



Monmouth Regatta

Monmouth Rowing Club,
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Monmouth Sprint & Regatta 2017 Safety Plan

1. Regatta Committee

- 1.1. Eric Froggatt is appointed Safety Adviser for Monmouth Sprint & Regatta.
- 1.2. The Safety Advisor is a regular member of the organising committee.
- 1.3. Water Safety is a standing agenda item for the organising committee.
- 1.4. Amanda Snelson is appointed Welfare Officer.
- 1.5. The Welfare Officer is a regular member of the organising committee.
- 1.6. Welfare and Safeguarding is a standing agenda item for the organising committee.
- 1.7. Safety is a specific topic to be discussed at the "wash-up" meeting after the regatta.
- 1.8. Welfare and Safeguarding is a specific topic to be discussed at the "wash-up" meeting after the regatta.

2. Risk Assessment

The following items below are the items specific to the regatta. These were reviewed by the Regatta Committee on 29th March 2017.

Welfare & Safeguarding:

- Security will be requested to patrol camping areas as well this year
- Competing Clubs to be informed of their responsibilities regarding behaviour and in particular with regard to the supervision of juniors.
- Campers will be notified that the camping is in a public area and so the regatta is not responsible for any issues in the camping field outside of regatta hours. Security will be informed to notify relevant emergency services if required/appropriate
- Dedicated phone number to be provided to contact the regatta welfare officer between 1 hour before the start of racing and 1 hour after the end of racing each day.
- Welfare officer will also be contactable via race control/registration.

2.1. Nature of the course:

- Start Area – a safety launch will be at the start area throughout the regatta to ensure the safety of crews turning and marshalling for the event. In particular the rocks on the corner of the bend above the start will be marked with a buoy and the start safety launch will pay particular attention to this area.
- Finish Area – a safety launch will be deployed at the finish area to make sure crews finishing are OK - watching out for rowers who are exhausted, making sure the finish area is cleared and that no crews drift down to the Wye Bridge
- Crews moving up to start – A clear circulation pattern is described in the information provided to competitors and in particular at the finish area, this is monitored by the finish safety launch and also the finish umpire.

- 2.2. This risk assessment will be re-reviewed as part of the "wash-up" discussion mentioned in 1.7 & 1.8 above. For completeness, the Monmouth Rowing Club risk assessment is also attached here:



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3. Safety Plan

- 3.1. This document constitutes the Safety Plan for Monmouth Sprint & Regatta. It is based on the risk assessments above and was reviewed by the Regatta Committee on 29th March 2017.
- 3.2. This document incorporates the Welfare Plan:



Package

- 3.3. Process for Cancelling Event
If conditions are such that there is a risk to the safe running of the event (e.g. high river, strong current, excessive debris etc.) then the race committee will assess the risks and consult with the umpires and determine whether to continue with the event. If it is agreed to continue with the event, then this decision will be reviewed periodically until conditions improve.
 - 3.4. This plan is to be shared with Monmouth Police Station, Monmouth Ambulance Station, Monmouth Fire Station, and the Environment Agency on request.
Emergency access will be maintained to ensure that emergency vehicles can come through the tunnel and access either the boathouse lawn or the main regatta field.
 - 3.5. This plan will be provided to all officials, safety boat crews, umpires, first aiders & medical officers
4. First Aid
 - 4.1. First Aid supplies are available from the regatta control. Should medical support be required, the regatta doctor will be called (doctors will be in radio contact with regatta control).
 - 4.2. Dr James Allison is the regatta Medical Adviser
 - 4.3. All competitors are informed of the location of the first aid support in the "Instructions to Competitors" distributed with the draw information.
 - 4.4. Medical Cover is provided by 2 local General Practitioners (James Allison & Abigail Goodwin) who will maintain a rota to provide full coverage throughout the event.
 - 4.5. Dedicated radios will be provided to ensure direct communication between Medical Cover, First Aid and Regatta Control
5. Safety Boats
 - 5.1. The following safety boats to be provided:
 - Start – see risk assessment (2.1 above)
 - Finish – see risk assessment (2.1 above)
 - Mid-course (Sunday only) – a launch will be between the Church & the pumping station to check on any mid course problems
 - "Ferry" – this launch will be used to ferry umpires & officials to relevant points on the course and will be manned by the Safety Adviser (1.1 above) and will also act in additional safety capacity
 - 5.2. All drivers to be briefed and trained by the safety adviser who has RYA Powerboat Level 2 qualification.
 - 5.3. All safety boats to contain:
 - buoyancy aids
 - line throwing equipment
 - thermal blankets
 - first aid equipment
 - paddle
 - engine cut-out lanyard device
 - 5.4. All safety boats will be in radio contact with Regatta Control
 - 5.5. All people in safety boats will wear life jackets
6. Umpires Launches
Not applicable for the regatta

7. Bank Umpires

7.1. For the main Regatta event, there will be the following Bank Umpires:

- Start
- 1250m (approx.) “Malley Brook”
- 1000m (approx) – Church Steps
- 500m – Pumping Station in boat
- Club-House Balcony
- Finish – regatta control

7.2. For the Sprint event, there will be the following Bank Umpires:

- Start
- 500m – Pumping Station in boat
- Finish – regatta control

7.3. Safety launches are available in strategic positions and in radio contact with umpires so line throwing equipment is not required for bank umpires.

7.4. Bank Umpires will be provided with radios and loud hailer

8. Race Monitors

Not applicable for the Sprint & Regatta

9. Instructions to Officials & Competitors

9.1. The instructions to officials & competitors include the following information:

- Local racing rules
- Navigation rules
- Flow pattern for boats proceeding to start, racing and after racing
- Identification of local hazards

9.2. These instructions also contain details of what actions to be taken in the event of an accident as well as emergency phone numbers and location of nearest telephones.

9.3. Officials are all provided with specific instructions for their particular duties.

9.4. Safety boats & start marshals must be in position before crews start boating.

A copy of these safety instructions is attached here for reference:



10. Control Commission

This will be set up at the base of the boat house ramp and will be manned by an umpire and support team. Crews will only be allowed through if they are paired up with their opposition – or their opposition is already on the water. The Control Commission umpire will perform the usual umpire’s duties of this role according to rule 2.3 of the BR Rules of Racing.

11. Other River Users

The other main river organisations (canoe hire companies) are notified of the event via the River Wye Calendar maintained by the Environment Agency.

11.1. River users coming downstream (generally canoes) will be warned by the start safety launch and given instructions of how to proceed. The start safety launch will also warn the umpires to ensure that racing can continue safely whilst allowing safe passage of the other users. Because of the nature of the river, it is very unlikely that other users will boat at the steps to proceed upstream. Those boating to go downstream will be warned to keep clear of the finish area by the volunteers supervising the boating and landing of crews.