

## **Safety is the responsibility of every individual**

This document sets out the **Safety Plan** for a private Club regatta, and has been prepared in accordance with RowSafe, British Rowing's guide to good practice in rowing to explain the **preventative measures** in place to address the risks identified in the Risk Assessment.

**Area covered:** The scope of this Safety Plan covers the entire course from Putney Pier to the BarnElms Boatclub, the marshalling area at the start, the turning area at the finish, the return to the Putney Hard and the Putney Hard. Race Control and the Regatta HQ are located at Vesta Rowing Club.

**Duration covered:** This Safety Plan will be effective from 15 minutes before the start of racing (approximately 14:30) until the last racing crew has returned back to the Putney Hard or left the area covered by this plan (approximately 18:30) on Friday 20th September 2019.

## **Preventative Measures**

The preventative measures in place for the Blackstaffe Regatta are described below, grouped by party responsible.

### ***Participants (Rowers, Coxswains):***

- All steersmen are considered by the PLA to be the legal masters of their craft and thus responsible for their actions and navigation.
- All participants have a personal duty of care to ensure their boats comply with the requirements of the British Rowing RowSafe Guide and that they carry out risk assessments as described therein. In addition, all boats must comply with the British Rowing requirement to be properly named with three letter club code and three numbers (e.g. ABC123).
- All crews must comply with all the mandatory and guidance sections of the British Rowing Row Safe Guide (<http://www.britishrowing.org/taking-part/staying-safe/rowsafe>), including, *inter alia*:
  - Section 1.9: health and swimming ability of competitors
  - Section 2.2: skill of steersmen and coxswains
  - Section 2.1: approved lifejacket or buoyancy aid for coxswains
  - Section 2.3: ensure equipment is safe (e.g. bow balls, heel restraints, boat buoyancy)

- All participants must comply with Tideway navigation rules (including *inter alia* the COLREGS<sup>1</sup>, Notice to Mariners U15 of 2006<sup>2</sup> and the Code of Practice for Rowing on the Tidal Thames above Putney<sup>3</sup>). A summary of these can be found on the TRRC Safety website (<http://www.thames-rrc.org/safety/navigation> ).
- All participants must comply with instructions, maps and guidance given to them
- All participants must comply with Marshals' and Umpires' instructions
- Participants that proceed downstream of Putney or upstream of Hammersmith bridge will be outside the area covered by this plan, and are rowing completely at their own risk.
- **Marshalling for races**, crews are expected to progress slowly along the Surrey shore, wait in single file with bow-side blades near or on the shore. They will then be told to cross the river as perpendicular to the bank as possible and wait on the Middlesex side of the river as close to the bank as possible with their stroke side blades on the bank. They will then be instructed to spin around the Start Marshall before aligning and starting the race.
- **After their races**, crews are expected to return to the Surrey station by turning around the Red buoy, up river of BarnElms.

### **Marshals and Umpires Craft:**

- Marshals and Umpires Craft must:
  - Be active throughout each race.
  - Have, and be competent with, the 2 mobile phones and loudhailer (as backup).
  - Be competent and capable of, and in a boat sufficient for, execution of river rescue and retrieval.
  - Have a full British Rowing RowSafe Guide-compliant Safety Kit on board and be competent with its use.
  - Keep wash and speed to a minimum, where possible, using high speed only in an emergency situation.
  - Be careful to wear adequate, suitable, layered and warm clothing.
- **Marshalling:** Two vessels shall be available for marshalling: one at either end of the course. The marshals shall direct and control crews, prepare them for the race, and provide additional warning of the risk of collision with other traffic or obstacles.

---

<sup>1</sup> International Regulations for Preventing Collisions at Sea 1972 ([www.imo.org](http://www.imo.org) )

<sup>2</sup> Notice to Mariners No.U15 of 2006 "Rules for Navigation of Vessels under Oars on the Tidal Thames" ( [www.pola.co.uk](http://www.pola.co.uk) )

<sup>3</sup> Code of Practice for Rowing on the Tidal Thames above Putney ("the Code") (<http://www.thames-rrc.org/safety/navigation>)

- **Umpiring races:** Races will be two abreast. Umpires will review the course (water conditions, wind, traffic, etc.) prior to and during the race and delay races, adjust the competitors' course or stop the race accordingly. Umpires shall accompany each race and take assertive control of crews to maximise the avoidance of any hazards, stopping the race if they deem necessary. After the race, when crews are turning back onto the Surrey "inshore zone" after the red buoy the marshals will stay with the crews until they have negotiated successfully the crossing of the Fairway (by the shortest perpendicular route) and are making safe progress back toward the Putney Hard.

### ***Command and Control:***

- Overall Command and Control of the regatta lies with Regatta Control which will be located at Vesta Rowing Club
- **Regatta Control at Regatta HQ has mobile telephone communication priority at all times**, and will control the umpires, marshals, start/finish officials, rescue and medical personnel
- Overall control of the regatta and regatta personnel will be achieved through hand-held **mobile telephones**. Each regatta craft (umpires, marshals), and other officials will have one mobile telephone. The base station will be at Regatta HQ. All mobile telephones to be tested the day before racing. Regatta Control has mobile telephone communication priority at all times.
- Regatta Control will have access to a VHF Radio and will monitor Channel 14 throughout the duration of the regatta.

### ***Pre-Regatta Briefing***

There shall be a briefing for the umpires, marshals, and crews at Regatta HQ before the start of racing. The agenda shall include the following:

- summary of safety plan
- circulation maps

### ***Incident Response***

1. **RAISE THE ALARM:** The first observer of an incident should **raise the alarm**.
  - a. If you do not have a mobile telephone or loudhailer, **notify the nearest regatta personnel** who does
  - b. If you have a mobile telephone or loudhailer, **alert Regatta Control stating clearly "ALERT, ALERT"** and provide a **brief incident report**, including where known:
    1. What has happened?
    2. Where?
    3. The number of casualties?
    4. The severity of injuries?
    5. Any support required?
  - c. As soon as an incident is reported, all mobile telephone communication must **minimised**.  
**Absolute priority** is to be given to Regatta Control and those responding to the incident.

2. **LIFE SAVING:** Proceed to **take any immediate life-saving measures within their competence**. However, remember that it is counter-productive for rescuers to expose themselves to unnecessary risks.
3. **TAKE CONTROL:** The first mobile telephone-equipped race official to arrive at the scene of an incident is to **take initial control** of the incident. **Do not assume** that others are dealing with an incident just because there are a lot of people about. **Do not overcrowd** the site, but do check that the occurrence is being managed. As soon as immediate life-saving measures are in hand, Regatta Control is to be notified (by mobile telephone / loudhailer) by **providing an update to the earlier incident report**.
4. **PREVENT FURTHER ACCIDENTS:** Regatta Control to **stop racing** and control crews as appropriate.

### ***Failure of Mobile Telephones***

1. If mobile telephone communications fail during an incident, regatta personnel will alert Regatta Control via loudhailer.