

# Safety Plan for the Yare Cup – 24 September 2016

The primary purpose of the safety plan is to ensure the safety of competitors, officials and spectators during the Yare Cup event.

## Notifications

Prior to the event the Broads Authority (Chief Ranger) and key organisations that make use of the section of the River Yare over which the event will be held will be informed, this will include:

- Griffin Marine
- Freedom Boats
- The operator of the Thorpe Green to Whitlingham ferry
- Water's Edge PH (as it has moorings close to the start)
- Norwich Canoe Club
- Broadland Watersports
- Local anglers clubs (Norwich & District Anglers Association and Gt. Yarmouth & Norfolk Angling Association)

## Competitor Instructions

Competitor instructions will be posted on the Yare Cup Section of the Yare Club Website, these give details of:

- boating locations
- boating times
- starting arrangements
- they make clear that the river is open for other traffic during the race and the importance of keeping to the right hand side of the river at all times (correct racing line). Particular care needs to be taken on the blind corners
- overtaking
- flags and their use during the event
- arrangements in the event of a thunderstorm occurring while boats are on the water
- key contacts

In addition a map of the course will be posted on the website.

## Weather & Water Conditions

Before the start of and during racing the Race Committee will check on the weather forecast and the water conditions in the river to ensure that it is safe for the event to take place. During the event should the weather conditions change suddenly and the river become un-rowable or dangerous any umpire or key official can stop racing. Crews on the water will be moved to sheltered areas and shepherded back to landing points by the safety launches

In the event of an electrical storm the umpires and other key officials will follow the 'Row Safe' guidance relating to the risk from lightening and if lightening is imminent competitors and water officials will be advised to get off the water at the nearest possible landing point and seek shelter.

## **Safety Briefing**

There will be a safety briefing for marshals at 08:00 to ensure that they are aware of the safety protocols, actions to take in the event of an incident, location of first aiders/medics, identification of hazards, actions to be taken in the event of a thunder storm and to share mobile numbers etc.

## **Briefing of Competitors**

At each boating location a briefing of competitors will take place before boating starts to ensure that all are aware of:

- the rules under which the racing is being conducted,
- any particular hazards that they need to look out for
- the need to take appropriate precautions to meet anticipated weather conditions, particularly while waiting at the start (if the weather is likely to be wet and/or cold – lightweight waterproof/windproof jacket, fleece, leggings, hat and gloves; if sunny and/or hot – apply sun screen before going afloat, light weight long sleeved top, some form of head protection, sunglasses and some to drink

## **Safety Launches**

There will be 8 safety launches distributed at key points along the course and these will give line of site coverage of the course:

1. at the boat marshalling point downstream from the Water's Edge PH
2. at the start line
3. opposite the farm
4. on the Postwick bend
5. at the outfall from the Sewage Works
6. at the viaduct
7. at Broads Authority depot/barges
8. at the finish

All safety launches will be equipped with a radio, first aid equipment, throwing line, buoyancy aids and a megaphone. Each launch is to have at least one mobile telephone available in the event of encountering problems with using the radio equipment. Those organisations supplying boats will be asked to check that engines etc are in good order prior to the event. Appropriate arrangements will be in place for the supply of sufficient fuel for all powered boats.

## **Check of the Course**

Prior to the start of racing a launch will travel the course to ensure that there is no significant debris along the course. Any significant floating objects will be removed. Any significant hazard that is not removable (e.g. a tree on the bank that has fallen in to the river; a boat that has sunk) will be noted and its position relayed to marshals and competitors.

## **Check of Competitors Boats**

Prior to launching all competing boats will be checked to ensure that they have a bow ball fitted, shoes have heel restraints, that there is adequate buoyancy. For boats requiring a cox that the cox is equipped with an appropriate life jacket.

### **Launching & Coming Off the Water**

At each boating location there will be a marshal to supervise the launching of the boats, where a significant number of boats are to be launched a boating plan will be agreed with the club. Marshals at the launch sites will ensure that crews are called forward to launch in a timely fashion to ensure that the racing is able to start promptly and therefore minimise the time crews will have to wait at the start.

Quay headings, pontoons and landing stages will be cleaned down on the morning of the event to minimize, as far as possible, slip hazards.

On return to their point of launch crews will be asked to remove their boats from the water promptly to allow following crews to land at the earliest opportunity.

### **Marshalling of Boats at the Start and Finish**

There will be a safety launch in the marshalling point down river of the start point to minimise the potential for collisions between competing boats while they are manoeuvring to the appropriate bank to await being called forward to start. The safety launch will also warn other river traffic of the event. In addition there will be a marshal on the bank down river of the start point to assist with the appropriate positioning of competing boats prior to the start of the event. They will also liaise with other river users who maybe moored at the Waters Edge PH and at the private moorings between the PH and Bramerton Green.

The marshal in the safety boat at the finish will ensure that crews that have completed the course move up river promptly to avoid the potential for congestion in the area around the finish.

### **Other River Users, Recognised Hazard Points and the Rules of Navigation**

There will be a marshal in each safety launch and where considered appropriate land based marshals along the course; they will:

- inform other river users of the event, particularly once racing has commenced
- warn racing crews if they are approaching too close to hazards
- remind racing crews that they need to follow the rules of navigation should they be considered to be moving on to the wrong side of the river. Marshals located in safety launches located on the Postwick bend, at the outfall from the Sewage Works and by the Postwick viaduct and a land based marshal at Griffin Marine will give particular attention to ensuring that racing boats do not cut the corners on the blind bends.

### **Incident, Injury of a Competitor or Official Becoming Unwell on the Water**

In the event of an incident, accident or someone becoming unwell on the water the other members of the crew should stop rowing and raise an arm to indicate that there is a problem. The nearest safety launch will go to the aid of the crew and the marshal shall determine the requirements and summon additional support via radio communication or mobile phone as considered necessary. Race Control may suspend racing if appropriate via radio contact with the Start and the marshals in the safety launches. There will be a medical doctor in launch 1 in the marshalling area downstream of the start, this launch will make its way up river once the last competing boat has started. There will be a First Aider at the finish point.

## **Capsize**

In the event of a boat capsizing the nearest safety launch will go to the aid of the crew and provide appropriate assistance to ensure the safety of the competitors. The crew of a boat that capsizes should remain with their boat and use it as a bouyance aid until a safety launch arrives.

## **Incident Requiring First Aid**

In the event of anyone requiring first aid they should be directed to the First Aid Point at the finish (Whitlingham Green) during the event. If the nature of the injury is considered to require further treatment arrangements will be made either for the injured person to be transported by car, by a club member or supporter, to the Emergency Department at the Norfolk & Norwich University Hospital or if more appropriate that an Emergency Ambulance is summoned. For a minor injury in the boat marshalling area at the start point (small cut or blister) the marshal on the bank will have a first aid kit available.

## **Serious Incident**

In the event of a serious incident such as multiple casualties on the water, a serious incident on land or a fire or other significant incident at the Clubhouse the following actions will be taken:

- Race marshals, umpires, other officials will via radio communication or mobile phone make contact with Race Control and advise them of any incident. Race Control will co-ordinate the response
- Medical support will be sent to the scene
- The Yare Boat Club Water Safety Advisor will undertake the role of Emergency Co-ordinator and will attend the scene and direct support from marshals, umpires and other Yare Boat Club members
- Race Control will become the Incident Control Centre
- Race Control in liaison with the Emergency Co-ordinator will manage the incident including:
  - Contact with the emergency services and other external agencies
  - Dispatch individuals to direct incoming emergency services to the point of the incident
  - Identify safe location(s) and dispatch individuals to direct competitors and the public to safety
  - Suspension or cancellation of racing
  - Tasking members of the Yare Boat Club with actions
  - Maintaining a log of actions
  - Announcements
  - Dealing with enquiries from family and colleagues of those involved in the incident
  - Dealing with the media
  - Prompting an initial enquiry in to the incident and reporting to interested parties
- In the event of a major incident at the Yare Boat Club clubhouse (such as a fire) all personnel will be evacuated across the river as quickly as possible. In the event of a fire all people on the site should look to move as far away from the seat of the fire as possible while movement across the river is organised by Race Control and Emergency Co-ordinator.

### **Emergency Access Points**

In the event of a serious incident and assistance being required there are several places where vehicular access is possible between the marshalling area down river of the Start Point between the Waters Edge PH and Bramerton Green and the most up river boating point at Norwich Rowing Club Boathouse. Road access along this section is limited to the following locations:

- The Waters Edge PH, Bramerton (NR14 7ED)
- A47 Road Bridge (Postwick Viaduct – access via Whitlingham Lane)
- Griffin Marine – access via Yarmouth Road
- Whitlingham Lane – various access points
- Broadland Boat Club, Girlings Lane off Yarmouth Road (NR7 0HE)
- Whitlingham Outdoor Education Centre (NR14 8TR)
- Norwich Rowing Club, Whitlingham Lane, Trowse, Norwich (NR14 8T)

### **Site Location – Yare Boat Club**

Thorpe Island, Yarmouth Road, Norwich (nearest postcode NR7 0EQ) OS Grid Reference: TG 259083. The best land mark to use to find the access point to the ferry to the Yare Boat Club boathouse on the island is the River Garden PH.

The following are relevant emergency contact numbers on the race day:

- **Emergency services (Ambulance, Fire Police): 999**
- **Emergency Department – Norfolk & Norwich University Hospital, Colney Lane, Colney, Norwich, NR4 7UY (01603 287325)**
- **Broads Authority: 01603 610734**
- **Environment Agency: 0800 807060 (Freephone, 24hr service)**
- **Race Control: Anthony Meynell (07889 437366)**
- **Emergency Co-ordinator & Yare Boat Club Water Safety Advisor: Martin Evans (07739 296999)**