

Monmouth Regatta

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Monmouth Winter Head (9th December) 2018 Safety Plan

1. Regatta Committee

- 1.1. Eric Froggatt is appointed Safety Adviser for Monmouth Winter Head.
- 1.2. The Safety Adviser is a regular member of the organising committee.
- 1.3. Water Safety is a standing agenda item for the organising committee.
- 1.4. Charlotte Curtis (Alternative Dr James Allison) 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 event.
- 1.8. Welfare and Safeguarding is a specific topic to be discussed at the “wash-up” meeting after the event.

2. Risk Assessment

The following items below are the items specific to the event. These were reviewed by the Events Committee on 15th November 2018 and will be reviewed at each event planning meeting.

Welfare & Safeguarding:

- Competing Clubs to be informed of their responsibilities regarding behaviour and in particular with regard to the supervision of juniors.
- Dedicated phone number to be provided to contact the event 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 Head to ensure the safety of crews turning and marshalling for the event. In particular the rocks on the corner of the bend will be marked with a buoy and the safety launches and personnel 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
- An additional launch will be stationed downstream of the finish to ensure boats turn well upstream of the bridge and to assist rescue, with finish area launch, if required. Both finish launches staffed by competent persons experienced in head racing.
- 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 launches 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 attached as Appendix A, below.

3. Safety Plan

- 3.1. This document constitutes the Safety Plan for Monmouth Winter Head, 2018. It is based on the risk assessments above and was reviewed by the Regatta Committee.
- 3.2. This document incorporates the Welfare Plan:
Attached below.

SAFEGUARDING AND PROTECTING CHILDREN
MONMOUTH WINTER HEAD 2018 EMERGENCY CONTACT DETAILS

The Organising Committee of Monmouth Sprint & Regatta (Sunday 9th Dec 2018) believes 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 protection.

All suspicions, concerns and allegations of harm will be taken seriously and should be reported without delay to a Monmouth Rowing Club volunteer or Regatta Official, whereupon they will be responded to swiftly and appropriately in accordance with the Regatta Child Welfare Plan.

In order to effect best management of matters arising in relation to child athletes, all clubs entering junior athletes (including coxes) will be required to provide the name and mobile telephone number of at least one club representative assuming responsibility for these children. These details will be requested at the point of registration on each day of the event, and will not be used for any other purpose.

Clubs are reminded that Monmouth Rowing Club is not responsible for the supervision of anyone who may be camping at the event. This is a public place and standard emergency services or authorities can and should be contacted as appropriate to any situation. Clubs must ensure any of their members are appropriately supervised.

Any unacceptable behaviour reported to the Organising Committee may result in individual athletes, crews and/or clubs being removed from the event irrespective of any action taken by the relevant authorities.

The Regatta Welfare Officer is available between an hour before the start of racing and an hour after the end of racing each day.

NAME OF ROWING CLUB:.....

DATE OF COMPETITION Sunday 9th December 2018

NAME OF CONTACT 1:.....


MOBILE PHONE NUMBER OF CONTACT 1:.....

NAME OF CONTACT 2:.....

MOBILE PHONE NUMBER OF CONTACT 2:.....

The Organising Committee of Monmouth Winter Head (Sunday 9th Dec 2018) thank you for your assistance in the safeguarding of child athletes.

- 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. Reference is made to the Environment Agency (NRW) River Level Data (as linked to MRC website) for forecasting of river water levels up to 36 hrs ahead of the event.
 - 3.5. This plan is to be shared with Monmouth Police Station, Monmouth Ambulance Station, Monmouth Fire Station, and the Environment Agency/NRW 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.
 - 3.6. This plan will be made available 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 Spencer Goodwin 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 a local General Practitioner (James Allison, TBC) 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 - launches will be as set out in the "Circulation and Marshall Sheets", attached below.



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 - "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 advisor, who has RYA Day Skipper Coastal, and his advisor who has Yacht Master / 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 Head
7. Bank Umpires
 - Umpires will be located at the Start and Finish and at various points along the course, as set out on the "Circulation and Marshalling" sheets.
 - 7.1. Safety launches are available in strategic positions and in radio contact with umpires so line throwing equipment is not required for bank umpires.

7.2. Bank Umpires will be provided with radios and loud hailers

8. Race Monitors

Race Monitors will assist umpires with timing at the start and finish.

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 below.

Monmouth Autumn/Winter Head Boating and Circulation For all Divisions

Boat IN NUMBER ORDER

Paddle up to start

Once Boated, **NO OVERTAKING**
(Until you're racing!)

Stay inside buoys and launches and close to Dixon Bank

Give Way to racing boats

Stay tight to the bend

Strip after bend before turning

ObeY Launch Instructions

RACING:

Listen to start marshal

Stay middle/Hadnock side

Beware Bend and Rocks

Listen to Launches and obey instructions

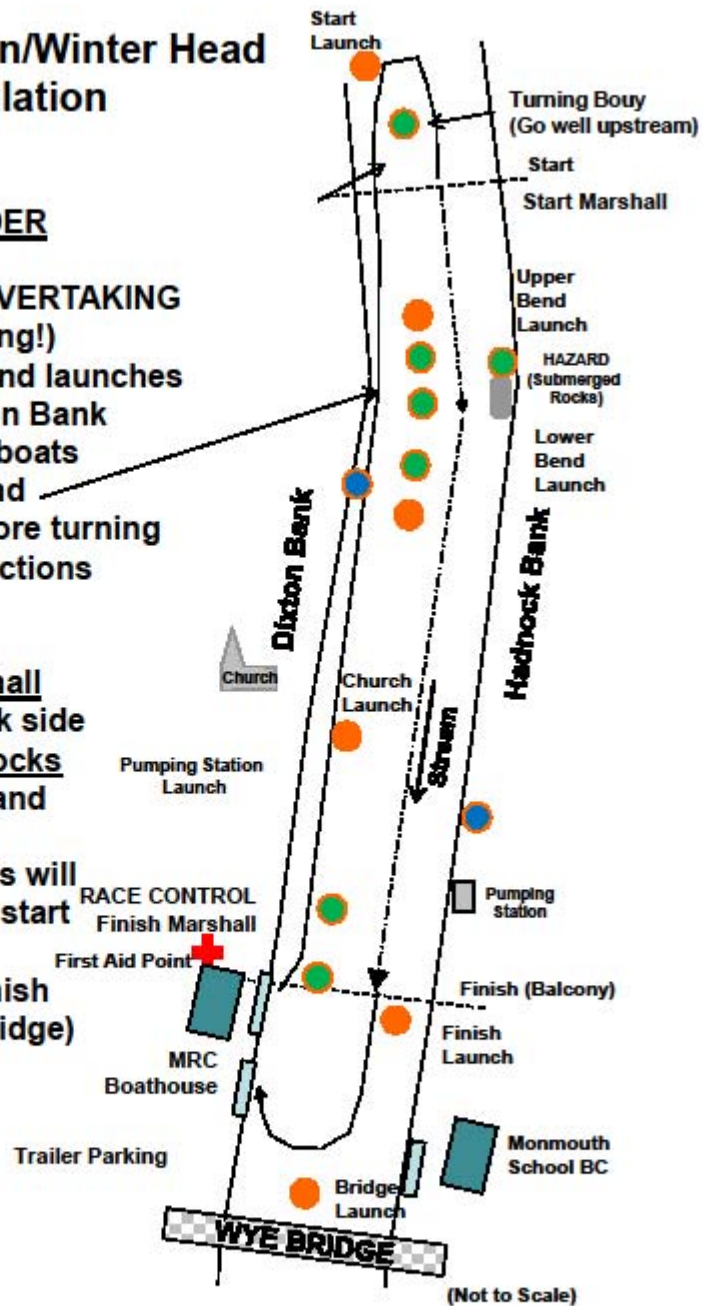
Be mindful that boats will be paddling up to start

Race well

Turn quickly after finish
(Well upstream of bridge)

Have a good row.

- Safety Launches
- Marker Bouys
- Bank Marshall



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.