



SOUTH COAST ROWING CHAMPIONSHIPS

NETLEY 2021

Saturday 18th September 2021

EVENT SAFETY PLAN

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1. OVERVIEW

1.1. Scope

- These instructions apply to all competitors, volunteers and third parties at the SCRC Netley 2021 Regatta both on land and on water.
- These instructions should be read in conjunction with the BR RowSafe Guide which gives broad advice to those involved in the sport of rowing both in and out of competition.
- Racing takes place over an 1800 metre course (1000 meters for Junior races) and crews will proceed from the beach adjacent to the boat park to the start zone via the Transit Lane only.

1.2. Location

The SCRC Netley 2021 Regatta takes place at the Royal Victoria Country Park, Netley, Southampton, SO31 5GA. OS Grid reference 464075. What3words – stops.plus.junior

1.3. Rules Applying to the Event

- The Event is run in accordance with the South Coast Rowing Championship rules and British Rowing's RowSafe Guide on Safe Practice in Rowing.
- All crews must be apprised of the local rules as defined by the Organising Committee. These rules have been designed as addenda to the above in order to facilitate the smooth running of the event and to ensure the safety of competitors, spectators and the general public.

1.4. Insurance

Event insurance is provided through the BR Event Insurance Policy.

2. VEHICLE AND TRAILER ACCESS

- Entry to and exit from Royal Victoria Country Park is via the main gate for all traffic.
- Only official vehicles and emergency vehicles are permitted access to Netley Sailing Club.
- Once on-site, car drivers must follow the signs to the overflow car park and follow the instructions of marshals who will direct you. Car parking charges apply.
- Trailer drivers only will be allowed to proceed through the access gate to Netley Sailing Club. Follow directions from the gate marshalls. Beyond this gate all trailers will need to be preceded by a banksman on foot to and from the trailer parking area. Banksman must wear a Hi-Vis jacket.
- Trailers must arrive on site before the start of the regatta and will only be allowed to depart after the end of the regatta.
- All drivers must observe the posted speed limits and ensure that extreme care is taken in pedestrian areas.

3. THE COURSES

3.1. The Senior Course.

- See Appendix A – Senior Course and Circulation diagram (Page 14).
- The outside of the course follows the line of two ABP, Southampton large yellow metal buoys to a triangular wooden tower opposite Netley Sailing Club which marks the outside of the finish line.
- A line of buoys will be laid to mark the inside of the course and to separate the course from the Transit Lane.

3.2. The Junior Course

- See Appendix A – Junior Course and Circulation diagram (Page 15)
- The outside of the course follows the line of one ABP, Southampton large yellow metal buoy to a triangular wooden pylon opposite Netley Sailing Club which marks the outside of the finish line.
- A line of buoys will be laid to mark the inside of the course and to separate the course from the Transit Lane.

4. THE TRANSIT LANE AND CIRCULATION PATTERN

- See Appendix A – Courses and Circulation diagrams (Pages 14 and 15)
- Crews should boat from the designated boat launch area of the beach in front of the boat park.
- Crews should proceed to the Start Marshalling Area using the one-way only Transit Lane.
- Crews using the Transit Lane should keep close to and shoreside of the buoys marking the inside of the course.
- Crews are NOT to row downstream of Netley SC due to an underwater pipe obstruction not visible at high water.

5. COURSE HAZARDS

5.1. Senior Course Hazards

- See Appendix B – Senior Course Hazard and Safety diagram (Page 16).
- Crews should be aware of the two large yellow buoys and triangular wooden pylon that mark the outside of the course.
- There is a group of seasonal mooring buoys which encroach on to Lanes 1 and 2 at about the 1000m mark.
- Once across the Finish Line crews should not pass downstream of Netley Sailing Club due to an underwater pipe obstruction not visible at high water.
- Crews using the Transit Lane to the Race Marshalling Area should keep close to the line of buoys marking the inside of the racecourse and be aware of a shallow water bank containing old pier piles just downstream of Netley Cliff Sailing Club. A warning buoy will be dropped to mark the shallow bank which crews should not pass shoreside of.

5.2. Junior Course Hazards

- See Appendix B – Junior Course Hazard and Safety diagram (Page 17).
- Crews should be aware of the large yellow buoy and triangular wooden pylon that mark the outside of the course.
- Once across the Finish Line crews should not pass downstream of Netley Sailing Club due to an underwater pipe obstruction not visible at high water.

6. RESCUE BOATS

- See Appendix B – Senior and Junior Hazard and Safety diagrams (Page 16 and 17).
- A minimum of two Rescue Boats will be on the racing course for both the Senior and Junior Regatta at any one time and to give assistance where necessary.
- For both regattas, the two Rescue Boats will be stationed on the shoreside line of the racecourse and outside line of the Transit Lane and cover a half of the course each. Approximate positions for these launches for both regattas can be found in Appendix B – Senior and Junior Hazard and Safety diagram (Page 16 and 17).
- In the event of an incident or other event reducing the number of available rescue boats but not requiring the suspension of racing, the remaining rescue boats shall be redeployed to provide maximum effectiveness.

7. FIRST AID

- See Appendix C – Rescue and First Aid Points (Page 18).
- First Aid facilities will be available in the club area adjacent to Regatta Control.
- First Aid can be summoned by contacting any Regatta Official.
- The nearest A&E department is in the Southampton General Hospital, Tremona Road, Southampton, SO16 6HS.

8. DECISION-MAKING PROCESS

8.1. Agreement to Commence Racing

- Before racing starts the South Coast Championship Panel (SCCP), the Umpires Liaison Officer (ULO), the Regatta Controller and the Event Safety Advisor (ESA) must agree unanimously that racing should start.
- The Regatta Controller and the Event Safety Advisor will ensure that all items in the Event Safety Checklist (See Appendix H – Event Safety Checklist (Page 24) are satisfied prior to the commencement of racing and monitor these items over the course of the day to ensure continued safety..

8.2. Temporary / Permanent Suspension of Racing

- See Appendix D – Protocol for the Suspension and Resumption of Racing (Page 19).

8.3. Resumption of Racing

- See Appendix D – Protocol for the Suspension and Resumption of Racing (Page 19).

9. WEATHER CONDITIONS

- The South Coast Championship Panel, the Event Safety Advisor, the Event Officials and the Umpire Liaison Officer shall monitor weather conditions throughout the event. A Suspension of Racing request will be made when conditions are deemed unsafe.
- See Appendix D – Protocol for the Suspension and Resumption of Racing (Page 19).

9.1. Wind and /or Water conditions

- Where wind and/or water conditions affect the safety of crews, the Event may suspend or cancel racing.
- See Appendix D – Protocol for the Suspension and Resumption of Racing (Page 19).

9.2. Poor Visibility / Low Light

- In the event of poor visibility (less than 350m) or low light, the Event may suspend or cancel racing.
- See Appendix D – Protocol for the Suspension and Resumption of Racing (Page 19).

9.3. Lightning

- See Appendix G – Lightning Procedure (Page 23).

10. COMMUNICATIONS

- Radio contact will be available between Regatta Control, all the Event Officials stations, the First Aid centre, the Rescue Boats, the Event Safety Advisor and regatta organisers.
- The PA system will cover the club area including the boating and storage area.
- If there is a requirement to place an emergency call, a mobile phone is held at Regatta Control.

11. SAFETY REPORTING

- All incidents, near-misses and any other safety issues should be reported to the Event Safety Advisor and acted upon by any individual or club involved.

11.1. Incident Reporting

- All incidents shall be reported to the Event Safety Advisor and should be reported through the BR online reporting system by the individual(s) and club(s) involved, any witnesses to the incident and the Event Safety Advisor.

11.2. Medical Return

- In the event of an accident or incident resulting in significant injury or requiring transfer to hospital, the accident should be reported through the BR online reporting system by the individual(s) and club(s) involved, any witnesses to the incident and the Event Safety Adviser.

12. BOAT AND EQUIPMENT INSPECTIONS

- Inspection teams shall inspect crew equipment prior to the start of the regatta to ensure that all equipment meet the minimum standards set by BR RowSafe (SCRC Rule 12).
- Any defaults to be brought to the attention of the club for correction.
- Boats passing inspection will receive a Water Safety Clearance Mark (SCRC Rule 12).
 - All boats will be checked that they have received a Water Safety Clearance Mark by Beach Marshalls before being allowed afloat.
 - Crews will be prevented from boating if the boat does not have a Water Safety Clearance Mark.

13. EMERGENCY ACTION PLAN

- See Appendix F. Emergency Action Plan [Page 22].

14. CHILD WELFARE

- The Organising Committee believe that the welfare and wellbeing of all under 18 y.o.'s is paramount. All children, regardless of age, gender, ethnicity, religion or ability, have equal rights to safety and protection. All suspicions, concerns and allegations of harm will be taken seriously and responded to swiftly and appropriately.
- An Event Welfare Officer for the competition will be appointed and will act as the point of contact for any concerns or allegations. The Event Welfare Officer can be contacted through Regatta Control throughout the duration of the competition and their contact details are listed in section 19.3. of this document (Page 13).
- See Appendix K – Child Welfare Statement (Page 29).

15. SECURITY

- Individuals and clubs are responsible for the security of their personal possessions and equipment.
- Be aware that Royal Victoria Country Park is a public space and will be open to the public during the regatta.
- All equipment must be removed from the site at the end of racing.

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16. INFORMATION FOR CLUBS AND COMPETITORS.

16.1. Responsibilities

- The Event implements the recommendations of the BR RowSafe Guide, and competitors are reminded of their obligations under RowSafe.
- **All Clubs and Competitors must follow posted safety notices and obey instructions from Event Officials and Marshalls.**
- Competitors are specifically reminded that persons attending the Event do so at their own risk and are solely responsible for:
 - Their own safety and their ability to meet the minimum standards required by Row Safe i.e. ability to swim, awareness of capsize procedures.
 - Ensuring that their boats are safe and are prepared to the standards required by the BR RowSafe.
 - Any boat that fails to meet the standard shall be excluded.
 - The strict observance of the circulation pattern (see Appendix A - Courses and Circulation Pattern (Pages 14 & 145) and the minimum standards set by RowSafe.
 - Deciding, together with their coaches, whether or not they are fit and competent to compete in the prevailing weather conditions.

If a competitor falls out of a boat for any reason, the crew must stop and render assistance. A crew will not be placed without its full complement.

16.2. Equipment

- It is the responsibility of the competitors to ensure that their boats are safe and are prepared to the standards required by the BR RowSafe Guide.
- Boat Inspection teams will inspect the boats prepared by the competitors before the start of the regatta and will not pass any boat as fit that fails to meet the standard laid down.

16.3. Heel restraints and foot stretchers.

- Stretchers and shoes must be of such construction that an oarsman can get his feet clear immediately, without using his hands to do so, if he capsizes or is swamped.
- Heel restraints must be independent of each other and not allow the heel to raise any higher than parallel to the keel or any higher than the lowest fixed point of the shoe.

16.4. Wearing of Lifejackets when afloat

- Without exception, all coxswains must provide and wear a suitable lifejacket whilst afloat.

16.5. Practice, Warm-Up and Cool-Down

- Crews may **NOT** practise on the course from within 45 minutes of the scheduled event start time or during racing.
- Crews going afloat prior to this time deadline are liable to provide their own safety cover.
- Once the 45 minutes prior to the scheduled event start time has elapsed crews will only be permitted to go afloat to race.
- Crews may warm up in the transit lane to the start but must adhere to the transit lane one-way direction and give due care to other crews using the transit lane.
- There is no provision available for crews wishing to cool down whilst afloat. Crews must therefore cool down ashore.
- Crews are not permitted to row beyond (downstream of) Netley SC due to underwater obstructions.

16.6. Circulation Pattern

- All competitors must familiarise themselves with the Circulation Pattern for crews (see Appendix A - Courses and Circulation Pattern (Page 14 & 145). Crews failing to follow the one-way system may be disqualified.
- Any crews having to return to the boating area for emergencies before racing should return on the racing course to maintain the circulation pattern BUT they should keep as near to the inside course marker

buoys as possible and to minimise risk of impeding any racing crews and to avoid collisions with other boats proceeding to the start in the transit lane.

16.7. Racing

- Crews will only be allowed to go afloat to race.
- Crews going afloat must report to the Beach Marshall.
- Boats will be checked for a Water Safety Clearance Mark by the Beach Marshall.
- Crews should report to the Race Marshalls boat in the race holding area behind the course start line a minimum of 10 minutes before the start of their race.
- Races may be started without reference to absentees.
- The start positions number from the Start Boat.

16.8. Boat and Equipment Storage

- All boats and associated equipment are to be located within the boundaries of the boat storage area.
- Boats and associated equipment should only be removed from the boat storage area when being taken to the beach for the purpose of going afloat to race.
- All boats and associated equipment should be returned to the boat storage area immediately after a crew has come ashore.
- No boats or associated equipment is to be left on the beach which is to be left clear of equipment to aid crews getting afloat and coming ashore.

16.9. Personal Health and Welfare Advice

- British weather can be varied, even in summer. Competitors especially should ensure that they bring kit and clothing appropriate for all possibilities.
- Be aware of what to do if they sink or fall into the water.
- Be aware and follow basic hygiene guidelines to restrict the possibility of infections and water-borne diseases.
- Refer to Appendix L – Health and Welfare Advice (Page 30). for advice and guidelines.

16.10. Incident Reporting

All safety incidents must be reported to the Event Safety Advisor and through the BR online reporting system.

16.11. Violation of Safety Rules

Any crew that violates the declared circulation pattern, or which is observed executing a dangerous manoeuvre or acting contrary to the BR RowSafe Guide to Safe Practice in Rowing may be awarded an 'Official Warning' by any Umpire acting as a Key Race Official.

16.12. Child Welfare

- The Event has appointed an Event Child Welfare Officer whose duties include understanding and implementing, where appropriate, the British Rowing's Safeguarding and Protecting Children Policy.
- Clubs with junior members are expected to follow their own Child Protection Procedures in line with BR guidance.

17. INFORMATION FOR VOLUNTEERS AND OFFICIALS

17.1. Responsibilities

17.1.1. Duty of Care

- Everyone involved in the Event has a duty of care to ensure that their actions both on and off the water are conducted in a manner which does not compromise the safety of others. Adults also have a personal responsibility for the own safety.
- It is the primary duty of every Race Official and Volunteer to care for the safety of competitors, officials, other water users and the public at large.

17.1.2. Safety Awareness

All Volunteers and Officials must make themselves aware of the Event Safety Plan, the information relevant to their role and the safe use of their safety equipment.

17.1.3. Incident Reporting

- All volunteers and officials have a duty to report all safety incidents, including ‘near misses’, to the Event Safety Adviser.
- In addition, all volunteers and officials are to report all safety incident using the BR Online Reporting system.
- If any aspect of the Regatta gives a volunteer or official cause for concern with regards to safety, this should be reported through normal communication channels or directly to the Event Safety Adviser.

17.1.4. Violation of Safety Rules

- Any crew that violates the declared circulation pattern, or which is observed executing a dangerous manoeuvre or acting contrary to the BR RowSafe Guide to Safe Practice in Rowing may be awarded an ‘Official Warning’ by any Umpire acting as a Key Race Official.

17.1.5. Child Welfare

- All issues relating to child welfare should be brought to the attention of the Event Child Welfare Officer.
- Refer to Appendix K – Child Welfare Statement (Page 29).

17.2. Communications

- Volunteers and officials in key positions will be equipped with a VHF radio to enable rapid communication.
- The Regatta operates a radio protocol detailed in Appendix I. Radio Protocol [Page 26].

17.3. Personal Health and Welfare Advice

- British weather can be varied, even in summer. Competitors especially should ensure that they bring kit and clothing appropriate for all possibilities.
- Be aware of what to do if they sink or fall into the water.
- Be aware and follow basic hygiene guidelines to restrict the possibility of infections and water-borne diseases.
- Refer to Appendix L. Health and Welfare Advice (Page 30) for advice and guidelines.

17.4. Wearing of Lifejackets when afloat

- Without exception, all Volunteers and Officials shall wear a lifejacket whilst afloat.

18. SPECTATORS AND SUPPORTERS.

18.1. Responsibilities.

- Spectators and supporters are reminded that the event area is open to the public and that they should conduct themselves in a manner and with due consideration to other users at the venue that does not bring the event, their club or our sport into disrepute.

18.2. Vehicles.

- Cars, motorbikes etc. MUST NOT drive along the country park roads to follow crews or races.

18.3. Pedestrians

- Pedestrians following or watching the races are reminded that the venue is open to the public and should act with due care and attention and be aware of the dangers they may present to those around them.

18.4. Cyclists

- Cyclists are reminded that their first duty is to the safety of those around them and they must ensure that they remain aware of the dangers around them.
- Cycling is allowed on the country park roads only but please note these roads are not closed to traffic and the public.
- Regatta supporters, coaches and spectators are NOT permitted to cycle along the track to Netley S.C. or within the club area.
- Cyclists must take care at all times.

19. INFORMATION FOR THIRD PARTY ORGANISATIONS

19.1. Overview

- The South Coast Rowing Championships Netley 2021 is a one-day rowing competition with The Royal Victoria Country Park, Netley as it's venue.
- The rowing events will be held over a 1000 metre course for Juniors and an 1800 metre rowing course for Seniors on Southampton Water.
- Attendance on the day is estimated to be up to 1000.
- The event is sanction by the South Coast Rowing Championship Committee and is being organised by the Hants & Dorset Amateur Rowing Association.
- The Regatta is organised by an experienced committee.

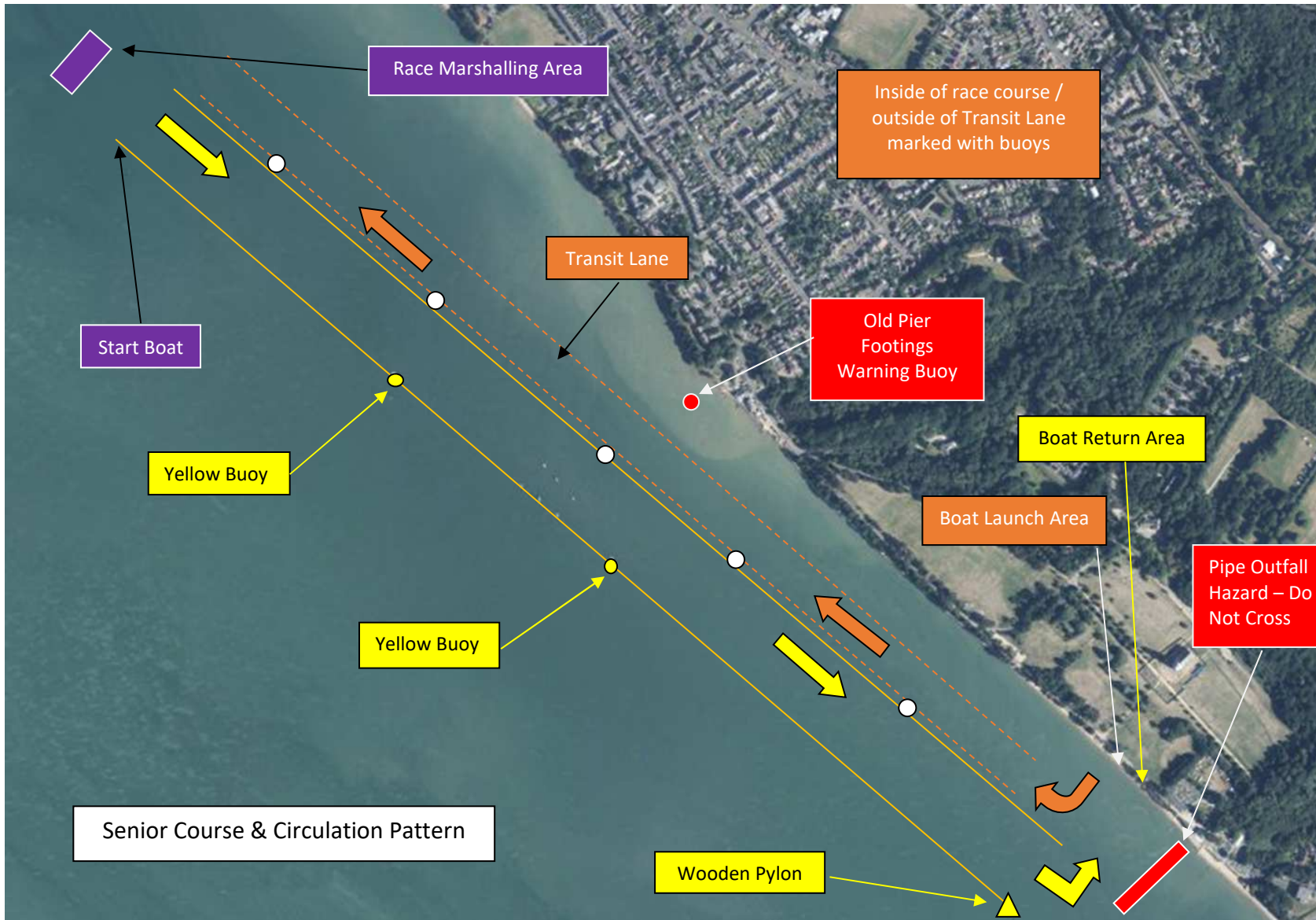
19.2. Insurance Details

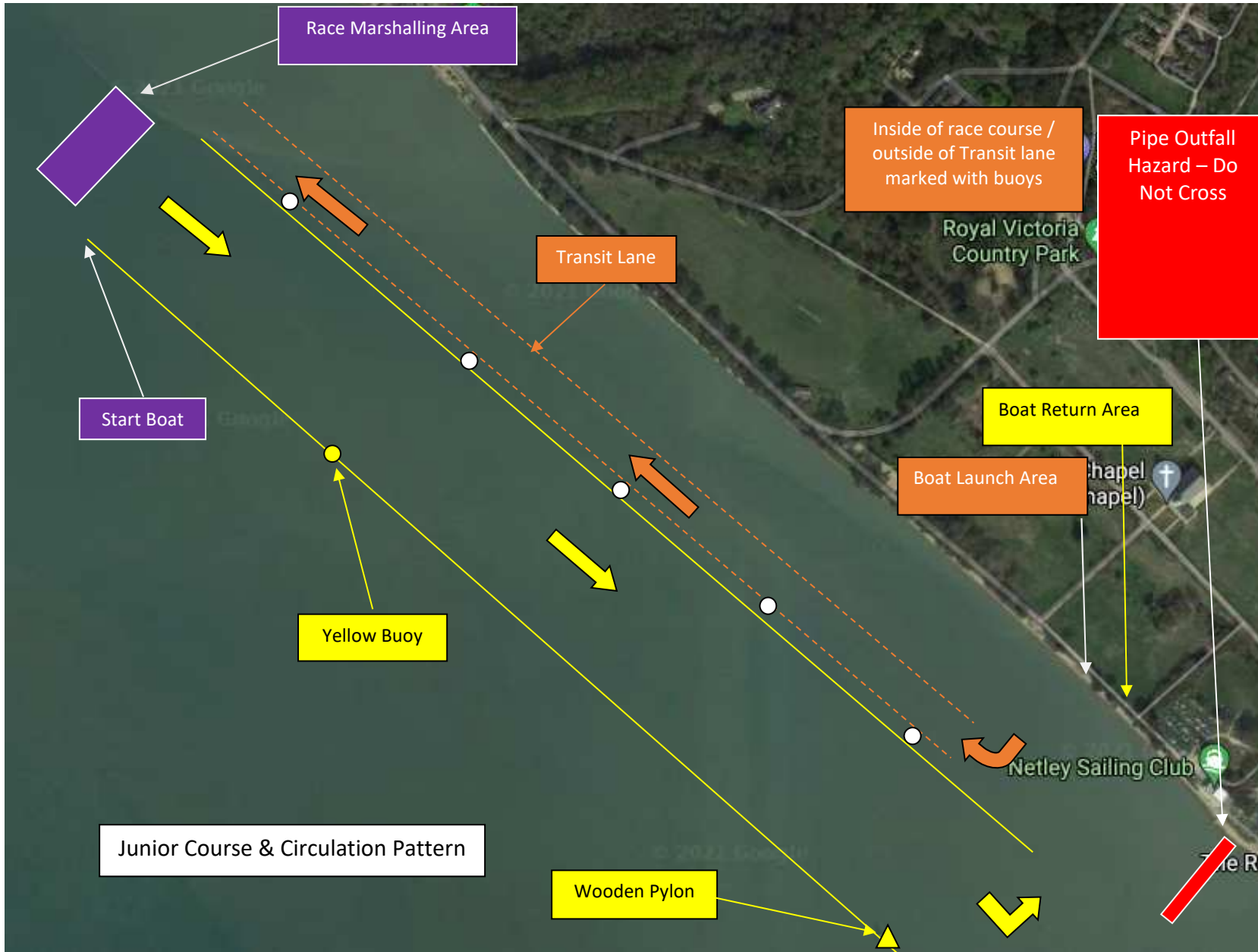
- Insurance for the Regatta is organised through British Rowing and, through this policy, holds public liability insurance of £10M.

19.3. Central Points of Contact

Event Secretary -	Tim Bull.....	07778 240652
Event Safety Adviser -	Gary Joyce	07753 113657
Event Welfare Officer -	Josie Bull	07964 424417

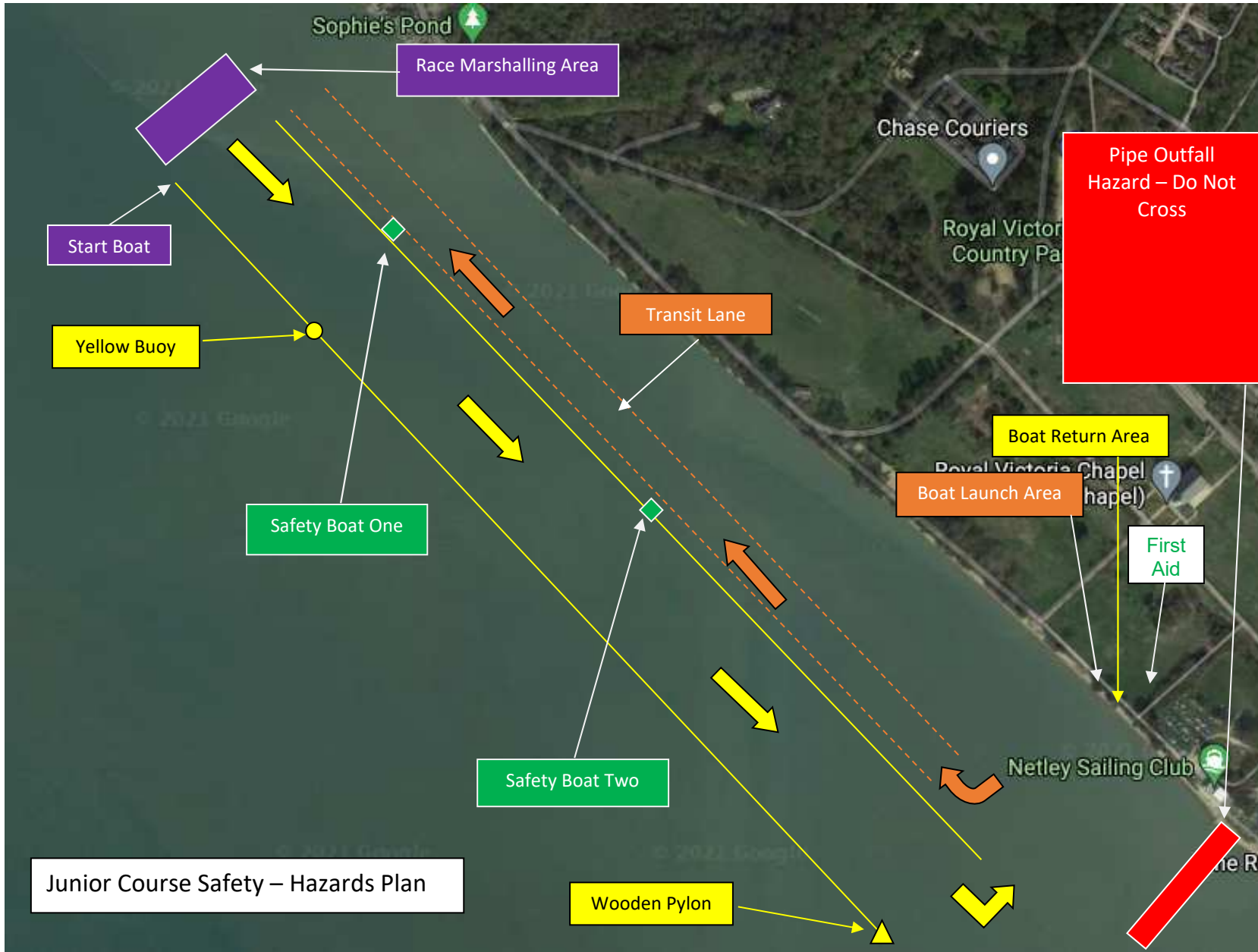
Appendix A. COURSES AND CIRCULATION PATTERNS





Appendix B. COURSES AND COURSE HAZARDS.





APPENDIX C. RESCUE AND FIRST AID POINTS

C.1. First Aid

- The First Aid tent is located near to Regatta Control and is staffed by two trained First Aiders.
- See Appendix B – Course Safety and Hazard Plans (Page 17 – 18).

C.2. Safety Boats

- A minimum of two Safety Boats will idle on the inside of each of the courses each covering one half of the racecourse and the transit lane. Safety Boats will carry basic First Aid equipment.
- Umpires Launches will also carry launch rescue bags at all times.
- See Appendix B – Course Safety and Hazard Plans (Page 17 – 18).

C.3. Fire Extinguishers

- Fire extinguishers are located at Regatta Control.

APPENDIX D. PROTOCOL FOR THE SUSPENSION AND RESUMPTION OF RACING

D.1. AUTHORITY TO REQUEST SUSPENSION OF RACING

The Event Officials, the Umpire Liaison Officer and the Event Safety Advisor may at any time call a temporary suspension of racing if any of the conditions listed in **D.3.** below jeopardise the requirements of safety or fair racing.

D.2. SUSPENSION OF RACING PANEL

The Suspension of Racing Panel will consist of the South Coast Championship Panel, Regatta Control, the Umpire Liaison Officer and the Event Safety Advisor. This panel will be called if a request for the suspension of racing is made and will decide the action to be taken.

D.3. CONDITIONS FOR REQUESTING SUSPENSION OF RACING

Environmental Conditions.

The South Coast Championship Panel, Regatta Control, any Event Official, the Umpire Liaison Officer and the Event Safety Advisor may authorise a temporary suspension of racing if their ongoing monitoring of the course or conditions reveal an issue which may give rise to a safety issue.

Other Factors.

The South Coast Championship Panel, Regatta Control, Event Race Officials, the Umpire Liaison Officer and the Event Safety Advisor may authorise a temporary suspension of racing in the event of an accident or if appropriate levels of safety cannot be guaranteed

D.4. PROCEDURE FOR REQUESTING SUSPENSION OF RACING

The Event Official, the Umpire Liaison Officer and the Event Safety Advisor must contact Regatta Control to action a suspension of racing.

D.5. ACTION ON RECEIPT OF REQUEST FOR SUSPENSION OF ROWING

On receipt of such a request Regatta Control must instigate the following procedure.

1. Regatta Control must advise the Boat Marshall and the Beach Marshall that a temporary suspension of racing has been requested so to prevent any further crews going afloat.
2. Regatta Control must advise the Race Marshall and Safety Boats that a temporary suspension of racing has been requested so crews afloat can be advised.
3. Regatta Control must advise the Suspension of Racing Panel who will meet to deliberate the suspension of racing request. If they agree with the request then South Coast Rowing Championship Rule 20 (a) is initiated.
4. If agreed as in D.5.3. then the Regatta Controller must advise the clubs via the P.A. system of the suspension of racing.
 - If agreed as in D.5.3. then the Umpire Liaison Officer must advise all Event Officials of the suspension of racing.
 - If agreed as in D.5.3. then the Event Safety Advisor must advise all Safety Boats of the suspension of racing.

D.6. INVOKING OF SCRC RULE 20 (A)

If a request for a suspension of racing request is agreed by the Suspension of Racing Panel then SCRC Rule 20 (a) is invoked.

The organising committee, three elected Council delegates, Chairman of the SCRC Council, the Umpire Liaison Officer and the Event Safety Advisor will meet to decide one of the following options.

1. Suspend racing, in total or by event, until such times as safe and fair conditions are restored. This may include changing the course or removing lower status events from the regatta.
2. Abandon racing if it is anticipated that conditions will no longer allow a safe programme of racing to be completed.

Please note that any decision to suspend or resume racing will be based upon the minimum standard of watermanship expected from crews entering a competition of this level. Crews and coaches should make their own decisions on whether they are capable of competing safely in the prevailing conditions.

D.7. RESUMPTION OF RACING

- Racing may resume when the requirements of Rule '8.1. Agreement to Commence Racing' of this Event Safety Plan are met.
- Following a suspension of racing, then 'all clear' to resume racing will be given by Regatta Control in liaison with the Umpire Liaison Officer and the Event Safety Advisor.

APPENDIX E. EMERGENCY WATER EVACUATION

- In the event of a major incident, change in conditions (e.g. lightning) or a request to suspend racing requiring evacuation of the water, the following procedures should be followed.
- Regatta Control to advise all stations to listen to instructions and to try to minimise any other radio traffic. The commentator using the main PA system will warn those competitors and spectators on land of the Emergency Water Evacuation.
- Boat marshal to stop any crews from leaving the boat storage area and to instruct crews to return to their club areas.
- Beach marshal to stop all boating immediately and to instruct all crews on the beach to clear the beach immediately and return to the boat storage area.
- Any race in progress is to be allowed to complete normally, as this is the fastest way to get crews off the course. The starter may start a race already on the start if he thinks fit.
- Race marshal to liaise with the starter and any crews in the race marshalling area not racing back to be instructed to return to the boat landing area.
- Crews in the transit lane to be told to clear the course immediately and to return to the boat landing area by following the inside course marker buoys as closely as possible or follow any race when passed.
- Once umpires' launches, rescue boats and the race marshal's boat have ensured that they have instructed all crews to return to the beach, they also should make their way back by following the last crew.

- Returning crews to be told to use both boating and landing areas of the beach for disembarking and to clear the beach as quickly as possible.
- Clubs may be asked to go to beach to assist getting crews off as quickly as possible.

APPENDIX F. EMERGENCY ACTION PLAN

- In the event of an emergency Regatta Control will receive all requests for and, in discussion with the First Aiders or the Event Safety Advisor make decisions as to the level of emergency response required i.e. need for emergency services.
- See Appendix I. Radio Protocol – Paragraph H.5. – EOP for correct radio protocol in the event of an emergency (Page 27).

It is important to note that, in any situation where it is believed that the attention of the emergency services may be required, the emergency services should be called without delay.

F.1 ACCIDENTS ON THE WATER

Priority 1 – Full Water Evacuation

- In the event of a major incident or a change in environmental conditions requiring the evacuation of the water, the actions documented in Appendix E. Emergency Water Evacuation (Page 21) must be followed.
- Where there is a risk of serious or life-threatening injury to an individual or group, refer also to the actions for a priority two accident on the water.

Priority 2 – Serious or Life-Threatening Injury

- Call for Rescue Boat assistance using the designated Safety channel by radio (monitored by Regatta Control). Remaining Rescue Boat(s) to redeploy to provide optimal cover.
- Regatta Control to alert First Aiders to rendezvous at boat landing area.
- Evacuate individual to the nearest land point: ideally the landing beach as this is nearest to the First Aid centre.
- Call 999 where appropriate.
- Request suspension of racing. See Appendix D. Protocol for the Suspension and Resumption of Racing (Page 19).
- Regatta Control to alert the RVCP team to the imminent arrival of emergency services and to provide a point of contact at the main entrance and provide them with clear directions to the incident.

Priority 3 – Actual or Suspected Minor Injury or Precautionary Measure

- Call for Rescue Boat(s) using the designated Safety channel by radio (monitored by Regatta Control). Remaining Rescue Boat(s) to redeploy to provide optimal cover.
- Where appropriate, Regatta Control to alert First Aiders to rendezvous at landing area.
- Individual evacuated to landing area.
- Regatta Control to alert start officials to temporarily hold racing where appropriate.

F.2 ACCIDENTS ON LAND

While the highest concentration of spectators & competitors on land is in the boating area and boat enclosure, it is recognised that a land-based emergency can happen anywhere in the grounds.

Priority 1 – Large Scale Evacuation

- Evacuation from regatta enclosure. Announcement to be made by public address and/or Regatta Official at the scene
- Regatta Control to contact emergency services where appropriate.
- Any potential action to deal with the incident prior to the arrival of the emergency services must not introduce further risk of injury.
- Where there is a risk of serious or life-threatening injury to an individual or group, refer also to the actions for a priority two accident on land.

Priority 2 – Serious or Life-Threatening Injury

- Call for First Aid attendance by radio.
- Regatta Control to contact emergency services where appropriate.
- Regatta Control to alert the RVCP team to the imminent arrival of emergency services and to provide a point of contact at the main entrance and provide them with clear directions to the incident.

Priority 3 – Actual or Suspected Minor Injury or Precautionary Measure

- Where appropriate, alert First Aiders to imminent arrival of injured person(s) at the medical point

APPENDIX G. LIGHTNING PROCEDURE

A lightning storm is a possibility, although deaths and injuries from lightning strikes are rare. There is an increased risk in a boat, especially if standing up.

The Regatta has decided to adopt the approach of monitoring the risk.

Level 0

Thunderstorms are not expected.

The Event Safety Advisor will check the forecast each day. No other action.

Level 1

Thunderstorms are possible.

Officials are to be warned by Race Control. The Event Safety Advisor will check forecasts regularly.

Level 2

A thunderstorm in the area. (It is accepted that forecasting could be wrong and that Level 0 might escalate directly to Level 2.)

If lightning is seen followed within 30 seconds by thunder, action is necessary.

The aim will be to evacuate the course and transit lane safely and efficiently. This will be co-ordinated by Race Control. Evacuation should follow the process documented in Appendix E. Emergency Water Evacuation [Page 21] with the following addition steps

- The commentator using the main PA system and the Official using the local Check-in PA will warn those competitors and spectators on land of the specific danger of lightning.
- Crews will be told to carry their blades horizontally, not vertically, in order to reduce the risk of them attracting a lightning strike.
- Once umpires' launches and rescue boats have ensured that they have instructed all crews to return to the landing beach, they also should make their way back, while checking that crews are following instructions. Everyone should be seated in the launches as this slightly reduces the risk.

- Officials on the Start boat are advised to move under cover.
- The safest place is likely to be indoors as long as individuals are not too close to metal objects such as the structure, plumbing or wiring.
- Once the evacuation is under way and all parties have their instructions, Regatta Control should ensure that they and everyone else keeps away from electrical apparatus. Computers should ideally be unplugged to minimise the risk of damage.
- If for any reason Regatta Control is disabled, the Event Safety Advisor will assume co-ordination of these duties. If necessary, this may involve issuing the above instructions using a loudhailer should the radio network be rendered inoperative following a lightning strike.
- The 'all clear' will be given by Regatta Control following consultation between the Event Safety Advisor and the South Coast Championship Panel. This consultation will be based on there being no flash/bang occurring within 30 seconds of each other for at least 30 minutes.

APPENDIX H. EVENT SAFETY CHECKLIST

Area	Item	Comments
Land	Are Emergency vehicle access routes left clear?	
	Are Beach Marshalls in place before crews embark?	
	Is beach clear of obstructions?	
	Are warning signs in place?.	
	Beach Marshalls only to allow crews to boat for their race.	
	Beach Marshall only to allow crews to boat when Race Marshall and Safety boats are in position.	
	Boat Marshall only to call crews afloat when informed to do so.	
	Have Boat Inspections been started?	
Rescue / Medical Services & Equipment	Are First Aid services in position and available?	
	Are all appropriate personnel equipped with a functioning radio on the radio network including First Aid team / Rescue Launches?	
	Are Rescue launches on the course before crews embark.	
	Are all rescue launches manned by two people?	
	Are launch drivers using kill-cords?	
	Do all points have the appropriate safety equipment?	
	Are rescue boats being used for the purpose for which they are intended and are they fully manned at all times?	
Course	Has the transit lane bouys been laid?	
	Are inflatable course markers in place?	

Area	Item	Comments
	Has shallow water warning bouy been laid?	
	Are all crews following the circulation pattern?	
	Is the course clear of debris including misaligned buoys?	
Regatta Officials	Are the starters and start boat in position?	
	Are Umpires afloat and in position?	
	Are Judges in position?	
	Is the Race Marshall afloat and in position?	
	Are all regatta officials afloat wearing buoyancy aids?	
Communications	Do Regatta Control have a radio and are they receiving?	
	Does the Boat Marshall have a radio and are they receiving?	
	Does the Beach Marshall have a radio and are they receiving?	
	Does the Race Marshall have a radio and are they receiving?	
	Do Starters have a radio and are they receiving?	
	Do Umpires have a radio and are they receiving?	
	Do Judges have a radio and are they receiving?	
	Does First Aid have a radio and are they receiving?	
	Do the Safety Boats have a radio and are they receiving?	
Weather / Water	Are water and weather condition being regularly checked?	

APPENDIX I. RADIO PROTOCOL

I.1 SUMMARY

The Regatta will supply VHF radio equipment for all officials stations, organisers, First Aiders and Safety Boats. Each radio will be supplied with a spare battery and for those being used afloat, a waterproof bag. Radios are to be collected and returned to Regatta Control and every user shall sign for each radio and equipment received and same should be signed back in on return.

I.2 RADIO CHANNELS

The Regatta uses separate radio channels for the areas listed below.

- Regatta Control
- Officials
- Marshalls
- Safety
- Commentary

I.3 STANDARD OPERATING PROCEDURES (SOP)

- Ensure radio is switched on and that the correct channel is selected.
- Hold radio so that aerial is vertical.
- Select required channel. See appendix J. Radio Channels (Page 29).
- Listen for other traffic using the frequency and don't just cut in over them
- Think about what you will say before transmitting and keep it short.
- Hold transmit button down for two seconds before starting to transmit.
- Say the call sign of the station you are calling first BEFORE you identify yourself. (e.g. Start wishing to speak to Regatta Control: "Regatta Control, Regatta Control, Start, over".)
- Release button when finished transmitting.

I.4 PROWORDS

Over	the invitation to the other station to reply to your transmission
Out	end of working with another station
Received	information received
I say again ...	information to be repeated for clarity
I repeat ...	information being stressed
Radio check	loud and clear / un-workable
Say again all after / before	[Race 17 for example]

Station calling [Start for *example*] but only if you are sure that the call was addressed to your station.

- If you are not sure whether the call was to your station, do nothing and wait for the other station to call you again.
- Spell words using phonetic alphabet if necessary for clarity.
- As can be seen from above, the phrase “*over and out*” is meaningless and should **NOT** be used.

1.5 EMERGENCY OPERATING PROCEDURES (EOP)

- Any Official who sees or finds an accident should radio Regatta Control.
- For anything other than a trivial incident, Regatta Control will announce that there is an emergency, that they assume control of the incident and instruct all stations to minimise further radio traffic. Regatta Control will then ask for details: location, type of incident, number of people involved, severity and whether additional resources are required.
- Thereafter, all transmissions should be sent to Regatta Control who will then re-broadcast to the appropriate rescue/paramedic unit. Regatta Control will record the incident.
- For a major incident, any Official or other person should telephone the emergency services using: 999.
- The Event Safety Advisor or his deputy will attend the scene.
- Should it be necessary to evacuate the Regatta Control for any reason, Regatta Control will relocate to pre-determined positions according to the nature and duration of the incident.
- Once the incident has been dealt with, Regatta Control will announce this fact to all stations and allow normal radio traffic to resume.

1.6 SAFE USE OF RADIOS

- Radios should be switched off when adjacent to the petrol store and/or switched off during the re-fuelling of launch fuel tanks.
- Please look after the radios – they don’t float, they don’t like rain or drop tests.
- It is possible that a close lightning strike could render radio equipment inoperative. This would have a major impact on the safe and efficient running of the Regatta.
- It should be noted that in the event of a major incident in the area, mobile phone usage may be severely affected with either a greatly reduced number of lines being available or the network being closed altogether.

APPENDIX J. RADIO CHANNELS**RADIO COMMUNICATIONS CHANNELS.**

Channel 1.	Officials	Regatta Control, Umpires, Judges, Starters
Channel 2.		
Channel 3.	Marshalls	Boat Marshall, Beach Marshall, Race Marshall
Channel 4.	Safety	Event Safety Advisor, Safety Boats, First Aid
Channel 5.	Commentary	Commentator
Channel 6.		
Channel 7.		
Channel 8.		
Channel 9.	Emergency Channel	– only to be used to contact regatta control in an emergency situation.

To contact any of the above, adjust your hand-set to the required channel.

IMPORTANT – be sure to return your hand-set to its given channel after communication with anyone else on another channel

APPENDIX K. CHILD WELFARE STATEMENT

The Organising Committee of the Event believe that the welfare and wellbeing of all children (juniors) is paramount and will endeavour to implement the relevant guidance of British Rowing's Safeguarding and Protecting Children Policy and advice outlined by the NSPCC Child Protection in Sport Unit. For clarity, a child (junior) is defined as a person under the age of 18 by The Children Act of 1989.

All children, regardless of age, gender, ethnicity, religion or ability, have equal rights to safety and protection. All suspicions, concerns and allegations of harm will be taken seriously and responded to swiftly and appropriately.

- An Event Welfare Officer for the competition will be appointed and will act as the point of contact for any concerns or allegations. They can be contacted through Regatta Control throughout the duration of the competition and their contact details are listed in section 19.3. of this document (Page 13).

The South Coast Rowing Championships offers a limited number of events for junior competitors but the Organising Committee is aware of its responsibilities to the children attending the event whether as competitor, spectator or volunteer.

- All child welfare concerns should be reported to the Event Child Welfare Officer. If these concerns represent an immediate danger to safety, Event Security and/or the Police shall be contacted.
- The BR form SPCG5 shall be used for reporting child welfare concerns in line with the guidance in BR SPCG26a.
- Concerns relating to a specific club shall be discussed with that club's Child Welfare Officer and relayed to the BR CPO. Any action, including where appropriate a report to the police, shall result from these discussions.

- Where concerns relate to actions within the structure of the Event, the Event Child Welfare Officer shall raise these with the Chairman of the Organising Committee. Any action, including where appropriate a report to the police, shall result from these discussions.
- All participants and coaches abide by the Rules of the competition and by good sportsmanship. All clubs entering junior competitors are expected to follow BR good practice for child welfare when travelling to events.
- First Aid is provided at the competition during the hours of racing. Anyone at the venue outside of racing hours requiring medical treatment is advised to visit the A&E Department at Southampton General Hospital SO16 6HS or, in an emergency, dial 999.
- Volunteers should be vigilant and report anything suspicious such as someone taking photos in the changing area, someone unknown to crews hanging around or tampering with equipment to the Event Child Welfare Officer.
- Lost children should be reported to Regatta Control. This shall be relayed to the commentary team for public notification. Anyone finding a missing child should report this to an Event Official who shall notify Regatta Control.
- All Volunteers and Officials having unsupervised contact with children will be familiar with BR's Safeguarding and Protecting Children Policy and the information it contains on good practice.
- Given the nature of the event and the sport in general, photography is not deemed to be a significant risk in the welfare of children. Indeed, the Organising Committee do not wish to harm the enjoyment of competitors by restricting outdoor photography; photography however is not permitted in the changing areas.

APPENDIX L. HEALTH AND WELFARE ADVICE

Protection against Weather Conditions

British weather can be varied, even in summer. Competitors especially should ensure that they bring kit and clothing appropriate for all possibilities.

L.1 Hot Weather

All competitors, spectators and officials need to be aware of the effects of sunburn, heat stroke and heat exhaustion and take appropriate action to limit the risks:

- Wear clothing which offers protection against sunburn (hats, T-shirts, sunglasses etc) and use a high factor sun block.
- Take on fluids before, during and after the event competition.
- Find shelter against the sun.
- Seek advice or assistance from the First Aid Team.

L.2 Cold/Wet Weather

Inclement weather cannot be discounted. All competitors, spectators and officials should be prepared for cold and/or wet weather by:

- Bringing spare clothes.
- Wearing multiple layers of clothes.
- Ensuring that you have appropriate kit with you in the boat. Don't compromise your own wellbeing for the sake of carrying a few extra ounces of weight.
- Keeping warm and dry between races.

L.3 Cold Water Immersion

All competitors should be aware of the actions to take in the event of immersion:

- Stay with the boat and use it to keep you afloat.
- Get on top of the boat and attract attention immediately.
- If you have to stay in the water, retain warmth by keeping arms and knees tucked into the body.
- Stay calm and breathe deeply.

- Do not waste energy trying to right the boat.
- Do not swim away from the boat because your swimming ability in cold conditions is dramatically reduced.

L.4 Water-Borne and Infectious Diseases

General Advice

Competitors should take the following action in order to reduce the risks of infection from water-borne disease:

- Only drink from your own water bottle.
- Wash hands thoroughly before eating or drinking.
- Avoid immersion in the sea.
- Cover cuts and abrasions (including blisters) with waterproof dressings.
- Do not enter or splash water from the sea onto your face or body in order to cool down.
- Shower as soon as possible after contact with the water.
- Wear footwear to avoid cuts and protect feet when paddling in the water (launching a boat).

Leptospirosis (Weil's Disease)

The risk of contracting Leptospirosis is small, however the serious nature of the disease is such that we must be aware of the dangers and should take the simple precautions outlined in General Advice above.

If 'flu-like' symptoms develop shortly after contact with the water (1-3 weeks) then your doctor should be contacted and advised of the circumstances of exposure.

L.5 Covid - 19.

- Please follow the Event Good Practice Checklist.