

Head of the Trent Regatta

Regatta Safety Plan 2021

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Safety Plan

Head of the Trent Regatta (HOTR)

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1. Introduction

Welcome to the Head of the Trent Regatta hosted by Peterborough Rowing Club. We hope you and your club have a safe and fun day of racing and festivities.

This Safety Plan is an important document that should be reviewed by all coxswains, coaches and single scullers to ensure participants are aware of the procedures and protocol that is followed by race organizers. There is also a separate Covid Protocol document that should be reviewed and shared with regatta attendees to ensure safety of everyone involved.

A copy of this document was submitted with the sanctioning of this regatta and is in accordance with the RowOntario and Rowing Canada regulations for hosting and running a regatta of this size. Digital copies of this document are available on the Head of the Trent Regatta website as well as the Regatta Central registration page.

This document is reviewed annually by the regatta organizing committee and is provided to any on site medical professionals.

While racing is underway there will be 12 stationary or roving safety boats, 4-5 Rowing Canada Umpires on course and several additional regatta appointed officials at the Start, Finish, canal Entrance & Exit, PRC (east) Docks and AD (west) Docks.

All Safety boats are equipped with a loudhailer, radio, required Ministry of Transport Safety Equipment, first aid kit and safety blankets.

2. Safety Procedures & Preventive Measures

2.1 Safety Instructions & Information for Competitors

Equipment

It is the responsibility of the crew to ensure their equipment is in good working order before brining the shell to the docks for launching. Umpires will check for a secure bow ball, heel restraints, and proper bow numbers.

Coxes/Bow persons

All coxes/bow persons should be aware of the course traffic pattern, start procedure, rules of the regatta and have a working cox box before arriving at the docks for launch.

River Hazards

The course travels along natural and man made shoreline that has inconsistent depths near the shore, it is advised to give all natural shorelines a minimum 6 foot birth to reduce the risk of equipment coming in contact with submerged or semi submerged debris. Once north of the canal there is added risk due to the varying currents headed toward the dam. A course map is available online and any areas of risk should be marked by buoys.

Bridges and Narrows

There are 3 bridges on the race course with an additional bridge at the far end of the Warm-up area. For all bridges there is only 1 centre span making bridge navigation very straight forward. HOTR Course rules are available online, see section (I51 – 88).

2.2 Safety Rules

In the event of capsize

The whole course is monitored by safety boats that will respond to a capsized shell, in the event of a capsize where rower(s) is able to right the shell and continue rowing without assistance from a safety boat they are permitted to finish the race if they wish. If an athlete is unable to complete the race they can flag down a safety boat and ask for assistance if required.

Know the rules

All participants should review regatta rules so they are aware of any potential hazards and penalties.

Our safety goals are always better realised when supported by knowledgeable participants.

If you see an accident please report to the nearest safety boat or official immediately, who will take action or alert the rescue services by radio as necessary.

Umpires, marshals and officials will be the initial public contact points for reporting of emergencies. Marshals will wear a high visibility jacket for identification at all times.

This Safety Plan is distributed to umpires and other regatta officials by the Regatta organising Committee.

Full Regatta Rules are available online at www.hotr.ca

2.3 Safety Boats and Zones

There are 12 Safety boats on the waterway while racing is underway. These safety boats are positioned in Zones along the course and are designated in the following ways when being hailed over the radio:

| | | |
|-----------------|---|--|
| Zone 1 (Yellow) | – | #1 Past Finish Marshalling boat |
| | | #2 Finish Line |
| | | #3 Returning Lane Cross Over |
| | | #4 Library Corner |
| Zone 2 (Pink) | - | #5 Dam |
| | | #6 Canal Exit (North Side) |
| | | #7 Canal Entrance (south Side) *Umpire in Boat |
| Zone 3 (Blue) | - | #8 Floating between Point and Red/Green Buoy |
| Zone 4 (Red) | - | #9 Floating at the Wires |
| Zone 5 (Purple) | - | #10 Floating around 250m marker (Pontoon Boat) |
| Zone 6 (Green) | - | #11 Floating between Parkhill Rd. and the WALL |
| Zone 7 (Orange) | - | #12 Floating between Start and Quitters Bay |

For details map please see Appendix #1

2.4 Medical Assistance

First Aid

Anyone needing First Aid while on land in the spectating areas or boat compounds can contact Trent First Responders by phone at (705) 748-1333.

There will be a hired EMT on site and will remain on the PRC side of the river. The best way to seek EMT help on the PRC side is to go to the second floor of the PRC Boathouse. EMT will be clearly stationed at the front of the boat bay. On the Athletic Centre side of the river go to the Gray Truck to ask for First aid help and EMT will be dispatched or visit the Athletic Centre Front desk.

Emergency

In the event transportation is required to a Hospital the nearest Emergency unit is at the **Peterborough Regional Health Centre 1 Hospital Dr, Peterborough, ON K9J 7C6**

Emergency: Fire, Police, Ambulance: 911 from any telephone.

Key Personnel

| | | |
|---------------------------|--|-----------------|
| Medical Officer: | EMS hired, contact via control or mobile: | 705 768-3878 |
| Safety Officer: | Ken Hoard, contact via control | Contact control |
| Regatta Chair: | Neil Horne, contact via control or mobile: | 705 313-5790 |
| Trent First Responders: | First Aid Services call: | 705 748-1333 |
| Chief Umpire: | Judy Sutcliffe, contact via control. | Contact control |
| Peterborough Rowing Club: | General Line | 705 748-0462 |
| COVID officer | Nancy Fischer | |

****In the event of an on water emergency please **first** contact the Regatta Medical Officer to ensure the appropriate recourses are dispatched and protocol is followed ****

2.5 Incidents – Collisions & Capsizes

Prior to the start of the race: if a crew or sculler has a collision or capsizes they should first notify the closest safety boat if the safety boat has not already responded to the incident. If a crew or sculler is unable to continue to the start and must withdraw from the race they must consult with a safety boat on how to safely travel back to the dock area. Depending on the location of the crew or sculler and the severity of injuries or damage to the equipment the safety boat may transport athletes separately or guide the crew back to the docks for added safety as they will be travelling against the flow of crews.

Once the race has started: if a crew or sculler has a collision or capsizes they may continue racing as long as they have not received assistance from a safety boat. If equipment is damaged to a point that is dangerous to continue to row the sculler or crew should try to clear their boat from the race course and wait for a safety boat to assist in recovery and first aid. See During race rules section (I 66-70)

Rowers must **STAY WITH THE BOAT** until a safety boat arrives to provide assistance.

2.6 Incidents – Extreme weather conditions & other threats

The Regatta Chair will work with the Chief Umpire and the Safety Officer to monitor the weather to ensure that conditions are safe and will suspend or delay racing in the event that Temperature, Wind, or other storm conditions place the participants beyond a manageable risk level.

The Regatta Chair will use the public-address system to notify crews in the trailer compounds if there is any change to the racing schedule due to the weather conditions. The Regatta Chair reserves the ability to amend the racing schedule to maximize racing opportunities while taking into account the weather conditions. If there is a weather related change to the schedule beyond slight race delays the Regatta Chair will call a coaches meeting to present a solution for the remainder of the regatta, which may include cancelling all remaining races.

2.7 Pre-inspection

Approximately 1 hour before the start of the first Division's first race the Safety boats will travel the length of the waterway, paying particular attention to the race course itself, inspecting it for any hazards or obstructions. They will report any issues back to the Regatta Chair via radio who will assess the threat and act accordingly. Dock Marshals will inspect their landing areas and communicate back to the Regatta Chair if there is any safety concern in the launching and landing areas.

Throughout the day all regatta volunteers (safety boat operators, dock marshalling staff, start and finish personnel, Umpires, and the Regatta Key Personnel will be on the look out for any potential risks to safety for all regatta participants and spectators and will bring any issues to the attention of the Regatta Chair or Safety Officer.

2.6 Instructions

Umpires are all provided with the Umpire Roles for Head of the Trend document (Appendix 2) Safety boat Drivers will have a copy of the HOTR safety boat Zones and Protocol taped in a waterproof sleeve to the bench seat of each safety boat.

A representative from each club is required to attend the remote ZOOM coaches meeting on Friday Oct 1st at 7pm. Links will be sent to all parties who submit entries through Regatta Central.

Competitors should all familiarize themselves with this document and the 2021 Head of Trent Regatta Rules document at www.hotr.ca

3. Communications

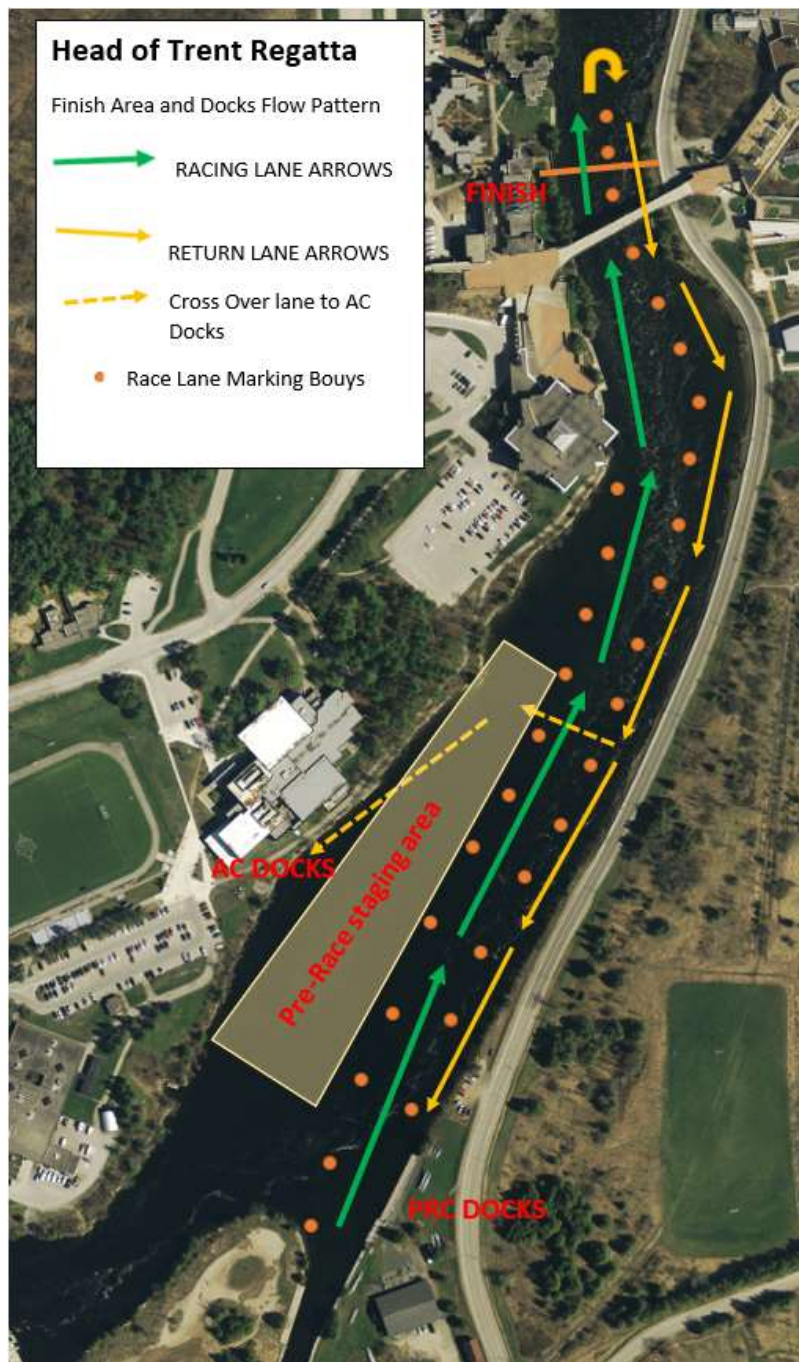
Safety boats are provided with radios operating on a specified channel to be determined the morning of the regatta by the Regatta Chair. All radios should be pre-set and locked to the appropriate channel.

Radio etiquette shall be maintained at all times and only relevant event information shall be relayed by radio. For more complex conversations it is suggested that cell phones are used to allow radio channels to stay open for other emergency calls.

The third line of communications is through the amateur radio club personnel stationed at the Start, Finish, PRC docks, AC docks and Pontoon Boat on course.

The PA system will be used to communicate with crews in the trailer compounds and Megaphones will be used on the course to communicate to crews.

4. Circulation Pattern



The Head of Trent course is designed to have crews only travelling in 1 direction at a time to reduce collisions and obstructions. Once the canal has been opened for Southbound traffic crews can proceed towards the start line where marshals will be waiting to organize them in start order. Once all crews have arrived at the starting area the traffic flow pattern will reverse with all crews travelling Northbound towards the finish line. Once crews finish the race they must observe the well supervised flow pattern shown here as they return to the docks, careful not to impede any crews still racing on the course.

It is very important that crews either waiting in the Pre-Race staging area or travelling along the East Bank of the river back to the Docks do not cross over the line of markers that define the racing lane. Time penalties can be assessed if crews violate this rule (HOTR Rules - Section I returning to the dock)

Crews needing to cross the course to return to the AC (west bank) Docks must do so at the

marshal stationed along the bank with the clear direction from the marshal to do so.

5. Emergency Action Plan

5.1 Purpose

This Emergency Action Plan sets out mitigation and procedures in relation to an emergency which represents a general threat to Regatta participants.

5.2 Responsibility

Responsibility for actions in the event of an emergency rests with the Race Committee. These individuals will carry radios at all times.

Hierarchy of responsibility – contact in descending order

- a. Neil Horne (Regatta Chair) – 705 -313-5790
- b. Mike Nevills (Regatta Assistant) – 705-875-3887
- c. Jurgen Schubert (Regatta Assistant) - 647-391-0954

5.3 Actions in the event of a medical emergency

The nearest radio equipped Race official on the scene take initial control and will assess the situation. (If necessary, he/she will call emergency services.) As soon as immediate life saving measures are in hand Race Control (if not aware) will be notified. If emergency assistance is required the Official will call **Code-Red** (urgent medical issue) and **Code-Blue** (non-urgent) on their radio and all other radio users will observe radio silence and follow instructions given by that official. For any other situation (obstacles, debris etc) normal radio protocol should be used. The initial incident report for a **Code-Red** should briefly include;

- What is needed (first aid or higher or safety boat).
- Location / stretch of river or bankside that the service is needed.
- What has happened.
- The number of casualties.
- The severity of injuries or illness.
- If racing needs to be suspended.

As soon as an incident is reported, all stations on radio are to minimise their communications. Absolute priority is to be given to Race Control and those responding directly to the incident. In the event of any accident or emergency beyond that detailed in the safety plan and outside the capabilities of the regatta first aid and safety facilities, the emergency services will be called using 911 by mobile phone.

Emergency services not familiar with the embankment and requiring detailed information about an incident location can contact Race Control for grid references & post codes.

5.4 Fire

If anybody discovers a fire at the regatta they should call 911, and ask for Fire Department. If the emergency may require the stopping of racing or general evacuation, he/she will inform the Regatta Chair, and Chief Umpire who will assess the situation and take appropriate action.

5.5 Equipment failure

Should there be a Radio failure during the event, Safety Boats and marshals etc shall use mobile phones & loudhailers to raise alarm, providing the radio is to be replaced hastily. If this is not possible Race Control shall be informed and the issue should be resolved ASAP.

In the event of Safety Boat failure during the event then this must be reported to Race Control straight away to consider if racing should be halted.

5.6 Floating Hazard

Any significant floating debris or “hazard” seen on the water shall be reported to Race Control immediately. A Safety Boat shall be deployed to clear the water and if necessary racing may be suspended.

5.7 Anti-social Behaviour

A serious public disorder or violent behaviour shall be reported to Race Control immediately. If necessary, racing shall be suspended and the police shall be called.

5.8 Terrorist Threat

Any news that could be deemed a serious threat to life should be reported to the Police immediately. Evacuation of any area believed to be in threat shall be organised in the first instance by Regatta officials.

In the event that the Regatta Site needs to be evacuated instruction will be provided over the loudspeakers to direct people where to proceed in an orderly fashion to reduce panic and harm.

6. Reporting of incidents

Any witnessed incidents should be reported to Race Control for recording purposes.

7. Emergency Services Access

Emergency vehicle access to the PRC boathouse is off of Nassau Rd. and access to the Athletic Center is through the main driveway of Trent University.