

# Chester Regatta 2019

## Safety Plan

### 1. Everyone involved with the Regatta is expected to:

- Take responsibility for their own safety and the safety of others affected by their actions
- Read, understand and follow the Event Safety Plan
- Read, understand and comply with all the instructions to competitors including any local rules
- Report any incidents to the Event Organisers and to British Rowing.

This document should be read in conjunction with the Chester 2019

- Emergency Response Plan
- Instructions for Competitors and Safety Rules
- Course Maps
- Risk Assessment
- Alternative Arrangements Plan

### 2. Event Description

**Chester Regatta will be held under the Rules of British Rowing, and will adhere to British Rowing's RowSafe and Safeguarding and Protecting Children policies. British Rowing Rules of Racing 2018 will be applied.**

#### ***Organising Committee***

Chester Regatta Committee:

Chairman – Stuart Gillies      Lane End, Skips Lane, Christleton, Chester CH3 7BE      mobile    07817 549087

Secretary – Jan Chillery      25, Lache Park Avenue, Chester, CH4 8HR      mobile    07887 881187

Safety Officer – Rob Stewart    Old Government House Dee Hills Pk, Chester CH3 5AR    mobile    07849 614089

Child Welfare Officer – Lisa Jones    11 Queens Drive, Chester CH4 7BD      mobile    07974 790644

#### ***Race Committee***

Anthony Taylor (chair)

Tim Williams

Bob Lewinski

The event will take place on Saturday 8<sup>th</sup> June 2019 on the River Dee, based at Chester Sailing Club, opposite Sandy Lane Park, Sandy Lane, Chester CH3 5UL

The course is 750 metres starting 30 metres upstream of the Red House Pub ( now known as the ET ALIA restaurant), finishing at the Sandy Lane slipway. Racing will consist of side by side knockout

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events for juniors, seniors and masters open and women across all boat sizes from singles to eights. The estimated number of competitors is a maximum of 500 people.

Maps of the course, setting out circulation patterns, hazards, locations of umpires, safety boats and emergency services access points, parking and boating arrangements are contained in the document Chester Regatta 2019 Course Maps which must be read in conjunction with this document. All safety documents are up loaded onto the event web site. A requirement of entry is that all competitors and coaches have to read these.

Boats will be inspected for compliance with standard safety requirements before being allowed to launch and race. Failure to meet requirements may prevent a crew participating

The regatta has been licenced by Chester City Council and they have undertaken to advise other river users.

The River Dee commercial/tourists boats business has been advised of the Regatta. ( they are providing the safety boats).

### 3 Officials

Marshals to supervise the event will be present throughout the regatta ground including the trailer park and launch area,, on the course and on the start and finish pontoons. The Race committee will be based in the Sailing club building. All marshals can be identified by their High Viz jackets.

### 4 Safety Briefings

Prior to the event there will be an evening meeting for volunteers to outline the event and roles of individuals.

On the day of the event, before it starts, there will be additional briefings. The WSO will discuss the character and time table of the event, identify the race course and other areas and the likely scenarios relevant to each briefing group. The groups will be the Safety Boat team, St Johns ambulance and Marshalling groups and catering.

Coaches and competitors are all required to read the 'Instructions to competitors/coaches' and be members of British Rowing.

### 5 Safety Equipment

Fire extinguishers. Fully equipped St Johns first aid station. Life Jackets. Throw lines. Safety Boats manned by Trained ' First on Scene' personel.

### 6 Trailer Park

A detailed map of the trailer parking is provided with documents posted on line. The park will be marshalled throughout the day to supervise the launching and restoring of boats to trailers. The marshals will be identified by their high viz jackjets.

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### 7 Communications

The principal means of communication will be by two way radio. All umpires, key marshals and officials will have radios and use channel 1 or 2 as specified in their respective rotas. Training in use of radios will be given at the volunteers briefing. It is expected umpires are already familiar with the recognised protocol which is summarised below:

#### Radio Protocol

Messages:

- Accurate
- Brief
- Clear

Think before you transmit

**Transmit:**

Control, Control, This is Start, Over.

**Reply:**

Start, Control, Receiving, Over.

**Everyone:**

All stations, all stations, this is Control.  
Scratchings will follow in 30 seconds. Out.

“Over” if you need a reply

“Out” if you don’t

#### Emergencies

**Life threatening:**

**MAYDAY, MAYDAY**

Collision at 500m, rower  
unconscious in water, safety boat  
attend immediately, out.

**Other:**

**PAN PAN, PAN PAN**

Capsize opposite umpire 3 at the  
narrows, safety boat please attend  
immediately, out.

**All other officials:**

Maintain radio silence

Pay attention in case needed

Person who called emergency  
to transmit when incident over

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### 8. Hazards

- a). A tree protrudes from the bank 150 metres below the start on the Meadows side. This is marked on the course plan and highlighted in Instructions to Competitors and Notes for Umpires documents.
- b). Large pleasure boats will be operating for most of the day of the Regatta and using the public lane on the enclosure side of the course. Umpires Notes highlight this and the Pontoon umpire will alert all stations by radio of the boats' approach. Umpires on the course will also warn crews. A warning is included in Instructions to Competitors. The Safety Officer has made the pleasure boat operator aware that racing will be taking place.
- c). The river is also open to other water users. The pontoon umpire will ask canoeists etc to use the public lane. Instructions to Competitors also contain a warning about this.
- d). Occasionally sewage is released into the river by permission of the local council. The last such event preceded the regatta by several weeks and although much of the contamination will have been washed away, warnings to use suitable footwear when boating and be aware of possible contamination are included in Instructions to Competitors.
- e). A ferry for foot passengers will be operating across the river 100 metres upstream of the finish during racing. A warning has been included in Instructions to Competitors.
- f). Crews boating and disembarking at the regatta ground by the sailing club will be required to wade out. Suitable footwear, preferably wellingtons must be worn. Instruction included in Instructions to Competitors. The area also slopes and can become slippery, therefore non-slip matting will be laid to manage this.

### 9. Launches

Two safety launches will be provided by Chester Boats under contract, one located in the vicinity of the start designated 'Safety Launch Start' and one, designated 'Safety Launch Finish', in the vicinity of the finish line. Each boat will have two crew members, radios, life jackets and foil blankets. One boat will cover the upstream half of the course and the other the downstream half. The boat crews will be briefed by the Safety Officer prior to the start of the event.

### 10. Medical Provision

Two first aiders will be provided by St John Ambulance Brigade throughout the event. They will be based in the Sailing Club and equipped with radios. They will be briefed by the Safety Officer prior to the start of the event.

The nearest hospital is the Countess of Chester, Liverpool Road, Chester. Tel 01244 365000. The distance to the hospital is 3 miles . The time for the journey in normal traffic is approximately 18 minutes.

### 11 Welfare and Safeguarding

The Organising Committee believe that the welfare and wellbeing of all children is paramount. All children, regardless of age, gender, ethnicity, religion or ability, have equal rights to safety and

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protection. All suspicions, concerns and allegations of harm will be taken seriously and responded to swiftly and appropriately.

A Welfare Officer/coordinator for the competition will be appointed annually and will act as the point of contact for any concerns or allegations. Their contact number (07974 790644) will be posted in the boating area throughout the duration of the competition.

Welfare issues, inappropriate behaviour, bullying, physical or verbal abuse, should be reported to the Child Welfare Officer.

Changing facilities, toilets and showers are provided in Chester Sailing and Canoeing Club at the upstream end of the Regatta ground and separate toilet facilities are located adjacent to the trailer park, as shown on the Course Map.

### 12 Incident Management

In the event of an incident, such as a capsize, injury or illness the quickest access to help will be via launch, therefore

- the nearest umpire or marshal should radio Pan Pan, Pan Pan and request a safety launch to attend immediately and advise Race Control
- if an incident is **life threatening**, such as a crew member trapped under a capsized boat, the signal Mayday Mayday should be used instead
- if the Emergency Services are required the **Event Emergency Plan** should be followed and Race Control should make a 999 call or, if this is not possible, the person on the spot should do so
- all other radio users should observe radio silence until the incident has been declared as resolved by the person reporting it
- the first aid team should be alerted as required. All personnel requiring first aid treatment will be transferred initially to treatment areas in the Sailing Club changing rooms
- any race in progress will be immediately stopped and will be re-rowed at a time determined by Race Control
- once the course is clear and the individual rescued the person reporting the incident should declare it closed and racing can resume

### 13 Fire Procedure

In the event of a fire breaking out in the marquee of sailing club, evacuate the area immediately around the fire, move towards the River Bank and assemble in the Car Park. If the fire involves a Boat on the water assemble on the River Bank. Race Control should call the Fire Brigade.

Fire extinguishers are provided in the main marquee which houses the catering operation. These should only be used if safe to do so and without delaying the evacuation of people and calling of the fire brigade.

### 14. Lightning

The '30 - 30 Rule' should be applied. If lightning is seen, count the time until you hear the thunder. If it is 30 seconds (approx. 10 km away) or less advise Race Control and, seek 'proper shelter'. If you

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can't see the lightning, just hearing the thunder is a good back-up rule for it being time to seek 'proper shelter'. Wait a minimum of 30 minutes after the last lightning or thunder before leaving shelter.

Race Control will halt proceedings until it is safe to resume.

Proper Shelter can be:

- an enclosed substantial building with electric and telephone wiring and plumbing to provide a safe pathway for the current to earth to the ground
- a fully enclosed metal vehicle with windows shut. This acts as a Faraday cage and guides the lightning around the passengers - mini-buses are an excellent shelter for large groups of people.

Unsafe locations and situations are:

open spaces - field, lake, river underneath canopies, small rain shelters, trees, umbrellas, tents & marquees

### 15. Severe Weather

The Safety Advisor and Chairman of the Race Committee will monitor water and weather conditions throughout the competition. If it is no longer possible to ensure safety or fair racing they may decide to:

- To cancel specific categories (Novice, Junior, etc.).
- To cancel a division.
- To alter the course by shortening or moving.
- To cancel the whole event.

Should any cancellations be made, competitors will be notified as soon as practicable. Race numbers of crews affected will not be issued and Stage Marshals will prevent embarkation.

### 16. Other Information

#### Roles and Responsibilities

Chairman is responsible for the overall direction of the regatta

Secretary is responsible for ensuring the Regatta is appropriately licensed and insured, and for sponsorship and public relations

Facilities Manager responsible for the organisation of ground facilities including marquees, caravans, utilities, public address

Entry Secretary responsible for registration of entries, checking of eligibility, collection of entry fees, and issue of competitor numbers

Safety Officer responsible for organising safety launches, first aid support, the on water the landing stage safety marshal team, and traffic and trailer parking

Catering Manager responsible for the provision of food and drink for all attendees

Treasurer responsible for collection and banking of cash and preparation of accounts

Trophy Manager responsible for display and security of Regatta trophy silverware

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### **Stewarding and Security provision**

Overnight security is provided on the site prior to the regatta, and the Trophy Manager is present throughout the day to safeguard the silver collection. The police are informed of the event and provide a supply of cones to assist with organisation of parking.

### **Insurance**

The Regatta is covered by insurance for public liability.

**Entry to the Regatta and its grounds is open to all comers.**