



**Upton Beginners Regatta
13th September 2015**

Safety Plan

Emergency Phone Numbers

| | |
|---|--------------|
| Regatta Chairman (<i>Maurice Stanley</i>) | 07587 178254 |
| Race Chairman (<i>Ron Paterson</i>) | 07815 533356 |
| URC Captain (<i>Maurice Stanley</i>) | 07587 178254 |
| Safety Advisor (<i>Peter Barker</i>) | 07974 158838 |
| Welfare Officer (<i>Sheila Adamson</i>) | 07753 233969 |
| MISAR (David Walker) | 07792 666707 |

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Upton Beginners Regatta 2015 – Safety Plan

1 Introduction

This safety plan has been formulated to ensure a safe environment for competitors to take part in racing side by side over a short course at Upton upon Severn. The beginners event was established in 2010 to provide an introductory experience of regatta racing to first and second year rowers. This year the event is only open to first year rowers. Consequently the crews will have limited rowing technique and watermanship so extra care will be needed by all concerned.

The event is hosted by Upton Rowing Club using “committee” recreational boats provided by Upton and Stourport Rowing Clubs. The course will be 500m rowed downstream finishing near the King’s Head Public House in the centre of the town. This safety plan complies with ‘Row Safe: A Guide to Safe Practice in Rowing’. The safety plan explains safety measures that have been introduced as a result of the event risk assessment and specific details linked to BR requirements.

2. Event Organisation

Event Committee

This event is organised by Upton Rowing Club. The Event Committee includes the following personnel:

| | |
|------------------|-----------------|
| Regatta Chairman | Maurice Stanley |
| Race Chairman | Ron Paterson |
| Captain | Maurice Stanley |
| Secretary | Judi Walton |
| EWSA | Peter Barker |
| Welfare officer | Sheila Adamson |
| Organiser | Debbie Thompson |

3. Communications

Competitors and organisers will be made aware of the safety arrangements before and during the event in order to help prevent incidents and to enable them to be dealt with efficiently if they do occur. The following actions will be undertaken to ensure effective communication between all parties:

Prior to the Event

- **Competitors** - All competing clubs, umpires, race officials, safety personnel and marshals will receive a copy of this safety plan, the risk assessment and competitors’ instructions. In addition umpires, race officials will receive details of radio protocol and a list of mobile telephone numbers. All these documents are available on the Club Website (www.uptonrc.org/events)
- **Emergency Services** Safety boats are in radio contact with controllers on the river bank who, when notified, will contact the appropriate service.

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- ***Other River users*** – the local fishing clubs, trip boats and marina have been informed of the event.

At the start of the event

There will be a safety briefing for all participants and officials by an official e.g. the Event Water Safety Advisor or an Umpire chairman 30 minutes before the first race.

During the event

Communication between the race control, umpires and MISAR will be by radio. A separate radio frequency should be used for an emergency. Umpires and officials will be encouraged to carry mobile phones with the numbers being held by the Event Chairman so contact can be made easily if other communication methods fail.

Post event

Any feedback or comments on the event safety cover after the event should be sent to the event safety advisor; Peter Barker (peter@tiltridge.com)

4. The Course

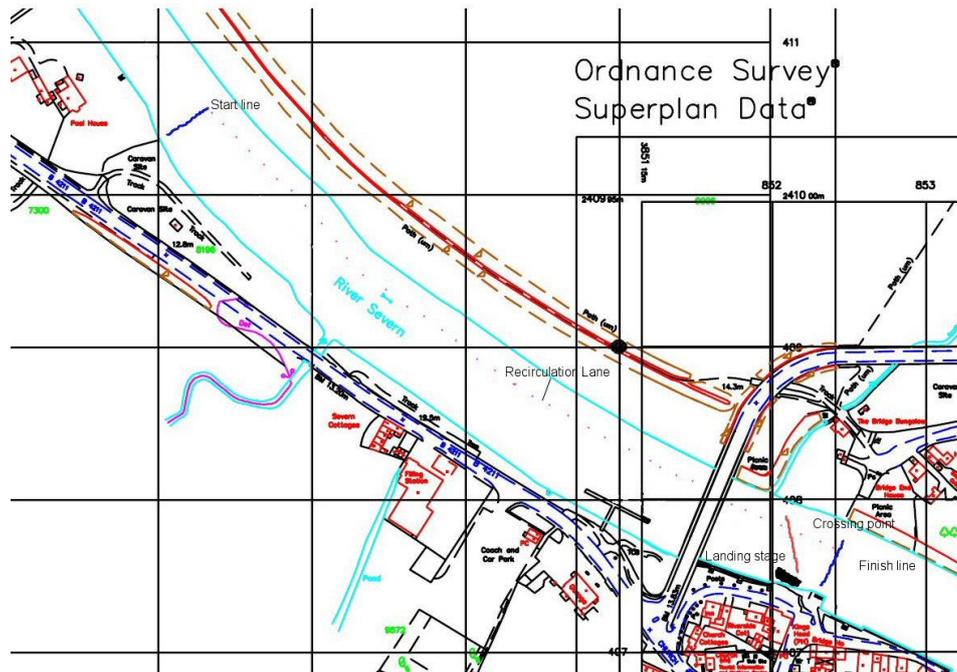
The course is a 500m stretch of river rowed downstream from the Pool House to the finish post near the King's Head Public House.

Boating & Circulation Pattern

Crews will boat and disembark from the landing stage on the south east side of Upton Bridge. Under the control of a race umpire, they will proceed diagonally across the river and up the north east bank within a buoyed recirculation lane to beyond the start line. They are allowed one practice racing start beyond and moving away from the start line before returning to the start under the control of their umpire.

The umpire will start and then follow the race to the finish after which the crews will turn and move back to the landing stage along the south bank. The first half of the race course will be buoyed to keep crews separated and prevent them cutting the corner. There will be a half boat length stagger at the start in favour of the town side crew. (ie the crew on the right when facing downstream) This is in addition to any handicap resulting from an imbalance of gender within the competing crews. Having more women than the competing crew will result in a default handicap of 2 seconds for each additional woman in the crew.

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Start

The races will have a free start directed by the umpire in the launch.

Safety Marshals

The crews are under the control of the umpire from when they leave the landing stage until after they finish racing. Hence there is no requirement for 'on water' safety marshals. There are officials managing the boating and disembarkation process.

5. Regatta Safety

The regatta will be run according to the latest revision of the British Rowing 'Rules of Racing' and 'Row Safe'. This document and the associated risk assessment will be circulated to British Rowing, Canal and River Trust and Mercia Inshore Search and Rescue (MISAR) for their approval.

It is compulsory that all crews attending the regatta comply fully with BR Row Safe and the current rules of racing regarding safety (Section 2.2)

The regatta will endeavour to provide a safe environment within the above code.

However, competitors, coxswains & coaches are specifically reminded that persons using the river do so entirely at their own risk & are solely responsible for:-

1. Their own safety, remembering that they have a duty of care to themselves & any third party both on the water & on land.
2. Ensuring that any equipment (e.g. boats, blades, buoyancy aids etc.) are safe & prepared to the standards as required under the 'Rules of Racing' and 'Row Safe'. Any failure in this standard shall result in exclusion from the event.
3. The strict observance of the circulation pattern (see below) and of the provisions of 'Row Safe'.

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4. Deciding whether or not they are competent to use the river in the prevailing weather conditions and communicating any decision made with the event officials.
5. Ensuring that they can swim in accordance with the provisions of 'Row Safe'

No practising of racing starts is permitted along the length of the course. One only racing start is allowed upstream of the start moving upstream (i.e. away from the start line) but any crews causing delays to the start of their race may be disqualified. 'Committee' stable coxed fours are being used for the racing which will be checked by an umpire prior to launching and regularly through the course of the event. However, any defects found during racing should be reported immediately to the marshals upon returning to the landing stage.

'On water' and 'on land' safety cover:

This will be provided by Mercia Inshore Search and Rescue (MISAR). On land they will provide First Aid support. On water, there will be a minimum of two boats in attendance at any time, with radio communications.

MISAR boats carry a minimum of two crew. Crew members are trained to nationally recognised standards of RYA level 2 Powerboat, RYA Safety boat, RYA VHF communications, First Aid or IHCD (I)FPOS and Swift Water Rescue Technician. Boats will be equipped with all equipment required in RowSafe.

The locations of these safety boats will be at areas of most risk of collision, and at positions to maintain the best possible line of sight to allow for rapid casualty extraction from the water if required. These points will be above the start and one below the finish. The purpose of these boats is to control safe passage for cruising boats both up and down the river as well as safety cover in the event of an incident. The safety launches will also be responsible for advising regatta officials of other river users approaching the race course so that racing can be suspended if necessary.

6. Accidents and Emergencies

The Regatta will have a network of radios spread along the course. Any Regatta official observing a safety related incident must report it immediately by the nearest available radio link to the Safety Adviser, failing that to Race Control.

The Safety Adviser or Race Control may assume control of the incident or delegate to the on water safety cover. Radio silence may be called for except from those involved in dealing with the incident to allow summoning of additional help if required. Racing may be suspended if an incident has occurred anywhere on the course.

The Safety Adviser or Race Control will liaise with MISAR about making a "999" call should the incident require assistance beyond the scope of that available on the Regatta site. All radio users will be advised when conditions return to normal.

All coaches and crews should ensure that they are familiar with the Risk Assessments and actions that they may be required to take.

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Emergency Response Plan

Anyone witnessing an incident should radio or call the Event Safety Advisor. He/she will then alert the safety boat or onshore first aid team. In most cases the safety boat will see the incident or monitor the first radio communication and the second call will not be necessary but this procedure will cover all eventualities. The Event Safety Advisor will monitor the initial response and call for more support or alert the emergency services if required.

First Aid Cover

First Aid cover is provided by MISAR. If they attend an incident, boating and racing will be suspended until they are able to resume full on-water cover. They will have a defibrillator.

Emergency Services

The nearest NHS accident and emergency services are at Worcester Royal Hospital (*Charles Hastings Way, Worcester, WR5 1DD 01905 763333*). There is a walk-in minor injuries clinic at Malvern Community Hospital (*185 Worcester Road, Malvern Link, WR14 1EX 01684 612600*). Ambulance response times are expected to be 20 minutes.

Regatta Incidents:

A regatta incident book will be held at Race Control at the finish line. All safety related incidents, including near misses, must be recorded in this book and onto the BR online reporting system.

Any competitor, official, coach or spectator is encouraged to log any incidents on the BR website. It is also the duty of each club involved in any incident or near miss to record the details both through their own club system and on the BR online reporting system.

7. Measures for Specific Risks

Refer to the Risk Assessment. It is recommended that you review or highlight Specific Risks that were substantial in your risk assessment.

Safety briefing

An official will provide a verbal safety briefing to coxes prior to the start of racing, highlighting the control from umpires, the rotation pattern and any hazards on the river.

On-Water Safety

Crews will be under the authority of an umpire in a launch whenever on the river. The umpire will manage any hazards that arise and will be able to summon assistance if required. Specific hazards e.g. obstacles that form a potential collision or safety risk, will be buoyed and will be brought to the attention of coxes.

On-Land Safety

Competitors and spectators on land will be expected to take the normal safety precautions when visiting Upton town. Anyone on the stairs down to the landing

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stage and on the landing stage itself will be under the authority of the boating marshals. The landing stage will be kept clear at all times and the marshals are to wear life jackets of PFD's.

Weather and river conditions

There will be some weather and river conditions that may require the event to be changed, suspended or even cancelled to avoid unnecessary risk to competitors and officials, the decision on these actions will be taken as early as possible by the Event Chairman with advice from the Safety Advisor. Although it is not possible to set exact rules for these decisions due to the number of variables that exist, a set of guidelines have been set out below:

Lightning - Suspend racing and stop boating until storm blows over.

Flooding (fast current and/or debris in water or on bridges) - Cancel event.

Heavy rain - Ensure appropriate clothing is worn at boat embarkation.

Strong wind/ cold conditions – Cancel event. Ensure appropriate clothing is worn at boat embarkation.

Failure of safety arrangements

In the event of the loss of safety boat cover, medical cover or communications breakdown (radios), racing should be cancelled, unless appropriate cover can be arranged.

8. Welfare

This event does not have any Junior competitors although there may be vulnerable adults.

The Event Committee believes that the welfare of all competitors is paramount. Any suspicions, concerns and allegations of harm will be taken seriously and responded swiftly and in an appropriate manner.

The Event Welfare Officer will act as the point of contact for any concerns or allegations and can be contacted via Race Control located at the finish.