

Derwentwater Head Safety Plan - March 2020

This safety plan is made available to all participating clubs and is on display at the race control point during registration. It is also available by linking to the Lakeland Rowing Club website at www.lakelandrowingclub.com

1. The Course

The head race will be either along the western or eastern shoreline of Derwentwater dependent on weather conditions prevailing on the day of the proposed competition. Both courses are shown on the Course Safety Map.

The western shoreline race distance is 3.0 Kilometres, oriented generally in a south to north direction for most of its length with the final leg (approximately 0.5Km) being of a west to east orientation. The start is approximately 100m north of the High Brandlehow jetty at the south end of the lake and the finish is between Derwent Isle and the Isthmus. The start marshalling area is south of the start line and will be clearly marked with the 3 assembly areas A/B/C.

If the eastern shoreline course is used the starting point is opposite Kettlewell car park at the south end of the lake and the race distance is approximately 2.5 Kilometres, with the finish being between Friars Crag and a marker buoy placed in the channel to the east of Derwent isle. The start marshalling area is south of the start line and will be clearly marked with assembly areas A/B/C marked along the foreshore.

Whichever course is used it will be marked by a series of hi-visibility buoys along its length and course marshals will be stationed to ensure competitors remain within the safe course boundaries. The selected course will be made clear to competitors during the pre-competition briefing and competitors will row the reverse course to the start.

LRC does not enjoy exclusive use of the lake, therefore organisations with commercial or recreational interests in lake usage have been engaged and have agreed to avoid the racing lines during the conduct of the competition. The timing of the event has also been set to minimise the potential disruption to other lake users. The course marshals will monitor for potential incursions from non-competitors into the racing areas e.g. open-water swimmers and shall take appropriate action to safeguard all parties.

Prior to the commencement of the competition the course will be inspected for debris e.g. floating tree branches/limbs and/or submerged hazards. Such hazards will either be removed from the course or visibly marked for avoidance if this is not possible.

2. Decision Making Process for Inclement Conditions

As the event is scheduled to take place in the Autumn there is a reasonably high probability of poor weather immediately preceding or even during the event.

Prolonged rainfall, wind strength and wind direction all have a significant influence on the lake's water conditions and therefore the race organisers will closely monitor these conditions in the lead-up to [and during] the competition so as to ensure that racing only takes place if it is safe to do so.

- i) Floods – the rise and fall of the lake level can be significant over relatively short periods of time and this can impact the boat launching and boat recovery areas in particular. The organising committee shall have access to experienced club members who have the necessary knowledge to inform the Risk Assessment of the feasibility of safe boating and recovery in specific locations under particular weather conditions.
- ii) Inclement Weather – National and local weather forecasts will be monitored by the Event Safety Advisor (ESA) in the days leading up to the planned event and the Race Committee will be regularly updated on the ESAs assessment of weather impact on the planned event and its potential influence on the event Risk Assessment.
- iii) Electrical Storms – Weather forecasts which cover the geographical area of the event will be monitored for potential for electrical atmospheric discharges. High probability of electrical storms would likely result in event suspension or cancellation on safety grounds. The commonly used '30 second rule' will be adopted i.e. if the time between a lightning flash and the sound of thunder in the vicinity of the event is less than 30 secs it will be assumed that electrical discharge potential is sufficiently hazardous to merit event postponement or suspension. Restarting the event will only occur after a suitable thunder-free period has elapsed, typically 30 minutes. The Umpires Instructions give clear guidance for the procedures to be adopted if a thunderstorm is in the vicinity.
- iv) Weather forecasts leading up to and during the planned event will inform any decision for the racing to proceed or not. A final pre-race day decision shall be made by 18.00h on the Friday prior to the planned event and may take the form of the following:
 - Run the event as originally published
 - Run the event with revised course plan but same distance
 - Run the event with revised course plan and shorter distance
 - Run the event with revised Division start times
 - Cancellation of specific categories e.g. juniors, novices
 - Cancellation of a Division
 - Cancellation of the whole event

Should conditions on race day prove to be unfavourable then further changes may be made in the interests of safety and fairness.

- v) Mechanism of Communication – Entrants will be advised in the most practical timescale of any event adjustments or cancellation. Communication will take the form of;
 - Contacting competing clubs individually by phone and email/text
 - Advising competitors to check the LRC website during the Friday evening prior to the competition
 - Facebook and Twitter along with the club's website lakelandrowingclub.com
 - During the event, use of radios by event officials (see section 4 below) and communication of instructions to competitors by loud hailer or by other effective means.

NB Weather forecasts leading up to and during the planned event will inform any decision for the racing to proceed or not. A final pre-race day decision shall be made by 18.00h on the Friday prior to the planned event and may take the form of the following:

- Run the event as originally published
- Run the event with revised course plan but same distance
- Run the event with revised course plan and shorter distance
- Run the event with revised Division start times
- Cancellation of specific categories e.g. juniors, novices
- Cancellation of a Division
- Cancellation of the whole event

Should conditions on race day prove to be unfavourable then further changes may be made in the interests of safety and fairness.

3 Rules Applying to This Event

The event will be run in accordance with the British Rowing Rules of Racing. Local Rules are written up as Race Instructions which will be made available at the time the event is opened for entries. A copy of the Instructions will also be handed to every crew on collection of their race number.

4 Communications During the Event

- i) Radios – for communication between marshals, umpires, safety boats and race controllers etc. a sufficient number (20) of radios are available to cover the event and their approximate location is shown on the Course Safety Map.
- ii) Mobile phones – will be used as a backup and for purposes of calling emergency services. Event organisers shall ensure that essential emergency phone numbers are available in each safety boat and at each marshalling point.
- iii) The Race Controller is that person appointed to oversee all aspects of the event including radio communications. He/she shall have access to all radio communications between race control, safety boats and marshals and is the person responsible for coordinating emergency responses. If radio communication between the Race Controller and the furthest race control outpost is not adequate a system of message relay will be specified and used.
- iv) Radio usage protocol shall be clearly defined (in writing), communicated and understood by all radio users and adherence to this protocol is paramount.
- v) Telephones – there are no public telephones or land lines available for this event hence mobile phones as mentioned above will be used. Important emergency, telephone numbers will be identified prior to the event and prominently displayed at race control and will also be available on all safety boats and at marshalling points.

5 Medical and First Aid

First Aid cover will be provided by medically trained personnel and will be situated beside race control in Crow Park.

Warm areas will be available at Isthmus Cottage

Hospital – All significant injuries and emergencies will be transported to Carlisle E&A dept. via ambulance service, but all available local emergency providers are contactable as per the emergency contacts list provided for the event.

6 Emergency Action Plans

IN THE EVENT OF AN INCIDENT THE RACE CONTROLLER WILL RECEIVE ALL REQUESTS FOR AND MAKE DECISIONS AS TO THE LEVEL OF EMERGENCY RESPONSE NEEDED i.e. USE OF SAFETY BOAT(S), NEED FOR FIRST AID, NEED FOR EMERGENCY SERVICES ETC IN ACCORDANCE WITH THIS DOCUMENT

THE RACE SECRETARY WILL HAVE BOTH RADIO AND MOBILE TELEPHONE COMMUNICATION AVAILABLE

Incidents on the water - in the event of competitors being injured, capsizing or becoming ill whilst rowing the quickest way of rescue and access to emergency services will be by recovery of said persons via the nearest Safety Boat. Egress points for injured or unwell persons from safety boat to emergency services (ambulance) will correspond to the location of fixed jetties or accessible beaches along the race course.

Emergency egress points have been identified as follows (all these places corresponding to ambulance-accessible points from the **B5289** to the lake foreshore);

At the south end of the lake and using standard grid references,

Egress 1 NY267195 being the car park below Strutta Wood. An alternate has been identified at grid **NY263192** being the landing stage for Mary Mount Hotel. The best practicable egress point will depend upon the prevailing lake water level.

Egress 2 NY268204 being the landing stage in Barrow Bay below Falcon Crag.

At the north end of the lake the most practicable **Egress 3** point is at **NY264227** which corresponds to the Keswick Launch Co. launch landing stages.

Incidents on land –

In the event of persons being injured or taken ill whilst not afloat the land based first aid providers will be available to be summoned by radio.

Marshals will be appointed to supervise trailer parking and departing but individual clubs are responsible for the safety of their competitors and assistants involved in boat handling in the rigging area.

Marshals will be appointed to supervise the carrying of boats to and from the boating areas as this will be along a public access road. Individual clubs are responsible for ensuring sufficient and competent crews are available for the safe handling and carrying of boats between the rigging/storage area and the boating/landing areas. Crews must follow the instructions of the marshals at all times.

Safety Boats – the event shall have 6 safety boats available each crewed by two competent persons. Both crew members shall wear a suitable personal flotation device in addition to Hi-Viz upper body clothing. Competition Safety Boats may also

provide the functionality of competition course Marshals. Each Safety Boat will have a unique call sign for radio comms.

SB crew responsibilities are;

- Patrolling the race course while competitors make their way from the boating areas to the start.
- Patrolling the start marshalling area where unmanaged congestion can (and historically has) led to accidents.
- To ensure that the race course is clear for competition to commence prior to the start of each division.
- To be stationed along the length of the race course between the foreshore and the racing lines to ensure a quick response can be made to incidents or to intervene with crews to avoid incidents.
- To make contact with any other lake users intending to pass through or near to the race course and to request that they either wait a suitable period or use alternative routes that don't obstruct the race course.
- To alert the Race Controller and other relevant race officials of any incidents or hazards arising during the course of the event e.g. public or other incursions into the race areas. Radio operation on the SB will be by the crew member who is not driving at the time of the communication.
- To sweep the course on completion of each division to ensure that all competitors have cleared the course safely and communicate 'clear course' status to the Race Controller.

Each safety boat (SB) will have been confirmed as being serviceable for supporting the event and will be subject to a full pre-use check in accordance with LRC safety rules.

Every SB will carry a kill cord plus one spare and proper attachment of the kill cord to the SB driver is mandatory. Each SB will carry an inventory of safety equipment in accordance with LRC safety rules. Both crew members will be competent at launch control and be trained to deal with incidents that may foreseeably occur during the event e.g. collision and/or capsize, recovery of persons from the water etc. The event Organising Committee will appoint a SB Coordinator who will carry out crew briefings prior to the event and control the disposition of SBs across the course. Alcohol consumption by SB crew members is prohibited during the event and until such time that their assigned duties are complete.

7 Start and Finish

- a) Start Marshal – The Start Marshal shall be coordinated by a Chief Marshal, who is responsible for briefing relevant procedures that govern commencement of racing. A key part of the Start Marshal's responsibility is to manage the proper congregation of competitors in the starting area at the south end of the lake such as to minimise the potential for collisions and ensure the arrangement of competitors into the correct starting order. Loud-hailers will be used to communicate instructions to competitors.
- b) Finish Marshal – The Finish Marshal shall ensure that competitors, having crossed the finish line, proceed quickly and directly to the boat recovery area according to the prescribed circulation without interfering with competitors

approaching or crossing the finish line. The Finish Marshal shall ensure that the finish line and the area immediately beyond it is maintained clear of competitors that have completed the course at all times. Loud-hailers will be used to communicate instructions.

- c) Safety Marshals – To ensure that competing crews are properly attired, PFDs worn as required (e.g. coxswains) and that all competing boats conform to BR standards for going afloat Safety Marshals shall be present at the boating area and will undertake boat inspections focusing in particular on buoyancy, heel restraints, bow balls and general boat condition. No craft that is deemed to be unsafe will be permitted to go afloat. Unsafe means to both the intended boat occupants and other competitors. Safety Marshals will assist the Finish Marshals to ensure safe and speedy retrieval of craft from water to land.

8 Race Monitors

Race Monitors (of which there will be many!) shall be coordinated by a Chief Race Monitor who will manage the placement of Monitors along the course and is responsible for briefing relevant procedures that govern the conduct of racing. Race Monitors are positioned along the course such that between them they can observe the course in its entirety. Most Monitors will be located along the western shoreline (eastern shoreline if the alternate course is used) and they will be provided with loud-hailers and radios to communicate warnings and instructions to competitors to avert collisions and to call for assistance from Safety Boat crews if incidents occur.

Race Monitors will whenever possible be qualified Umpires.

If the Event Risk Assessment identifies the requirement for one or more Race Monitor to be located afloat, then a suitable craft (not a SB) will be provided on the understanding that it is not to be used for personnel rescue (unless life is in peril).

9 Race Controller

The Race Controller (RC) will be appointed by the OC and will be situated at the race control point located Crow Park from which position he/she shall have direct radio contact with all key race control personnel including as a minimum the Chief Marshal, SB crews and the Race Monitors. The RC shall decide when it is safe to start the race, the need to summon a SB to incidents, whether racing should be suspended or cancelled and whether it is appropriate to summon external emergency services. While it is recognised that some decisions may need to be taken by others more local to an incident e.g. SB assisting a capsized, no other personnel are authorised to contact or call external emergency services – this must in all cases be routed via the RC.

CLUBS AND COMPETITORS GENERAL RESPONSIBILITIES

1. EQUIPMENT - ALL CLUBS MUST ensure that the equipment being used by its members is in good condition and suitable for the conditions.

To address this issue at the LRC Trial Head the following procedures will be in place: -

LRC Derwentwater Head Race – Event Safety Plan

a) BOAT CONDITION - Marshals will make random checks on boats looking in particular at: - Heel release restraint, bow balls, buoyancy compartments/canvasses, rudder lines and the general security of fixings.

Boating marshals who will be helping crews onto the water will also be making visual checks. Any boat that is considered not to fulfil the minimum standards will not be allowed to race.

b) ABILITY TO SWIM - Clubs must ensure that its rowing members are able to swim at least 50 metres clothed and have passed a capsize drill or alternatively where this has not been demonstrated a personal flotation device will be worn by that member.

c) CAPSIZE PROCEDURE - As part of its safety training it is expected that competitor clubs will have advised its rowing members to hold on to the boat in the event of a capsize where it is safe to do so and summon/await assistance.

d) COXSWAINS - All coxes must be sufficiently competent for the competition and conditions. Clubs must avoid placing an inexperienced coxswain with a crew of inexperienced novices. This can lead to dangerous situations not only for the crew, but also other competitors.

e) CLOTHING - Clubs must ensure that ALL competitors are suitably dressed for the wet and cold conditions that are likely to be encountered at the time of the proposed competition. ALL COMPETITORS SHOULD ALSO MAKE SURE THEY HAVE SPARE CLOTHING TO CHANGE INTO HAVING RACED.

Marshals and Monitors are instructed to assess ALL crews going upstream and, if necessary, turn back those who may be at risk from cold or wet conditions, because of inadequate clothing protection, particularly whilst waiting at the start.

2. CLUBS MUST ALSO ENSURE THAT ALL COXSWAINS: -

a) Are suitably dressed for the cold/wet conditions that can prevail at the time of the LRC Trial Head.

b) Wear on top of their clothing (have checked and know how to operate) a lifejacket conforming to relevant national EN standard and carry CE mark of approval. c) In front (bow) loader boats only manually operated life jackets shall be used.

d) Know the safety procedures, instructions to competitors and potential hazards on the course.

3. KNOWLEDGE OF THE INSTRUCTIONS TO COMPETITORS, SAFETY PROCEDURES AND POTENTIAL HAZARDS - It is not only the coxswain or steersperson who must be conversant with the above, the whole crew must be aware of the instructions etc. and be prepared to put them into practice.

4. CONSIDERATION OF OTHER COMPETITORS - Dangerous situations, damage to equipment and injuries can occur through thoughtless acts. Every year there are several complaints about a crew's chances of winning being ruined when other competitors have deliberately not given way the racing line. There have also been examples of crews having finished the race and when returning to the landing stages have impeded racing crews through ineptness and lack of concern for others. There are however instances each year when dangerous situations have been avoided through warnings being shouted by competitors to other crews, particularly in coxless craft.

5. CONSIDERATION TO OTHER PEOPLE – When handling boats to/from the trailer, care must be taken to ensure passers-by are not injured. The cox or responsible person should give instruction to the handlers so as to avoid any accidents. Every effort must be made to keep walkways and cycle paths clear while handling boats off the water.

LRC Derwentwater Head Race – Event Safety Plan

6. IF AN ACCIDENT OCCURS - Competitors can help in the case where an accident occurs by: -
- a) Continuing down the course and informing a safety launch or marshal who will have radio contact.
 - b) Stopping to give assistance where there is someone in difficulty in the water, unconscious, or in danger of being run down by oncoming crews. It is a difficult decision to stop racing, but the priority of us all is the safety and well-being of our fellow rowers and scullers.

7. OTHER POSSIBLE HAZARDS

Derwentwater is a natural environment in which the primary biological waterborne hazard arises from the presence of green-blue algae which is extensive across this and other Lakeland waters. The algae is considered to have a low level of potential toxicity for humans.

If accidentally immersed in lake water avoid swallowing and rinse your mouth as soon as possible. If concerned about potential harm from ingestion of lake water, seek medical attention.

Footwear - boating and landing at LRC is a 'wet' activity with no jetty or pontoon available to access or egress your craft – assume therefore that you may get wet, possibly up to your knees! The wearing of suitable footwear also helps to guard against the possibility of injury from hidden sharp objects on the lakebed e.g. glass or metal cans.