

Safety Plan - Chester le Street Regatta

General

1. Any violation of the following plan must be notified immediately to Regatta Control. The Regatta secretary will then notify the Safety Adviser.
2. This plan concerns safety at Chester le Street Regatta to be held on the River Wear between the Boathouse Landing and a point twelve hundred metres upstream. On the bank the plan concerns activities at the Chester le Street Amateur Rowing Club boathouse between the same points, the marshalling / start area between the Nature Area and the regatta start and the finish area between the Boathouse Landing and the weir. Any incidents not covered specifically within this plan will be dealt with at the discretion of the Regatta officials if the Regatta safety is not prejudiced.
3. Chester le Street Regatta takes place with the full knowledge and co-operation of British Rowing, Durham County Council, Durham Police, The Environment Agency, Northumbria Water, First Aid Provider and all other bodies deemed necessary by the Regatta Committee and the Safety Adviser.
4. Chester le Street Rowing Club has a welfare officer to assist in applying the welfare policy of British Rowing.
5. This plan must be read in conjunction with the map of the course and surrounding bank sides. This map is an integral part of the safety plan.

Emergency Services

1. First aid staff will be on continuous attendance in Chester le Street Rowing Club Boathouse. As the access point for Emergency services is at the boathouse then any persons needing their attention will be brought to this point. If the person can not be moved then a marshal shall escort the emergency services to a point where they can access the patient. If the Emergency services are needed they will be contacted by an official.
2. Safety launches will be manned by the appropriate personnel, each boat will be manned by two crew. All launches will be provided with rescue kits, radio and mobile telephone communications.
3. The Umpires / Marshals at the start, finish and appropriate points will have radio and mobile phone communications (where possible). The Chief Umpire will carry a mobile Phone for communicating with the Start, Finish, and race control and for calling Emergency services.
4. The Durham Fire and Rescue service and Ambulance service can be contacted in an emergency via the 999 service. (Both services have been notified of event)

Procedures if help is required

Contact the nearest official, First Aider or Safety Launch

Officials wear bright yellow jackets or vests. They will be positioned at various points along the course.

First Aiders are positioned at the boathouse.

The two safety launches will be positioned at appropriate points on the course, the approximate locations will be marked on the course map.

Emergency Procedures

On witnessing an incident an umpire or marshal (in marshalling areas and by steps) must call for assistance. In all cases the place of the incident must be clearly stated. The map gives suitable reference points.

ON HEARING AN EMERGENCY CALL OR ANY CALL FOR THE SAFETY LAUNCH, ALL RADIO USERS NOT INVOLVED IN THE IMMEDIATE INCIDENT MUST MAINTAIN RADIO SILENCE UNTIL THE EMERGENCY IS CLEARED.

If the incident occurs on the course (including the approach lane and the area just beyond the finish) the nearest umpire will decide whether to stop the race in progress and warn all other umpires of the incident. If the incident can't be quickly cleared, they will call for the races in progress to be stopped and racing to be suspended. The starter will communicate with other stations to ensure the course is clear before recommencing racing.

1. Incidents on the water

In general all incidents on the water will be dealt with by the attendance of a launch. When the launch has arrived at an incident, the launch driver will be regarded as "In charge of the Incident"

- a) If the competitor(s) is / are capable they may be allowed to continue racing.
- b) If it is necessary competitors will be taken by the launch to a suitably equipped place for recovery.
NOTE: Safety launches are not for the recovery of boats. Once safety of personnel is assured, the launch will return to make the course safe, and may retrieve equipment.
- c) Land help may be called to a place of access.
- d) Emergency services may be called to the incident. In which case the umpire nearest the incident will be responsible for clearing the access for emergency vehicles.
- e) In all cases the launch in attendance shall inform officials of the outcome and when ready to do so, "Clear" the radio and announce that the race, if it has been halted may recommence.

2. Incidents on the bank

The nearest umpire / marshal will call for any advice and assistance where necessary. In all cases the umpire / marshal will be in charge of the incident. If required an ambulance may be requested via the 999 service.

Responsibility

It is the competing clubs responsibility to ensure their crews and scullers abide by the Row Safe guidelines. All clubs should ensure that:-

1. That all equipment is safe and secure. Bow balls, Heel restraints and other safety measures, which are deemed necessary by British Rowing, the safety adviser or the chief Umpire, must be in place and must be adequate for purpose. Boat checks may be carried out during the regatta on all boats being presented to race and each boat will have to pass the check before being allowed to race.
2. That inexperienced crews have experienced coxswains.
3. That coxswains are suitably dressed for all variations in weather conditions and must wear an adequate buoyancy aid or life jacket.
4. That competitors are aware of the safety rules and crew instructions and have been instructed in capsize drill.
5. Any competitors found by Umpires, Safety Advisor or Launch crew to be without safety equipment will be returned to the landing stage immediately and will be subject to disqualification at the Chief Umpires discretion.
6. All competitors are responsible for proceeding safely, especially to the start or returning to the landing stage must do in single file on the starboard side of the river and allow other river users to proceed in the opposite direction.
7. Competitors should ensure that any incident is brought to the attention of the Launch crew, Regatta officials, the safety Advisor or an umpire.
8. Checks of competitor's eligibility to race may take place throughout the duration of the event. Thus it is essential that all competitors comply with British Rowing rules and have their valid racing licences available for inspection.

Pre Race Provisions

The Regatta committee will carry out a river condition assessment on the days preceding and on the day of the event, to ensure it is safe to run.

The assessment team and the water safety advisor will review all the relevant facts and forecasts. In Particular:-

- a) The current state of the River
- b) The environment agency forecast for the river level and flow.
- c) The local Weather Centre forecast for the time of the event.

The Regatta committee will obtain and have this and any other information considered necessary to hand.

The assessment team will decide on any variations to the event. These variations may include:

- a) Cancellation of the event
- b) Limit the event to specific experience of competitors.
- c) Limit event to boat size.

In the event of cancellation or serious limitation, the committee will communicate with those clubs affected as soon as possible.

At first light on the morning of the event, the safety advisor will assess the course and ensure that the forecasts have been accurate. In the case that they have not and that last minute limits have to be applied, the committee will communicate to competing clubs, where possible, the outcome of this assessment.

There will be a safety meeting of the Safety Advisor, Umpires, Marshalls and launch crews in the time between the close of entries and the event, in order to ensure that all concerned understand the plan.

If gales, storms and lightning are forecast, or they appear likely, the Safety Advisor will check local weather forecasts during the day for the likely times when racing may have to be paused or abandoned.

Buoys will be placed along the course between the two racing stations, and to demarcate the edge of the additional lane used for boats waiting to proceed up the course. The positioning of these buoys will be checked 60 minutes before racing starts.

Essential umpire and marshalling positions

Umpire locations : Start positions, at 900m and 450m and the finish position, these will be on the bank side giving a clear view of the river in both directions. These locations will also be supported by volunteers to aid umpires with collection and recording of results of each race. Additional umpires may be located at approximately 150m and 600m from the finish on fishing platform, which will allow them to direct the rowers, away from the bank and other rowers. Each of these locations will be supplied with radio, loudhailer and appropriate paperwork.

Marshall locations : Start Area, marshalling of boats in preparation for race start. Boat Launch area (top of steps & landing), marshals will on hand to help with boat entrance and exit of the water, also marshals will be located at the top of the steps to ensure that crews boat with their opposition. Additional marshals will be located holding areas on the course to allow safe passage of boats to the start, these marshals will ensure that boats can safely proceed further up the course and boats racing are following the correct course.

A rota will be produced for both Umpires and Marshals for the day, with additional volunteers being able to fill roles if someone is absent.