

# TEDDINGTON HEAD OF RIVER RACE

## Saturday 20<sup>th</sup> November 2021

### SAFETY PLAN / INCIDENT PROCEDURE 2021

The Head Safety Advisor is Rik Hubbard

#### **Assessing Risk on the Day**

Conditions will be assessed by the Race Committee, together with the Safety Adviser, in the week leading up to the race, on the morning of the race and immediately prior to each division starting and will take into account changing conditions and any incident that may have occurred in Division 1

#### **Briefing of Officials:**

Briefings for umpires (race monitors) and marshals will be carried out by the Chief Umpire (on the day) and the Chief Marshal (on Thursday evening) before duties commence.

#### **Umpire (Race Monitor) Launches:**

Umpires launches also carry the usual safety boat equipment. Drivers will either hold RYA Powerboat 2 qualification or be "in-house" trained by Walbrook. They will have been tested by a Walbrook member holding RYA Powerboat 2.

#### **Control Commission:**

Random boat checks will be carried out by Officials at Walbrook to ensure compliance with the British Rowing Rules of Racing regarding heel release mechanisms, bow balls, rudder lines and rudders, general boat condition and integrity, buoyancy compartment integrity, coxswains ability to escape from a front loader and that they display an EA 6-digit boat identification. This will be in place at Walbrook. It is noted that there are many boating positions along the course plus local clubs where crews may boat from and that it is impossible to check competitors coming from all these areas. It is the crew's responsibility (the coaches for juniors) to check that their boat is safe and waterworthy.

#### **Radio Control**

All radio conversations will be monitored by radio control and in the event of emergency radio Control will summon help and inform marshals etc if they need to change channels/enforce a radio silence in order to receive information/give instructions

#### **Circulation patterns / Marshalling instructions:**

See Circulation Diagrams and Documentation (separate document).

Including

When/ where practice / warm up / cool down

Cross over points.

#### **Danger points on the river:**

See Circulation Diagrams and Documentation (separate document).

### **Summoning Help:**

On the Water: Contact the nearest Official who will radio / mobile to the appropriate person.

On land: Contact the nearest Official who will radio / mobile to the appropriate person.

### **Safety Boats:**

- There are 5 official launches, manned by first aid trained operators stationed along the course during racing and for the 30 minutes before and after. The number of safety boats has been determined by comparison with Kingston Small Boats Head and also with Steve Ionou who is the lead safety boat contact. There is an additional boat at the Finish
- They are located at the Start, Ditton Bend, Ravens Ait (upstream end) Ravens Ait (downstream) and Kingston Rail Bridge. These boats are all ribs and will contain 2 safety personnel at all times.
- They are in radio contact with the safety advisor, the paramedic and each other
- They carry all the regulation safety equipment required.
- A sixth boat provided by Thames Volunteer Maritime Service is at the finish and will also prevent any motor cruisers proceeding upstream and on to the course at Stevens Ait. This boat will also attend in case of emergency until one of the designated safety boats can arrive.
- The Turning Marshalls will stop launches coming onto the course at the start and the marshal at Thames Ditton marina will stop launches at the Marina Gates. All marshals will look out for boats which are moored leaving their moorings and proceeding down the river.
- There are 4 other launches stationed along the course which could attend in the first instance until the official safety boat arrives. These are at Ditton Bend, Marina, Ravens Ait (upstream), Ravens Ait (downstream)

### **First aid positions:**

- A Paramedic will be located approximately half way along the course on the Middlesex bank upstream of Ravens Ait. He carries a full safety equipment and defibrillator.
- There will be a First Aider at Walbrook.
- All are in radio contact with radio control.
- There is also a defibrillator located in the Island Clubhouse – Wells Room at Walbrook and a defibrillator at Thameside held by a trained nurse
- If competitors have capsized then they will be made aware of water borne diseases as needed.
- All staff will be briefed on welfare issues.

### **Medical support:**

Kingston local hospital has been informed of the event.

### **Welfare of juniors and vulnerable adults:**

Welfare plan (See separate document)

There must be an awareness of the possibility of interference / incident involving juniors or vulnerable adults. A short mention will be made of the welfare issues in any briefing. The welfare officer for the Regatta is Jude Bowen and she should be informed of any possible incidents. She will be available for any junior / vulnerable adult to talk to. The contact number for the Welfare officer is available in Race control (upstairs in Walbrook club) and on the Results Notice board.

**Coaches should ensure** that their crews are adequately dressed for the weather conditions (in particular coxes have sufficient warm clothing and crew members have warm/windproof tops to wear whilst marshalling).

All clubs will receive a reminder attached to their numbers that the race will start on time due to the probable cold temperature and amount of light for returning crews at the end of the day.

**Communication:**

There is 1 radio channel in use (Channel 1). However if there is an incident then those who are required will switch to channel 3. Marshalls have dedicated radios but the chef marshal is on the main radio net

See accident plans

**Location of Phones:**

Telephone numbers of Emergency Services and external 'Emergency Only' telephone links are located in the Entrance Foyer at Walbrook. The Committee will all be carrying mobile phones, of which they will all have a list of each other's numbers. Umpires are encouraged to have a mobile phone but if not they are all in radio communication with each other and all the safety team.

**Vehicle / trailer access:**

Access to the Car / trailer park is via Trowlock Way, Broom Road to a dedicated car park for trailers. All boats then are taken to the river without crossing this road.

**Incident Procedure on Water:**

In the case of an incident on the water necessitating action by Safety, umpires will use radios to summon a Safety launch, advising location, severity, and numbers involved. The additional secondary safety launches will stand by to give assistance as necessary.

**Incident Procedure on Land:**

Cases of accidents on the land should be directed to the First Aider at Walbrook. First Aid will be provided and a Paramedic is in attendance.

**Incident reports are to be completed by Officials and parties involved. Accident reports should be completed, where possible.**

**Cancelling / suspension:**

In the week before the event the water levels in the river will be monitored and in consultation with the Environment Agency a decision will be reached.

In the event of a Foot and Mouth outbreak or an environmental spill in the river (that may cause serious harm following immersion or ingestion) the event may need to be cancelled.

The Safety Adviser and the Chairman of the Race Committee, in consultation with the Environment Agency representative where appropriate, will monitor weather and water conditions during the event and the period immediately prior to the commencement of racing. The committee member laying the buoys will advise of conditions at the start. The Safety Advisor and CoRC will then assess conditions and if they should they find that conditions are such as to jeopardize the safe running of the event, and in particular, the safety of participants, they will advise that the event is cancelled or stopped if it has started to include suspension of Div 2 even if Div 1 has run.

**Thunder & Lightning (within 5 miles) or other relevant major emergency:**

The Head will abide by the 30:30 rule. If there is 30 seconds between the flash of lightning (or less) and the sound of thunder at the time of boating then crews will not be allowed to boat and the event will be delayed. Telephone calls will be made to local clubs to prevent crews from boating. It is recognized that it will be impossible to clear the course once crews have started to boat or the race has started. However marshals and umpires will be made aware that the race has been abandoned and all persons afloat will be advised to move to an accessible part of the bank and disembark from their boats. Contact the Coastguard to find up the exact direction and chance of more thunder and lightning and the possibility of a thunder storm in the next 30 minutes.

**Rowing / Sculling boats in the warm up area before the start:** will disembark at the start by clambering onto the bank. The Water marshal at the start will ensure all boats are off the water, then disembark themselves. This will be overseen by marshalls along the bank near the start.

Blades should be carried low and horizontally.

**Accident and Emergency plan:**

In an emergency the umpire/official nearest to the incident will radio the nearest Safety launch for assistance. All other radio communication should cease, except for emergencies. If the race needs to be stopped this will be communicated to the Chief Umpire and Start . The Chief Umpire will then assume overall charge.

The Chief Umpire in consultation with the Chairman and other officials will decide at what point an incident is to be classed as a major incident. The Teddington RNLI will be called and the incident will be handed over to the emergency services. At this point all Teddington HOR officials , safety and first aid will stand down/be under the direction of the emergency services.