

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 old boathouse steps in the park and a point twelve hundred metres upstream, or shorter depending on the length of the regatta. 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 and will be present at the regatta.
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 at Chester le Street Rowing Club Boathouse, next to race control. 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 at points indicated on the course map and will have radio and mobile phone as a backup in case of radio failure The Coordinating Umpire will carry a radio for communicating with the Start, Finish, and race control where Emergency services will be called if required.
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

Umpires will have bright yellow jackets or yellow polo shirts if hot. They will be positioned at points indicated on the course map. Marshals and the safety advisor will have yellow jackets/tabards.

First Aiders are positioned at the boathouse.

The two safety launches will be positioned at points indicated 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 the landing area 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) Emergency services may be called to the incident. In which case the race control and the marshal nearest the incident will be responsible for clearing the access for emergency vehicles.
- d) 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 racing, if it has been halted may recommence. If a race has been halted, the race must either have a verdict declared (if one crew was well ahead) or re-rowed from the start.

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, hatch covers, buoyancy compartments and other safety measures, must be in place and must be adequate for purpose. Spot checks may be carried out during the regatta on boats being presented to race. Crews / equipment found not meeting the standard will not be allowed to boat until the problems are rectified, and may be penalised if they are late at the start as a consequence.
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. Those coxes that are in front loader boats must wear a manually operated inflating life jacket.
4. That competitors are aware of the safety rules and crew instructions and have been instructed in capsize drill.
5. That any competitors without safety equipment should not be allowed to leave the landing stage. Any crew doing so may be disqualified.
6. All crew members must wear suitable clothing for the prevailing conditions (hot or cold) in case of unexpected delays to racing this is for both rowers as well as coxes.
7. All crews must listen for and follow directions of marshals when boating, pushing off, proceeding to the start, and returning to the landing. In particular, they must check there is no race approaching the finish before rowing away from the landing.
8. 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.
9. Competitors should ensure that any incident is brought to the attention of the Launch crew, Regatta officials, the safety Advisor or an umpire.
10. Checks of competitor's eligibility to race may take place throughout the duration of the competition. Thus it is essential that all competitors comply with British Rowing rules and have their valid racing licences available for inspection.
11. That all boats returning to the landing should turn just after the bridge, crews should not proceed beyond that point as a weir is 400m further downstream.
12. No coaching or following crews from bicycles, scooters, segways etc. will be allowed along the length of the course, due to path being a public right of way.

Pre Race Provisions

The Regatta committee will carry out a river condition assessment on the days preceding and on the day of the competition, 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 competition.

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 competition. These variations may include:

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

In the event of cancellation or serious limitation, the committee will communicate with those clubs affected as soon as possible. If the course is to be shortened, reversed or certain boat types cancelled, the Race Committee (the group of umpires who consider such matters) will make the decision in conjunction with the Safety Advisor.

At first light on the morning of the competition, the safety advisor will assess the course including position of buoys 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 before the start of the competition, 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. If lightning occurs on the day, then the 30/30 rule will apply: rowing shall stop when the flash-to-bang count is 30 seconds (or less), and shall not resume until at least 30 minutes after the last lightening. Any spectators should either shelter in cars or inside the building, but not in any marquees.

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. The position of buoys should be monitored and any drifting should be repositioned.

Essential umpire and marshalling positions

Umpire locations : Start position 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. Race umpires will be located at approximately 150m, 400m and 650 m from the finish on the bank for 900m races, 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. The coordinating umpire, regatta secretary and safety advisor will carry their mobile phones.

Marshall locations : Start Area, marshalling of boats in preparation for race start. Boat Launch area (top of steps & landing), marshals will direct crews 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. Umpires will be located at holding areas on the course to allow safe passage of boats to the start, these umpires will ensure that boats can safely proceed further up the course. Marshals will tell waiting crews to move away from a pinch point or tuck in, for example they are heading into the bank.

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.

Spectators

A reminder will be issued to all clubs on road safety which will be issued to competing clubs before the event.

No spectators allowed on the bridge, if any are present then marshals will advise them to move.

All persons to be advised to keep to the path side of the barrier, as the bank beyond is unstable. Signs and additional warning tape to be installed on the day of the regatta.