



NRC Regatta Safety Plan

Introduction

The competition will be hosted by Northwich Rowing Club (NRC) on the River Weaver between Vale Royal Locks and Hunts lock, with a time trial held over approximately 500m downstream and then upstream, and a two lane regatta held over 550m downstream.

The competitions will be held under the BR Rules of Racing and the BR Row Safe Guide offered in categories – Seniors, Masters and Juniors with no restrictions on fine boat type.

The club is located at CW9 8AE. Parking is via Sir John Deanes College located at CW9 8AF.

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 competition risk assessment and specific details linked to BR requirements.

Contents:

1. Event Organisation
 - 1.1 Event Organising Committee
 - 1.2 Communications
 - 1.3 At the start of the event
 - 1.4 During the event
 - 1.5 Post event
2. Documentation
 - 2.1 Risk Assessment
 - 2.2 The Course and Circulation Pattern
 - 2.3 Distances
 - 2.4 Access Points
 - 2.5 Hazards
- 3 Safety Monitors
 - 3.1 Race Marshalls, Monitors and Umpires (RMMU)
 - 3.2 Safety boats
 - 3.3 Capsize or Other Incidents requiring Assistance
4. Accident and Emergency Procedures
 - 4.1 First Aid Cover
 - 4.2 Emergency Services
 - 4.3 Useful Numbers
 - 4.4 Emergency Equipment
5. Pre Boating Safety Checks

- 6. Incident Reporting
- 7. Emergency Response Plan / Incident Response Plan
 - 7.1 Radio Procedure
- 8. Abandonment Plan
- 9. Notes for Club / Coach / Individual
- 10. "Plan B"
 - 10.1 Failure of safety arrangements
- 11. Measures for Specific Hazards
 - 11.1 Weather and water conditions
 - 11.2 Slips and trips
 - 11.3 Manual Handling Risks
 - 11.4 Car Park and Trailing Area
 - 11.5 Hygiene
 - 11.6 Cardiac arrest on water
- 12. Welfare

1. Event Organisation

1.1 Event Organising Committee

This event is organised by NRC. The Organising Committee are:

Chair of the Organising Committee: Kevin Jump (NorthwichRC.competition@gmail.com)

Event Secretary: Ellie Preece(NorthwichRC.competition@gmail.com)

Event Safety Adviser: Nathan Jump (07743146898)

Event Welfare Officer: Helen Wrigley

Chairman of Race Committee: Paul Jackson

Race Control and Registration will be located in the Club House who can redirect any specific enquiries to the appropriate officers.

1.2 Communications

*Competitors and organisers must be made aware of the safety arrangements before and during the event in order to prevent incidents and to enable incidents to be dealt with efficiently if they do occur. The following actions should be undertaken to ensure effective communication between all parties: **Priority will be given to safety messages at all times.***

Prior to the event

The following documentation will be sent and made available on the web before the Head. It is the responsibility of all participating clubs to make sure their crews are made aware of the content:

- Course Map
- Safety Plan
- Emergency Action Plan
- Risk Assessment
- Notes for Officials and Crews

All information is available on line on the Northwich Rowing Club website.

Other water users have been advised in writing.

1.3 At the start of the event

Crews will boat in divisions and marshall just upstream of the start. Please note that the area can get very crowded immediately before the start of the event; please listen carefully to the instruction of the Marshalls.

Officials will have copies of the Draw and Safety Plan. Each of the Rescue Launches has an aide memoire detailing what to do in an emergency. First Aid is provided by Qualified First Aiders; they can be located via Race Control using the Radio net. The first Aiders will be stationed in the club house.

There will be a cox's briefing before each division to instruct the coxes and steers-people of the hazards of the day and the layout of the event.

1.4 During the event

Communication will be via a Radio Net on channel 1 or as otherwise agreed. Spares will be held in the club office.

It is the responsibility of each radio user to ensure they are suitably briefed prior to the event, information can be found online in row safe. Any questions should be directed to the safety officer or the umpires briefing.

Race Control and Registration will hold key mobile phone numbers should other communication methods fail.

1.5 Post event

Any feedback or comments on any aspects of the Event should be emailed to: NorthwichRC.competition@gmail.com or you can contact any one of the Event Officials whose details are listed in paragraph 1.1. who will listen and note any points to bring to the Wash-Up meeting.

Any matters raised on the day will be dealt with if possible at the time and discussed after the event and at the Wash-Up meeting.

2. Documentation

2.1 Risk Assessment

The Risk Assessment is a separate document which covers both on and off water hazards. It is a live document with its content being reviewed and modified as and when required. The document covers a wealth of potential hazards and those with the highest Risk Probability are addressed as a priority.

2.2 The Course and Circulation Pattern

The course and circulation pattern are available on the notice board at Race Control. The draw will also be published in advance and is available to all attending clubs.

2.3 Distances

The time trial course will be over approximately 500m from the Narrows to the finish post, just upstream from the boat house, and back. The regatta course is approximately 550m between the Narrows and the finish post. Start and finish lines are marked with marker posts.

2.4 Access Points

Access points are shown on the Northwich RC Regatta Emergency Procedure and on Course Maps.

2.5 Hazards

It should be noted that for this event there is unlikely to be significant other river traffic.

The safety boats will sweep the river for obvious obstructions. Competitors proceeding to the start should not assume boats may be returning to the landing stage and should keep an appropriate look out.

3 Safety Monitors

3.1 Race Marshalls, Monitors (RMM)

Race Marshalls, Monitors will be located all the way down the course to provide visual surveillance for safety and racing infringements at Bends, Bridges and major deviations in the bank – See Course Map

Each Monitor will have specific responsibilities, but the overriding rule is safety and fairness. All instructions given by these people must be acted upon; otherwise the offending crew may receive a penalty/s.

A list of Monitor positions is available with brief descriptions of responsibilities to cover the key areas on and off water the water i.e. Car Park / Road Way, Towpath, Embarkation, Disembarkation, Control Commission, Hazards (Fixed and Variable).

3.2 Safety boats

The Club will provide launches and safety boats sufficient for the circumstances identified during the pre-planning stage. They will be equipped with the safety equipment detailed in RowSafe. They will be positioned at the points indicated on the course map. Any launch can be called to assist a crew in trouble by the nearest race officials; all safety resources will be in radio contact and/or hailing distance.

Launch drivers will be issued with a copy of the emergency procedure and draw, it is the crews responsibility to ensure they are familiar with the risk assessment, safety plan, and relevant sections of row safe prior to the event, any questions should be directed to the safety officer. Any crew in trouble are to stay with their boat and follow the instructions given to them by the Safety Boat Crew. They will get you into the bank, or launch and back to the Landing stage as efficiently as possible.

Each launch will have a driver who is over 18 and RYA level 2 qualified, and a buddy.

The launch capacity is boat dependent and will be noted by the driver before accepting the boat. Launch drivers will keep wash to a minimum except when urgency is required.

3.3 Capsize or Other Incidents requiring Assistance

It should be noted that although the Starter will pause racing in the event of an incident on the course, it is sometimes difficult to stop boats already on the course from continuing at speed.

Whilst every effort will be made to stop boats on the course (suspend racing).

Rescue Boats will be made aware of any possible hazard as a result of approaching boats.

Unless conditions prevent, the preferred option is to recover all boat types to the bank. Should an expedited return to the club house be needed, other launches should be called to help recover the crew member's whilst considering the capacity of each launch. Due to the urgency of this, a mayday/pan call should be made when this is the case.

4. Accident and Emergency Procedures

4.1 Accident and Emergency Procedure

A supplementary document, Regatta Emergency Procedure, describes actions to be taken. Location points for extracting victims and a map showing the actual locations. All Officials and Marshalls should have a copy of this document with them whilst on station. An AED is located on the front of the boathouse in the bright yellow box. 999 must be called to gain access. An AED is also kept with the start team at the narrows.

4.2 First Aid Cover

A qualified First Aider will be available at all times, they will be primarily based within the club house, the first point will be sign posted. First Aid Kits are located at Race Control and on each of the Launches.

4.3 Emergency Services

Please note that there are no A&E facilities at the local hospital.

The nearest A&E unit is at the following location:

Leighton Hospital

Middlewich Rd, Crewe CW1 4QJ
Tel: 01270 612159

It will take about 18 minutes to reach.

Any Emergency Services called will be asked to attend an appropriate location as advised at the time.

A designated person will meet and direct them to any Emergency.

4.4 Useful Numbers (note that there is no landline at the Club but there is good mobile reception along the entire course)

Ambulance/fire/police 999

Gas emergency number 0800 111 999

4.5 Emergency Equipment

In addition to the equipment present on the safety launches all Marshals and Umpires will have throw lines and thermal blankets available from them to use as and when required. This can be collected from the Safety Officer.

There is an AED on the front of the boathouse in a yellow box. Access is through calling 999. And with the start team at the narrows.

5. Pre Boating Safety Checks

It is the responsibility of Clubs, Coaches and Crews to present all boats to the minimum standard laid down in the RowSafe Guide and BR Rules of Racing before being allowed to boat. A selection of boats will be checked by an Umpire before boating and any failures reported.

The following must be checked – heel restraints, buoyancy, bow balls, cox's lifejacket

Buoyancy - ALL boats competing in BR events must have integral full underseat buoyancy or additional buoyancy added by way of buoyancy bags or suitable alternatives providing a similar level of buoyancy. All boats are expected to meet either the BR buoyancy recommendation or the FISA minimum flotation standard as detailed in BR's RowSafe. (BR: all boats must have sufficient inherent buoyancy, together with their oars and sculls, to support a seated crew of the stated design weight such that the rowers' torsos remain out of the water and the boat can be manoeuvred. FISA - All boats when full of water with a crew of average weight equal to the design weight, seated in the rowing position should float such that the top of the seat is a maximum of 5 cm below the static waterline.) Club may certify that the boat has been tested and buoyant.

Compromised bow / stern canvases must be repaired so they are watertight.

Bow Balls must be securely fixed – not flex out of the way on impact, fixing must not be a potential hazard.

Coxes must wear the correct type of life jacket for their boat, know how to use the life jacket and it is operational.

Heel Restraints require that each heel to be restrained to prevent it from rising higher than 7cm, as measured at right angles from the footplate. Furthermore, the heel restraint should be in working order and the foot release must be self-acting and not require the intervention of the athlete or a rescue.

It is the responsibility of each visiting club to prevent any cross contamination between water-courses, this is through the check-clean-dry principal. <https://www.nonnativespecies.org/what-can-i-do/check-clean-dry>

6. Incident Reporting,

Any incident or accident must be reported to Event Organiser and the Event Safety Adviser. The Safety Adviser will record any incidents and submit them online to British Rowing.

If in doubt any competitor, official, coach or spectator can and is encouraged to log any incidents on the BR website.

7. Emergency Response Plan / Incident Response Plan

The key to a successful Response is to have effective communication – be clear and concise with radio messages any communication in this regard should detail.

- a) Location
- b) Type of Boat (single, four, eight etc) and
- c) Nature of incident (capsize, collision)

All casualties will be given immediate first aid by the safety boat crew and moved to Race Control as soon as possible– the full details can be recorded and passed on later.

Water based incidents will be controlled initially by the Umpires / Marshals on duty, before the Safety Launch and Safety Adviser take over responsibility.

Off Water Incidents can be controlled initially by those finding the incident until the Safety Adviser and or First Aider takes over responsibility.

7.1 Radio Procedure

Effective use of the radios relies on keeping transmissions short and to the point, speaking clearly and following basic internationally recognised procedure. The following guidelines are based on standard VHF radio procedure

Only one radio can transmit successfully at a time so if you talk at the same time as someone else one of you will not be heard.

8. Abandonment Plan

The conditions that could cause racing not to take place would be severe winds, fog or high flow . All other conditions would see some form of racing taking place.

If the event is to be abandoned in its entirety this will be determined the Thursday before the event so that all clubs are made aware before they travel.

At the start of the race day an assessment will be made by the Race Committee in consultation with the Safety Advisor based on the fixed and variable aspects of the event eg: Age, Experience / Category, 1x, 2x, Coxless, Front Loader, No under seat buoyancy, Weather, the course, Water Conditions, Other External Factors etc as to what categories are deemed able to race. Any restrictions will be advised to all Club coaches.

An ongoing assessment will be made during the day by the Race

9. Notes for Club / Coach / Individual

The Competition / Event will endeavour to provide a safe environment in accordance with British Rowing's "Row Safe" guide, although competitors, coaches and clubs are specifically reminded that

every person attending the event, including those competing, or officiating, do so entirely at their own risk and are solely responsible for:

- their own safety;
- ensuring that their boats are safe and are prepared to the standards required by British Rowing's "Row Safe" and the British Rowing Rules of Racing. Any boat found failing to meet the standard shall be excluded;
- the strict observance of the circulation pattern and British Rowing's "Row Safe";
- deciding, together with their coaches, whether or not they are competent to compete in the prevailing weather and stream conditions;
- ensuring 'a responsible adult' accompanies each junior competing in the event to assist them 'in loco parentis' with their responsibilities and assume responsibility for their welfare.

Competitors can help in the case where an incident occurs by: -

- a) Continuing down the course and informing a safety launch or marshal who will have radio contact.
- b) Stopping to give assistance where there is someone in difficulty in the water, unconscious, or in danger of being run down by oncoming crews. It is a difficult decision to stop racing, but the priority of us all is the safety and wellbeing of our fellow rowers and scullers.

10. "Plan B"

Needed to cover for failure of any part of the planned safety arrangements – what, if, then, else

10.1 Failure of safety arrangements

In the event of:

Loss of a safety boat / multiple launches will see a re-deployment to maintain a reasonable cover of key points.

Loss of Umpire support will be covered by extended shifts or others suitably qualified officials and/or persons.

Loss of Safety Adviser will be replaced by the Assistant Safety Advisor.

Loss of medical cover within NRC will be covered by a qualified Event First Aider.

Loss of radio communications will be covered by use of mobile phones.

Changes to racing arrangements may see the length of the course being shortened, restrict racing to larger boats and/or competent crews.

These arrangements have been made based on experience of previous events and will be reviewed as situations develop.

11. Measures for Specific Hazards

11.1 Weather and water conditions

There will be some weather and water conditions that may require the event to be changed:

Conditions and Possible Prevention and Mitigation Measures.

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

Flooding (fast current and/or debris in water or on bridges) - Cancel event. Limit entries to older and more experienced crews and larger boats.

Heavy rain - Ensure appropriate clothing is worn at boat inspection and control commission.

Water Level - water level too low – delay event until water level recovers or cancel event

11.2 Slips and trips

The boating and trailer areas should be kept free from blades, shoes, trestles, etc.

Wet surfaces – close to the water's edge can be slippery

11.3 Manual Handling Risks

Launches onto water

Movements of equipment

Setting up of equipment and removal from trailers

11.4 Car Park and Trailing Area

Car and Trailer parking will be as designated at the time.

Car park marshals will be present to help people decide where to park. If in doubt the following applies:

Cars are to be parked on the approved car park.

Towing vehicles must be moved to the designated areas.

The trailers will exit the same way they entered, it is strongly recommended to have a buddy with each towing driver to be able to monitor the back of the trailer, extra caution should be given to the number of lamp post's around the parking area. NRC takes not responsibility for any damage caused by visiting clubs.

11.5 Hygiene

Separate male and female toilets and washing facilities are available.

If utilities fail (water, sewerage or electricity) the Event Committee will contact the appropriate utility or contractor to rectify the problem.

Litter bins are to be provided. Competition / Event area is to be inspected during and after the event.

Normal hygiene procedures apply and ensure washing facilities are available to people serving food.

11.6 Gas leak

In the unlikely event a gas leak is detected in the club house or the CO detector is activated. You must stop what you are doing, turn off all appliances, open all windows and doors and evacuate the club house.

Once everyone is clear of the building, call the emergency gas line on 0800 111 999.

Do not go back into the club house for any reason until help has arrived.

If the CO detector has activated seek medical help. Symptoms of CO poisoning are: Sleepiness, dizziness, shortness of breath, headaches, light-headedness, and nausea.

11.7 Cardiac arrest on water

In the event of a cardiac arrest at any point on the course the safety boat/umpire must call for immediate assistance(MAYDAY), stating a suspected cardiac arrest. When this call is made over the radio four things will happen simultaneously. 1, all racing will be halted, umpires will instruct boats to stop on the course, move near the bank and maintain the safety position due to wash from the launches. 2 the finish marshal will return to the landing stage where the 'buddy' will leave the launch and the first aider with an AED will board, they will then proceed directly to the casualty's location. 3, the closest safety boat to the casualty will move them directly to the bank where first aid can begin. 4, a call will be made to 999 to request an ambulance providing details of the closest access point, this can be made by either race control or an appropriate person at the scene, workload providing. Extraction of the casualty will be situation dependant based on the current location relative to an access point, the casualty's stability and the assessment of the first aider/paramedic. There is also an AED with the start team, this should only to be used following consultation with the first aider, extreme caution must be taken when using this due to the risks to the rescuing team, the AED is NOT to be used on water or in a boat.

12. Welfare

The welfare and well-being of all is paramount - regardless of age, sex, ethnicity, religion or ability, all have equal rights to safety and protection. The Event Committee believes that Special care is needed for children and vulnerable adults. The British Rowing Welfare Plan has been adopted by the Club Welfare Officer. Should any welfare issue arise during the Event, the Event Organiser and/or Welfare Officer will report the matter to the British Rowing Child Protection Officer and the relevant authorities.

Copies of the Safety & Welfare Documentation will be available to view at Registration. The Safety Adviser will be available to discuss any matters arising.