

British Rowing Junior Inter Regional Regatta

Competition Safety Plan

National Watersports Centre Holme Pierrepont

Saturday 23rd April 2022

Competition Safety Adviser: Joanna Cotgrove

Table of Contents

Face Sheet	1
Table of Contents	2
1. Introduction	3
2. Competition Organisation – Competition Organising Committee	3
3. Communications	4
4. Documentation	5
5. Postponement and Cancellation Procedures	8
6. Plan B – failure of Safety arrangements	8
7. Course and Circulation Patterns	9
8. Safety Monitors	10
9. Field of Play Assessment	11
10. Accident and Emergency Procedures	12
11. Pre-boating Safety Checks	12
Appendix A – Competitors Safety Instructions	13
Appendix B – Emergency contact numbers	18

British Rowing Junior Inter Regional Regatta Competition Safety Plan

1. Introduction

The British Rowing Junior Inter Regional Regatta (JIRR) is a national competition for Junior competitors which is run on Saturday 23rd April 2022 at the National Watersports Centre (NWSC), Nottingham.

The NWSC has a purpose built 2000m lake within Holme Pierrepont Country Park comprising 270 acres of parkland managed by Holme Pierrepont Leisure Trust in partnership with Nottingham City Council.

Known hazards are the pontoons, the proximity/juxtaposition of transit and racing lanes, the stake boat cable and an outfall on the line of the stakeboats at the 2000m course start

All events, unless specified, will be run over 1500m.

Events are offered for Junior Competitors from J14 – J16 and WJ14 – WJ16 in a variety of boat class from 1x up to and including 8+ with different boat classes for different age groups, and adaptive boat classes. Competence of crews varies between competitors and is based on regional selection to choose the appropriate representative, carried out independently by the regions in a variety of ways.

This Competition Safety Plan takes into consideration the guidance within 'RowSafe'.

The Competition Safety Plan explains safety measures that have been introduced following consideration of the competition Risk Assessment together with specific BR requirements.

The competition will be run in compliance with the BR Rules of Racing.

2. Competition Organisation

Competition Organising Committee

Role	Name	Mobile
Chairman	Luke Dillon	07515 883 325
Deputy Chairman	Barbara Wilson	07836 774 603
Regatta Controller	Edward Cerqueira-Rees	07977 406 677
Event Rowing Safety Adviser	Joanna Cotgrove	07709 453 058
Safeguarding & Welfare Adviser	Luke Dillon	07515 883 325
Chairman of the Race Committee	James Lee	07813 097 794
Race Committee	Andy Crawford, Dan Smith, Nick Hubble	

3. Communications

Competitors and organisers must be made aware of the safety arrangements before and during the competition in order to prevent incidents and to enable incidents to be dealt with efficiently if they do occur. The following actions should be undertaken to ensure effective communication between all parties:

Prior to the Competition

The following documentation will be made available on the web before the Regatta. It is the responsibility of all participating clubs to make sure their crews are made aware of the content:

- Circulation Pattern on and off water
- Safety Plan

All information is available online on the British Rowing Website: <https://www.britishrowing.org/events/events-calendar/junior-inter-regional-regatta/>

Holme Pierrepont Leisure Trust has provided exclusive use to the rowing lake and rowing facilities for the duration of the competition to British Rowing for the purposes of both running the Junior Inter Regional Regatta and hosting a World Class Start Camp. This plan applies to the provisions of the regatta only.

Other Water users have been advised by the Water sports Authorities of the restriction. Those providing First Aid and Safety Boat cover will be made aware of the Safety Documentation and their roles.

At the start of the competition

A safety briefing for Officials will be given at the start of the day detailing any changes to the CSP. This will be extended to Coaches as required.

Copies of the Safety & Welfare Documentation will be available to view at Registration and will also be available online.

Members of the Competition Organising Committee will be available to discuss any matters arising.

Umpires will have copies of the Competition Safety Plan. Each Rescue Launch will have be provided with an *aide memoire* detailing what to do in an emergency. The First Aid provider will be briefed by the Safety Adviser.

Before racing starts the Race Committee Chairman and Competition Safety Adviser (CSA) will assess the conditions of the course and must agree unanimously that racing should start.

During the competition

Communication will be via a Radio Net under the control of the Regatta Controller.

Radios will be issued to Committee Members and officials. Spares will be held in Regatta Control

Regatta Control will maintain an up to date list of those to whom radios have been issued, will monitor all communications and will direct arrangements in the event of an incident.

Instructions on how to use radios, radio discipline together with appropriate prowords and message formats are provided to event officials.

A separate radio channel maybe used for an emergency on instruction.

Safety launches and first aid will be on a separate channel.

The CSA will carry out audits throughout the competition. Any corrective actions will be taken where necessary.

After the competition

Feedback or comments on any aspects of the competition should be emailed to *Chairman@thames-rrc.org* or alternatively, they can be communicated directly with one of the Competition Officials list in 2.1 who will note any points to raise at the Wash Up meeting.

A Wash Up meeting will be held after the competition to review the running of the competition and any lessons learned that can be used to improve the safe and fair running of the competition in the future.

4. Documentation

Risk Assessment

The Risk Assessment is a separate document which covers both on and off water hazards. It is a live document with its content being reviewed and modified as required. Actions will be implemented with the aim of maintaining all risk in the Low or Moderate groupings.

Welfare

The welfare and well-being of all is paramount – regardless of age, sex, ethnicity, religion or ability, all have equal rights to safety and protection.

The Competition Committee believes that special care is needed for children and vulnerable adults.

The Safeguarding & Welfare Advisor will report any matter of concern to the British Rowing Lead Safeguarding Officer and the relevant authorities as appropriate.

A separate Welfare Plan has been developed by the Safeguarding & Welfare Adviser based on current British Rowing guidance.

Emergency Response Plan/Incident Response Plan

NWSC has its own Emergency Action Plan which will be followed in the case of evacuation of the Watersports Centre Main Block or the site.

On land and water based incidents will be controlled initially by the first official on scene in consultation with the Regatta Controller and the CSA who will be responsible for coordinating the appropriate response.

The key to a successful Response is to have quick effective decision making and communication. To communicate any incident for which assistance is required, those reporting the incident should use PLANS for officials to communicate details to Race Control:

- Problem
- Location
- Assistance Required
- Number of Casualties
- Severity

Thunder and Lightning

In the event of a Lightning Storm, the British Rowing 30/30 rule shall be used:

- The PA will be used to communicate these arrangements with competitors and spectators. Competition officials will be informed via the radio.
- All crews on the water shall be instructed to return to the boating areas as quickly as is safe to do so and race officials moved to a point of safety.
- Where the risk is deemed to be sufficiently high to prevent those on the water from returning to the disembarkation point safely, all crews will be instructed to disembark on the nearest bank whilst Regatta Control is concurrently requested to summon minibuses and other vehicles as a matter of urgency to collect the disembarking crews and transport them back to the Watersports Main Centre.
- Once off the water all should move either indoors or into vehicles until the danger of lightning has passed.

The CSA and Race Committee Chairman will decide if and when racing should resume.

A separate document exists as an aide memoire for those acting in an official capacity.

In the event of a serious incident involving an immediate danger to life the following radio call must be made by the nearest official:

“Pan Pan, Pan Pan, Pan Pan, Race Control, this is [the Start] We have a [suspected heart attack and the individual is unconscious]. My position is [at the 1000m start on the north bank/pontoon etc]. We require immediate medical assistance. There is [1] casualty. [One of the crew is giving external heart massage.] All Stations, this is [the start] Over.”

Thereafter, all stations apart from CSA, Regatta Control, First Aid and the official on the scene must maintain radio silence until the emergency is resolved. Racing will be suspended and will not resume until confirmation is received from Race Committee Chairman via Regatta Control.

Where there is no immediate danger to life, though there is a requirement for immediate emergency boat attendance, pass the following over your radio:

“pan-pan, pan-pan, pan-pan” this is [the start] We have had a collision between two boats and both are holed. My position is [1000m mark] We require assistance from a safety boat. There are no injuries. Prompt assistance is required to clear the course. All stations, this is [the starter at the start at 1000m] Over

The CSA or race control will be responsible for contacting first aiders or the emergency services as appropriate. Racing may be stopped depending on the seriousness and the location of the incident.

In the event of a capsize during a race the nearest umpire will act as the emergency coordinator until the CSA arrives and will:

- a) Advise the CSA via Regatta Control and all other race officials that it is necessary to suspend the start of any further races (using PAN-PAN, PAN –PAN to alert all officials, given the nature of the problem, the location and confirmation of whether assistance is required, the number of people affected and the severity of the incident)
- b) Instruct the crew to hold onto the boat and await the arrival of the safety launch.
- c) Establish that a safety launch has been despatched to the capsize location.
- d) Deploy the throw line if necessary.
- e) Assist the safety launch personnel as requested and recover boat and blades to the nearest point on

the south bank and await the arrival of club members to recover the equipment if necessary.

- f) The CSA will liaise with the Race Committee Chairman who will advise all officials via race control when racing can restart.

In the event of a capsize when crews are marshalling or rowing to the start, the nearest official will follow the procedure above, with the additional responsibility of informing embarkation marshals if it is necessary to suspend boating

In the event of equipment failure or other incident that prevents a crew from racing or completing a race, but which does not require the crew to disembark, the start umpire or nearest umpire will inform all other race officials that the crew is returning along the course in Lane 0 but is not racing while it does so.

In the event of equipment failure or other incident that renders the boat un-rowable, the crew will be instructed to disembark onto the north or south bank as appropriate and assistance will be summoned to carry the boat back to the boating area. All officials in the vicinity will be requested to warn approaching crews if the incident, holding them from progressing further if this is necessary to maintain safety.

Land Based Incidents will be controlled initially by those finding the incident until the CSA and/or First Aiders take over responsibility or decide to summon the emergency services.

Incident Reporting

Any incident or accident must be reported to the Entries Secretary and/or the CSA. The CSA will record any incidents and submit them online to British Rowing.

Any competitor, official, coach or spectator can and is encouraged to log any incidents on the BR website.

Abandonment Plan

Conditions that would typically cause racing not to take place would be frozen water (unlikely in April!), no water (unlikely), flooding (possible), severe winds (very possible), poor visibility (unlikely), lightning (possible), Blue Green Algae (possible) and excessive weed (unlikely). All other conditions would see some form of racing taking place.

If the competition is to be abandoned in its entirety, this will be determined as early as possible before or during the event so that where possible all clubs are made aware before they travel.

At the start of the day and during the course of the competition, assessments will be made by the Race Committee based on the fixed and variable aspects of the event i.e. age, experience / category, 1x, 2x, Coxless, front loader, no under seat buoyancy, weather, the course, water conditions and other external factors to establish what categories are deemed to be able to race if it is considered that conditions are such that safe and fair racing is being compromised. Any restrictions agreed by the CSA and the Race Committee Chairman will be advised to all club coaches following announcements over the PA to convene a meeting for the Regional Team Managers.

5. Postponement and Cancellation Procedures

A separate procedure covers the following and other incidents that will lead to a cessation/reduction in rowing:

- i. Clearing the Course.
- ii. Suspending and restarting racing.
- iii. Stopping Racing
- iv. Cancelling the event i) beforehand, ii) during

Note for Club/Coach/Individual: the Competition will endeavour to provide a safe environment in accordance with British Rowing's "RowSafe", although competitors, coaches and clubs are specifically reminded that every person attending the event, including those competing or officiating, do so entirely at their own risk and are solely responsible for:

- their own safety;
- ensuring that their boats are safe and are prepared to the standards required by British Rowing's 'RowSafe' and the British Rowing Rules of Racing. Any boat which fails to meet the standard shall be excluded;
- the strict observance of the circulation pattern and British Rowing's 'RowSafe'
- Deciding whether or not they are competent and able to compete safely in the prevailing weather and water conditions.

6. Plan B – Failure of safety arrangements

Plan B arrangements will be as follows:

Event	Outcome
The loss of a safety boat	This will be covered by a replacement launch
The loss of multiple launches	This will be covered by Umpire Launches and a change to race program
The loss of Race Marshals', Monitors' and Umpires'(RMMU) support	This will be covered by extended shifts or others suitably qualified officials and or persons
The loss of the Event Safety Adviser	Replacement with Luke Dillon (am)/Jess Eddie (pm)
The loss of medical cover	This will be covered by the provision of a qualified club First Aider, a list of suitably qualified individuals will be available at Regatta Control or calling the emergency services in the event of a serious issue.
The loss of radio communications	This will be cover by requesting all officials to use mobile phones. Confidential lists of mobile numbers will be issued as a matter of urgency if radio communications are lost. There will also be a backup simplex radio channel that would be expected to function in the event of the loss of the repeater on the duplex radio channel

Changes to racing arrangements may see the length of the course being shortened, reversal of the course or restricting racing to certain events and altering the racing format.

These arrangements will be reviewed as particular situation requiring consideration develops.

7. The Course and Circulation Pattern

The Course and Circulation Patterns are shown in Appendix A. It has been made available to all competing clubs in the pre event documentation, on line at <http://jirr.britishrowing.org> and at Registration.

It is the responsibility of all attending clubs to make their crew/s aware of the course and the circulation pattern on the day of the event. Any changes will be briefed as necessary.

There are separate circulation patterns for:

- Side-by-Side Racing
- Traffic circulation (including pedestrian and cycle access)

There is no formally arranged practice session on the Friday evening before the regatta though individual crews may make their own arrangements with the Water Sports Centre.

There are no training sessions before racing commences.

Crews using the River Trent for training during the day do so entirely at their own risk and must make their own safety arrangements. They must ensure their boat is licensed to be on the river and they must read the circulation pattern for the River Trent.

Access Points



Access Points	Latitude	Longitude	OS Reference
White Water Course / Score Board	52°56'27.55" N	01°05'44.11" W	SK 60876 38559
Boathouse	52°56'24.05" N	01°05'47.62" W	SK 60812 38450
Watersports Centre Main Block	52°56'28.95" N	001°05'22.84" W	SK 61273 38607

8. Safety Monitors

Race Marshals, Monitors and Umpires (RMMU)

Race Marshals and Umpires (RMMU) will be located all the way down the course to provide visual surveillance for safety and racing infringements. Each RMMU will have specific responsibilities, but the overriding rule is

safety and fairness. Failure to act on the instructions of a RMMU may result in the offending crew receiving a penalty.

A list of RMMU positions is available with brief descriptions of responsibilities to cover the key areas on and off water the water i.e. car park/road way, north and south circulation roads, embarkation, disembarkation, control commission, boat park, timing huts and the Field of Play (Umpires).

The Risk Assessment includes a schedule of known hazards and this will be updated in the light of any incidents that arise during the course of the competition.

Safety Boats

Safety Boats are provided by Northern Exposure a 3rd Party provider. The boats will be manned by crews of two who are qualified to at least RYA2. They will be positioned at the start, in the middle and at the end of the course. Any launch can be called to assist a crew in trouble by the nearest race official, through regatta control.

Any crew in trouble is to stay with its boat and follow the instructions given to them by the safety boat crew. Recovery for crews that have been in the water will always be to the landing stage adjacent to the finish and tower though boats may be recovered to the nearest point on the south bank in lane 0.

Umpires Launches

Umpire's launches will be manned by a driver who is qualified to at least RYA2 and a Multi Lane Endorsed Umpire or Candidate. Umpires launches will be provided with the equipment detailed in RowSafe and the Rules of Racing. They will also carry spare buoyancy aids.

Typically 4 launches are on the course spread accordingly – first and second at the Start, with the remainder along the course providing *suppléant* and moving towards the start as each race passes.

The Umpires are conversant with the need for Safe and Fair racing as detailed in BR Rules of Racing. In the case of a water based incident they may take charge until it can be handed over to the Safety Launch crew.

9. Field of Play (FOP) Assessment

Before Racing Starts

Control Commission must be in place on the boating rafts from 45 minutes before racing starts.

The NWSC boatman will be responsible for preparing the racing course, removal of extraneous floats, buoys etc.

During Racing

Start: The Start Zone Supervisor will support the Starter, Aligner, stake boat supervisor and crews and when requested by the starter, assist with getting crews attached.

Alignment, start and timing teams: Aligning, timing teams and marshals will transfer to their location by the roadway on the south side of the lake. Drivers will be reminded to keep to the right.

Warming Up/Cooling Down Loop: During racing crews will be able to warm up in the zone behind the start. And will be advised to get into their racing lane and stay in it for the duration of warming up. The cooling down loop will be monitored by umpires and race officials and reverse traffic will always be separated by a minimum of one lane to ensure that crews do not inadvertently clash.

Boat Park/Control Commission: The area will be monitored by Control Commission/Umpires/ Marshals who will have been briefed to maintain the 'no cycling during time trials and racing' rule within these areas. Wilful

breaches will be reported to the Chairman of the Organising Committee for further action. Pedestrians that are not involved with the movement of boats should keep vigilant at all times and listen for instructions to move out the way.

Roadways: Cycling is not allowed in front of the Main Block or associated buildings or the Presentation rafts or the boating areas or on the south road leading to the start. These areas will be monitored by marshals and umpires. Wilful breaches will be reported to the Chairman of the Organising Committee for further action.

After Racing

There will be no post race training.

10. Accident and Emergency Procedures

First Aid Cover

Salus Medical will provide First Aid cover for the event. They will be present in the portacabin by the Watersports Centre on the south side of the lake.

First Aid provision will include an ambulance with paramedics which will be static and located at the Watersports Centre. There will also be a defibrillator at this location.

Emergency Services

The nearest A&E unit is at the following location with a travel time of approximately 17 minutes:

Queen's Medical Centre
Derby Rd
Nottingham
NG7 2UH
'Phone: 0115 924 9924

Any Emergency Services called will be asked to enter the site by the one of the Access Points identified at 2.39 and a designated person will meet and direct them to any Emergency.

Emergency Equipment

In addition to the equipment present on the safety launches all water side officials will have throw lines available for use as and when required

All officials will have radio contact with Regatta Control and each other, though coordination of safety launches will be conducted by regatta control.

11. Pre Boating Safety Checks

Control commission may check any boat going afloat. It is the responsibility of the clubs, coaches and crews to ensure their equipment meets the minimum standard laid down in 'RowSafe' and BR Rules of Racing before being racing.

Where a check is undertaken by Control Commission, the following must be checked by way of a request to a member of the crew:

- condition of the hull including integrity of buoyancy compartment covers
- bow balls
- foot release/heel restraints
- coxes ability to escape from front loader boats

- forward riggers
- cox lifejacket and weight

Where a check is undertaken by control commission on a para boat, the following must be checked:

- foot stretcher and strapping in AR1 and AR2 Boats
- correct fixing of pontoons on AR1 boats
- safety of body strapping in AR1 and AR2 boats
- fixed seats in AR2 1x and 2x together with optional stabilising pontoons that must both be in contact with the water when the boat is level.

Notes:

Heel Restraints – Poor and defective heel restraints continue to represent a major safety concern and Rule 7-2-9b requires each heel to be restrained to prevent it from rising higher than the lowest fixed point of the footplate.

Buoyancy - ALL boats competing in BR competitions must have integral full underseat buoyancy or additional buoyancy added by way of buoyancy bags or suitable alternatives providing a similar level of buoyancy. All boats are expected to meet either the BR buoyancy recommendation or the World Rowing minimum flotation standard as detailed in BR's RowSafe. (BR: all boats must have sufficient inherent buoyancy, together with their oars and sculls, to support a seated crew of the stated design weight such that the rowers' torsos remain out of the water and the boat can be manoeuvred. World Rowing - All boats when full of water with a crew of average weight equal to the design weight, seated in the rowing position should float such that the top of the seat is a maximum of 5 cm below the static waterline.). The club may certify that the boat has been tested and buoyant. Compromised bow / stern canvases must be repaired so are watertight.

Bow Balls must be securely fixed – not flex out of the way on impact, fixing must not be a potential hazard.

Coxes must wear the correct type of life jacket, know how to use them and they are operational. Coxes in Bow loaders must not wear automatic lifejackets or buoyancy aids.

Boats that fail the Control Commission check will not be allowed to boat.

Appendix A

2022 JUNIOR INTER-REGIONAL REGATTA **SAFETY INSTRUCTIONS**

This regatta complies with the BR's Rules of Racing and with the guidance of Row Safe. Competitors who do not comply with these instructions or the instructions of Regatta officials, may be penalised or even disqualified from racing.

The regatta will endeavour to provide a safe environment within RowSafe although competitors are specifically reminded that persons using the lake and the adjoining river do so entirely at their own risk and are solely responsible for: -

1. Their own safety.
2. Ensuring that their boats are safe and are prepared to the standards set out by the BR Rules of Racing and RowSafe. Any boat that fails to meet the standard shall be excluded. See BR Rule of Racing 7-2-8 for details.
3. The strict observance of the circulation patterns (see maps) and of Row Safe.
4. Deciding, together with their coaches, whether or not they are competent to use the lake in the prevailing weather conditions.

Clubs and competitors are also reminded that they must: -

1. Go out for practice sessions unless there is a safety boat on the course.

2. Not practise during racing.
3. Make their own safety and first aid arrangements before and after the day's racing.
4. When training on the River Trent during racing hours, make their own safety arrangements and must also report to Boathouse Control before and after their outing. They must ensure their boat is licensed to be on the River and they must read the circulation pattern for the River Trent on the Nottingham and Union RC website (http://www.nurc.co.uk/images/Steering_Advice.pdf).
5. Ensure that all roadways and access routes are kept clear at all times and that they should not park in the Finish/Presentation Stage area. Crews should be especially vigilant in the boating/boathouse areas.
6. Report all accidents to the Regatta Office.

Safety Boats

There are safety boats on the course during racing and the first duty of every waterborne official is to the safety of competitors or any person in difficulty.

Accidents and Emergencies

All accidents and emergencies must be reported to a Regatta Official as soon as is practicable. The Official will summon medical support if necessary and will summon any additional support that may be required. The Official will also ensure that the Safety Adviser and the Race Committee are made aware of the incident. The online BR Incident Report Form MUST be completed for all accidents, collisions or capsizes.

General Competence

The Organising Committee reserves the right to exclude any crew or sculler from further competition in an event if it does not show sufficient competence in either attaching to the start pontoons or progressing down the course during a race. This rule will be applied in the interests of safety and fairness to other competitors.

Marshalling Instructions

Note that lakeside markers count down from the Start (2000m) to the Finish (0m)

Boating

Go afloat to race using the outward rafts in the main boating area. The Country Park rafts are out of bounds for this regatta. The rafts on the southern shore of the course towards the finish tower are also not for the general use of competitors.

At the Start

Crews will proceed to the start in lane 7 to 250m beyond the start where they will be held by a Start Marshal. Under the Start Marshal's instructions they will cross into their racing lane and proceed towards the Start. Crews should assemble behind the Start Tower, close to race time allowing time to be attached 2 minutes before the race. If a crew misses its "slot" it may not be allowed to race. When the Starter calls the race, crews will paddle past the start pontoons in their allotted lane and will then back down onto the start pontoon.

Warming up

Crews may warm-up in lane 7 on the way to the start but must not do racing starts or bursts at high speed when close to other crews or when a race is going past. Crews may also warm-up in lane 5 between the 1000m and 500m markers by turning carefully into lane 5 at the 1000m marker and then warming up in the

racing direction only before turning back into lane 7 at the 500m marker. When warming up in lane 5, crews must keep well clear of any races.

Cooling down

Crews may cool down by carefully turning into lane 7 after their race, and then turning into lane 5 at the **500m marker only**. Crews must travel in the racing direction only in lane 5 and must take care not to impede any races on the course, or to cross the Finish Line alongside a race. Crews impeding a race whilst cooling down will be disqualified.

Prize Winners

Prize winning crews will be presented with their medals on the water following racing at the pontoon adjacent to the finish tower. Crews receiving medals will be called over following the completion of their race and the confirmation of the result.

Disembarking

Use the Inward rafts only when coming ashore after racing or practising. Do not use the Country Park raft or those on the southern shore of the course. Take care in the finish area to avoid collisions as crews merge from racing and from cooling down.

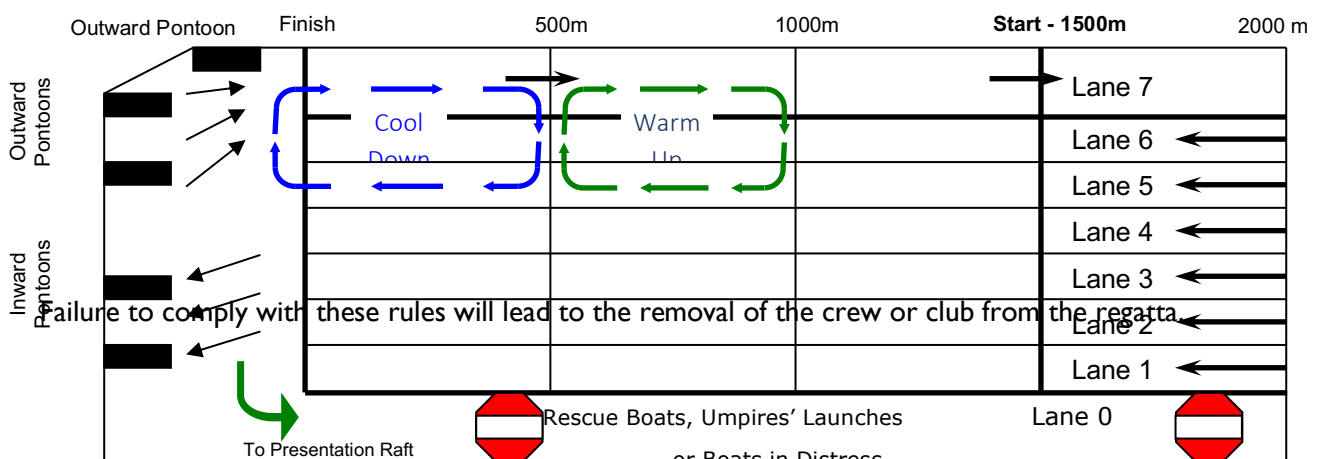
THERE IS NO PRACTICE BEFORE RACING.
RACING COMMENCES AT 0930Hrs
Crews can go afloat for the first race of the day at 08:50Hrs

Racing Circulation Pattern

Crews can go afloat at 0850, no earlier

Crews should be aware there will be GBRT crews still racing up to 0910

This applies from 30 minutes BEFORE the first race, until after the last race has finished on each day



Points of Danger:

1. The pontoons on the side of the course past the Finish Tower and in front of the new boathouses should not be used by any crews.
2. The rafts on the Country Park side of the course are out of bounds to all crews during this regatta.

3. Static crews in Lane 7 must be aware of the potential danger of being blown into the racing Lane 6 if there is a cross wind. Crews stopping in Lane 7 are advised to stop close to the bank.
4. Crews must take particular care of the stake boat mooring cable in Lane 7 beside the intermediate start.
5. Crews must take particular care when crossing the course to get to their allocated lane.
6. Crews must take particular care in the finish area to avoid collisions with other crews that have just finished or have been cooling down

General Safety and Emergency Information

Cycling, Skating, Rollerblading & Pedestrians

Cycling, skating, rollerblading etc. is prohibited in all Regatta enclosures and in the boating area. The south side of the course will be closed to unauthorised users from half an hour before racing starts until half an hour after racing has finished. Cyclists etc. must give way at all times to pedestrians and service vehicles of the Regatta.

Accidents and Emergencies

All accidents and emergencies must be reported to a Regatta Official as soon as practicable. The Official will summon medical or other support as required, and report the incident to the Safety Advisor. A BR Incident Online Report Form **MUST** be completed for all accidents, collisions or capsizes.

Sunburn, Heat Stroke & Exhaustion

Competitors and officials are reminded of the dangers of sunburn, heat stroke and exhaustion and of the need to cover up, apply sun block and increase water intake where appropriate. Regatta Officials should be informed of any casualties as soon as possible so First Aid can be summoned.

Cool and cold weather and hypothermia

Competitors and officials are reminded that the weather at this time of year is not predicatable and is by nature, very changeable. This might mean showers and drops in temperature throughout the day. Crews are reminded to dress and go afloat equipped for the prevailing weather conditions, including multiple layers that can be removed before racing if appropriate

Medical Support

During racing hours Salus Medical will provide medical and first aid facilities at the base of the Finish Tower: dial 249 from any site telephone. Any medical problem arising on the campsite that can safely be brought to the First Aid Centre will be dealt with. Medical facilities are intended to cover emergencies only: there is no provision for physiotherapy treatment. A Duty Officer of the National Water Sports Centre is on call 24 hours a day, contactable through the Centre Reception: dial 0 from any site telephone. Outside racing hours, or if a more serious problem occurs, contact the Medical Health Centre at Radcliffe-on-Trent

APPENDIX B

Emergency Telephones

Emergency Telephones are situated:

Start Tower

At the 1500m marker on each side of the course

At 1000m on each side of the course

Main Reception in the Water Sports Centre

Waterman's Office

All manned huts.

Emergency numbers:

Emergency Services 999

Police, West Bridgford 101

Medical Practice, Radcliffe-on-Trent 0115 933 2948 or 0115 933 3737

Medical Practice, 214 Musters Road 0115 981 4124

Hospital, Queens Medical Centre 0115 924 9924

NHS Direct 0845 4647

National Water Sports Centre Reception 0115 982 1212

NWSC Address:

The National Water Sports Centre

Adbolton Lane

Holme Pierrepont

Nottingham

NG12 2LU