safety Advisor will take responsibility.
- Crews must listen out carefully for and obey all instructions given by Umpires and race officials.

Flooding / High Water:

- Where there is a fast current and/or debris in the river there may be suspension of racing, or limiting of entries to older, more experienced crews and larger boats; the Safety Advisor will take charge.
- Crews listen out carefully for and obey all instructions given by Umpires and race officials.

Failure of safety arrangements

- In the event of the loss of safety boat cover, medical cover or communications breakdown (radios), racing will be suspended, shortened or ultimately cancelled to reduce risks, unless appropriate cover can be arranged. The Race Committee will take control.

Abandonment Plan

- The Regatta Committee will monitor the weather / river conditions leading up to the day of the Regatta and if the conditions are becoming adverse, will;
- Communicate with clubs, crews and officials prior to the Regatta and abandon beforehand if possible, or will;
- Continue with the Regatta, but reduce the course length, and assess the fixed and variable aspects of the Regatta, and;
- Base their decision on the weather, the course river conditions, and age of the competitors, experience, category, coxless boats, front loaders, seat buoyancy, and other external factors.
- It is the responsibility of the competing club, coaches and competing individuals to decide whether to enter crews capable of completing the course in possibly worsening conditions making the decision prior to or on the day of the Regatta to enter.

General:

- If there is a medical emergency during the day/night, **SARA** will be located next to the refreshment marquee on the car park.

Fire Action

On discovering a fire the following procedure should be followed:

Inside the Club/Boathouse

- Operate the nearest alarm.
- Only tackle the fire using the correct extinguisher(s) and without taking any risks.
- The most senior club official immediately available shall phone 999 and take charge of evacuating the building as quickly as possible, without inducing panic.
- The muster point is in **Dale End Park**, in the field by the river (**Trailer park**), opposite the clubhouse.
- People must not stop to collect belongings, or be allowed to re-enter the building until told by an official that it is safe to do so.
- The Safety Adviser, or most senior club official present, shall be the last person to leave the building, after checking all rooms are empty and fire doors closed.

Outside the Club/Boathouse

- Only tackle the fire if able to do so without taking any risks.
- Seek help to notify the nearest club member or official.
- The most senior club official immediately available shall phone 999 and take charge of mustering people in **Dale End Park**, in the field opposite the clubhouse (**Trailer park**).

Responsibilities

The Regatta Committee endeavour to provide a safe environment in accordance with the **British Rowing's 'Row Safe'**, although competitors, coaches and clubs are specifically reminded that every person attending the Regatta, including those competing, or officiating, do so entirely at their own risk and are solely responsible for:

- Their own safety;

- Ensuring that their equipment is safe and prepared to the standards required by **British Rowing's 'Row Safe'** and **BR Rules of Racing**. Any boats found failing to meet the standards shall be excluded;
- The strict observance of circulation pattern and **British Rowing's 'Row Safe'**;
- Competing crews determining together with their clubs, coaches, whether or not they are competent to compete in the prevailing weather and stream conditions, and;
- Ensuring 'a responsible adult' accompanies each junior competing in the Regatta to assist them in 'loco parentis' with their responsibilities and assume responsibility for their welfare.
- In the interest of safety, any competitor that falls into the river under any circumstances will not be allowed to race again until BR's capsize procedure has been followed (showering, dry kit has been obtained) and the First Aid representative (SARA) has authorised it.