



Durham City Regatta Long Course Safety Plan

1.0 Introduction

This document outlines the safety arrangements for Durham City Regatta Long Course and any other processional race 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 Small Boats Head and any other processional race on the River Wear organised by Durham Amateur Rowing Club takes place in full knowledge of the Amateur Rowing Association, Durham City 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
2	2011	S. Smith	Review & revision	05/04/2012

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"> Excessive flooding High winds Poor visibility Extreme temperature Lightning 	High	Boat capsize, hypothermia	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. Three double manned safety boats ensure that capsized crews can be rescued for the duration of racing. BRITISH ROWING Lightning code applied.	Low
Elvet Bridge	High	Collision, boat damage, capsize, injury	Competitors information clearly states which arch to use. Umpire at bridge will direct crews to prevent “stacking”. Novice crews must have experienced coxswain.	Manned safety boat at Elvet bridge aids bridge umpire and will rescue any capsized persons to first aid as appropriate.	Low
Collision with other competitors	Medium	Boat damage, injury, capsize	Competitors instructions state that crews being overtaken must give way to faster crews by moving into the middle of the river.	Umpires and marshals stationed every 400m with megaphones will warn crews and instruct them to move as appropriate. Manned safety boats available every 800m 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 traffic during event. All large debris removed.	Umpires and marshals stationed every 400m 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 Capsize / competitor in water	Medium	Competitors stuck in boat, drowning, stranded in water – shock & hypothermia	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/ snowball throwing)	Low	Damage to boat, injury, possible capsize	Marshals stationed every 400m 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 racing can be suspended/ stopped if required.	Low

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 (as notified in competitors instructions). Cycling not allowed between Brown's boat house (Chase) and Count's House.	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 and launch crews will ensure that competitors assemble in accordance with the marshalling plan and are in position 10 minutes before the start of the division. Competitors not upstream of baths bridge 10 minutes before the start of the division will be turned back/ prevented from boating, the same will apply to all competitors upstream of Baths bridge not away from their landing stages 10 minutes prior to the start of the division.
2. Launch crew are responsible for being in position and in radio contact during racing, attending incidents as observed by them or directed by other officials during the race, and rescuing capsized/ injured competitors to the first aid post.
3. Umpires and marshals are responsible for ensuring that crews travelling upstream to the start do so in a safe and orderly fashion and obey the rules of the river.
4. Umpires and marshals are responsible for ensuring that competitors have safe passage during racing, warning competitors acting in an unsafe or dangerous manner and those not complying with the rules, and co-ordinating the launches and first aid treatment at incidents.
5. The Umpire upstream of Elvet Bridge is responsible for minimising any risks associated with collisions with other competitors and the Bridge. Specifically, overtaking crews will be given priority on number 1 arch and crews being overtaken instructed to take number 2 arch.
6. The finish marshals will hold crews in a safe and orderly manner until racing has finished and instruct those returning downstream do so in an orderly and safe manner.
7. Landing stage marshals at Durham ARC will co-ordinate boating in accordance with the marshalling plan. 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.

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 Brown's Boathouse (Chase) and St. Cuthbert's landing stage.

- Launches will be located at Old Elvet Bridge (downstream), New Elvet Bridge (upstream).

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.

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: Dunelm House, 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 not sail for the duration of the event.

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 ROWING policy on Lightning shall be used:

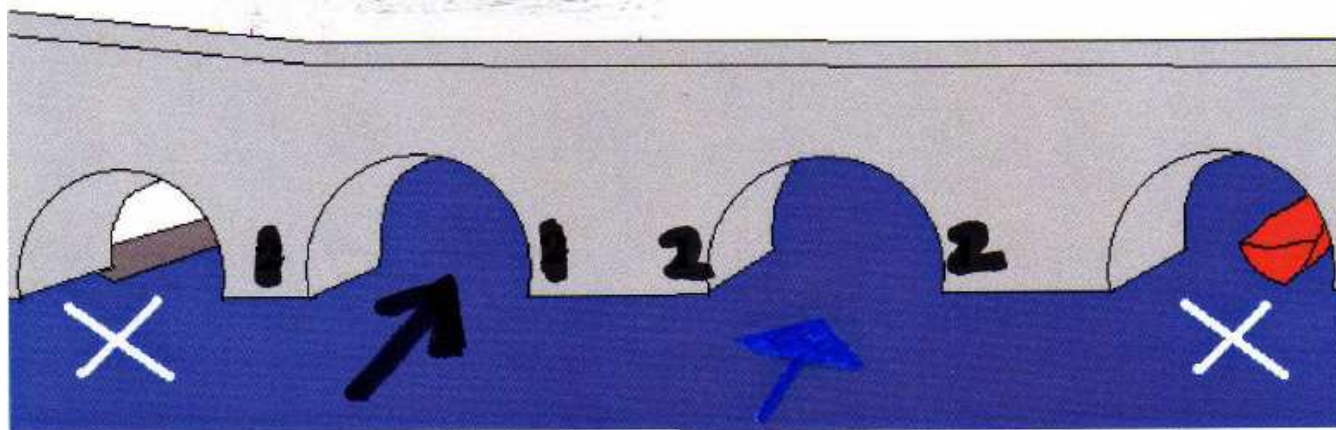
- At first instance of thunder or lightning, racing should be suspended and competitors marshalled to the safety of landing stages.
- The 30 minute rule will be applied before re-commencement of racing can take place.

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 ROWING 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 for marshalling at the start and finish and may not be allowed to boat if the marshals judge they are inappropriately dressed. All coxswains must wear life jackets.
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.
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.
10. Marshalling and Boating. Observe the marshalling plan (figure 2) and boat when called for by the landing stage official. Lowest numbers boat first.
11. Course and Obstacles. Figure 1 shows a map of the course. Ensure you and your crew are familiar with the course. Figure 3 shows Elvet Bridge. Ensure your coxswain/steersperson is familiar with the instructions relating to the bridge.
12. Conduct of the Race. Slower crews MUST give way by moving to the centre of the river. Time penalties may be awarded to competitors who fail to move, especially when instructed by officials. The use of foul language will be penalised.
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.

Figure 3: Elvet Bridge



Elvet bridge is situated approximately halfway down the course. There are only TWO arches that crews should use, numbered 1 and 2 as shown above (the diagram is viewed from the perspective of a cox travelling downstream in the race).

Arch number 1 is slightly wider and does not kink in the middle. It provides the best line and is easier to correct if you get it slightly wrong.

If you are instructed by officials, you must take arch number 2. This will require significant corrective steering in order to avoid the landing stage on the far side. This arch is narrower and kinks slightly in the middle, you will need to steer to the right to get through.

Do not use either of the other arches. The one next to arch 2 often has a moored boat in it which you would hit. The one next to arch 1 does not provide enough space for boats as the landing stage actually goes into the arch. **Time penalties will be awarded against crews using these arches.**

Please ensure all coxes, scullers and steerspersons are familiar with the arches and their numbers to ensure that they can follow umpires instructions when required.

3.1 Cycling

Durham ARC remind competitors, spectators and officials that cycling is not permitted between Brown's Boathouse (Chase) and Count's House and that public access along the riverbank has NOT been closed for this event. Cycling on the bank above Brown's Boathouse (Chase) can only be on the Pelaw Wood side cycle path. Durham ARC Regatta Committee accept no liability for any competitors, spectators or members of the public injured as a result of the cycling.

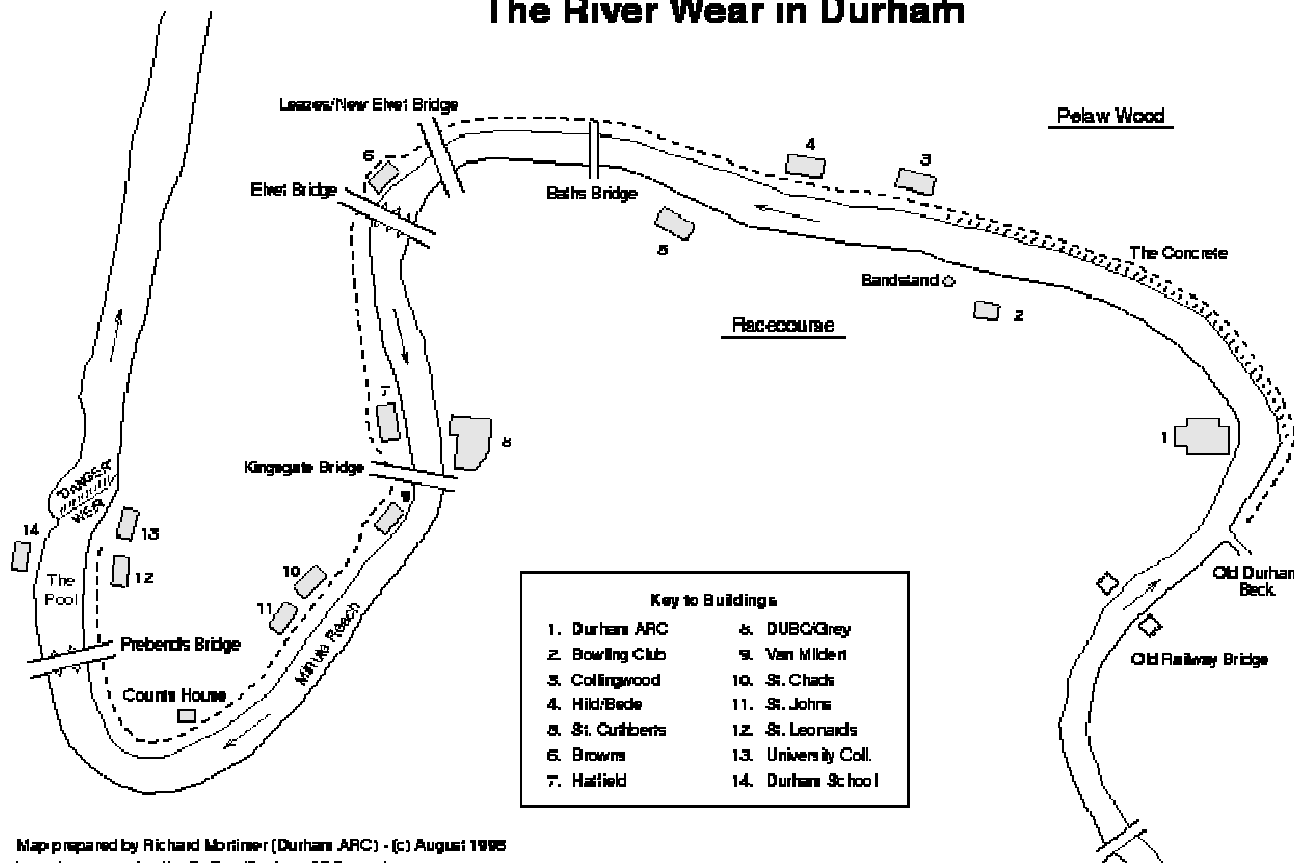
3.2 Club Contact

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.

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:

- Dunelm House landing stage
- Elvet Bridge (towpath downstream)
- New Elvet Bridge
- Baths Bridge

Marshals located at:

- UCBC/ St Leonard's Boathouse
- Durham School
- Before counts house
- Downstream of St John's BC Boathouse
- Hild Bede
- Start
- Durham ARC landing stage

Figure 2: Marshalling Plan

3.4 Contact Details and Officials

Race Control:

Sarah Smith	07967410435
Matt Hunt	07972691267
Boathouse	0191 3866431

Safety Adviser:

Gary McCarthy

Safety Boats:

Sea Cadetts

Timing:

Mark Bell	07787 110680
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Co-ordinating Umpire:

Fred Snowdon	07779 037019
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Durham Police	0845 6060365
University Hospital of North Durham	0191 3332333
Ambulance/Fire	999
Prince Bishop Shopping Centre	0191 3750416

(for access to Brown's Boathouse (Chase))

Public Telephones located at:

Durham ARC boathouse