

Guidance for Safety Boat Crews

Safety Boats will be positioned as follows:

Safety Boat 1 – Above the start in the marshalling area (to cover the single/ junior scullers who are often out of sight of the start marshals).

Safety Boat 2 – Beyond the start ; midway between Coneygeare Bridge and the upstream end of St Neots Marina.

Safety Boat 3 – Opposite St Neots Rowing Club in a position to cover the middle portion of the course and to steer any wayward boats back to the correct (right hand) side of the river.

Safety Boat 4 – Upstream from Crosshall Marina near to the golf course.

Safety Boat 5 – Downstream end of Crosshall Marina.

The above designations should be used in all radio communications to and from the safety boats.

- Prior to the race day, the safety boat crews should be trained / briefed on: the use of safety boats, the safety measures, the recovery of crews from the river and the use of radios.
- The safety boat crews should always keep their radio with them and should conform to the *Guidelines for Use of Radios*. The safety boat crews should also carry a mobile phone as a backup, for non-emergency matters to other officials, or to call emergency services if necessary, and confirm the telephone number of the mobile phone in Race Control prior to racing.
- The safety boat crew should wear buoyancy aids at all times when on the water and have appropriate personal weather protection. They should carry adequate liquids for their personal use, and food as deemed necessary.
- The safety boat should be adequately fuelled at the start of the day.
- Each safety boat should carry:
 - A throw bag;
 - Spare buoyancy aids (all buoyancy aids are to stay with the boat);
 - Thermal blankets;
 - Rope for towing boats;
 - Incident/accident report forms and pen/pencil.
- The safety boats should be on station before the start of racing in Division 1 and will complete its duty after the completion of the final division (5). Marshalling of returning crews is to be under the control of safety boats so that crews traverse upstream alongside the Regatta Field and turn at the Priory Centre to proceed to the landing stage.
- The safety boat crews should remain vigilant at all times to ensure rapid response to incidents involving competitors and other river users alike. Details of incidents including time, place, competitor and club should be recorded on the Incident/Accident Report Forms.
- In the event of an incident requiring a safety boat response:
 - The disposition of the safety boats is under the control of Race Control.
 - The safety boat should respond as directed by Race Control.
 - If the safety boat crew identifies an incident before Race Control, it should respond and advise Race Control as soon as possible that it is doing so.
 - Advise Race Control of the progress (and completion) of the incident, in order that Race Control can provide instructions to other safety boats, warn medical facilities as necessary and implement any short duration suspensions of racing.

- Competitors that have been injured, or immersed, should be recovered to land as soon as possible, preferably to the clubhouse where further assistance is available; however, the circumstances of the incident may dictate that another course of action is appropriate.
- Any boats that need to be recovered should be recovered to the clubhouse landing stage; circumstances may dictate that this is actioned separately to the crews' recovery.