Walton Small Boats Head Safety Plan 2017

The risk of any serious incidents occurring will be reduced by the adherence to these instructions by all competitors and officials. The Organising Committee will seek the advice of the EA 48 hours before the event and will decide if the probable water conditions make it safe to proceed.

Safety Information

Maps of the course are included with Instructions to Competitors and Officials which give details of the positioning of crews at the start, the course to be steered, the circulation of finishing crews and positions of Marshals, Umpires, Safety Launches and First Aid posts.

Accident And Emergency Procedures

A Marshal or Umpire seeing an incident will deal with it as his/her first priority and the Chief Umpire must be informed by radio. All parts of the course are under observation by at least one Marshal or Umpire.

***NOTE:** a capsize does not necessarily warrant a radio call of "Emergency" unless there is a clear need for immediate help from a Safety Launch.*

- The nature and location of the incident and the assistance required must be stated.
- The safety of the crew becomes the main concern until such time as the reporting Marshal/Umpire is satisfied that the crew is not in danger.
- It should be quickly ascertained if possible and reported whether all crew members' feet are free of the boat.
- Approaching crews must be warned to take avoiding action.
- The crew should be assisted if possible to tow their boat to the bank.
- It should be considered whether further assistance should be summoned by radio, including medical assistance, this usually being co-ordinated by the first-aid trained personnel at the scene.

Stopping the Race

In the event of a serious incident on the course making it unsafe to continue racing, any Umpire (or the Starter) may stop the race by verbally instructing crews to "STOP RACING".

Each Umpires' first responsibility is to the crews in their reach of the course; having ensured those crews have understood and reacted to the instruction to stop racing, they will then contact the Chief Umpire by radio (or phone) with a brief report that they have stopped the race, and why they have stopped it.

The Chief Umpire will relay the message to all other Umpires (and the Starter), who will then immediately stop the race in their reaches using the command "STOP RACING". The Chief Umpire will use the following message: "ALL STATIONS, RACE CONTROL. STOP THE RACE. I REPEAT. STOP THE RACE. ALL STATIONS ACKNOWLEDGE. OVER". Acknowledgements begin with the Starter and work up the course.

Unless circumstances dictate otherwise, crews will be instructed to return to their boating areas, following normal navigation rules.

Rescue, First Aid and Assistance

Five safety launches, each carrying a qualified First Aider as crew, will be stationed along the course in the positions shown on the full course map. If a launch crew sees an incident they should deal with it as a priority, keeping the Chief Umpire informed. A rescue launch attending an incident should be aware of the effect excessive wash can have on other crews. First Aiders will be in attendance in marked vehicles at Walton Rowing Club, Cowey Sale and Elmbridge Canoe Club.

There are landing points where casualties can be brought ashore with ambulance access: Walton Rowing Club, the Anglers Wharf, Cowey Sale and Elmbridge Canoe Club.

Man Overboard and Capsize

If a sculler or crew capsizes, others must steer clear whilst those in the water should stay with their boat. While the nearest Marshal or Umpire summons assistance, the sculler or crew should attempt to get themselves and their boat to the nearest bank, straddling the boat to get as far out of the water as possible.

Safety boats or marshals rescuing capsized competitors should leave the capsized boat in a safe position and take the competitors directly to the nearest landing point. 1st Aid should be called if necessary and the emergency contact of the club of the capsizer contacted. Race control will have a list of these.

Communications

Radios will be located with all Marshals at the start, the Starter, in safety launches and with all Umpires. Correct voice procedure should be used as detailed in the Instructions to Officials.

Race Umpires are to have mobile phones turned on, numbers being made known to the Chief Umpire before the start of each division.

Note that during an incident the radio network must be kept free from traffic, i.e. most users keep silent, except for the person on the spot handling the situation and those with whom he chooses to communicate.