

Chester Regatta 2024

Emergency Action and Response Plan



*The Oldest Regatta in the World
Established 1733*

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1.0 Emergency Procedure

This section covers most instances of Emergency including Medical, Fire and Site Evacuation. For instances not covered:-

- NOTIFY – Let a member of the team know what you have found.
- SAFE – Do not endanger yourself
- MOVE – If the area is unsafe move away

1.1 Medical

- For incidents occurring off water, where possible the casualty should walk to the Medical station within Sailing Club and ask the registration team to summon help.
- Where the casualty is incapacitated, the medical team will attend the Casualty.

In the event of any incident on water requiring the attendance of the Emergency Services the following procedure must be adopted:

- For any on water events we have two launches staffed by third party professional rescue crews. The regatta can operate with only one boat on station which can be anywhere on the course within 40 seconds.
- If necessary, racing will be stopped by an appropriate course umpire. This instruction will be relayed to all stations and radio silence requested until incident resolved. The medical team will be called by Radio to the slipway to meet the casualty.
- If the situation involves an injured person, they will be assessed by the nearest first aider and moved by safety boat to the slipway at the sailing club as defined in the site map then taken into the sailing club.
- If the incident is on water, the communication protocol provided with race radios and in section 11 of the safety plan must be followed.

If the incident requires the attendance of emergency services:-

- Radio Race Control and ask for the emergency services to attend an incident at the Emergency Services Rendezvous Point (See Below) and identify type of incident involved.
- At the request of a first aider, Race Control will telephone 999 from a mobile phone and ask for the emergency service to attend at the appropriate access point.
- Race Control will confirm to the request holder that the appropriate Emergency Service has been requested and provide an approximate arrival time.
- No Response from Race Control? If the Request Holder is unable to contact Race Control or has difficulty confirming the request, they should dial 999 themselves if this is practical.

Cardiac Arrest, Use of AED's and Respiratory Care

If the casualty is a child an arrest is almost certainly to be respiratory and will not benefit from an AED - they require good quality basic life support which can only be given on a flat surface on land.

If the casualty is an adult the cause of an arrest is more likely to be cardiac and may benefit from an AED but first requires good quality CPR until the AED can be safely deployed. An AED needs to be used on a dry still surface having cut off the patient's clothing.

Under the best conditions, only a small number of cardiac arrest patients are likely to survive even with an AED. Their best chance lies with very fast commencement of good quality CPR. The advice therefore is to most rapidly extract them to dry land where an AED and other assistance is available. The concern would be that attempting to use an AED from a launch by inexperienced helpers which will delay the provision of good quality CPR and could lead to a worse outcome for the patient."

Bearing in mind that at Chester Regatta extraction to dry land should be very fast if an emergency is called due to the short distances, our practice should be (depending a little on circumstances)

- a. get the patient into the safety launch,
- b. get the patient to dry land where an AED is waiting as fast as possible, if possible at the same time commencing CPR,
- c. get them on the ground to do some CPR/apply the AED.

2.0 Weather

2.1 Lightning

Suspension and resumption of racing should follow the 30/30 rule: racing should stop when the flash-to-bang count is 30 seconds and should not resume until 30 minutes after the last lightning. Any variation from 30/30 rule to be agreed unanimously by Event Chairman, Safety Adviser, Starter, Race Committee Chairman and all members of Race Committee.

All crews to leave the water immediately, instructions from Safety Adviser or Race Committee Chairman using radios in rescue launches. Transport to be available to move rowers from the bank to areas of safety. As we are an open air event, it is recommended that people should return to their vehicles.

3.0 Fire

In the event of Fire - CALL 999 immediately

- If the fire is on the regatta field (tents or vehicles) evacuate the regatta field and assemble in the Sandy Lane Car Park.
- In the event of a fire in the Sailing club, evacuate the area immediately around the fire, move away a safe distance. Assemble in the Sandy Lane Car Park.
- If the fire involves a Boat on the water assemble on the Riverbank.
- In the event of a fire or incident at one of the River Dee Rowing Club's Boat Houses follow the procedures (which will be similar to the above) in place for the individual club and advise Race Control.

If you have to contact the Emergency Services, then:

- Dial 999 and ask for the appropriate Emergency Service.
- Speak clearly and listen to and respond to the operators requests carefully.
- Tell them that Chester Regatta requires an Ambulance/Fire Service at the emergency services rendezvous point at the entrance to the Chester Sailing Club at Sandy Lane CH3 5UL, OS Grid Ref SJ419622
- You will also be asked to provide details of the nature of the incident
- The nearest hospital is the Countess of Chester, Liverpool Road, Chester. Tel 01244 365000.

3.0 Evacuation of the course

Although unusual and unlikely, in certain circumstances it is necessary to stop racing and evacuate the course. Channel 1 of the radio system will be monitored for any safety issues being reported by on course safety boats, marshals and umpires. If Race Control (Delegated authority from Chair of Race Committee), the Chair of the Race Committee or the Safety Adviser deem that it is not safe to continue the event, the Chair of the Race Committee will initiate the following:-

3.1 If the regatta field is available:-

- Chair of Race Committee will announce the following message on Radio Channel 1
 - STOP RACING
 - SAFETY INCIDENT, EVACUATE COURSE
 - OUT
- Crew Call will notify Embarkation to stop boating and prepare to disembark crews
- Marshalls and safety launches will manage evacuation of competitors as follows
 - Crews above the Sandy Lane car park will disembark at the Sailing Club
 - Crews below Sandy Lane car park but upstream of the pontoon or on the course will disembark at Sandy Lane
 - This process also applies to home clubs (no exceptions)
 - Home clubs already downstream of the pontoon should proceed to their home landing stage.
- Umpires will leave the course through normal routes
- Safety Launches will sweep the course and pickup any marshals from the pontoons
- Once Safety Launches are happy the course is clear, each safety Launch will declare on Radio channel 1 "Safety Launch (1/2) course clear, Out"
- Disembarked crews should return their boat to the build area or regatta field as instructed by the marshals. Marshalls may change these locations dependant on the incident and if affects movement on the site (eg fire, lightening)

3.2 If the Regatta field is deemed unavailable or unsafe:-

- Chair of Race Committee will announce the following message on Radio Channel 1
 - STOP RACING
 - SAFETY INCIDENT, EVACUATE COURSE TO HOME CLUBS
 - OUT
- Crew Call will notify Embarkation to stop boating and prepare to disembark crews
- Crew call will notify home clubs to expect crews
- Marshalls and safety launches will manage evacuation of competitors to the following stages:-
 - Kings
 - Royal Chester
 - QPH
- Marshalls on home club stages will update crew call chat when crews have been disembarked to form an evacuation register
- Registration will advise coaches where crews have been evacuated to
- Umpires will leave the course through normal routes
- Safety Launches will sweep the course and pickup any marshals from the pontoons
- Once Safety Launches are happy the course is clear, each safety Launch will declare on Radio channel 1 “Safety Launch (1/2) course clear, Out”
- Disembarked crews should return their boat to the build area or regatta field as instructed by the marshals. Marshalls may change these locations dependant on the incident and if affects movement on the site (eg fire, lightening)

4.0 Evacuation of the site

If the Safety Advisor, Chair of Regatta Committee, Site Manager or Chair of the Race Committee feel it is appropriate to evacuate the site:-

- *“3.2 If the Regatta field is deemed unavailable or unsafe”* process will be followed
- Marshalls will be posted to direct people away from any danger and direct the public calmly to the nearest exit point
- The public address system will be used to announce “Due to an incident, the regatta is closing. Please leave the site by the nearest available exit following instructions from event marshals”
- Visitors should be directed to their vehicles (unless the area is unsafe)
- Marshalls will be stationed at entry points (where safe to do so) to the site to prevent any one re-entering.
- The site manager and under their direction any marshals, will systematically check the site to ensure it is clear of all persons
- The site manager shall take note of any areas not checked due to access or safety concerns
- The site manager will advise emergency services on their arrival of the status of the site.

5.0 Emergency Services Access unconnected with the regatta

It is possible that emergency services will need access to the Sandy Lane carpark slipways to attend emergencies unconnected with the regatta. On request, the Car Park marshals will make adequate provision for those services without question or delay. They will further advise competitors of any changes and, where necessary disembark crews from the smaller slipway.

*** END OF EMERGENCY ACTION AND RESPONSE PLAN ***