

Event Safety Plan
Martin Brandon-Bravo Regatta
National Watersports Centre Holme Pierrepont
Saturday 8th June 2019

1 Introduction

- The event will be hosted at the National Watersports Centre (NWSC).
- The NWSC has a purpose built 2000m lake within Holme Pierrepont Country Park a 270 acres parkland managed by Holme Pierrepont Leisure Trust in partnership with Nottingham City Council.
- Known hazards are the pontoon, transit and racing lanes close together, out feed near start.
- All events, unless specified, will be run over 1000m.
- Events offered are:
 - J14 8x+, WJ14 8x+
 - J14 4x+, WJ14 4x+
 - J15 4x+, WJ15 4x+
 - J15 4+, WJ15 4+
 - J16 4x-, WJ16 4x-
 - J16 4-, WJ16 4-
- This safety plan follows the guidance within 'Row Safe'.
- 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.
- The event will be conducted under BR Rules of Racing.

Note for Club / Coach / Individual

The Competition / Event will endeavour to provide a safe environment in accordance with British Rowing's "RowSafe", 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 and able to compete safely in the prevailing weather and water conditions.

2 Event Organisation

2.1 Event Organising Committee

Role	Name	Mobile telephone
Chairman	Richard Hooper	TBC
Entries Secretary	Mike Martin	TBC
Chairman of the Race Committee	George Hammond	TBC
Safety Adviser	Colin Greenaway	TBC
Treasurer	John Wiggins	TBC
Safeguarding & Welfare Adviser	John Layng	TBC

2.2 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:

Prior to the event

- The following documentation will be made available on the web before the Regatta. It is the responsibility of all participating clubs to make sure their crews are made aware of the content:
 - How to get to NWSC
 - Circulation Pattern on and off water
 - Safety Plan
- *A communication detailing the type of event, location, possible numbers and directions to access point/s will be sent to the following Emergency Services: Police, Fire, Ambulance and local Hospital A&E.*
- Holme Pierrepont Leisure Trust has provided exclusive use to the rowing lake and rowing facilities for the duration of the event.
- Other Water users have been advised by the Park Authorities of the restriction.
- Those providing First Aid and Safety Boat cover will be made aware of the Safety Documentation and their roles.

At the start of the event

- A safety briefing for Officials will be given at the start of each day detailing any changes. This will be extended to Coaches as required.
- Copies of the Safety & Welfare Documentation will be readily available and included into the Race Programme for competitors, and a hard copy also issued to all officials.

- Members of the Organising Committee will be available to discuss any matters arising.
- Umpires will have copies of the Event Information Leaflet, including a copy of the ESP. Each Rescue Launch will have an aide memoire detailing what to do in an emergency, the First Aid provider will be briefed by the Safety Adviser.
- Before racing starts on any particular day the Race Committee Chairman and Event Rowing Safety Adviser will assess the conditions of the course and should agree that it is safe for racing to commence before racing can start.

During the event

- Communication will be via a dedicated Radio Net
- Radios are issued to most Committee Members and key Officials.
- Race Control maintains an up to date list of who has got a radio and will monitor all communications.
- Instructions on how to use radios and what to say if there is an incident is provided to event officials.
- A separate radio channel maybe used for an emergency on instruction.
- Safety launches and first aid will be on a separate radio network monitored by Race Control.
- The Safety Adviser will carry out audits throughout the event. Any corrective actions will be implemented in a timely manner.

Post event

- Any feedback or comments on any aspects of the Event should be emailed to: rb@bryanston.co.uk.
- A Wash Up meeting will be held after the event to review the running of the event and any lessons learned that can be used to improve the Safe and fair running of the event.

2.3 Documentation

a) Risk Assessment

- The Risk Assessment is a separate document which covers both on and off water hazards. It is a dynamic document with its content being reviewed and modified as and when required. The document covers potential hazards classified as Low, Moderate, Substantial and Intolerable. Actions will be implemented to keep all Risk to Low or Moderate.
- NWSC has its own Emergency Action Plan which will be followed in the case of evacuation.

b) 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 Organising Committee believes that special care is needed for children and vulnerable adults.

The Safeguarding & Welfare Adviser will report any matter of concern to the British Rowing Lead Safeguarding Officer and the relevant authorities as appropriate.

A separate Welfare Plan has been developed by the Safeguarding & Welfare Adviser based on WG 3.3, 3.4, BRSPCG

c) Emergency Response Plan / Incident Response Plan

- The key to a successful Response is to have quick effective decision making and communication.
- Water and land based incidents will be controlled initially by the first Official on scene, before the appropriate rescue/paramedic unit take over responsibility.
- A separate document exists as an aide memoire for those acting in an official capacity.

Lightening/30:30 Rule

- The '30 - 30 Rule' will be implemented when lightning is seen.
- The safety officer will be informed and he will then lead the following process:
 - Counting the time until the thunder is heard. If it is 30 seconds (approx. 10 km away) or less, all crews will be guided off the water to seek 'proper shelter'.
 - Wait a minimum of 30 minutes after the last lightning or thunder before leaving shelter. A 'proper shelter' can be:
 - an enclosed substantial building with electric and telephone wiring and plumbing to provide a safe pathway for the current to earth to the ground.
 - a fully enclosed metal vehicle with windows shut. This acts as a Faraday cage and guides the lightning around the passengers - mini-buses are an excellent shelter for large groups of people.
- On average a typical storm moves at about 40 km/h giving approx. 15 minutes to seek 'proper shelter'.
- If lightning is not seen, the safety officer will be informed and will consider whether the above should be implemented, whilst observing the weather conditions with vigilance.

Incident Reporting

Any incident or accident must be reported to the Event Secretary and or the Event Rowing Safety Adviser. The Event Rowing 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.

d) Abandonment Plan

Conditions that would typically cause racing not to take place would be frozen water, no water, flooding, severe winds, poor visibility, lightning, Blue Green Algae and excessive weed. 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 as early as possible before or during the event so that where possible all clubs are made aware before they travel.
- At the start of the day an assessment will be made by the Chairman of the Race Committee and Safety Advisor based on the fixed and variable aspects of the event i.e. Age, Experience / Category, 1x, 2x, Coxless, Front Loader, No under seat buoyancy, Weather, the course, Water Conditions, Other External Factors 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 Committee and Safety Advisor based on the fixed and variable aspects of the event i.e. Age, Experience / Category, 1x, 2x, Coxless, Front Loader, No under seat buoyancy, Weather, the course, Water Conditions, Other External Factors as to what categories are deemed able to races. Any restrictions will be advised to all Club coaches.

Lake Evacuation

In the event of a major incident or change in conditions (e.g. lightning) requiring evacuation of the lake, the following procedures should be followed.

- Race Committee Chairman to advise all Committee members to listen to instructions and minimise local radio traffic. Officials using hand held megaphones will warn those competitors and spectators on land of the danger.
- All boating to cease immediately. Crews told to clear the rafts immediately.
- Any race in progress is to be allowed to complete normally, as this is the fastest way to get crews off the course. The starter may start a race already on the stake-boats if he thinks fit.
- Officials to be asked to go to rafts to assist getting crews off as quickly as possible..
- Crews on their way to the start will be told to return to the rafts using the racing lanes, following the race in progress
- Returning crews to be told to use all rafts for disembarking and to clear the rafts with all possible haste.
- Once rescue boats have ensured that they have instructed all crews to return to the boating rafts, they also should make their way back, while checking that crews are following instructions.

Priority 1 – Full Lake Evacuation

- In the event of a major incident or a change in environmental conditions requiring the evacuation of the lake, the actions documented above (“Lake Evacuation”) must be followed.
- Where there is a risk of serious or life-threatening injury to an individual or group, refer also to the actions for a priority two accident on the water.

Priority 2 – Serious or Life-Threatening Injury

- Call for Rescue Boat(s) by radio via Event Chairman. Any remaining Rescue Boats to redeploy to provide optimal cover
- Evacuate individual to the nearest land point:
 - Bank nearest to Start pontoons
 - Medal pontoon (this is near to the medical point).
 - Launch or boat pontoons at the finish
 - Side launching pontoon
 - If the evacuation needs to be mid-course, the land point chosen should be the finish tower side if possible as this will provide more easily controllable access for paramedics and emergency services
- Call for Paramedic Team to attend giving the location
- Call 999 where appropriate
- Suspend racing
- Event Chairman to alert the Car Park team to the imminent arrival of emergency services, provide a point of contact at the main entrances and provide them with clear directions to the incident.

Priority 3 – Actual or Suspected Minor Injury or Precautionary Measure

- Call for Rescue Boat(s) by radio via Event Chairman. Any remaining Rescue Boats to redeploy to provide optimal cover.
- Where appropriate, alert Paramedics to rendezvous at boating area
- Individual evacuation to boating area
- Alert start to temporarily hold racing where appropriate

e) “Plan B”

Failure of safety arrangements

In the event of:

- the loss of a safety boat will be covered by an existing safety launch and/or by a replacement launch;
- the loss of multiple launches may require a change to race program;
- loss of Race Marshals and Umpires (RMU) support will be covered by extended shifts or others suitably qualified officials and or persons; specifically, the Event Rowing Safety Adviser will be replaced by Chris Williams
- loss of medical cover will be covered by a qualified club First Aider – list available at Event Control;
- loss of radio communications will be covered by mobile phones;

Changes to racing arrangements may see the length of the course being shortened, restricting racing to fewer lanes, restricting racing to certain events and other possible alterations to the racing format.

These arrangements have been made based on learning from other events and will be reviewed as situations develop.

f) The Course and Circulation Pattern

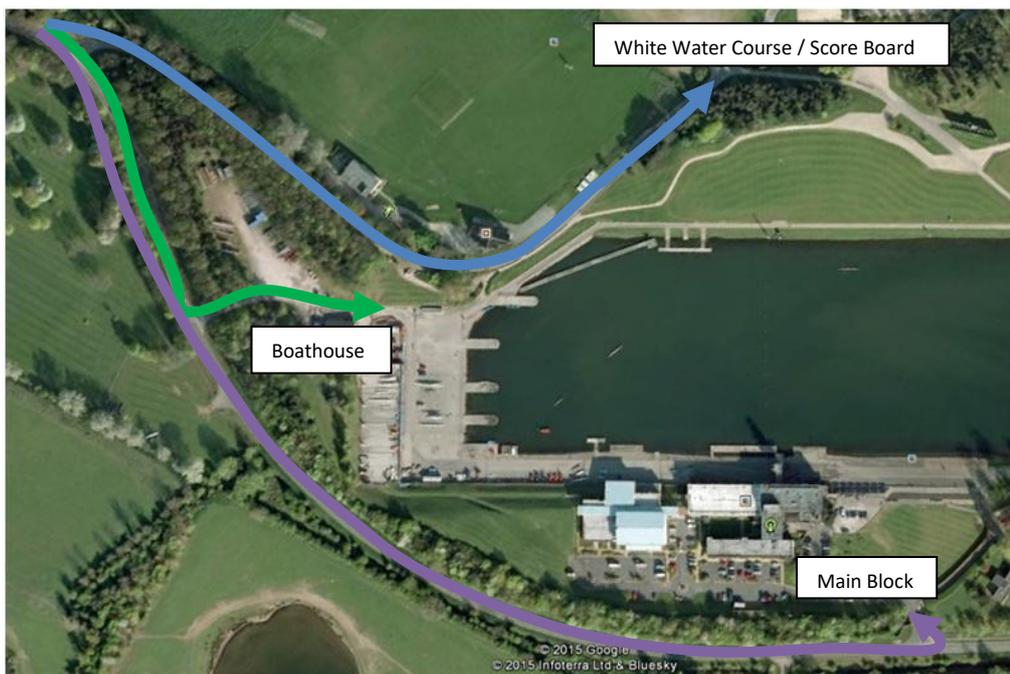
The Course and Circulation Pattern are shown on a separate map document. It will be made available to all attending clubs in the pre- event documentation and at Registration. It is the responsibility of all attending clubs to make their crew/s aware of the course and the circulation pattern. Any changes will be briefed as required.

Separate Patterns Exist for:

- Practice
- Time Trials
- Side-by-Side Racing
- Traffic circulation (including pedestrian and cycle access)

Crews using the River Trent for training during the race weekend do so entirely at their own risk and must make their own safety arrangements. They must ensure their boat is licensed to be on the River and they must read the circulation pattern for the River Trent.

g) Access Points



Access Points	Latitude	Longitude	OS Reference
White Water Course / Score Board	52°56'27.55"N	01°05'44.11"W	SK 60876 38559
Boathouse	52°56'24.05"N	01°05'47.62"W	SK 60812 38450
Main Block	52°56'28.95"N	001°05'22.84"W	SK 61273 38607

2.4 Safety Monitors

Race Marshals and Umpires (RMU)

Race Marshals and Umpires (RMU) will be located all the way down the course to provide visual surveillance for safety and racing infringements. There will be no umpires' launches following races. All races will be statically umpired.

Each RMU 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 RMU positions will be available with brief descriptions of responsibilities to cover the key areas on and off water the water e.g. Towpath, Embarkation, Disembarkation, Control Commission, Boat Park, Hazards (Fixed and Variable – Timing Huts, the FOP (Umpires)).

Safety boats

3 Safety Boats will be present. The boats will be manned by crews of two, where at least one of those are qualified to at least RYA2. They will be positioned at the start, in the middle and at the end of the course. Any launch can be called to assist a crew in trouble by the nearest race official as they will be in radio contact with Race Control.

A separate aide memoire details how they will effect a rescue. Any crew in trouble is to stay with its boat and follow the instructions given to them by the Safety Boat Crew. They will get you to the side / into the launch and back to the Finish Landing stage as efficiently as possible.

FOP Assessment

Before Racing Starts

No practice on the water prior to the event.

Start

The Start Zone Supervisor / Team will support the Starter, Aligner, D of E stake boat crews and advise crews how to get attached.

Alignment / 500m / 1000m

Aligning, Timing Teams and Marshals will transfer to their location by the roadway on the S side of the lake. The helpers will be supervised by Officials / Umpires.

Warming Up / Cooling Down Loop

There will no cooling down after racing. This will be monitored by Umpires and race officials.

Boat Park / Control Commission

The area will be monitored by Control Commission / Umpires / Marshal with no cycling allowed during Time Trials and Racing – any transgression will be dealt with by the Organising Committee. Pedestrians that are not involved with the movement of boats should keep vigilant at all times and listen for instructions to move out the way.

Roadways

Cycling is not allowed in front of the Sports Centre or the Presentation rafts or on the South Road leading to the start. This area will be monitored by Stewards and Officials, any transgression will be dealt with by the Organising Committee.

3 Accident and Emergency Procedures

Reference in Risk Assessment and Emergency Response Plan

First Aid Cover

The designated First Aid Provider (St John's Ambulance) will provide First Aid cover for the event. They will be present in the portacabin by the Watersports centre.

Emergency Services

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

Queen's Medical Centre

Derby Rd, Nottingham NG7 2UH

Phone:0115 924 9924

It will take about 17 minutes to reach.

Any Emergency Services called will be asked to enter the site by the Access points (2.3g).

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

Emergency Equipment

In addition to the equipment present on the safety launches all water side Marshals (located at each 250m point along the racing course) and Umpires will have throw lines available for use as and when required.

Pre Boating Safety Checks

It is the responsibility of the Clubs, Coaches and Crews to ensure their equipment meets the minimum standard laid down in the RowSafe Guide and BR Rules of Racing before being racing.

Control commission may check any boat going afloat.

The following should be checked by all boat users prior to going afloat – heel restraints, buoyancy, bow balls, cox lifejacket. Random checks will be also be made by marshals.

Notes: Heel Restraints – All boats where fitted shoes are employed must have effective heel restraints. These must be properly adjusted (each heel shall be restrained to prevent it from rising higher than 7cm measured at right angles from the footplate) and in working order. Likewise, the foot release from any other type of fitment that may be used must be self acting and must not require the intervention of the athlete or a rescuer.

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 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, know how to use them and they are operational. Coxes in Bow loaders must not wear automatic lifejackets or buoyancy aids.

Official Warning for Control commission failures may be given and or boats prevented from racing if not suitable for use.