

## **Tyne LDS and Tyne United SBH**

**7<sup>th</sup> October 2023**

### **Event and Safety Plan as at 25-09-2023**

This document should be read in conjunction with the competitions' joint Risk Assessment and its 'Actions to address risks' and numbered references in this document refer to those actions.

#### **1. Introduction**

The Tyne Long Distance Sculling series (LDS) head race in the morning is organised overall by the Northern Rowing Council but all on-site arrangements are co-ordinated by host club Tyne Amateur Rowing Club. Tyne United Small Boats Head (SBH) in the afternoon is organised by Tyne United Rowing Club.

Each competition, morning and afternoon, is organised by a separate organising committee, but with close co-ordination between the two. Contact names in full will be given in Appendix 1 to be produced in the week before the event, when all are known.

The competitions will be run from;

Tyne Amateur Rowing Club, Water Row, Newburn, Newcastle upon Tyne NE15 8NL.

Tyne United Rowing Club, Newburn Bridge Road, Blaydon, NE15 8NR

Newcastle University Boat Club (same address as Tyne United) depending on numbers.

The course for both competitions is the same and is 4.5km approx (with about 500m further at either end for marshalling) and is shown on the accompanying course map. The waters are within the jurisdiction of the Port of Tyne and authorisation is necessary and is being sought on the basis of this and other documents. The river will not be closed to other traffic, but this is very limited.

The competitions are for quads, doubles and singles plus pairs and fours in the SBH. The LDS will be run at 10.30am and the SBH will be run at 2.30pm. Races will be for both adults and juniors. It is not proposed to invite athletes with disabilities.

The extent of safety cover outlined here recognises that junior and relatively novice crews maybe entering. The organising committees will ensure that in the case of seriously adverse conditions, such rowers will not be allowed to row, even if already at the clubs. If already on the water, they will be given extra supervision on the water until back at the host club.

Each competition will be run as a separate time trial. The races will be run under British Rowing's Rules of Racing with local rules relevant to specific hazards such as bridges, to be published in the instructions issued to entering crews through clubs and published online.

#### **2. Planning and preparation.**

Authorisation is required from the Port of Tyne (PoT) and at the time of this version is being sought. PoT requires copies of key safety documents and details of insurance. River closure is not being requested, as commercial traffic is minimal and other potential users will all be notified in advance. The local authorities and the emergency services are informed/consulted as appropriate to the modest scale of the event. Insurance cover is supplied through British Rowing on its standard national policy.

Other river users on this stretch of the Tyne will be informed in advance, with particular emphasis on other rowing clubs, but also others such as Newburn Water Ski Club who operate close by. Rights of way pass through the various club sites at Newburn and warning notices will be put out

on the day warning of activity. Bookings for externally provided launch safety cover and first aid will be made early and confirmed in place a week before.

Careful management of entries is important in minimising the risk of having too many crews on the water. These competitions can attract a very large number of potential entries, but there is a default safety limit of 130 entries per competition. The limit on the day may be increased a little depending on the exact mix of boats racing and will be higher if a large number of single sculls is entered. The key metric is overall boating time.

In drawing up the start orders, care is taken to order crews as far as possible by speed, fastest first, to minimise the need for overtaking (although the river is broad enough for this not to be a major problem). In addition, short breaks will be introduced in the start order within divisions to further reduce need for overtaking.

The overall course map, instructions to crews, access and parking instructions and this safety plan will be issued/published not less than three days before the competition. Detailed circulation patterns at start and finish will be issued in the week before the event, when numbers and likely weather conditions are known.

The organising committees will ensure that resources related to safety are available in-house, on loan or bought in, notably marshalling launches, loudhailers, radios and timing equipment; all to be checked as working prior to race day. The organising committees will prepare task rotas for volunteer helpers and volunteer names and roles will be fully filled out by the Wednesday before the event. Priority will be given as necessary to tasks directly related to safety.

Assistance will be sought from neighbouring clubs in good time if there are insufficient resources at the home club. Volunteers named for key roles, notably launch drivers and water-based marshalls, will be assessed for experience and competence. Written instructions for all volunteer roles and bought in services will be prepared and circulated in advance.

The clubs physically hosting on the day (which ones depend on numbers of entries) will ensure buildings, sites and boating steps are in a clean and safe condition, that toilet and changing facilities are available and arrangements have been made to receive any crews that are wet and/or cold.

### **Action points from Risk Assessment: 1.1-1.8, 2.1-2.9**

#### **3. Weather and water conditions**

Tides times are known in advance, but detailed weather forecasts will not be available until about a week before. During the week preceding the event, the competition safety advisers will monitor weather forecasts each day. They will perform an initial weather assessment on the Monday prior to race day and update this on the Wednesday and Friday. They will keep the rest of the organising committee informed a week before and then daily from the preceding Wednesday, noting not just the weather, but also the likely inter-action of wind and tidal flow.

The organising committees will ensure that participating clubs are kept informed of the prospects for the day via the event secretaries and/or the club web sites. The organising committees will review the need to cancel the event in advance throughout the week if prospects are poor.

If any issues of concern are noted then the organising committees will agree when further assessments are to be made and by whom. The event safety advisers will keep the LDS Secretary and Publicity Officer informed of developments and decisions so that any announcements concerning alterations or the cancellation of either competition.

Conditions along the whole course will be assessed early on race day and the organising committee or delegated officers shall decide if the competitions can proceed as planned or

whether it is necessary or likely that either restrictions on who rows or complete cancellation is necessary at that point.

The safety advisers in conjunction with the Chair of the Race Committees can at any time on the day suspend or cancel racing, either as a whole or for particular classes of entry. Where it is thought possible to run reduced numbers in a competition, particular note will be taken of the possible young age or lack of experience of crews and exclude these first.

Should a risk of thunderstorms and lightning be identified in advance, the organising committee will consider this information and decide whether to cancel early. If lightning occurs on the day, then the 30/30 rule will apply: rowing shall stop when the flash-to-bang count is 30 seconds (or less), and shall not resume until at least 30 minutes after the last lightning. If crews are on the water, they will all be instructed to return to the home club and land there or at one of the adjacent clubs as quickly as possible.

**Action points from Risk Assessment: 1.1-1.3, 3.2, 3.5, 3.6, 3.9, 3.10**

#### 4. **Pre start on race day**

Race Control will be set up at TARC in the morning and TURC in the afternoon. The Race Control for each of the LDS and SBH will take on overall coordination of their competition event, though tasks may be delegated to others with clear reporting lines.

A safety briefing for all participating club coaches and individual rowers may be held before each competition gets underway. The instructions issued to clubs in good time before the event will have contained the same information, except for late changes and up-to-date weather and water reports, so crews should all be well briefed in any case.

The safety advisers will confirm to Race Controls that all safety provisions are in place before advising that boating can take place - notably launch-based marshalls and safety cover. Crews will have been advised that the normal rules of river navigation will be followed on the way to the start, i.e. follow the south bank, but that they do not apply during the race.

For safety reasons no participating crews from Clubs based on the Tyne or from visiting Clubs will be allowed to go for a practice outing or go onto the water before their allocated boating times before either the LDS or the SBH. Any crew that disobeys this rule will not be allowed to race.

Competitors will have been issued with the final start orders before the day. Land marshalls will ensure that these are kept to. Crews presenting after the last boating time indicated will be refused permission to boat to ensure prompt start time, unless Race Control in consultation with other officials agrees otherwise.

Crews are responsible for the safety of their own boats/equipment. Athletes should be prepared to demonstrate to Control Commission observers that the key safety features are in place and effective. Control Commission may undertake spot check inspections of boats prepared by the competitors and shall exclude any boat that fails to meet the standard.

**Action points from Risk Assessment: 1.6, 1.8, 2.5-2.8, 3.1**

#### 5. **Communication including with Port of Tyne and emergency services**

The main means of communication will be by UHF radios. Mobile phones will be a back-up. Appendix 2 with its mobile phone number list and a clear communication protocol will be established by the Wednesday before race day and issued on the day to those who need it in full and key numbers will be available to all on the host club web site on the day.

Port of Tyne's Vessel Traffic Services (VTS) unit monitors and controls all commercial shipping, fishing and leisure movements on the River Tyne. Tyne VTS is operated on a 24 hour basis,

using the call sign 'Tyne VTS', with Channel 12 as the primary maritime VHF radio frequency. Telephone number is 0191 257 2080 and email [VTS@portoftyne.co.uk](mailto:VTS@portoftyne.co.uk).

Race Control will ensure that Tyne VTS on VHF channel 12 or via the phone number above is contacted (a) immediately before the morning event starts, (b) on completion of the afternoon event and (c) in the event of a serious on water incident at any time. Depending on the nature of the incident and whether rescue or just medical aid is required fire, ambulance or police may be called.

**Action points: 1.7, 3.9, 3.14**

#### 5. **Standard procedures on the water**

For each competition the start marshalling launches will precede the first crews to boat down the river to the start marshalling areas. The safety cover launches and bank monitors will also be deployed along the river in accordance with the course map accompanying this document. All will report to Race Control when in place and the marshalling launches shall give regular reports on how the start marshalling is progressing. All launches will check for debris en route and clear or ask Race Control to allocate another crew to clear.

Race Control will check with all marshalling and safety launches, umpires, race monitors and finish officials that they are in place before asking the start marshalls and start umpire to initiate the race. The race course should be clear of all but marshalling and safety launches at the time of the start. However, if a racing boat is held back for any reason and is on the course when the start is ready, the start umpire will take advice from Race Control and others and may start the race if advised the boat is in a safe position off the main line.

Should a commercial craft, powered pleasure boat or other river user be likely to interfere with the racing appear (most likely from downstream), the nearest water-based marshal shall approach the craft and request it to turn around or wait. If the boat master refuses to do so and proceeds, then advice should be given that doing so may contravene Port byelaws by endangering others. Race Control and the start umpire should be informed immediately and if necessary racing should be suspended.

**Action points from Risk Assessment: 1.8, 2.5, 3.1-3.8, 3.15-3.17**

#### 6. **Emergency procedures on the water**

In the event of an incident occurring, it should be within sight of a safety launch and the launch will respond immediately. If a crew not involved believes an incident has not been spotted, they should report to the next safety launch. The launch crew should deal with the incident as necessary and advise Race Control of what is happening. Race Control will call the emergency services should this be advised by the safety launch.

The safety launch can decide whether to evacuate the rowers affected immediately or hold until all crews are past. If the incident is serious and immediate evacuation is necessary, then Chair of the Race Committee or the safety adviser in conjunction with others may decide racing should be stopped immediately or other appropriate action taken to safeguard all on the river.

The safety launch may take any appropriate action without consultation with Race Control if needed urgently to safeguard crews or others. Racing can be restarted if deemed safe by those directly involved in attending the incident. Evacuation should be to Gateshead CRC at Derwenthaugh if clearly the safest option for incidents in the lower part of the course or to the clubs at Newburn (a maximum of 4.5km away) otherwise. Adverse wind or tidal flow conditions should be taken into account.

All actions will be monitored and logged by Race Control.

**Action points from Risk Assessment: 3.7-3.9, 3.12, 3.13**

**7. Competitor and entering club responsibilities**

The responsibilities of and precautions taken by the host clubs are outlined above and in the Risk Assessment. Competitors must take some responsibility for their actions, and they should be advised as such by their own clubs through coaches or otherwise. Coaches of juniors in particular must ensure that all competitors are fully briefed before the competitions on the instructions to crews and on the day of any further information from the briefings.

The instructions to crews will emphasise two things for competitors and coaches to consider. Firstly, that all crews should have sufficient strength and experience to row a 4.5km race on a large tidal river. And secondly, that as the event is taking place in October, the weather could be cold and/or wet and suitable clothing to wear at the start should be carried. Competitors and clubs should be aware that they may not be allowed to boat or race if these expectations are not met.

Club volunteers under the supervision of the Head of Control Commission may undertake spot check inspections of boats prepared by the competitors and shall exclude any boat that fails to meet the standard. As far as possible competitors will be given time to rectify faults. Participating clubs are asked via the Instructions to Crews to check all standard safety items on every boat before loading and again on the day before proceeding to the steps.

Competitors through coaches or directly should make themselves familiar with the national Rules of Racing as they apply to head races and to any local rules published, most notably the need to use only the middle arch/es of bridges during racing.

**Action points from Risk Assessment: 1.8, 2.4, 4.3**

**8. Vehicle parking**

Other than host club and race officials, only trailers and towing vehicles can park at TARC and TURC. Car parking for crews boating at TARC is available at a public car park further along Grange Road opposite (but not at) Newburn Activity Centre. For those boating from TURC on the south bank competitors can use Newburn Bridge Approach Road alongside the club but not blocking the entrance. Parking for cars will also be available at NUBC on a first come first served basis.

The Highway Authority for Newburn asks that no vehicles should be parked in an obstructive manner on road, footpath or verge and must observe all signed restrictions. Consideration must be made with regards to access for others on roads and footpaths when parking. Those attending will be asked to give especial consideration close to the residential areas off Grange Road near TARC.

The *instructions to crews* mentioned above will include these parking requirements and requests. A map showing all the relevant locations will also be issued. There will be no special direction signs.

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