

Egham Amateur Regatta

Safety Plan with Competitors and Officials Instructions

Reviewed 09/06/19

The primary consideration of Egham Regatta is the safety of all crews, officials and spectators involved with the event and the protection of all children & vulnerable adults. **The following information defines key Regatta rules, procedures and guidelines, which must be fully adhered to by all regatta crews and officials.**

Egham Regatta has always considered itself to be a regatta primarily for juniors. Coaches, please ensure that crews are competent enough to steer themselves down the Egham gentle 'S' bend course that can be challenging for a beginner or inexperienced coxswain. Umpires will only intervene under the British Rules of Racing for Safety

The following information is given as required under the British Rowing Row Safe - Guide to Safe Practice in Rowing:

Regatta Safety Adviser	-	Paul Crooke , stationed Judges Finish Tent and monitoring on the Regatta radio network and will co-ordinate any safety incidents alongside the Race Committee Chairman
Welfare -		Howard Lawes – Monitoring the radio network
First Aid (Medic)	-	Paramedics stationed by the Wraysbury Skiff & Punting Club car park and monitor the Regatta radio network
Safety Launches	-	Two boats will be stationed along the course and both monitor the Regatta radio network
Race Control –	-	Mike Newsome (Chairman of Race Committee) - Located, at the Judges Finish Tent will co-ordinate all aspects of the Regatta, and will monitor the Regatta radio network and will co-ordinate any incidents that occur

Race Control has access to a telephone which can be used to call the Emergency Services on '999' and all such requests should be made by radio to Race Control.

EMERGENCY SERVICES (if required) can be advised that the Regatta is located at **Riverside, Egham, off Runnymede Pleasure Grounds**. The post code of the Wraysbury Skiff & Punting Club is **TW20 0AA**. The nearest public telephones are located at the entrance to the car park of Runnymede Pleasure Grounds and there is a private telephone available halfway down the course at Nichols Boatyard.

General notes:

- Clubs must make their own safety arrangements for any activities before or after the day's racing.
- Minors need to be supervised with a high degree of vigilance and anticipation. A higher standard of care is expected of coaches and others when acting *'in loco parentis'*.
- Egham Regatta takes place on a public stretch of the River Thames and towpath and competitors may be photographed by third parties that the Regatta has no control over.
- Any minor that goes missing or who is unaccounted for, should be reported as soon as possible to the nearest Race Official who will take appropriate action and/or organise a public announcement.
- Report all accidents and incidents to the Safety Adviser at Race Control. Crews should also maintain their own Club records as well. **Accidents must be reported immediately and an Incident Report Form, obtained from Regatta Control must be completed and handed to the Regatta Safety Adviser.**
- Upon registration at Raft Control/Control Commission, inform Regatta officials of any pre-existing medical conditions known to apply to any competitor and which may be exacerbated by strenuous exercise.
- Provide the name of a 'responsible adult' together with an emergency contact number for each minor competing in the event.
- First Aid will be stationed near the enclosure area and rescue launches will be on the water at all times during racing and for a short period before and after.
- **All casualties where necessary will be immediately transferred to the nearest Accident and Emergency Department unless advised otherwise by a 'responsible adult'.**
- Umpires and Marshals will be equipped with radios via which they are able to communicate with the rescue and safety services. **If you have any issue of safety then please bring this to the attention of the nearest regatta official, who will make Race Control and will co-ordinate as necessary**

- It is a condition of racing that all coaches must ensure that all their crews are familiar with the contents of this briefing document and the map of the Regatta course.

Schematic diagram of Egham Regatta Course and its Environs

NOTE: The area up stream of the rafts can be used for warm up and warm down **only** if conditions permit. This area is NOT patrolled by a Regatta safety boat.

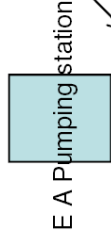
BERKSHIRE STATION

BEWARE – Willow Tree causes navigation hazard!

Two safety boats will be positioned along the course

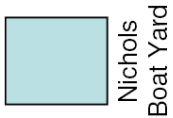
Crews to use Navigation Channel with other river traffic to proceed to Start –
NO FIRM PADDLING OR STARTS IN CHANNEL!

TURNING MARSHAL



Bell Weir

DANGER

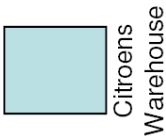
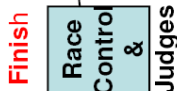


STAKE BOATS

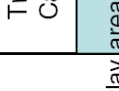
START MARSHAL



SURREY STATION



WSPC – Bar, Refreshments, Prize Giving



Finish

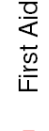
Buoyed Course

Start

Boat marshalling area

Bell Weir Lock cut.

DO NOT ENTER



To Windsor

A308

To Egham and Staines



1. Car and Boat Trailer Parking

Note: Cars and boat trailers must not be parked in the Wraysbury Skiff & Punting Club car park.

Access to the Regatta is through the cafe car park on Runnymede Pleasure Grounds with parking for cars and boat trailers in a reserved roped off area. Cars and boat trailers will be parked in separate sections.

Note: parking outside the roped off area is subject to a pay and display fee

Boat trailers should be parked in an orderly fashion as directed, with consideration given to access to the boating rafts, and keeping the entrance/exit clear for other competitors and first aid access.

Access may be gained to the reserved parking area up to 9.00 p.m. on the night before the Regatta however, there will be **NO** security provided and the Regatta Committee and Runnymede Borough Council do **NOT** accept any responsibility or liability whatsoever for boats and equipment left in the boating area.

If you intend to deliver your boat trailer during the day before the Regatta, when it is unlikely that there will be supervised parking, please park considerately.

As the Regatta runs 3 divisions, it is advised that boat trailers are delivered in time for division 1, even if there are no competitors in that division, to ensure the boat trailer can be parked along with the others.

The Runnymede Pleasure Grounds will be shut at 9.00pm on the day of the regatta and we request that all cars, towing vehicles and boat trailers should be removed by this time.

The Committee is unable to provide boat racks; competitors should bring their own trestles. When leaving blades on the grass, please ensure they do not cause an obstruction, trip hazard or could be damaged.

2. Timetable of Racing

The programme of racing has been designed to have no crews doubling up within each division, although there could be boat and coxswain sharing. The timetable of racing has been compiled making allowance for boat sharing and coxswains doubling up, where notified on your entry forms.

The Committee regrets that it cannot entertain any requests for amendments to the Regatta Programme.

3. Prize Giving

Prizes will be presented after the completion of each division. Please listen for PA announcements. Prizes will only be given on presentation of a winner's ticket, which will be given once British Rowing membership cards for the crew have been checked and updated as required. This will be done by Control Commission. **IF NO BRITISH ROWING MEMBERSHIP/PHOTOGRAPHIC ID CARD CAN BE PRESENTED ON THE DAY THEN THE CREW WILL BE UNABLE TO COLLECT THEIR PRIZE. PLEASE ENSURE YOU HAVE YOUR RACING MEMBERSHIP CARD WITH YOU ON THE DAY. THIS WILL BE AT THE DISCRETION OF THE ORGANISING COMMITTEE**

4. Regatta Enclosure

The Wraysbury Skiff & Punting Club (WSPC) will provide facilities for the Regatta including male and female changing/shower facilities and toilets. There is also a disabled toilet at the Club and general disabled access.

Refreshments and a licensed bar will be available all day in WSPC. A good view of the finish can be obtained from this area. There will be additional porta-loos near the Wraysbury Skiff & Punting Club car park.

There is a towpath along the length of the course but supporters should be mindful of local residents and other members of the public. **NB: CYCLING IS NOT PERMITTED – COACHES & SUPPORTERS RISK PENALTY FOR THEIR CREWS IF THEY BREAK THIS RULE. PLEASE DO NOT CONGREGATE TO WATCH ON THE BRIDGE BY BELL WIER BOATYARD**

5. Race Control

Race Control will be situated by the finish in the gazebo and will display a list of all results. All enquiries, incidents or complaints should be registered here. Race control consists of the Chairman of the Race Committee with the assistance of the Safety Advisor.

Race Control maintains a radio network for the day. **All radios on site will be on the same channel and in direct contact with Race Control.** There are spare radios and chargers should any fail during the day. During an emergency, there is to be radio silence apart from "*Command*" in Race Control (*Chairman of the Race Committee or the Safety Advisor*) who will co-ordinate the response to an incident and those to whom Race Control is

contacting. If racing is suspended only the Chairman of the Race Committee can continue racing when it is safe to do so in discussion with the safety advisor and any umpire involved at the incident on the water.

6. Boating / Landing / Control Commission

Competitors must report to Control Commission in the boating area with their opposition at least half an hour before the time of their first race so as to ensure that they arrive at the start, ready to race no later than 2 minutes before the scheduled start time of their race. You will only be allowed to boat if you boat at same time as your opposition.

To aid identification when boating and at the start, **race numbers must be worn on the back by single scullers and by the bow in crews**. Separate numbers will be issued for each division. Please collect your number from Control Commission.

Control Commission will weigh coxswains, who must weigh at least 45kg for all J15 or younger events and 50kg for WJ16 and J16 events. Coxswains are responsible for supplying their own dead weight where necessary. Coxswains will be given a weight certificate that they must carry at all times and present to an official if requested.

Control Commission may do random spot checks of boats to monitor compliance with the British Rowing Row Safe - Guide to Safe Practice in Rowing and those boats not meeting any aspects of the mandatory part of the code or the British Rowing Racing Rules will not be allowed to go afloat. **All boats are expected to display an appropriate boat identification code.** Coxes must wear an appropriate serviceable lifejacket that is worn correctly and they must be familiar with its operation. It is the **CREW'S** responsibility to ensure that their boat/crew meets these requirements and should they consequentially be required to correct any shortcomings and be late for their race, such delays will not avert them receiving an official warning or the race starting without them. COACHES- PLEASE ENSURE THAT YOUR BOATS COMPLY WITH THE BRITISH RULES OF RACING AND THAT FOOT PLATES AND HEEL RESTRAINTS ARE COMPLIANT. IE, QUICK RELEASING AND SINGLE RESTRAINTS ON EACH SHOE

British Rowing event competitors must bring a valid British Rowing Racing Licence/points card to the regatta. These will be checked and any competitor who cannot produce a valid Racing Licence may be disqualified. IF PHOTO IDENTIFICATION CAN NOT BE SHOWN THEN THE REGATTA WILL BE UNABLE TO GIVE THE COMPETITOR THEIR WINNING POT

All boating and landing activity for 4X+ and 2X will be from the 2 boating rafts, while 1X will use the sculling rafts. All rafts are located adjacent to the Runnymede Pleasure Grounds. Raft Marshals will control this activity.

Every effort will be made so that crews are paired up by the Raft Marshals with their competitors **before** getting boated. It is imperative that crews only go afloat after being authorised to do so by the Raft Marshals to avoid unnecessary waiting time on the water or at the start.

Crews are requested to move promptly away from the landing stages as soon as it is safe to do so to allow following crews to get boated or land. Crews must keep a lookout for leisure craft coming from both directions and for other crews returning to the rafts

7. Egham Regatta Environs and Boat Circulation Plan

All participating clubs have been issued with a schematic diagram and a course map.

These clearly illustrates the boat circulation pattern applicable to the Regatta, the hazardous areas of the river and the upstream/downstream limits of the course as applicable to all regatta crews. Also marked is the general location of the Safety Boats. This information will also be posted on notice boards at the landing rafts.

Crews are not permitted at any time during the regatta to go into Bell Weir lock cut or to warm up on the Course.

Crews waiting to race must remain in the boat marshalling area at the start within calling distance of the Start Marshals.

Any crews choosing to warm up or warm down upstream of the Regatta course do so at their own risk, as although there may be a safety boat patrolling this area, it is not provided by the Regatta and it's primary concern is the safety of bathers and members of the general public visiting Runnymede Pleasure Grounds. **THE REGATTA COMMITTEE RESERVE THE RIGHT TO FURTHER MODIFY THE LOCAL NAVIGATION RULES BY PUBLIC ANNOUNCEMENT IN THE INTERESTS OF SAFETY & MAY PROHIBIT CREWS PADDLING UPSTREAM IF CONDITIONS ARE CONSIDERED UNSUITABLE.**

The 650 metre course will be buoyed in the middle of the river, meeting the requirements of the Environment Agency. This allows for the Navigation Channel on the Berkshire (far) bank of normal river traffic & crews going to the Start. Non-regatta river traffic and racing crews moving to the start will be directed to use the navigation channel by signs positioned at either end of the course. All traffic must keep to the right of the Navigation Channel.

Extra care must be taken in the buoyed Navigational Channel. This section is relatively narrow and will be shared with other non regatta craft travelling in both directions. Crews proceeding through the navigation channel should do so slowly and without stopping.

Overtaking, full pressure paddling & practice starts are NOT allowed in the navigation channel; crews disregarding this notice may receive an official warning or even disqualification.

8. The Start

It is the competitors' own responsibility to boat in sufficient time for their race. Crews are recommended to allow at least 20 minutes getting from the landing stages to the start.

Crews must follow the instructions given by the Start Marshals and the umpires at the start, both of whom will be proactive in getting matched crews in the holding area onto the start, possibly before the official race time. All crews must display their crew racing number clearly.

All races will normally be started without reference to absentees.

Races will be started according to British Rowing Racing rules. Each race will be followed by the Race Umpire in a launch.

9. The Course/Racing

The following notes are issued to all competitors and officials in an attempt to ensure uniformity of interpretation as to a boat's proper course

- a) Marker buoys define the course. The course will be buoyed for the whole length on the Berkshire (far) station and on the Surrey (near) station approaching Nichols Boatyard and the finish.
- b) The 650m course is in the shape of a gentle 'S', going out past Nichols Boat Yard and back in again past 'Citroens Warehouse'. Scullers should be aware of their own steering; however umpire launch drivers will be instructed to steer in the middle of the course and can be used to steer off
- c) The umpire will warn competitors of an impending dangerous situation, but otherwise will not assist in steering scullers
- d) **Crews do not have to row over the course if their opposition scratches unless it is a final. However if the crew is at the start then it will have to Row Over the course.**

10. The Finish

The finish is at the Wraysbury Skiff and Punting Club.. A bell will be rung as the first crew passes the line. Races resulting in a dead heat will be re-rowed immediately. The umpire who took the dead heated race will umpire the re-row and start it from a position at the side of the course with both crews level.

11. Local Rule: Re-Rows

The Thames Regional Umpires Committee has approved the following modification to the re-row rule for the regatta:

Re-rows that arise from incidents that occur before the boatyard on the Surrey bank shall take place from the start, whereas in races other than finals re-rows that arise from incidents after the boatyard shall take place from the boatyard, with alignment by the race umpire. A re-row of any final shall take place from the start.

12. Further Notes for Officials:

Umpires and officials are instructed to give priority to any incident on the river, to the extent of abandoning their umpiring duties if necessary to render assistance to preserve life or some such similar situation until a safety launch arrives at the scene. The umpire should direct safety operations until they are satisfied that the safety launch has assumed control.

People involved with an incident must bear in mind the location to which the injured are to be put ashore so that the paramedics can get to them as quickly as practicable. **The boating rafts or the Wraysbury Skiff & Punting Club are the best location to put injured ashore as the Paramedics will be based near there.** There is nowhere else along the course that is ideal for either putting people ashore or ambulance access though vehicular access to the river is available at Nichols Boatyard (Bell Weir Boats).

It should also be noted that because of the high river banks it is not practical to get out of the river unassisted along both sides of most of the course. **In event of capsizing, competitors should stay with their boat and wait to be rescued by the safety launches. The Safety advisor will meet and ensure that competitors are ok after they have been rescued.**

In the event of an electrical storm, racing will need to be postponed or abandoned. Notification will be relayed by radio to all race officials and no further crew should go afloat until further notice. The priority must be to get all crews ashore and to safety as soon as possible. Accordingly, crews should de-boat and clear the rafts for other crews to do likewise. Crews should then seek appropriate shelter either within cars or buildings but not under trees, umbrellas or gazebos, etc. Racing should not resume until the “Flash / Bang” count between lightning & thunder exceeds 30 seconds or until at least half an hour after the last Flash / Bang, whichever comes first.

In the event of a land based incident (ie:Fire) or should the Emergency Services require the evacuation of any regatta facilities on land, all race officials who are ashore should help direct the public to safety. Any competitors still afloat should **not** de-boat until directed to do so by the Emergency Services & those officials & safety boats that are also still afloat should remain afloat & marshal/support any crews still on the water.

WHILE EVERY EFFORT HAS BEEN MADE AND CARE HAS BEEN TAKEN IN THE ORGANISATION OF THE REGATTA, THE REGATTA ORGANISING COMMITTEE, RUNNYMEDE BOROUGH COUNCIL AND THE WRAYSBURY SKIFF & PUNTING CLUB DO NOT ACCEPT ANY RESPONSIBILITY FOR LOSS OR DAMAGE TO PERSONAL PROPERTY OR PERSONAL INJURY SUSTAINED AT THE REGATTA.