

# Totnes and Bridgetown Royal Regatta



## Water Safety Plan

Reviewed May 2014

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## 1 Introduction

- 1.1 This document sets out the special safety procedures and arrangements to be put in place for the annual Totnes and Bridgetown Royal Regatta.
- 1.2 The event is run under the guidelines set out by British Rowing, presented in the RowSafe documentation which may be viewed on the BR website: <http://www.britishrowing.org/taking-part/staying-safe/rowsafe>
- 1.3 This document is additional to, and should be read in conjunction with, the Water Safety Plan for Dart Totnes ARC which accompanies this document or may be accessed here: <http://dartotnes.co.uk/members/water-safety/>
- 1.4 Racing is conducted under West of England ARA (WEARA) rules, as implemented by WEARA umpires on the day.

## 2 Race Course and event description

- 2.1 Totnes and Bridgetown Royal Regatta is a regatta format event, involving multiple races over 500m and 1000m course distances. The event is competed in fine rowing craft.
- 2.2 The race course is contained within Home Reach of the river Dart, with craft racing in up to three lanes side by side.
- 2.3 A map of the course is presented as Appendix A.

## 3 Rescue and marshalling craft

- 3.1 Rescue and marshalling craft will be stationed as follows and as shown on the course map presented in Appendix A.

	<i>Location</i>
SB1	Finish Area
SB2	Lower end of Baltic Wharf
Marshall	End of tow path to hole in the wall

- 3.2 Rescue craft will be suitably crewed (minimum of two appropriately qualified or experienced adults, one of whom to have first aid training).
- 3.3 All rescue craft will be of a suitable type and size and will be equipped with at least the items indicated in Appendix D.

## 4 Course spotters and refuge points

- 4.1 Rescue boats as noted in 3.1 above and race umpires will maintain a full view of all craft on the water involved in the event.
- 4.2 Any casualties will be returned to the Longmarsh slipway.
- 4.3 First aid will be provided by St.John's Ambulance stationed at the DTARC club house.

## 5 Safety co-ordination and communications

- 5.1 The safety team will be coordinated from a control point at the Dart Totnes ARC club house.
- 5.2 Communications will be made by the means indicated in the matrix below:

	<i>Control</i>	<i>Rescue Boats</i>	<i>Umpires</i>	<i>First Aid Teams</i>	<i>Emergency services</i>	<i>Marshals</i>	<i>Competitors</i>
<i>Control</i>	-	Radio	Radio	PA system	999	Direct	PA system
<i>Rescue Boats</i>	Radio	Radio	Via control	Direct	999	Direct	Direct
<i>Umpires</i>	Radio	Via control	Radio	Direct	999	Direct	Direct
<i>First Aid Teams</i>	Direct	Direct	Direct	-	999	Direct	Direct
<i>Marshals</i>	Direct	Via control	Direct	Direct	999	Direct	Direct
<i>Competitors</i>	Direct	Direct	Direct	Direct	999	Direct	Direct

Means of communication used in the above matrix are further described as follows:

Radio	Licensed VHF radio transceiver.
Visual	Visual signal, waving etc.
Direct	Direct conversation or alert, using megaphone in some cases.
999	Phone call using any available land line or mobile.

## 6 Boat checks

- 6.1 All competing rowing craft will be safety checked before going onto the water.
- 6.2 Checks will cover the elements outlined within BR Rowsafe
- 6.3 The boat and competitor safety check list is presented in Appendix E.

## 7 Incident procedures for rescue team

- 7.1 Safety team members will exercise their own judgements in handling minor incidents that occur during the event.
- 7.2 Control is to be kept informed of minor incidents or other notable occurrences.
- 7.3 Any incident that results in the course being obstructed will be communicated to umpires who may decide to suspend racing until the course is clear.
- 7.4 All members of the safety team will be aware of the possibility of a failure in communications and will act autonomously should the situation dictate. All team members should remain vigilant at all times.

## **8 Major incidents, adverse conditions and cancellation**

- 8.1 Any incident that results in the course being obstructed will be communicated to umpires who may decide to suspend racing until the course is clear.
- 8.2 Serious incidents involving multiple competitors or where competitors or members of the safety team are judged to be at significant risk of harm will be assessed by the nearest member of the safety team who will determine if external assistance is required.
- 8.3 Conditions will be assessed at regular intervals by experienced members of the organising team and the event umpires. In the event of deterioration of conditions during the event, umpires and race control may decide to suspend or cancel racing at any time. In this situation all crews will be directed to return to the slipway and steps.

## **9 Procedures for dealing with other river users**

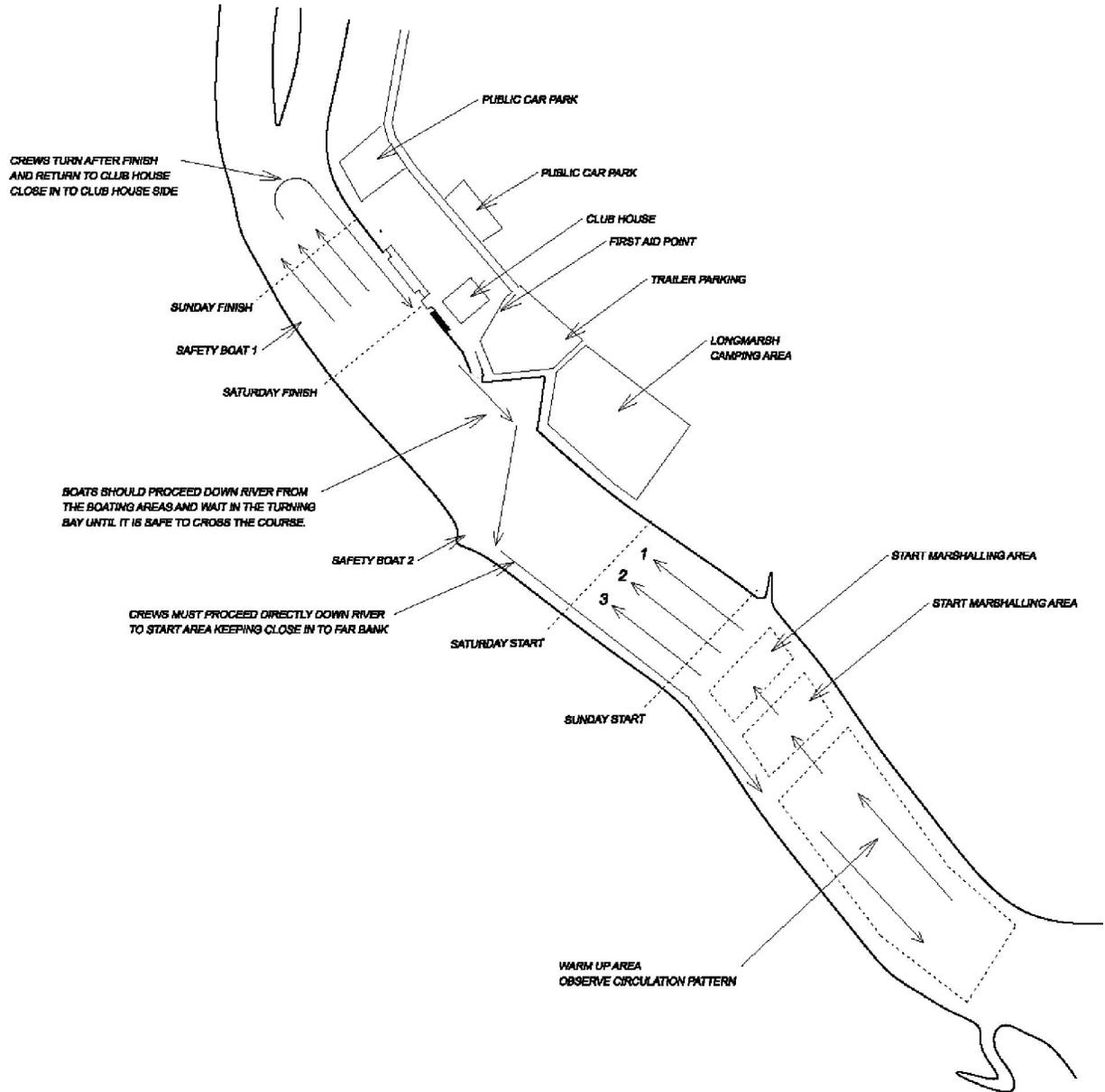
- 9.1 It is anticipated that commercial and pleasure traffic will be using the river during the event. Commercial operators will be consulted prior to the event and the timing of arrivals and departures of ferries from Steamer Quay will be communicated to umpires on the day.
- 9.2 Masters of commercial vessels will be given contact details of race control prior to the event and will be asked to advise when they are about to depart Steamer Quay. Racing will be suspended to allow safe passage of the course.
- 9.2 Yachts and motor boats approaching the course from up river or down river will be approached by the nearest rescue boat or start marshal and advised that a rowing event is in progress. Cooperation will be sought from the masters of pleasure boats intending to pass through the course area.
- 9.3 In the event of river traffic approaching the start area from down river, racing will be suspended to allow passage of the course. Start umpires will be advised when the course is clear.
- 9.4 Traffic approaching the finish area from up river will be asked to wait until a race in progress has finished. Start umpires will be requested to suspend racing to allow safe down river passage. Racing will resume when the start umpires can verify that the course is clear.
- 9.5 In the event of pleasure craft refusing to cooperate with the requests of marshals, rescue boat crews or umpires, all are to be advised of the situation such that crews on course can be warned. Start or mid-course umpires may decide to halt a race in progress if they perceive significant risk to competitors or the public exists.
- 9.6 A delay will be built into the race program to ensure no racing is underway and to minimise the number of crews on the water when the Kingswear Castle paddle steamer is expected.

## **10 Insurance**

- 10.1 Insurance for the event is provided through affiliation with the West of England Amateur Rowing Association.

**Appendix A: Course Map**

**REGATTA COURSE AND MARSHALLING MAP**



## **Appendix B: Regatta supplemental risk assessment**

<i>ACTIVITY</i>	<i>HAZARD</i>	<i>LIKELY OUTCOME</i>	<i>WHO IS AT RISK</i>	<i>LIKLEHOOD</i>	<i>SEVERITY</i>	<i>RISK</i>	<i>CONTROLS</i>	<i>RESPONSE</i>
Pre start	Racing crews on course	Collision, capsize	Competitors	Possible	Moderate	Significant	Adequate briefing and marshalling at crossing point.	Brief competitors, ensure sufficient marshals are in place.
During racing	Race exertion	Exhaustion, dehydration, asthma, collapse	Competitors	Possible	Moderate	Significant	Adequate preparation of competitors and carriage of water and asthma puffers in boats.	Ensure adequate rescue and first aid provision.
	Boats proceeding to start	Collision, capsize	Competitors	Possible	Moderate	Significant	Adequate marshalling of non-racing crews, warnings from umpires.	Ensure sufficient marshals are in place.
	Other river users on course	Confusion, damage, disappointment	Other river users	Unlikely	Minor	Moderate	Pro-active engagement and cooperation.	Brief marshals, contact other river user groups
		Collision, capsize, swamping.	Competitors	Unlikely	Moderate	Moderate	Suspend racing whilst other river users on course.	Brief umpires, communicate course status.
Post finish	Racing crews on course	Collision, capsize	Competitors	Possible	Moderate	Significant	Adequate briefing and marshalling at finish.	Brief competitors, ensure sufficient marshals are in place.
General on water	Deterioration of conditions	swamping, sinking, capsize, exhaustion	Competitors	Possible	Moderate	Significant	Procedures for cancellation of event and provision of refuge points.	Ensure safety team are suitably experienced and appropriately briefed.
	Kingswear Castle paddle steamer	Swamping, sinking, capsize. Damage / injury at slip and steps.	Competitors, marshals	Possible	Moderate	Significant	Suspend racing and minimise number of crews on water.	Liaise with operators, plan extended break in program of racing.

## **Appendix C: Rescue craft minimum equipment list**

### **For the boat:-**

- Bagged throwline
- Bailer
- Appropriate PFD for each crew member
- Safety knife with rope cutter
- Foil blankets/bivvy bags x9 for an 8 plus cox
- Length of spare rope
- Spare kill cord
- Fog horn/claxon
- 2 paddles
- Boat hook
- Adequate fuel

### **First Aid Box:-**

- Guidance leaflet
- 2 small dressings
- 2 medium dressings
- 2 large dressings
- 2 non-stick dressings
- 2 eye pads
- Scissors
- 10 saline wipes
- 4 non-sterile gloves
- Cold pack
- Burn gel
- Plasters
- Resuscitation mask

## **Appendix D: Boats and competitors safety check list**

### **check that:-**

- buoyancy compartments,
- seals,
- hatch covers,
- boat hull and
- ventilation bungs

are secure and watertight.

### **check that:-**

- the bow ball is securely fixed and fully covers the bow of the boat in order that adequate protection is given to any person or object struck by the moving boat and
- that any fixing screws do not represent a further hazard in the event of accident.

### **check that:-**

- outriggers,
- swivels,
- gates,
- seats and
- stretchers

are secure and operating freely.

- In difficult water conditions check that splash boards are available and fitted

### **check that:-**

- heel restraints are secure and
- that restraints are adequate and effective.

Heels should be positively restrained not to rise higher than the lowest fixed point of the shoe.

### **check that:-**

- rudder lines,
- steering mechanisms,
- rudder and
- fin,

are secure and in good working order.

### **check that:-**

- oars and sculls are not damaged and
- ensure that buttons are secure and properly set.

### **check that:-**

- the boat is suitable for the situation in which it is to be used, for example maximum crew weight