

YORK CITY ROWING CLUB

PRIMARY REGATTA

SAFETY PLAN

1. The Course

The regatta takes place over a course approximately 800m in length between the road bridges at Clifton and Lendal The racing is downstream from stake boat start and finishes at the YCRC club house.

Prior to the commencement of the event the course is inspected for debris or submerged hazards by a competent safety launch crew, any hazards are cleared or buoyed off. The Start Marshals notify the nearest launch of any debris coming onto the course during the start marshalling procedures to have it cleared away.

2. DECISION MAKING PROCESS FOR INCLEMENT CONDITIONS

There is a chance of floods and poor weather in the area, the organisers have developed a system for monitoring these conditions for the overall benefit and safety of the competitors.

a) FLOODS - The organisers are in communication with the local Environment Agency who operate a monitoring system for the river Ouse and its tributaries. They are able to advise and predict the height of the river along the course for the day and duration of the race.

Colleagues in York with local river knowledge, rowing experience and a good understanding of the event, besides the Leeds Meteorological Office for weather prediction, are also consulted before the organisers decide on the considered appropriate action which will be taken by 6.00 p.m. on the Friday prior to the race :-

- Run the event in full.
- Cancellation of specific categories, e.g. Juniors, Novices
- Cancellation of the whole event

b) INCLEMENT WEATHER - Local weather forecasts are consulted in the days leading up to the event to ascertain any need to advise competitors of potential difficulties.

c) ELECTRICAL STORMS (Lightning)

The organisers will monitor the forecasts and current weather conditions for electrical activity and either cancel the event or notify the competitors of the possibility of a thunderstorm. If thunder is heard within 30 seconds of a flash of lightening, the organisers will assess the risk with a view to stopping the event. Restarting the event will be after thirty minutes from the last clap of thunder. The umpire's instructions give clear guidance for the procedures to be adopted if a thunderstorm is in the vicinity.

c) MECHANISM OF COMMUNICATION - Entrants will be advised in the most practical timescale of any adjustments or cancellations. These will take the form of :-

- Advising of potential problems when confirming entries and requesting competitors to phone a given number during the Friday evening prior to the race.
- Contacting entrants individually by phone prior to the race.
- In extreme cases of sudden difficulty, withholding racing numbers of affected crews, thereby preventing embarkation.

3. RULES APPLYING TO THIS EVENT

- The event is run under the ARA Rules of racing.
- Local rules are written up as Race instructions and given to every crew on collection of their number.
- Ouse By Laws. These apply only in a general way and are not published for the competitors.
- The ARA Water Safety Code is used as a basis for this plan.
- The navigation rules applied by British Waterways

4. COMMUNICATIONS

- **MOBILE RADIOS -**
Communication between marshals, the co-ordinating umpire, umpires, safety launches, start, finish and control is by specifically tuned radios. Radios are available to cover the event. Their positioning is as shown on the Safety Plan map together with those in the two safety launches. All umpires, safety launch crews and at least one start marshal positioned above the start will have radios.
- **TELEPHONES**
 - The Regatta Secretary has the use of a mobile telephone which can be used to contact or for contacting emergency services in the event of emergency Mobile Number 07745 586366
 - York City Rowing Club has a public telephone situated outside the bar Number 01904 623959
 - A mobile phone number of an official at the start will be made known to the secretary prior to the event as a second line of communication in the event of radio failure.
- **OTHER TELEPHONE NUMBERS**
 - EMERGENCY - 999
 - Ambulance Headquarters - 01904 666000
 - Fire Brigade Headquarters-01904 625272 (not at weekends) 01609 780150 (non emergency)
 - Police Headquarters, Fulford Road, York YO1 4BY. – 08456060247 Fax 01904 669313
 - York District Hospital, Wiggington Road, York, YO3 7HE. - 01904 31313
 - The Regatta Secretary Christine Clarke 07745-586366 (Home 01937 834212)
 - The Regional Safety Advisor, Alec Gilchrist. 07521269116 (Home 01757 213476)
 - British Waterways, Fearn's Wharf. Neptune Street, Leeds. Tel 07876035146

5) MEDICAL AND FIRST AID

- A medical advisor will be appointed to assess first aid cover for the regatta in accordance with the water safety code.

- **FIRST AID COVER** - First aid cover will be provided by a qualified first aider who will be situated close to York City Rowing Clubhouse and within easy reach of the event Control Centre.
- **HOSPITAL** - All accident and emergencies requiring hospital treatment will be taken to York District Hospital, Wiggington Road, York.

6) **EMERGENCY ACTION PLANS**

IN THE EVENT OF AN ACCIDENT THE APPOINTED CO-ORDINATING UMPIRE WILL RECEIVE ALL REQUESTS FOR AND MAKE THE DECISIONS AS TO THE LEVEL OF EMERGENCY RESPONSE REQUIRED i.e. USE OF SAFETY LAUNCHES, NEED FOR FIRST AID, NEED FOR EMERGENCY SERVICES, DIRECTING ASSISTANCE TO ACCESS POINTS.

THE CO-ORDINATOR WILL HAVE RADIO AND MOBILE TELEPHONE COMMUNICATION.

ALL THOSE WITH RADIOS WILL REFRAIN FROM TRANSMITTING ANY MESSAGES NOT RELATED TO SAFETY.

- **ACCIDENTS ON THE WATER** - In the event of competitors being injured, capsizing or becoming ill whilst rowing the quickest way of rescue and access to emergency service is by safety launch. There are several access points from the main road (A19) safety launches can transport competitors to meet the emergency services or ambulance at the following points:-

i) St. Peter's School landing Stage	iii) York City R.C. Landing Stage
ii) St. Johns B.C. landing Stage	iv) Clifton Bridge above the start
- **ACCIDENTS ON LAND** - Competitors and supporters congregate around the landing stage areas at St. Peters School, Leeds University B.C., St. Johns B.C. and the esplanades between Lendal and Scarborough bridges besides York City Rowing Club where the control, administration, results, prize giving, food and drink is situated. Radio communication to summon help either from the First Aider or the Emergency Services is available at the umpire locations shown on the plan. Umpires will request assistance through the Co-ordinating Umpire.

SAFETY LAUNCHES - There are a minimum of two safety launches, each with two crew in attendance at all times during the regatta. In the event of a safety launch being withdrawn or involved in an emergency or rescue, all boating and racing will cease until a replacement launch is available and the course is safe to race. All crew wear life jackets and distinctive yellow tops or identifying armbands. Their responsibilities are: -

- When not in the launch, to remain within 150m of their designated location at Start & within 50m of YCRC landing stage
- To remain in radio contact at all times
- To respond to emergency or rescue situations as necessary
- To assist umpires & marshals as necessary in ensuring that the course is clear for the races to proceed
- To ensure that any change in safety crews takes place at the designated location to ensure continuity of safety cover
- To warn officials and crews of any dangers whilst the race is in progress e.g. commercial or private boats/launches refusing to wait until racing is finished before travelling on the course

Each safety launch carries an ARA Launch Rescue Kit containing a lifejacket, a throw bag, thermal blankets, a knife, a whistle and first aid kit. A loudhailer and radio communication is also provided for each crew. The crews of the launches must have previous experience or a qualification in launch control and must be aware of the details of the safety plan before embarkation.

7) **START AND FINISH**

- **START MARSHALS** - Start marshals are co-ordinated by the starter who briefs them on procedures. Part of these procedures is to act as safety lookouts to avoid collisions and arrange the crews in a safe position prior to racing. Loudhailers and at least one radio will be provided.
- **FINISH JUDGE** - The finish judge(s) will ensure that crews continue to proceed downstream past Lendal Bridge and do not stop on the finish line creating a hazard to the next race. S/he also ensures that crews returning to the landing stages do not stray into the racing lanes.

8) **RACE UMPIRES**

Umpires are positioned along the course so that between them, they can observe the course in its entirety and ensure that it continues to be safe for racing. Umpires have the authority to suspend racing and boating at any time if in their judgement circumstances require such suspension. They are provided with loudhailers to give instructions to crews to maintain safe navigation and radios to summon rescue if necessary. The positioning of Umpires is indicated on the plan of the course.

9) **CO-ORDINATING UMPIRE**

The co-ordinating umpire - is situated within view of the course, is in a position to overhear all communications, and is the person responsible for co-ordinating any action that needs to be taken in the event of accident or emergency. When conditions limit the distance for communication such that the co-ordinator cannot contact all stations then s/he will instruct one of the stations to act as a relay. The Co-ordinating Umpire will relay any decision to stop racing as necessary.

CLUBS' AND COMPETITORS' RESPONSIBILITIES

EQUIPMENT

- All clubs **MUST** ensure that the equipment being used by its members is safe. To address this issue the following procedure will be in place:-
- Officials will be making random checks on boats looking in particular at:-
 - Heel or foot release mechanisms
 - bow balls
 - buoyancy compartments/canvasses
- Stage marshals who will be helping crews onto the water will also be giving visual checks.
- Any boat that is unsafe will not be allowed to race.

COMPETITORS

ABILITY TO SWIM - Clubs must ensure that its rowing members are able to swim at least 50 metres clothed.

CAPSIZING PROCEDURE - As part of its safety training clubs should advise its rowing members to hold on to the boat in the event of a capsize where it is safe to do so and await assistance.

CLOTHING - Clubs must ensure that their members (particularly Juniors) are suitably dressed for the wet and cold conditions that can be encountered.

COXSWAINS - Clubs must satisfy themselves that their coxswains are all adequately trained.

Clubs must also ensure that all coxswains :-

- Wear a lifejacket conforming to BS3595 on top of their clothing.
- Are conversant with the safety plan, instructions to competitors and potential hazards on the course.
- Are familiar with and understand the instructions to competitors.

KNOWLEDGE OF THE INSTRUCTIONS TO COMPETITORS, SAFETY PLAN AND POTENTIAL HAZARDS - It is not only the coxswain who must be conversant with the above. The whole crew must be aware of the instructions etc. and be prepared to put them into practice.

CONSIDERATION TO OTHER PEOPLE – When handling boats to/from the trailer care must be taken to ensure passers by are not injured, the coxswain or responsible person should give instruction to the handlers so as to avoid any accidents. Keep walkways and cycle paths clear where possible.

CREWS PROCEED TO THE START ON THE STATION SIDE OF THE RIVER.

This is the opposite side to normal navigation. Precedence must be given to any other river users.

Crews boating from St. Johns, York City or York University must pass the Bridge and Corner umpires.

Crews boating from Leeds University must obtain the permission of the Corner Umpire to cross to the Station Side.

Be aware of repairs to bank upstream of the start.

The instructions of the Umpires must be followed.

If crews are requested to wait for a race coming down, they must do so close in to the Station side

Bank.

Crews may only practise starts on the way up if the course is clear of all users.

MARSHALLING

Crews marshal above the start area

There is plenty of room for crews to practise and warm up above the start.

Crews must not practise in the marshalling area.

Crews who go up river to warm up must ensure that they do so on the starboard side of the river and allow other river users clear passage.

Crews are responsible for being in the Marshalling Area ready to be called for their race at the time specified.

PROCEEDING AFTER THE FINISH

All crews must continue paddling downstream and through Lendal Bridge. Its forbidden for crews who have completed racing to turn before passing through Lendal Bridge.

Crews must proceed far enough below Lendal Bridge before turning to allow other river traffic clear passage.

When returning upstream follow the same procedures as for proceeding to the start.

If crews are boating from above Scarborough Bridge, the permission of the relevant Umpire must be obtained before crossing to their Boathouse.

IN THE EVENT OF A SAFETY RELATED INCIDENT

Crews will act in accordance with instructions given by umpires, marshals and safety launch crews.