



SAFETY PLAN 2019

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 Ted Bowler (mobile: 07909 966586) as Regatta Safety Adviser for the day. He is a member of the Organising Committee and has produced this document with the Club Safety Adviser Tim Brock (mobile: 07833053304) and the updated 2019 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.

ROWSAFE: A Guide to Good Practice in Rowing ('RowSafe')

It is compulsory that all crews attending Wallingford Regatta comply fully with British Rowing Rules of Racing ('Rules of Racing') and all aspects of RowSafe (2018 update).

It is the responsibility of the competitors to ensure that their boats are safe and are prepared to standards required by RowSafe. 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 RowSafe, in particular in relation to capsize procedures.

All competitors, coaches and other participants must familiarise themselves with the Wallingford Regatta Competitor Instructions 2019 and the Regatta circulation pattern. They must follow all posted safety notices and obey instructions from Regatta Officials.

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 four 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.



SAFETY PLAN 2019

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. 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.

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.

CRISIS MANAGEMENT

A Crisis Management plan has been provided by Eton College that will be used by the onsite operations team if a crisis event occurs. The document is published on the Regatta website [here](#), for information.

Regatta Risk Assessment

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 MOVEMENT & USE				
Fall hazard whilst unloading / loading boats	Injury to rowers and / or damage to boats	Low	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	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.	Low
Collision hazard on roads and paths due to cars and cycles	Injury to rowers, spectators and / or damage to boats	Moderate	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, and to the access roads from the trailer park. Pedestrian access to the island will be restricted. Circulation maps for cyclists will be displayed on the website.	Low

Regatta Risk Assessment

Trip hazard due to items being left on the landing stage	Injury to rowers and / or damage to equipment	Moderate	Raft marshals instructed to minimise time crew equipment is left on the rafts. Blades to be stored at the end of the staging to keep blades off the rafts Shoes to be cleared from the rafts by coaches and raft marshals	Lows
PRIOR TO RACE STARTING				
Collision with other boats on way to start or in marshalling area	Injury to rowers and / or damage to boats / blades	Moderate	On water safety cover provided from the time the first boats go onto the water. Reliance on competency of crews and coaches, and their 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
Long wait in marshalling area prior to start	Potential for hypothermia	Low, varies according to April weather	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 / clothing for the conditions Start umpires adjust race order if observed all participants present and an earlier race is awaiting crews.	Low
DURING A RACE				
Incidents involving other race crews	Injury to rowers and / or damage to boats	Low	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 drive and qualified umpire Bank marshals along the course will advise boats to move as necessary if there is a safety issue	Low

Regatta Risk Assessment

			No warm-up on the course, cool down is restricted to the final 250m and in specific lanes. All competitors are advised.	
Capsize	Potential for hypothermia	Low	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	Race Committee to assess race conditions and agree time delay, 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 system.	Low
Lightning	Severe injury, death, or damage to equipment and structures	Low	Race Committee to apply 30 second / 30 minute rule. When gap between visible lightning and thunder is 30 seconds or less, the outbound 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 gazebos / marquees to be evacuated and all spectators to be advised to get into vehicles and to keep doors and windows closed; or to take shelter in the main Boathouse. All clear will be given when lightning gap / thunder exceeds 30 seconds for 30 minutes. In the case of lightning, all blades MUST be put flat on the ground and not held.	Very Low