

PETERBOROUGH REGATTA SAFETY PLAN & INSTRUCTIONS

Thank you for entering this regatta, in order to make the event safe and enjoyable for all parties concerned please note the following:-

The regatta will be run according to the latest revision of the 'Rules of Racing and Water Safety Code' of the Amateur Rowing Association (these being revised from time to time).

These instructions provide information for the duration of the regatta including any sprint racing (using the intermediate start) along with instructions for practice sessions outside the normal timetable of racing.

The regatta will endeavour to provide a safe environment within the above mentioned code although competitors, coxwains & coaches are specifically reminded that persons using the lake and/or adjacent river do so entirely at their own risk & are solely responsible for:-

- 1) Their own safety, remembering that they have a duty of care to themselves & any third party both on the water & on land.
- 2) Ensuring that any equipment (e.g. boats, blades, buoyancy aids etc.) are safe & prepared to the standards as required under the 'Rules of Racing & Water Safety Code'. Any such failure in this standard shall result in exclusion from the event.
- 3) The strict observance of the circulation pattern (see below) along with the 'Water Safety Code'.
- 4) Deciding whether or not they are competent to use the lake/river in the prevailing weather conditions, this decision may be taken by the individual or with their coach/crew.
- 5) Ensuring that they can swim in accordance with the 'Water Safety Code'.

All competitors, coaches & participants are also reminded of the following:-

- 1) Practising on the course is not permitted whilst racing is in progress nor is it permitted within 30 minutes of the first race or for 30 minutes after the last races of that day.
- 2) The lake is **totally closed** between the hours of 2100 & 0630 the following day to any activity whatsoever. Any breach of this 'local rule' shall immediately result in exclusion from the event.
- 3) During the hours of non-racing there will **not** be a rescue/safety boat on the course.
- 4) Their responsibility for their own safety arrangements before & after the day's racing.
- 5) Their responsibility for their own safety arrangements if boating on the River Nene. Should the river be used for practice, warming up/down etc. then it is advised that boats are placed within the channel adjacent to the lake, paddled down to join the river, turning left (cox's left, or strokeside) onto the river & paddled downstream using normal navigational rules. The first lock in this direction is 6 miles downstream. Note that there are no safety/rescue boats on the river.
- 6) The need to supervise juniors with a high degree of vigilance & anticipation, a higher standard of care being expected when acting 'in loco parentis'.
- 7) Ensure that **all** access roads/routes are kept clear at all times & that the lakeside towpath is not blocked in any way by vehicles, cycles, chairs or the like.
- 8) When in the boating area, or when boating/de-boating, extra care & right of way should be given to other participants & members of the public so as not to cause distress or injury to third parties.
- 9) Any accident should be drawn as soon as possible to the attention of the nearest Official, who will be able to summon assistance. First Aid cover is provided during the hours of racing & is situated close to Control.

Key Positions During the Regatta:- Regatta Control – in tent on boathouse forecourt.

Regatta Treasurer – in control tent.

First Aid – adjacent to control tent.

Telephones – in clubhouse foyer & in foyer of Ramada Hotel.

Hospital A & E – Situated towards city centre along Thorpe Road.

For contact telephone numbers, see notice by clubhouse telephone.

Regatta Secretary – John Canton

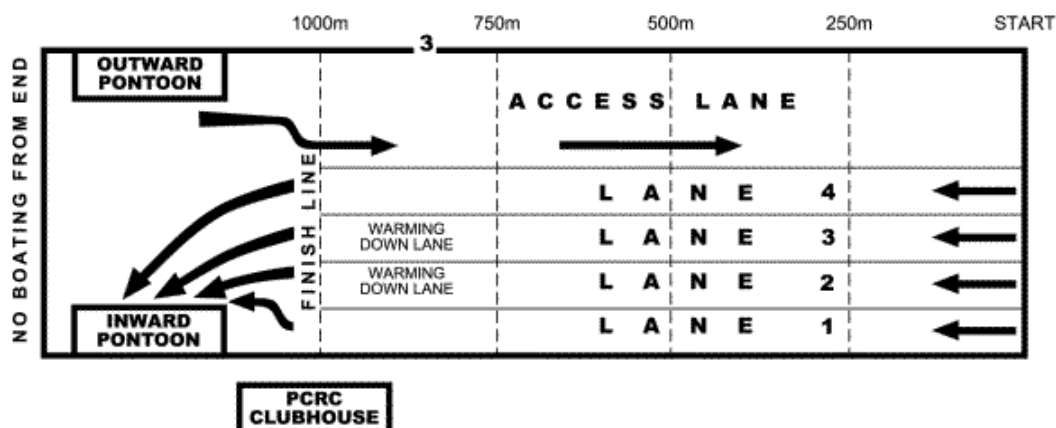
Race committee – as published in event programme.

Event Safety Advisor – Chris Gill

PCRC Safety Advisor – Chris Gill

Racing Circulation Pattern

This applies from 30 minutes before the first race until the last race has finished on each day.



Failure to comply with these rules may lead to the removal of crew or club from the event.

Points to note for 1000m start:-

- 1) Once boated, crews should proceed towards the start in the access lane with their bows pointing towards the start end of the lake & be ready to act upon any instructions given from either the Marshalls, Starter or Race Umpire.
- 2) Static crews within the access lane must be vigilant & not allow their boat or blades to encroach on the racing lanes.
- 3) When called onto the start, crews should proceed diagonally across the course in lane order, taking extra care when turning & backing onto the stakeboats.

Points to note for 500m Intermediate start:-

- 1) Once boated, crews should proceed in the access lane beyond the start area & turn into their allocated racing lane above the start where they will be able to 'paddle' in that lane back down towards the start. Should crews wish to keep 'paddling', then they must turn again into the access lane & continue the pattern.
- 2) Once above the start, crews should remain in contact with the start area & be ready to act upon any instructions given from either the Marshalls, Starter or Race Umpire.

General Points to note:-

- 1) **Warming Up** – this is not permitted on the course during the hours of racing (see p.1) and any crew practising starts in the access lane **MUST** do so with great care in relation to other crews proceeding to the start and to any races passing on the course.
- 1) **Warming Down** – this is permitted on the following basis:- once finished, a crew should turn immediately into the access lane & proceed no further than the halfway point of the racing course (i.e. the 500m point for the 1000m regatta & the 250m point for the 500m regatta). The crew should stop in the access lane, ensure that there is no oncoming race, turn across the course (do not turn in the access lane) & proceed into lanes 2 or 3 returning immediately towards the finish ensuring that they are clear of any oncoming races. **Lane 1 should NOT be used as this is for launches proceeding to the start. Any abuse of this rule will result in the withdrawal of this provision & may render disqualification from the event. Lane 4 should NOT be used either.**
- 2) Boating & de-boating should be done as per the diagram above.
- 3) Lane numbers should be returned to Control as soon as a crew is off the water.

Practice Circulation Pattern (as for racing but with the following revisions)

- This applies at all times other than during racing.
- The lake must be clear 30 minutes before racing is due to start, and after 2100hrs.
- Boating & de-boating should be from the same stages as for the racing circulation pattern.
- Lane 4 (four) is **NOT** to be used & is designated a 'safety lane' for distressed craft.
- Turning at either end of the course is to be done at 90 degrees to the racing lanes and not diagonally.