



SAFETY PLAN 2017

This Safety Plan has been formulated to meet the Wallingford Regatta Organising Committee's responsibilities, taking account of advice from British Rowing, the Dorney Regatta Centre, the Environment Agency and other interested parties such as the Thames Valley Police and the Royal Berkshire Ambulance Service.

The 2000m course layout and circulation pattern have been inspected and agreed by Dorney Lake Services Ltd.

REGATTA SAFETY ADVISER

The Regatta Organising Committee has appointed Susie Charij (mobile: 07855268376) as Regatta Safety Adviser. She is a member of the Organising Committee and has produced this document and the updated 2017 Regatta Risk Assessment which is annexed to this Plan.

REGATTA RACE COMMITTEE

A race committee of three licensed umpires (names to be published on the day) chaired by **Richard Packer** will undertake the duties detailed in British Rowing Rules of Racing. 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 Wallingford 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 responsible in ensuring that their crews are correctly briefed on Row Safe, in particular in relation to capsize procedures.

All competitors, coaches and other participants must familiarise themselves with the Wallingford Regatta Competitor Instructions 2017 and the Regatta circulation pattern. They must follow all posted safety notices and obey instructions from Regatta Officials.



SAFETY PLAN 2017

SAFETY COVER

First aid facilities are provided by Inter County & Paramedic Services with staff and facilities close to both the enclosure and the boating area. Regatta Safety will be in attendance with three fully equipped safety boats provided with radios on the Regatta's network. Two will be positioned in the main lake and two in the warm-up lake near the bridges. Additional safety equipment as specified by Row Safe will be carried by each umpire's launch.

ACCIDENT AND EMERGENCIES

The Regatta has a network of radios spread along the course. In order to summon 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.

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 Safety Adviser or Race Control 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.

REGATTA INCIDENTS

A Regatta Incident Book is held by the Regatta Duty Controller in the Committee Tent. All safety-related incidents, including "near misses" will be recorded in this book.

DISTRIBUTION OF DATA

This Safety Plan, Competitor Instructions and Circulation Pattern are available on the Regatta Website. Copies will be available for all competing clubs, Umpires and Race Officials.

SAFETY PLAN 2017



Umpires, launch drivers and safety crews 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.

ANNEX 1: RISK ASSESSMENT 2017

1/3

Instructions for Competitors, Officials, Visitors and Coaches are all available online at www.wallingford-regatta.org.uk from a minimum of 14 days prior to the regatta. Provision is made for supplying hard copies as appropriate. Instructions detail such items as circulation patterns for vehicles and boats, location of facilities etc.

All Boat Movements on the Water are covered by Row Safe: A Guide to Good Practice in Rowing as published by British Rowing. The Code applies to all participants, who are responsible for self-policing the code. Further, coaches, marshals, umpires and all officials enforce the code. **Failure to comply with any part of that code in relation to equipment or behaviour will lead to the crew or participants not being able to go afloat and /or race.**

Hazard	Potential Outcome	Likelihood	Measures to Reduce Risk	Overall Risk
VEHICLE & CYCLE MOVEMENTS & USE:				
Fall hazard while unloading/ loading boats	Injury to rowers and /or damage to boats	Low	<ul style="list-style-type: none"> Reliance on competency of crews and coaches. British Rowing provides guidelines on trailers and towing. 	Low / Moderate
Collision hazard due to trailers, boats and cars	Injury to rowers and /or damage to boats	Moderate	<ul style="list-style-type: none"> Car park marshals to ensure trailers and cars are parked to allow adequate space to manoeuvre boats and people and that no speeding is allowed. Traffic to rear of centre buildings will be restricted, and traffic passage through pedestrian areas limited to coaches on regatta day. No spectator cars are allowed into the athlete / trailer car parks, but limited to bankside parking under marshal supervision. 	Low
Collision hazard on roads and paths due to cars and cycles	Injury to rowers, spectators and / or damage to boats	Moderate	<ul style="list-style-type: none"> Car movements are marshalled along the north access roads and in car park areas. Coaches have a designated parking area. Bicycles are restricted to the paths and roads on the south side of the lake on the island, and to the access roads from the trailer parking areas to the island. No pedestrians will be permitted to use the island roads. Circulation maps for cyclists will be displayed on the website and at registration. 	Low

ANNEX 1: RISK ASSESSMENT 2017

2/3

Hazard	Potential Outcome	Likelihood	Measures to Reduce Risk	Overall Risk
LANDING STAGES:				
Trip hazard due to items being left on the landing stages	Injury to rowers, and/or damage to equipment	Moderate	<ul style="list-style-type: none"> Raft marshals instructed to minimise time crew equipment is left on staging. Blade storage is provided at the end of the staging to keep blades off the floating stages. Shoes to be cleared from the stages by coaches and raft marshals. 	Low
Hazard	Potential Outcome	Likelihood	Measures to reduce risk	Overall risk
PRIOR TO RACE START:				
Collision with other boats on way to start or in marshalling area	Injury to rowers and/or damage to boats/ blades	Moderate	<ul style="list-style-type: none"> On water safety cover provided from 30 minutes prior to start. Reliance on competency of crews and coaches, and compliance with Row Safe. Circulation pattern on Warm-up Lake is buoyed: the main race lake will be used for cool-down only. Circulation patterns distributed to athletes prior to the event, non-compliance may lead to race penalties being applied. 	Low

ANNEX 1: RISK ASSESSMENT 2017

3/3

Long wait in marshalling area prior to start	Potential for hypothermia	Low, varies according to April weather	<ul style="list-style-type: none"> Reliance on competency of crews and coaches supported by British Rowing Coach education programme. Raft marshals to advise crews, especially coxes, thought to have inadequate protection for the current conditions. Start umpires adjust race order if observed all participants present and an earlier race is awaiting crew(s). 	Low
Hazard	Potential Outcome	Likelihood	Measures to Reduce Risk	Overall Risk
DURING A RACE:				
Incidents involving other race crews	Injury to rowers and /or damage to boats	Low	<ul style="list-style-type: none"> All racing is carried out under British Rowing Rules of Racing and in compliance with Row Safe. All races are followed by a launch, which will carry a driver and qualified umpire. Bank marshals along the course will advise boats to move as necessary if there is a safety issue. No warm-up on the course, cool-down restricted to the final 250m and in specific lanes. All competitors are advised. 	Low
Capsize	Potential for hypothermia	Low	<ul style="list-style-type: none"> Umpires and marshals along the course can summon safety boats. See also Row Safe & Coach education programme. 	Low

INCLEMENT WEATHER:

Squalls, heavy rain, sleet, snow, fog, severe crosswinds, etc.	Severe injury, death, or damage to equipment and structures.	Low	<ul style="list-style-type: none"> Race Committee to assess race conditions and agree time delay(s), postponement of racing, cancellation of all racing, or cancellation of classes of crews felt to be at particular risk in the conditions Participants will be advised of the situation over the public address 	Low
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ANNEX 1: RISK ASSESSMENT 2017

4/3

Lightning	Severe injury, death or damage to equipment and structures	Low	<ul style="list-style-type: none"> • Race Committee to apply 30 second / 30 minute rule. When gap between visible lightning and thunder is 30 seconds or less, the outwards rafts will be closed, races in progress will be allowed to continue and both lakes will be cleared following a pre-defined evacuation pattern. All tents are to be evacuated, and all spectators to be advised to get into vehicles, to close doors and windows or enter main Dorney building. Then await the all clear. • All clear when lightning gap /thunder exceeds 30 seconds for 30 mins. • In the case of lightning, all blades MUST be put flat on the ground and not held by athletes or coaches. 	Very Low
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