

Bridgnorth Regatta Emergency Response Plan

RADIO CHANNELS:

- Channel 1: Race Control, Umpires and Race Officials, Safety Advisor, Safety Launches, First Aid
- Channel 2: Race Control, Marshals

All safety boats will be manned by an RYA L2 qualified driver plus a qualified first aider, and will have with them a fully stocked launch safety kit and first aid kit.

On land first aid will be provided by qualified first aiders with fully stocked first aid kits and equipment.

The safety boats and on land first aid will be in constant radio contact on channel 1 – contact can be made via race control.

THE ROWING CLUB ADDRESS IS:

**Bridgnorth Rowing Club
Boat house
Severn Park
Bridgnorth
WV15 5AD**

Entry via Severn Park

COORDINATES ARE:

OS X (Eastings): 371985

OS Y (Northings): 371985

Lat (WGS84): N52:32:13 (52.537014)

Long (WGS84): W2:24:52 (-2.414461)

Nat Grid: SO719933 / SO7198593320

There will be a phone available for use at Race Control

EMERGENCY CONTACTS:

Emergency Services: 112 or 999

Police Non-Emergency: 101

Bridgnorth Police Station: 101 5309

Wenlock Road, Bridgnorth, Shropshire, WV16 5BB

Bridgnorth Hospital: 01746 762 641

Northgate, Bridgnorth, Shropshire, WV16 4EU

Princess Royal Hospital (Telford): 01952 641 222

The Princess Royal Hospital, Apley Castle, Apley, Telford, TF1 6TF

GENERAL SAFETY NOTES

1. In the event of an incident, the first duty is to the safety of the competitor or any persons in difficulty.
2. The nearest umpire or marshal is to report any incident immediately giving clear concise details of the incident over the radio, keep it brief, full details can be recorded later.
3. The Safety Advisor will record as much detail of the incident as possible and report back to the Club, Region and British Rowing (dependent on severity), after the event.
4. If racing is required to be suspended then an announcement will be made over the PA system informing everyone, umpires and marshals will inform crews already on the water and issue appropriate instructions as directed by Race Control.
5. Suspended racing will not resume until the Coordinating Umpire and Safety Advisor are satisfied that it is safe to do so. Following suspension of racing a decision to re-start will be made by the Co-ordinating Umpire and Safety Advisor only. Both must agree it is safe to restart. In the absence of agreement racing will remain suspended.
6. Should the weather become inclement to an extent that this adds extra risk either on or off the water this must be reported to the Coordinating Umpire and the Safety Advisor. They will immediately assess the situation and take any action they consider to ensure the safety of all. This may include suspension and cancellation of racing. All will be advised to seek suitable shelter if conditions demand it. Following suspension of racing a decision to re-start will be made by the Co-ordinating Umpire and Safety Advisor only. Both must agree it is safe to restart. In the absence of agreement racing will remain suspended.
7. All electric storms must be reported. In these circumstances, the Co-ordinating Umpire and Safety Advisor will take any appropriate action to ensure all seek appropriate shelter as quickly as possible.
Provisions laid down in the British Rowing document "Developing an action plan for risk from lightning" are to be followed: "Suspension and resumption of racing should follow the 30/30 rule: racing should stop when the flash-to-bang count is 30 seconds, and should not resume until 30 minutes after the last lightning."

Any competitor that falls into the river under any circumstances will not be allowed to race again until British Rowing's capsize procedure has been followed (showering etc.), dry kit has been obtained and first aid has authorised it.

MINOR INCIDENTS

Collision on water

Safety Boats should be dispatched to deal with the incident. If you are the first to see the collision, and have a radio, report it to the Safety Boats immediately, and then inform the Race Control and the Start that races should be suspended until the incident is concluded and the course is clear. If you do not have a radio, then tell someone who does, or run and inform them yourselves.

Any person with a spinal injury should not be moved. If they are in the water then they should be supported until the Emergency Services arrive.

Capsizes

Inform Safety Boats via radio and also inform Race Control and the Start that races should be suspended. If you have a throw line, and the Safety Boats are not in sight you may use it, but if the rowers (and Cox) are afloat and holding the boat, we recommend you wait for the Safety Boats to attend. Capsized crews should stay with their boat until the Safety Boat arrives unless instructed otherwise. Any person with a spinal injury should not be moved. If they are in the water then they should be supported until the Emergency Services arrive. First aid will check all involved in the incident. Any competitor that has been in the river will not be allowed to race again until all standard capsize procedures have been followed, they have obtained dry kit and have been cleared to do so by First Aid. The Safety Boats will have full control of all first aid, and will decide whether further treatment by the on land First Aid team, or if an ambulance is required.

Off-water injury

The on land First Aid team should be informed either by radio, or should be reached on foot or via Race Control. If the on land First Aid team is already attending an incident, report to Race Control where they can be informed by radio. If they are completely unavailable one of the first aiders in the Safety Boats may be able to attend (although this may mean a suspension in racing while they do so), or one of the qualified club first aiders may assist.

In the event that the Emergency Services are required, Race Control / the Safety Advisor will send marshals to be stationed at the car park gate to prevent traffic leaving the site, and to allow the Emergency Vehicle clear access and direct them to the incident.

MAJOR INCIDENTS

In the event of any major incident or an emergency where there are large crowds, First Aid or the Safety Adviser will radio Race Control and there will be an announcement for any spare members to assist in 'moving on crowds' or installing cordons. Any spare members should report to Race Control, ask where the emergency is, and should take a hi-vis vest and report to the person in charge of the emergency. After this, they should stay on the cordon, and must make sure only authorised personnel enter e.g. First Aid, Police, Ambulance, Fire Brigade. Club members are not permitted in the area due to safety unless they are club First Aiders, or are directly involved.

Event of a Fire

In the event of a fire evacuation of the building should be made via the emergency exits in a quick and safe manner, for any fire outdoors the immediate danger area should be cleared. People should then gather at the assembly point located by Race Control.

First Aid should also be informed to be on standby in sight of the scene in case of casualties, and casualties should be dealt with away from the danger zone. There should be an announcement for members to obtain Hi-vis vests from race control and should go and help cordon of the affected area, and remove crowds. Marshals will need to allow access to the emergency services.

Full-Scale Evacuation

An announcement should be made and all club members should obtain Hi-vis vests from race control and be marshals to ensure everyone is evacuated quickly and safely.

Public Disorder

An announcement should be made for spare members to obtain Hi-vis vests from race control and move to the scene and move crowds away and try to prevent injury. First Aid should be informed to be on standby at the scene, but at a safe distance. Police may need to be informed if serious, but any small public disorder crimes should be reported to Race Control, and the police non-emergency number may be called for assistance.

In the event that the Emergency Services are required, Race Control / the Safety Advisor will send marshals to be stationed at the car park gate to prevent traffic leaving the site, and to allow the Emergency Vehicle clear access and direct them to the incident.