

LEA AUTUMN REGATTA 2018 – SAFETY

This Safety Plan has been formulated to meet the Lea Regatta Organising Committee's responsibilities.

Regatta Safety Adviser

The Regatta Organising Committee has appointed Jennie Brotherston as Regatta Safety Adviser. She is a member of the Organising Committee and has reviewed this document and the updated 2018 Regatta Risk Assessment.

Regatta Race Committee

A race committee of three licensed umpires will be chaired by the Chairman, the co-ordinating (bridge) umpire and the umpire at 200m. The Race Committee will undertake the duties detailed in British Rowing Rules of Racing 6-1-2 and 6-1-3. In particular, they will decide whether conditions are too dangerous to permit racing to continue.

Row Safe: A Guide to Good Practice in Rowing ('Row Safe')

It is compulsory that all crews attending Lea Autumn Regatta comply fully with British Rowing Rules of Racing ('Rules of Racing') and all aspects of Row Safe. It is the responsibility of the competitors to ensure that their boats are safe and are prepared to standards required by Row Safe. Control Commission Umpires will randomly inspect boats for compliance with the requirements of Row Safe and the Rules of Racing.

All club/crew coaches are to ensure that their crews are correctly briefed on Row Safe, in particular in relation to capsizing procedures for scullers.

All competitors, coaches and other participants must familiarise themselves with the Regatta circulation pattern.

Circulation pattern and competitors' instructions

The racing course starts 600m upstream of and finishes at the boathouse. It is not possible to launch or to proceed safely upstream on the course whilst racing is in progress.

Racing will take place in divisions and access to the start will be between divisions.

Competitors going afloat for their division should only do so when the previous division has finished racing. They should use the upstream end of the landing stage. They should try to be prepared and ready to go upstream without delay at the end of the previous division's racing.

The warm up area is upstream beyond the start above the marshalling area. Competitors are reminded that the rule of navigation is to travel on the RIGHT and to watch out for other river users. Between the start and the bridge upstream of the start there is a very long willow branch half blocking the river; rowers should keep a good lookout and avoid colliding with it.

NO OTHER BOATS SHOULD BE ON THE COURSE, INCLUDING IN FRONT OF THE LANDING STAGE, WHILST COMPETITORS ARE RACING.

Finishing competitors can warm down below the bridge at the finish and all competitors must go below the bridge to turn, paying attention to any other river users. Once the racing for their division is complete, and at all times heeding the instructions of the marshals, finishing competitors should disembark at the *downstream* end of the landing stage, should do so quickly, and should not leave their boats on the water.

OCCASIONALLY THERE MAY BE OTHER RIVER TRAFFIC THAT MIGHT WANT TO TRAVERSE THE AREA. EVERYBODY SHOULD BE ALERT TO THIS POSSIBILITY AND EVERY EFFORT WILL BE MADE TO WARN PEOPLE.

There will be signs at both ends of the course alerting river traffic to the fact that racing is in progress. There will be two marshals, one at each end of the course. In addition to directing the competitors, they will cope with other river traffic wanting to pass through the regatta area. Marshals will ask the vessels to wait for the course to be cleared and will advise the umpires and regatta control that there is a vessel waiting to get through. The procedure then will be to finish the race or division in progress then delay further racing and move crews otherwise on the river to make way for the traffic to proceed. The regatta will resume once the marshal at the other end has advised the river is clear.

Prior to the regatta any moored boats that pose a problem for racing crews will be asked to move.

First Aid

First Aid facilities are provided in the bar which is situated on the first floor of the boathouse overlooking the finish. Any junior requiring first aid treatment should be escorted to First Aid by a responsible adult, who will be expected to remain with the junior throughout his/her stay.

Emergency Action Plan

The Race Committee Chairman (jointly Tom Brown /David Porter) will be contactable on mobile phone 07710822668 and 07876540914 respectively, and must be advised immediately of any incident:

- involving danger of, or actual, significant injury;
- requiring consideration of suspension of racing;
- involving loss of facilities required for safety and public health

The Race Committee Chairman will coordinate communication to the Race Umpires, Race Control, Starter and other officials, and (as appropriate) Emergency Services. Any notification of the emergency services, including the London Ambulance Service and/or Homerton Hospital, will be made through the First Aid Station or the Race Committee Chairman.

Safety Cover

Umpires along the course are each equipped with a throwline and thermal foil blanket in accordance with British Rowing rules.

There will be a rescue launch stationed in the bay at mid-course. Additional safety equipment as specified by Row Safe will be carried in the launch. The driver will have a radio, as will the marshals, the five course umpires on duty and race control.

Accident and emergencies

The regatta has a network of radios spread along the course. In order to summon safety help for an incident on or off the water, please contact the nearest Regatta Official. They will report it by the nearest available radio link to the Safety Adviser and failing that to Race Control. The Safety Adviser or Race Control may assume control of the incident or delegate to the on-site Official.

Racing may be suspended if an incident has occurred anywhere on the course. Should the regatta need to be suspended or cancelled, umpires will be notified and they will then advise competitors by loudhailers.

Radio silence may be called for except from those involved in dealing with the incident to allow additional help to be summoned if required. Radio users will be advised when conditions return to normal.

The First Aid Station or Race Committee Chairman will initiate any "999" call by mobile phone should the incident require assistance beyond the scope of that available on the Regatta site. The Safety Adviser or Race Control will alert the Car Park Team to the imminent arrival of emergency services, provide a point of contact and clear directions to the incident

Parking

There are arrangements for trailers to enter and leave the grassed parking area behind the clubhouse via a gate halfway along Spring Hill near the junction with Lingwood Road. Only towing vehicles or cars transporting sculling boats may be parked on the field. **All other vehicles, whether cars, vans or trucks, will need to be parked in the nearby streets.**

No boats or equipment should be left on the road – except in transit between the parking area and the landing stage – in order to leave the road clear should access be needed for emergency vehicles. Boats should be rigged near the trailers.

The entry to the field for parking is very tricky, with two right angle turns. Trailer drivers should bring two spotters/banksmen with them to avoid damaging the boats and injuring pedestrians. There should be one banksmen/spotter on each side of the trailer at all times when it is being manoeuvred in the field.

Trailer parking is **only** under the trees adjacent to the road. Please see the parking plan.

No vehicles should be driven over the rugby pitches.

The field is invariably busy on regatta day, particularly as the local rugby club hosts an event on the same day therefore we ask the drivers of towing vehicles to be extra-sensitive to the needs (and sensibilities) of the rugby club members and their guests. Car sharing is advisable!

Cycling

Due to potential incidents, the Organising Committee strongly discourage the following of races on cycles. This is discouraged on safety grounds as the tow path is a public right of way. Action will be taken against individuals and clubs reported cycling in a reckless manner and not giving pedestrians the right of way.

Other

Please note that the British Rowing personal accident insurance has limited validity. If there is any doubt about your members' UK residence, it is best to clarify coverage with British Rowing. We cannot really be responsible for interpreting the coverage they have purchased on your and our behalf.

The regatta takes place on Canal and River Trust water and boats should be licensed for use accordingly. This is solely the responsibility of the competitors and the easiest (and cheapest) way to purchase a day license is by telephoning 0303 040 4040 (option 1) during office hours Monday – Friday 8am – 6pm

Regatta Incidents

All safety-related incidents, including "near misses", must be reported to Race Control who will record them and file an incident report with British Rowing.

Clean Sport Statement

Lea Rowing Club is committed to Clean Sport. All athletes, athlete support personnel and clubs are bound and must abide by the World Anti-Doping Agency Code. Athletes competing at the Lea Spring Regatta could be tested at any time, and by entering this event it will be deemed that consent to be tested has been given. To understand more about anti-doping, the rules and your responsibilities, go to <https://www.britishrowing.org/about-us/governance/anti-doping/> or email antidoping@britishrowing.org.

Distribution of data

This Safety Plan which includes Competitor Instructions and Circulation Pattern is available on the club's website. All competing clubs, umpires and race officials will receive a copy.

Umpires, launch drivers and marshals will receive a race day umpire rota, which includes all relevant contact numbers, a radio protocol sheet and any other relevant information prior to the event.