

2021 British Rowing Offshore Championships



Emergency Plan

Version correct as of 8 July 2021

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Coordination

The Race Director and Event Safety Adviser will be situated on the beach, contactable from Race Control which is located close to the finish line. Race control will monitor all VHF and coordinate race UHF traffic.

The Event Safety Adviser will act as coordination point for any incident on the water.

Whilst the Race Director or the Safety Adviser will coordinate actions as far as possible, all safety crews will take actions under their own initiative as a first response. Race Control should also be informed as to any incident.

During racing, the Race Director will be on the beach, and available on UHF radio, VHF radio and mobile phone (for non-emergency and confidential matters). Prior to the first race of the day the Race Director will make a course inspection.

A full schedule of available communications, including mobile phone numbers for all concerned, will be included in the Safety Plan.

Head of Communications and Marketing for British Rowing will coordinate any external communications on behalf of British Rowing throughout the event.

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External support

Assistance with Rescue at Sea

After receiving an alert of an incident that would appear to require help from more than one (presumably the closest) safety launch, the initial response would be for Race Director or the Event Safety Adviser to take command (but advised by others as appropriate). The person taking command should alert all launch crews and other key persons and put on stand-by.

On receiving a report from the first craft on the scene, the Race Director or the Event Safety Adviser would then make the decision as to whether any additional resources were necessary and despatch as appropriate. If necessary, the Coastguard would be contacted to request the RNLI to attend.

Once the Coastguard is involved, they will take charge of the situation and

- Act as liaison between on scene activities and relevant persons on-shore
- Ensure other marine resources are dispatched to the scene
- Issue advice, agree best landing points and advise emergency services as required
- Issue stand down on completion

The Event Director or the Event Safety Adviser will control non-emergency aspects of the event

Emergency services should not be deployed without a request from the Race Director or the Event Safety Adviser. However, if there is grave and imminent danger to life, assets (safety boats / umpire's boats) may contact them directly.

All safety boats have been asked to not contact the emergency services directly but to go through the Race Director or the Event Safety Adviser. Nevertheless, caution should be exercised to ensure incidents are not responded to by multiple assets.

Assistance on land

In the event that external medical assistance is required, the site medical team will phone 999 and ask for "Ambulance", medical advice is also available by telephone.

If security or other assistance is required then phone 999 and ask for "Police".

NB Dialling 112 will be put through to the same 999 call centre, but will work from any mobile anywhere in the world!

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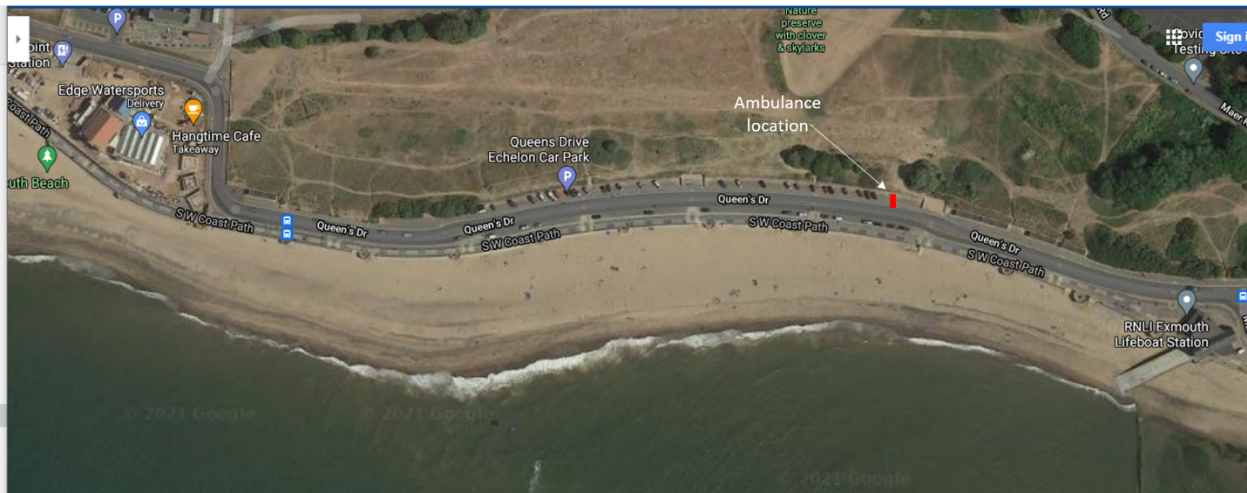


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Medical support

The medical facilities and an ambulance, will be situated in the parking bay opposite the race beach.



Casualties coming ashore by safety boat should be landed on the race beach near the Ambulance.

The first aid post should be able to provide, or direct people to cool shaded areas where they can recover from hyperthermia and warm places where they can recover from hypothermia.

If evacuation to hospital is necessary, the onsite Ambulance will transfer to Exmouth Hospital A & E
01395 279684 - Claremont Grove, Exmouth, EX8 2JN

Actions by crews of Safety Boats and Umpire's Boats

All safety and umpire's boats other than the first response should remain on station unless summoned. If directed to attend a major incident they should:

- Follow instructions from Race Control or the RNLI / Coastguard
- If heading for casualties do so with reasonable haste but consider wash and the possibility of swamping other craft upon approach
- Approach slowly, use paddles or throw line for the final approach and watch for people in water
- When rescuing those in the water use basic triage, supporting most in need and unable to help themselves before those who are faring better.

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Note – All safety boat drivers should be qualified to at least RYA Level 2 Powerboat with experience of driving at sea. All personnel in all support boats must wear a correctly fitted lifejacket, including crotch straps, at all times when afloat (and boarding or disembarking).

No rowing boats shall launch until the safety launches are on the water.

Lightning

The local forecast will be monitored. If there is unexpected lightning prior to the outing race crews will be told NOT to go afloat. If there is unexpected lightning / severe weather during the race, or when crews are already afloat, then crews will be told to come ashore and must do so immediately (Crews on the outbound will be instructed to turn back and crews on the inbound will be left to complete the race). Marshals will evacuate their sectors and report when crews and other support craft are safely off the water. Everyone should proceed to shelter

Adopt the 30/30 rule

In the event of poor visibility (between 1000 and 3500 meters) a shortened course will be used so that crews are able to see land and turns at all times.

Weather forecast: <http://www.metoffice.gov.uk/public/weather/forecast/>

Inshore Waters Forecast:

<https://www.metoffice.gov.uk/weather/specialist-forecasts/coast-and-sea/print/inshore-waters-forecast>

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Hazardous situations

The following situations are deemed to be the most likely and thus covered in this plan. Competitors should be prepared to stop and assist other boats, especially if there are no rescue craft in sight.

Capsizing

Capsizing is most likely in the solo's and double sculls, unless the capsize has been caused by equipment failure or some other incident (like a collision or medical situation). Rower(s) are expected to right their boats and continue racing. The crews' eligibility in the race may be compromised if they receive outside assistance.

Actions shall be:

- On capsizing a crew should do a buddy check and then proceed to right the boat and get rowing as quickly as possible. In most cases this is the most preferable option.
- If a safety boat comes to a crew's assistance and they do not want help, it is important the crew makes it clear that they are OK and do NOT want assistance.
- The first safety boat on the scene shall inform Race Control of the crew number, assess the situation and take action (unless requested not to by the crew). It shall:-
 - Establish that all persons are accounted for.
 - Standby until the crew is safely back in the boat and continuing to race or returning safely to the finish beach.
- If the crew needs, or requests, assistance, then:-
 - it is likely that crews from a solo and double will board the safety craft, and the rowing craft be placed across the RIB inflation tubes.
 - in the quad sculls if only one or two rowers need to be rescued, it may be safest to allow the remaining crew to row the boat back to shore.
 - if the whole crew from a quad requires rescue, the quad scull will be towed (do consider placing a person into the boat to assist in the direction stability and to steer) ○ The sculls should be removed prior to towing.

Crews in solo's and doubles will be able to right the boat, climb in and continue racing. Crews are required to be able to enter their boat after a capsized.

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Swamping

This may be of a rowing craft, a safety launch or an umpire's launch. (Rowing craft are not likely to swamp due to rough water due to their deck design that allows the water to drain out of the stern even when stationary.) The vessel may be taking on water due to rough water or to a collision or some structural failure. There are likely to be from one to five people in the water. The worst foreseeable situation would be the collision of two quad sculls which would result in ten casualties.

Actions should be:

- If possible, the rowing crew should get themselves clear of the water and start rowing.
- Those in the swamped boat should stay with the boat. Either climb onto the inverted hull or right the boat and climb in, and await assistance.
- The crew involved should raise the alarm by waving to the nearest boat and/or calling for marshal and safety boats by radio
- Any participating crew near the incident should stop and offer help if needed
- Safety or another craft will:
 - Retrieve the casualties from the boat or water
 - Establish that all persons are accounted for
 - Take casualties to agreed landing point for assessment, treatment or transfer
 - Mark, make safe or otherwise retrieve the craft

Person overboard

A person may fall from any craft into the water. It is likely to be one individual but it is possible that when assisting the recovery of a person overboard or when putting out / retrieving the weighted turns, another individual falls in.

Actions should be:

- Raise the alarm on the event safety radio channel
- Retrieve the casualty from the water
- Establish that all casualties are accounted for
- Take casualty to agreed landing point for assessment, treatment or transfer

Fire onboard safety or umpire's launch

Any craft with an engine is capable of catching fire.

Actions should be:

- Raise the alarm on the event safety channel radio

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- Extinguish the fire using the fire extinguisher on board
- If possible, make way to nearest landing point
- If necessary, make preparations to abandon the craft
- Other craft should lend assistance and possibly retrieve casualties from water as necessary
- Event Director shall reassess risk to event as whole due to loss of craft and take appropriate action

Mechanical malfunction on safety or umpire's launch

Any craft with an engine is capable of becoming disabled.

Actions should be:

- Raise the alarm on the event safety channel radio and anchor the boat
- Assign a suitable craft (with sufficient power and rope for towing) to assist the disabled craft
- Tow disabled craft to shore
- If resources permit, have second craft on standby to lend further assistance
- Event Director shall reassess the risk to event as whole due to loss of craft and take appropriate action

Craft grounding

The event shall follow the high tide out and the sea is scheduled for a small (neap) tide, therefore there is little risk of craft grounding. However, in the event of craft grounding a quick response is vital as the situation shall progressively worsen with the falling tide.

Actions should be:

- Raise the alarm by waving to the nearest boat or by radio
- Assign a suitable craft (with sufficient power and rope for towing) to assist grounded craft
- Explore reasonable ways to lessen the weight of the craft with consideration to the well-being of the occupants and float or tow craft into deeper water.
- If resources permit, have second craft on standby to lend further assistance

Mechanical malfunction of generator

Generator failure, no power or PA system

Actions should be:

- Source second generator in advance
- Use megaphones until system restored
- Have hard copy back-up of required documents

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Emergency Response - Key Steps in the event of an emergency or life-threatening injury

1. **Render assistance**
2. **Make contact** with event support staff / volunteers
3. **Call for Help & Emergency Medical Attention:**
 - 999 (112)
 - Exmouth Harbour:VHF 16 Tel: 01395 323265 | Mobile: 07864
 - Coastguard:VHF#16, Phone: 02392552100 (who will make contact with RNLI)
 - Race Control:VHF 8
4. **Monitor and administer first aid**
5. **Send someone** to meet/direct Emergency Services
6. **Transfer** injured to care of Emergency Team
7. **Inform** key people (Race control).
8. **Complete an incident report**

Be prepared to tell 999:

- **Who you are, your name and call back number**
- **Current location** of injured person
- **Description of boats** (if requesting on-water help)
- **Where you plan to bring injured person ashore** (see pick up locations below)
- **Age/gender/number** of injured people
- **Type of injury/situation**

On the water, In the event of grave and imminent danger to life, immediately make a Mayday transmission on VHF Channel 16. This takes precedence over contacting the Event staff.

If making a Mayday call, remember to follow 'MIPDANIO'

Mayday, Mayday, Mayday (say it three times)

Identification (name of your vessel)

Position (your location, preferable as a bearing and distance from a well-known point)

Distress (what is the problem)

Assistance Required

No. of people involved

Information any other relevant information

Over

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Name	Description	Address	SATNAV/ LAT&LONG
Location of race beach	Beach opposite the Maer Nature Reserve to the west of the RNLI Station	Queen's Dr, Exmouth EX8 2AY	

In the event that the beach needs to be evacuated see diagram below



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In the event of a terror attack

Run / Hide / Tell

- 1) **Run** to a place of safety
 - Escape if you can
 - Consider the safest options
 - Is there a safe route? RUN if not HIDE
 - Can you get there without exposing yourself to greater danger?
 - Insist others leave with you
 - Leave belongings behind

- 2) It's better to **hide** than to confront. Remember to turn your phone to silent and turn off vibrate. Barricade yourself in if you can
 - If you cannot RUN, HIDE
 - Find cover from gunfire
 - If you can see the attacker, they may be able to see you
 - Cover from view does not mean you are safe, bullets go through glass, brick, wood and metal
 - Find cover from gunfire e.g. substantial brickwork / heavy reinforced walls
 - Be aware of your exits
 - Try not to get trapped
 - Be quiet, silence your phone and turn off vibrate
 - Lock / barricade yourself in
 - Move away from the door

- 3) **Tell** the police by calling 999.
 - Call 999 - What do the police need to know? If you cannot speak or make a noise listen to the instructions given to you by the call taker
 - Location - Where are the suspects?
 - Direction - Where did you last see the suspects?
 - Descriptions – Describe the attacker, numbers, features, clothing, weapons etc.
 - Further information – Casualties, type of injury, building information, entrances, exits, hostages etc.
 - Stop other people entering the building if it is safe to do so

In the event that the whole beach needs to be evacuated, there is hard standing as well as a car park to the rear of the beach

ENDS