

ERRC JIRR TRIALS – 10th MARCH 2024

SAFETY PLAN

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1. Introduction. The ERRC JIRR Trial (Trials) is held under British Rowing (BR) Regulations, Rules of Racing (*RoR*) and conforms to RowSafe: A Guide to Safe Practice in Rowing (*RowSafe*). A copy of this Safety Plan is lodged with the Regional Water Safety Adviser and the First Aid provider, and copies are issued to key regatta officials.

2. Primary Duty. The primary duty of all officials at the Regatta is the safety of competitors, coaches and essential carers, members of the public going about their business in Thorpe Meadows and other officials. We request that all officials assist the Organising Committee (OC) in helping visitors at the site. Where clubs or crews are involved, any reluctance to follow BR Regulations or the issued *General information and Safety Instructions* should be reported to a member of the OC.

3. Actions Concerned with Immediate Safety

3.1. Instructions to participants. The Trial's *Safety Instructions* are made available to competitors. These make clear the potential hazards and advise on actions and procedures to minimise the risk of accidents. Integral to these is the circulation pattern to be followed by all crews on the rowing lake at all times, and is prominently displayed in Regatta Control. Both on and off the water, participants are expected to behave responsibly at all times. The Organising Committee will take a very serious view of any irresponsible actions by any participant.

3.2. Accident and Emergency Action Plan. The *Accident and Emergency Action Plan* is detailed in Section 8 of this Safety Plan, which the OC distributes to umpires and other regatta officials.

3.3 Incidents – Collisions and Capsizes. In all such instances, any regatta official observing an incident will alert Start by radio, so that racing can be suspended if necessary. A launch is designated for launch observers and the launch observer will attend the incident in a safety capacity. The likelihood of any injury to competitors or the public should be ascertained as a priority and appropriate assistance rendered:

- a. **In the Access Lane:** Move capsized boats into the south (nearest) bank and assist rowers to re-boat where possible. Move any damaged boat to the same bank and arrange for recovery from that bank.
- b. **At the 1000m start:** Move capsized boats to the north (towpath) bank and assist rowers to re-boat where possible. Move any damaged boat to the same bank and arrange for recovery.
- c. **On the course:** Move any boat that is capsized or damaged to the north (towpath) bank. If a crew is distressed or disabled, it shall be directed to return to the de-boating stage using Lane 2 and the launch observer shall advise all points accordingly. Racing shall be suspended to allow this to happen.

Immediately following the incident, the bank umpire(s) involved should contact the Finish by radio, to ensure that the Finish is aware of the incident and any repercussions (eg one or more crews not able to finish the race).

3.4 Incidents – Extreme Weather Conditions / Other Threats

3.4.1 Thunderstorms – Evacuation of the Lake. At times of thunder and lightning, safety is about recognising a high-risk situation and moving to a low-risk situation. However, it is recognised that on the water difficult situations may arise when there is not enough time to seek 'proper shelter', resulting in a 'choice between evils' decision. As a general rule, the Competition Safety Adviser and Race Committee will:

- Consult forecasts through the preceding week and monitor the weather during the competition.
- Constitute the chain of command and, in the event of a storm, use loudhailers to warn competitors of actions to be taken (this includes identification of 'proper shelter' – see below).
- Use the 30:30 criterion to instigate suspension and resumption of activity.
- Direct Control Commission to stop crews boating until the resumption of racing is signalled.
- Direct the Start Team, Umpires and Marshals to instruct crews on the water, where circumstances permit, to return to the landing stages with all speed and seek proper

shelter. Where practicable, stages on both sides of the lake will be used for de-boating and an Umpire on the finish line will direct returning crews to one side or the other.

- Direct Control Commission and Finish teams to ensure that de-boating is executed as fast as possible (both these teams will leave one member on the landing stages for this purpose).

Specific measures include:

- Control will be exercised by the Race Committee which will be based in the small (sculling) boat bay.
- Start team to shelter in vehicles at the Start.
- Reduced Finish team to shelter in the PCRC sculling bay with Race Control.
- Launch observer to return to Finish and disembark immediately.
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- Competitors to shelter in their vehicles or the boathouse.
- Blades should be left on the grass near the landing stages.
- One umpire (determined by OC) to execute a sweep of the lake from a car along the towpath.

All officials and competitors are asked to familiarise themselves with this general plan so that it can be actioned promptly and effectively should a thunderstorm occur.

3.4.2 Heavy Rain – Ground Conditions – Car Parking and Camping. Heavy rainfall before, or even during the Trial, may render vehicle parking difficult. In cases where previous rainfall renders vehicle parking difficult, visiting competitors may be directed to alternative parking facilities, if available. Under no circumstances should access routes be obstructed as emergency vehicles may need to respond to incidents. Note that neither ERRC nor Peterborough City Rowing Club (PCRC) shall accept any liability for damage to vehicles or equipment, howsoever caused, at the Trial site or any alternative location.

3.4.3 Protecting children and vulnerable adults. The OC believes that the welfare and wellbeing of all children and vulnerable adults is paramount. All such competitors have a right to safety and protection. All suspicions, concerns and allegations of harm will be taken seriously and responded to swiftly and appropriately.

a. The Trial Welfare Officer will be in attendance and will be available to assist should the need arise. Their contact mobile telephone number will be displayed at Control.

b. It is expected that the welfare of Junior and otherwise vulnerable competitors is primarily the responsibility of the competing clubs' coaches and officers, or individual parents accompanying the children. In the event of such a person being involved in any incident, the responsible adult will be identified from the competitor's entry on BROE. This named person will be contacted by the mobile phone number given in the entry.

c. It is the responsibility of the coach or parent accompanying Juniors or vulnerable persons to monitor their whereabouts. In the event of any Junior crew going missing, the responsible adult must take appropriate action. The Welfare Officer will coordinate a search and may assist in searching for the missing person(s). The named adult, or in their absence, the OC Chair along with the Welfare Officer, is responsible for deciding whether the local Police should be contacted in the case of any such incident.

d. No unauthorised individual will have access to the personal contact details of Junior or indeed other competitors.

4. Communications. Umpires and other key race officials are equipped with radios operating on the Trial radio net. Umpires and launch observers are primarily responsible for acting in a safety capacity in the case of any incident. Key Officials will also have private contact with each other via personal Mobile phones.

5. First Aid Provision. A first aid provider is located near the entrance to the PCRC large boatbay (what3words: ///jacket.duke.issued). They will be summoned by Control to attend any particular incident. They are also able to treat injuries or concerns at their station. Control and the First Aid provider have the following telephone numbers for additional medical support:

Peterborough City Hospital	01733 678000
Emergency services	999 or 112
Police	01733 563232
PCRC	01733 341333
PCRC address:	Peterborough City Rowing Club Thorpe Meadows Peterborough
PCRC Postcode:	PE3 6LN
PCRC Grid Ref:	174 985
What3words:	///indeed.match.stages

6. Access and Transport. In the event of any accident or emergency beyond that detailed in the Safety Plan and outside the capabilities of the Trial first aid and safety facilities, Emergency Services will be called using 999 by mobile phone or the Clubhouse landline (01733 341333). Emergency vehicle access is from the Thorpe Road roundabout, approaching the lake past the Dragonfly Hotel.

7. Accident and Emergency Action Plan

7.1 Purpose. This Emergency Action Plan sets out mitigation and procedures concerning an emergency which represents a general threat to Trial participants.

7.2 Responsibility. Responsibility for actions in the event of an emergency rests with the OC until Emergency Services take control. Members of the OC carry mobile phones at all times.

7.3 Threats. Identified threats, probability and impact, mitigating issues and actions are as follows:

Threat	Probability	Impact (threat to personal safety)	Mitigating issues	Action in the event of emergency
Fire in PCRC clubhouse	Low	High	Normal fire precautions already available	Evacuate the building. Call Emergency Services. General evacuation if necessary
Fire in temporary structures	Low	High	Extinguisher to be available	Evacuate structure. Call Emergency Services. General evacuation if necessary
Serious public disorder/violent behaviour	Very low	Medium	None considered necessary	Call Police. General evacuation if necessary
Terrorist threat	Very low	High	None considered necessary	Call Police. General evacuation if necessary

7.4 Reporting of Emergencies. Control will be the initial public contact point for the reporting of emergencies. If an emergency is reported, they will alert the Chair of the Organising Committee, the Chair of the Race Committee or the Competition Safety Adviser by radio or mobile phone.

7.5 Actions. The OC Chair will assess the situation. If necessary, they will call Emergency Services by telephone. In the event of fire in the Clubhouse or temporary structures, they will order a local evacuation. Should the emergency require racing to be stopped, they will inform officials at Start and Finish by radio.

7.6 Emergency Services Access. Primary access is via the service road that enters the site past the Dragonfly Hotel.

7.7 Evacuation. If an evacuation is ordered, instructions will be given by loudhailer. The normal assembly area for evacuated personnel is the car park of the Dragonfly Hotel. Should this not be accessible owing to the nature of the emergency, the secondary assembly area is the 750m marker on the north shore (footpath side) of the lake. Instructions will be given to reach one of these areas on foot (ie not using motor vehicles).

8. Key personnel. Key roles and personnel are:

- Race Committee Chair(RCC) – Jay Milne
- Race Committee members – Jay Milne, Andrew Blit, Teresa Aslett
- Trials Safety Adviser – Lianne Stanford
- Trials Welfare Officer – Helen Middleton
- Organising Committee Chair - David Porter
- Entries Secretary - Oli Frazer

9. General Information and Safety Instructions. The *General Information and Safety Instructions* document supports the *Safety Plan*. Its purpose is to inform, guide or remind competitors, umpires, race officials and Regatta volunteers how to conduct themselves while at the Regatta location. It is a stand-alone document that has been issued to competitors and officials.

The document provides complete guidance to the competitors on how to get to the Trial, parking arrangements, how the Trial is run and facilities such as first aid. It also sets out instructions on all aspects of safety during boating, marshalling and racing. In particular, it gives details of the circulation plan and the rules concerning warming up and cooling down and how competitors should behave at all times, on and off the water. It includes basic information for any crews wishing to practise on the River Nene, but stresses that there is no safety cover on the river.