



Durham City Regatta Safety Plan

1.0 Introduction

This document outlines the safety arrangements for Durham City Regatta and any other regatta held on the River Wear organised by Durham Amateur Rowing Club. These events are run in accordance with the British Rowing Water Safety Code and the British Rowing Rules of Racing.

1.1 Scope

Durham City Regatta and any other regatta (namely Durham Primary Regatta) on the River Wear organised by Durham Amateur Rowing Club takes place in full knowledge of British Rowing, Durham County Council, Durham Constabulary, County Durham Fire and Ambulance Services and other organisations deemed appropriate as notified by the Durham ARC Regatta Committee.

1.2 Violation of the Safety Plan

Any violation of any aspect of this safety plan should be notified to Control immediately who will notify the Safety Adviser and committee.

1.3 Content

This document contains the following:

Hazards and Risk Assessment	}	Section 2 – Safety Plan
Responsibilities		
Emergency Procedures		
Competitors Safety Information	}	Section 3 – Issued to competitors
Course Maps		
Contact Details and Officials		

1.4 Amendment Register

Issue	Date	Author	Reason	Review due by
1	2003	T P Belsey	Original version	01/01/2005
6	01/02/10	M G Bell	Review & revision	01/02/2011
7	06/04/11	S. Smith	Review & revision	06/04/2012

## 2.0 Safety Plan

The Safety Plan for the event is given in the following section. It includes the hazards and competitors risk assessment, the responsibilities for both officials and competitors and the detail of the emergency procedures.

### 2.1 Hazards and Risk Assessment

Risk Assessment					
Hazard	Initial Risk	Consequence	Prevention	Mitigation	Final Risk
Hazards on the Water					
Inclement weather including: <ul style="list-style-type: none"> <li>• Excessive flooding</li> <li>• High winds</li> <li>• Poor visibility</li> <li>• Extreme temperature</li> <li>• Lightning</li> </ul>	High	Boat capsize, heat exhaustion, sun stroke	All boats comply with the water safety code – swamping should not lead to capsize. Competitors reminded to dress appropriate to weather and not allowed to boat if inappropriately dressed.	Assessment of conditions is performed prior to the event (for example, flood height) and if conditions are judged to be unacceptable, the event will be cancelled. In the event of deterioration during event, safety committee reserve the right to suspend/ cancel the event. Two double manned safety boats ensure that capsized crews can be rescued for the duration of racing. BRITISH ROWING Lightning code applied.	Low
Collision with other competitors	Medium	Boat damage, injury, capsize	Competitors instructions provide course map and instruct competitors to obey the instructions of umpires, marshals or officials at all times.	Umpires and marshals with megaphones will warn crews and instruct them to move as appropriate. Manned safety boats available to rescue capsized crews/ damaged boats.	Low

Risk Assessment					
Hazard	Initial Risk	Consequence	Prevention	Mitigation	Final Risk
Hazards on the Water					
Collision with banks, debris, other river traffic	Medium	Boat damage, injury, capsize	Competitors instructions provides a map of course and known obstacles. Novice crews must have experienced coxswain. River closed to other rowing traffic during event. The Prince Bishop River Cruiser will sail at pre-arranged times when no racing is scheduled. All large debris removed.	Umpires and marshals with megaphones will warn crews and instruct them to move as appropriate. Two double manned safety boats on course to rescue/ assist crews.	Low
Boat Damage due to Shallows	Medium	Boat Damage	Any small, areas of shallows will be clearly marked	In the event of shallows being extensive, shortening of the course or cancellation will be considered.	Low
Boat Capsize / competitor in water	Medium	Competitors stuck in boat, drowning, stranded in water – shock	Boats comply with water safety code to allow exit from boat (heel restrains). Scullers completed capsize drills.	Two double manned safety boats stationed on the course to rescue crews as appropriate. Radio contact with start/finish/control means race can be stopped if required. First Aid in attendance.	Low
Sudden illness/ injury/ medical emergency	Low	Capsize, stranded boat, medical treatment required	Competitors instructions state all competitors must be fit and well to take part. Landing stage marshal can prevent under-dressed crews or those looking ill from boating.	Two double manned safety boats stationed on the course to rescue crews as appropriate. Radio contact with start/finish/control means race can be stopped if required. First Aid in attendance. Ambulance service notified of collection points.	Low
Malicious attack (e.g. stone throwing)	Low	Damage to boat, injury, possible capsize	Umpires/ marshals will act to prevent such actions.	Two double manned safety boats stationed on the course to rescue crews as appropriate. Police contacted by control if trouble makers persist and	Low

Risk Assessment					
Hazard	Initial Risk	Consequence	Prevention	Mitigation	Final Risk
Hazards on the Water					
				racing can be suspended/ stopped if required.	

Risk Assessment					
Hazard	Initial Risk	Consequence	Prevention	Mitigation	Final Risk
Hazards on Land					
Injury to spectators due to bicycle riders/coaches	Medium	Injury	All bicycles above Baths Bridge to remain on Pelaw Wood side of the river (Cycle Track) (as notified in competitors instructions).	Umpires and marshals will warn any dangerous riders/ coaches. First aid cover present.	Low
Injury in trailer park	Medium	Injury, damage to boats	Cars not parked in trailer park. Trailers parked on instruction of car park marshal.	First aid cover present.	Low
Dogs	Medium	Injury	All dogs kept on a lead in trailer park. No dogs allowed in club house.	First aid cover present.	Low

Specific items are listed to provide mitigation against the consequences of hazards at this event. These are included in the competitors instructions (see section 3.0 below) and any breaches or infringements of the British Rowing Rules of Racing, the British Rowing Water Safety Code or the specific local rules as identified in the competitors instructions (see section 3.0 below) will be dealt with by the disciplinary procedures outlined in the British Rowing Rules of Racing by Durham ARC Regatta Committee.

## 2.2 Responsibilities

### 2.2.1 Competitors Responsibilities

See section 3.0.

### 2.2.2 Officials Responsibilities

The organisers (Durham ARC Regatta Committee) are responsible for ensuring adequate numbers of officials are in place to comply with the safety plan and that the following aspects are adhered to:

1. The start marshals will ensure that crews are assembled well above the start and arrange competitors in safe positions. All crews should assist the start marshals by arriving to the marshalling area with their opposition (if practicable) and by displaying their racing number on bow of the crew.
2. At least one launch will be in position mid course at any time during racing. Both launches will be in radio contact with each other and the other officials at all times.
3. Mid course marshals and umpires will ensure crews returning to the start do so in single file. Overtaking is not allowed. Marshals and umpires will inform crews when it is safe to cross the river to Hild Bede or Collingwood landing stages to ensure those crews do not interfere with racing or endanger themselves or others.
4. The Umpire opposite Collingwood will instruct crews to pass past the start to the marshalling area/ Durham ARC landing stage. He shall do this in conjunction with communication from the starter and breaks in racing.
5. Umpires/ marshals at the finish will instruct crews when it is safe to pass above Baths Bridge in communication with the umpire at St Cuthbert's landing stage.
6. Marshals will report any unsuitable behaviour of competitors or spectators to the nearest Umpire who will determine the best course of action, consulting the Race Committee if appropriate.
7. Landing stage marshals at Durham ARC will co-ordinate boating in accordance with the regatta timetable. They are responsible for checking crews are adequately dressed for the prevalent conditions and may prevent crews boating who are, or appear to be, inadequately dressed or those who are inexperienced or unwell such that they may pose a danger to themselves or other competitors.

In addition to these responsibilities, Umpires and marshals will be required to fulfil the duties as required in the British Rowing Rules of Racing to ensure safe and fair racing throughout the event.

## 2.3 Emergency Procedures

### 2.3.1 Contact Procedures

- In the event of an incident occurring, contact the nearest Official, Launch or First Aider.
- Officials will be identified by fluorescent bibs or British Rowing Umpire Jackets.
- All officials are in radio contact.
- The first aiders will be located at St. Cuthbert's landing stage.
- Launches will normally be located just below the finish at New Elvet Bridge (upstream) and at Collingwood landing stage.

### 2.3.2 Emergency procedure

- On witnessing an incident, umpires or marshals must call for assistance.
- In all cases, the location of the incident must be clearly stated.
- ON HEARING AN EMERGENCY CALL, ALL THOSE NOT DIRECTLY INVOLVED WITH THE INCIDENT MUST MAINTAIN RADIO SILENCE.
- The nearest umpire/safety launch will determine if it is necessary to suspend racing.
- If s/he decided that racing is to be suspended, s/he must immediately contact the starter and start marshals.
- Umpires and marshals must stop and hold any racing crews prior to the incident until the course is deemed clear by the launch driver and umpire.
- The starter will not start any race if s/he deems that the race(s) on the course could result in an incident.

### 2.3.3 Incidents on the Water

- In general, all incidents on the water should be dealt with by the attendance of a safety launch.
- The launch driver will be deemed "in charge" of the incident.
- If the competitor(s) is/are capable of continuing to race, they may be allowed to continue at the discretion of the launch driver.
- If it is necessary, competitors will be taken by launch to a suitably equipped place for recovery.

NOTE: The safety boats are for people recovery and NOT for recovery of equipment. Once all competitors are deemed safe, the launch may return for equipment recovery.

- Emergency services may be called to the incident. The umpire nearest to the access point will be responsible for clearing access for emergency vehicles.
- The emergency vehicle access points are: Prince Bishop Shopping Centre car park, Durham City Swimming Baths, Durham ARC boathouse.
- In all cases, the launch in attendance shall inform all officials of the outcome and, if applicable, "clear" the radio silence and announce that racing may recommence.

### 2.3.4 Incidents on the Bank

- The nearest umpire/marshal/official will call for assistance where necessary and remains "in charge" of the incident.
- If an incident occurs out of sight of an official, contact with the nearest official should be made.

- The emergency services should only be contacted if the incident requires urgent assistance, otherwise the official will contact the first aider and request assistance.

### 2.3.5 Encroaching vessels

The Prince Bishop River Cruiser will only sail at the pre-arranged times which have been cleared from racing on the timetable. Umpires and marshals at the finish will inform the start when the Prince Bishop has left its jetty and the starter will hold racing until the Prince Bishop has cleared the course. The start will be able to contact the driver of the Prince Bishop at any time if required 07764767928.

Pleasure boats will only be allowed below Elvet Bridge on Saturday and after Division 1 on Sunday.

### 2.3.6 Pre-race Provisions

The Durham ARC Regatta Committee will carry out an assessment of the conditions in the days preceding the event and on the day of the event to ensure that the event is safe to be run.

The Assessment Team and safety adviser will review all relevant information and forecasts. In particular:

- The current state of the stream and the water level.
- The Environment Agency forecast of the river level and flow.
- The Local Weather Centre forecast for the date and time of the event.

The Assessment Team will determine any variations to the event, such as:

- Cancellation of the event.
- Limiting the event by experience of competitor or boat size.

In the event of cancellation or serious curtailment of the entry, the Durham ARC Regatta Committee will communicate this information to competing clubs as soon as practicable.

At first light on the morning of the event, the Assessment Team will confirm that forecasts are accurate. In the event that they are not, the Durham ARC Regatta Committee will determine if any restrictions are required and inform competitors of these.

### 2.3.7 On going Assessment

The conditions will be continually assessed by the Assessment Team throughout the event. It may be necessary to impose restrictions as detailed in section 2.3.6 above if conditions deteriorate throughout the event.

Specifically, in the event of lightning, the British policy on Lightning shall be used:

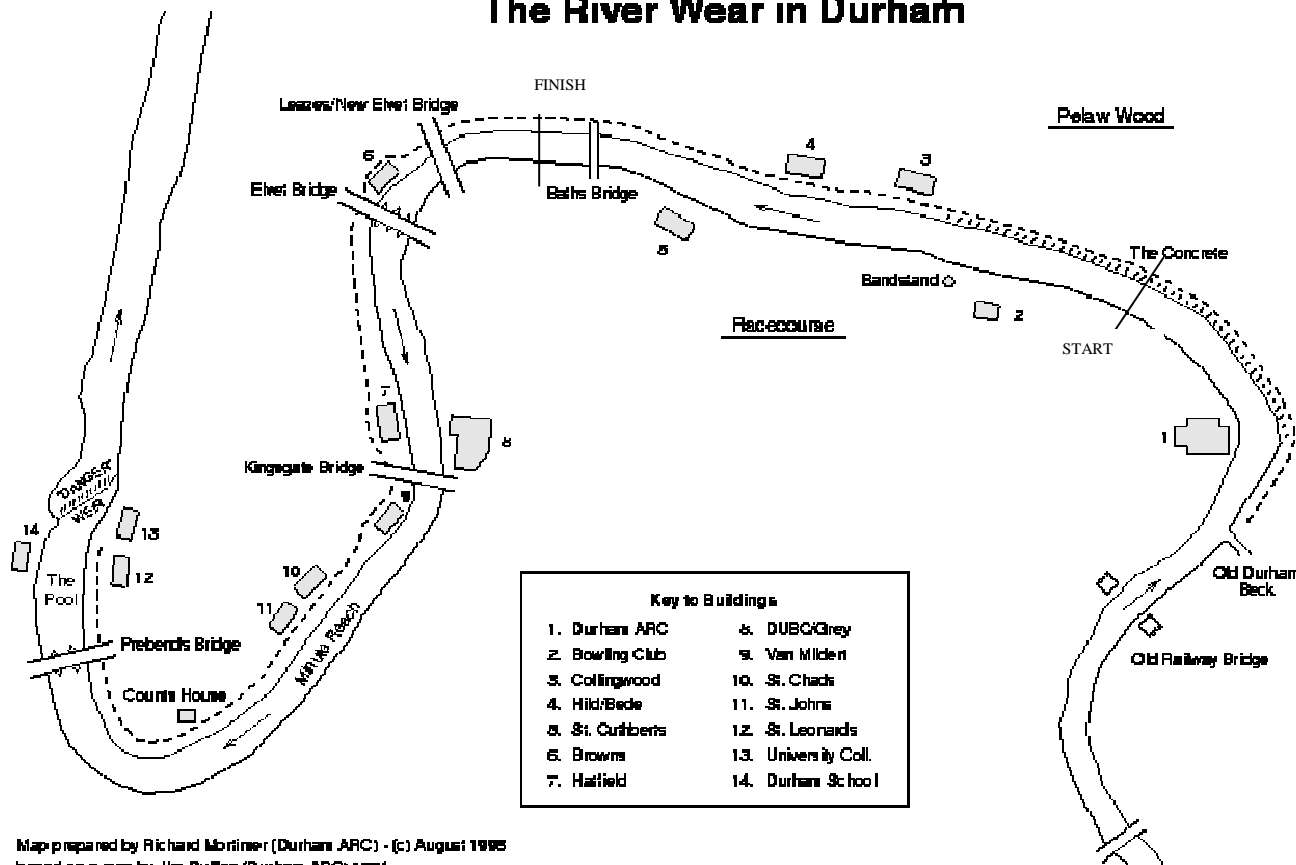
- At first instance of thunder or lightning, racing should be suspended and competitors marshalled to the safety of landing stages.
- The 30 minute rule will be applied before re-commencement of racing can take place.

### 3.0 Competitors Instructions

It is the competing clubs' responsibility to ensure all of its crews and Scullers abide by the British Rowing Water Safety Code, British Rules of Racing and the specific local rules as presented in the Competitors Instructions. Specifically:

1. All equipment is safe and secure. Bow balls, heel restraints, boat buoyancy and all other safety measures as outlined in the British Rowing Water Safety Code must be in place. Random boat checks may be conducted throughout the event.
2. Coxswains should be adequately dressed for the prevalent weather conditions and any possible changes. All competitors must be suitably dressed and may not be allowed to boat if the marshals judge they are inappropriately dressed. All coxswains must wear life jackets. Self inflating life jackets in bow-loaded boats are NOT permitted.
3. Inexperienced crews must have an experienced coxswain.
4. Competitors are aware of the safety rules and competitors instructions and have been instructed in a capsized drill.
5. Any competitor found by Umpires, marshals, launch crew or other officials without safety equipment will be returned to the nearest landing stage immediately and will be subject to possible disqualification as per the disciplinary procedures as outlined in the British Rowing Rules of Racing.
6. Competitors are responsible for proceeding safely, especially to the start and finish of their race. Competitors proceeding to the start or to their boat house must do so in single file, on the starboard side of the river. Competitors may only cross the racing course on instruction of local marshals/umpires. Competitors must wait below the Bandstand for permission from the Umpire to row past the start. This must be done quickly, with ALL crew members rowing, although race pace rowing at any time apart from during racing is NOT allowed. NO practice starts etc can be carried out in the start marshalling area.
7. Competitors are responsible for bringing to the attention of umpires, marshals, launch crew or other officials, any incident occurring during the event.
8. Competitors should stop and give assistance to any crew or competitor that is in danger in the water if a launch is not present.
9. Random checks of competitors racing licences will be carried out throughout the event and it is the competitors responsibility that s/he can provide evidence of his/her eligibility to race. Spot checks will be made on coxes weights. All prize winning crews MUST present their racing licence prior to the prize giving in order to receive their prize.
10. Boating. Boat when called for by the landing stage official. All competitors are reminded that they must be ready to race at least two minutes before their scheduled race time, in accordance with the British Rowing rules of racing.
11. Course and Obstacles. Figures 1 and 2 show maps of the course. Ensure you and your crew are familiar with the course. Ensure your coxswain/steersperson is familiar with the course. Competitors are responsible for their own steering, any outside assistance in steering may result in the competitor being disqualified. See the British Rowing Rules of Racing for more detail.
12. Conduct of the Race. The use of foul or abusive language to competitors and officials will be penalised. Competitors are reminded of the British Rowing Rules of Racing relating to dress code.
13. In accordance with the British Rowing Rules of Racing, all crews must obey instructions of Umpires, marshals and safety launch crew. Launches have priority on the river at all times and competitors must note that they may have to travel to incidents with haste, but all effort will be made to prevent impeding racing crews. Racing may be stopped at any point due to an incident.

## The River Wear in Durham



Map prepared by Richard Mortimer (Durham ARC) - (c) August 1995  
based on a map by Jim Dulling (Durham ARC) 1994.

Figure 1: Map of the Wear

Umpires located at:

- The start
- Opposite Collingwood landing
- Opposite Hild Bede landing
- St Cuthbert's landing
- The finish

Marshals located at:

- City boathouse
- Above the start
- Below the finish

Regatta Control is located at City Boathouse.

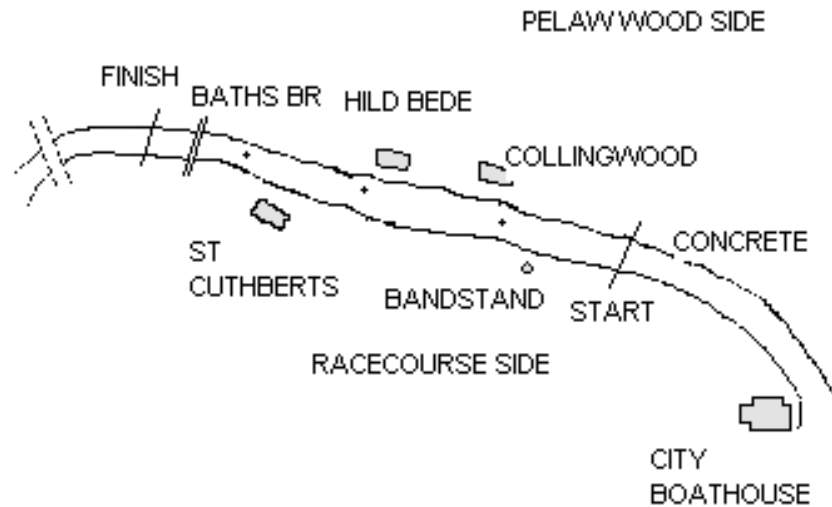


Figure 2: Racing Course Plan

- First named crew takes the Racecourse station
- Crews returning upstream must do so in the access lane (between the Racecourse racing lane and the bank)
- Crews must wait below Baths Bridge for permission to travel above St Cuthbert's landing stage
- Crews must wait downstream of the bandstand for the Umpire opposite Collingwood landing stage to give permission to travel above the start.

Crews must move through these two narrowest parts of the river as quickly as possible rowing with ALL crew members, however racing pace is not permitted.

### 3.1 Cycling

Durham ARC remind competitors, spectators and officials that cycling is not permitted AT ANY TIME on the Racecourse side of the River. Cycling on the bank above Brown's Boathouse (Chase) can only be on the Pelaw Wood side cycle path and crews must not be followed by cyclists whilst racing. Durham ARC Regatta Committee accept no liability for any competitors, spectators or members of the public injured as a result of a cycling.

### 3.2 Club Contact

All competing clubs must provide Race Control with a contact number for use during the event in case of an incident involving their club.

### 3.3 Car Parking

No cars are to be parked in the Durham ARC car park. This area is for boat trailers only.

### 3.4 Contact Details and Officials

#### Race Control:

Sarah Smithl	Enties Secretary	07974244373
Matt Hunt	Assistant Regatta Sec.	07972691267
Gary McCarthy	Safety Adviser	
Boathouse	Regatta Control	0191 3866431

#### Safety Boat:

Gary McCarthy	Co-ordinating Launch Driver	
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#### Race Committee:

Mark Bell	Co-ordinating Umpire	07787 110680
Charly Curtis		

Durham Police	0845 6060365
University Hospital of North Durham	0191 3332333
Ambulance/Fire	999
Prince Bishop Shopping Centre	0191 3750416
(for Emergency access only to Brown's Boathouse (Chase))	
Prince Bishop River Cruiser	0191 386 9525
	07764767928