

Scottish Rowing Beach Sprint Championships

East Sands, St Andrews 22/23 August 2026

Safety Plan

Introduction

The 2026 Scottish Rowing Beach Sprint and Offshore Championships are being held on the 22/23 August at East Sands, St Andrews. This document describes the procedures put in place to provide competitors with a safe event in which to participate. This document will cover the safety aspects of racing, detailing the procedures used by the event on water safety team and must be read in conjunction with the Event Risk Assessment.

Venue and Course

The race is being held at East Sands, St Andrews, UK.

The beach is situated to the south of the town's Harbour, in a bay facing ENE. This is a shallow, for the most part, sandy beach, albeit with more rocks in certain areas due to previous storms and the sand shifting. For this reason, we will have our course further towards the harbour than it has been at previous events, shown on the map as Plan B course.

The beach is sheltered from the prevailing Westerly winds by the Scottish landmass. However, there is no protection from an Easterly wind, conditions will deteriorate over a Force 4. East Sands is exposed to swell from a NE through a ESE direction that can build to create uncomfortable surf conditions if wave height is >1metre.

The town has a harbour, used by predominately pleasure craft with some light commercial fishing traffic and is a popular spot for recreational beach and water users.

The town itself has good public amenities.

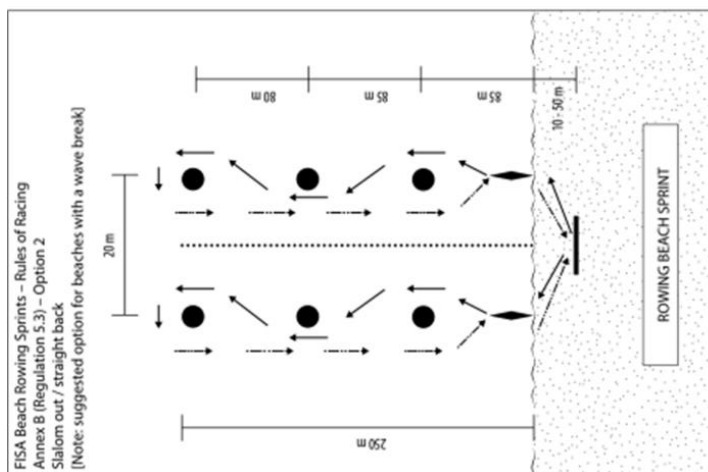
The nearest Accident and Emergency departments are: Ninewells Hospital, Dundee and Victoria Hospital, Kirkcaldy.

The nearest Minor Injuries Unit is St Andrews Community Hospital

Course

Racing will take place towards the north of East Sands beach, perpendicular to the shoreline (on our Plan B course – picture below). We cannot use our Plan A course in front of the Leisure centre, owing to sand having shifted. This does not impact racing but just makes the walk to the toilets/showers at the leisure centre a little further (however there are other public toilets shown on the maps later on). Morning racing will start on a flood tide until high water at 10:27AM and afternoon block will be raced on an Ebb tide over the Scottish Rowing Beach Sprint Course and the Scottish Rowing Offshore Course.

For the beach sprint events, competitors will sprint to their boats, launch and slalom out past 3 marks, then return to shore, sprinting to the finish. Each course will consist of 2 lanes as per the drawing below. Up to 2 lanes may run simultaneously, the centre line between each being at least 40m apart. During the qualifying time trials, a variation of the course may be employed where boats travel out on one lane, cross over to the next and return on that one, allowing multiple boats on course at the same time.

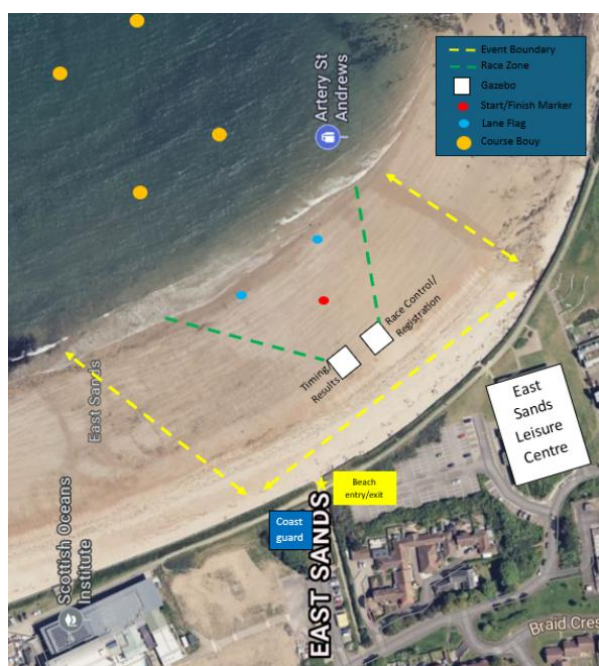


For the offshore course we plan to start from the beach if conditions allow. In this case one member of the crew will start at the start arch and sprint down to their crew who are in their boat in the shallows. They will row approximately 4km around the buoys and return to the beach where one member sprints back to the arch. If conditions do not allow a start on the beach, then we will do a rolling start/sailing style start out on the water.

A map of the offshore circulation pattern will be circulated on the event WhatsApp prior to the event, taking into consideration what is best for conditions on the day.

Launch and recovery of boats for racing will take place from the slipway onto East sands at Woodburn place or via the harbour at Kinness Burn.

All races will be in World Rowing Coastal class boats and follow a modified version of the World Rowing Rules of Racing and the associated Beach Sprint Departures. These will be explained to the competitors prior to racing.



We will be racing at the Plan B Race Course this year due to sand conditions on the beach.



Tide and daylight times

Day	Saturday 22 August	Sunday 23 August
Daylight + Tides	Sunrise: 05:55AM Sunset: 20:32PM High Water: 10:27AM Low Water: 16:16PM	Sunrise: 05:57AM Sunset: 20:30PM Low Water: 06:10AM High Water: 11:46AM Low Water: 6.22PM

Craft allowed

Only craft meeting the World Rowing coastal design regulations are eligible to race. The World Rowing Class Coastal boats, are referred to in the UK as 'offshore', to distinguish the design from other UK coastal rowing boats.

These rowing boats are much wider and more robust than 'fine' river racing boats, with the shape and designed specifically for dealing with waves and manoeuvrability in rougher water. The design greatly reduces the likelihood of capsizing or sinking.

All racing craft will be inspected prior to racing by the Technical Director.

Events to be held

The following Open (O) and Women's (W) events are offered in World Rowing recognised coastal boats:

Saturday		
Block 1 (Beach Sprint)	Block 2 (Offshore)	Block 3 (Beach Sprint)
Mx 2x Inc Mx 2x Mx U19 2x Mx J16 2x	W 4x+	O U19 1x O J16 1x O 1x W U19 1x W J16 1x W 1x

Sunday			
Block 1 (Beach Sprint)	Block 2 (Offshore)	Block 3 (Offshore)	Block 4 (Offshore)
Mx 4x+	O 1x O Mas 1x W 1x W Mas 1x W U19 1x	W 2x O 2x	Mx 2x Mx U19 2x W U19 2x

Event safety

Event safety is a collaborative process between the rowers and the organisers of the event.

The organisers will endeavour to provide, given the weather conditions during the event, a low-risk environment in which to undertake coastal rowing, with sufficient provisions in place to contend with any reasonably foreseeable incident. They will do this by:

- Assessing conditions on course (including suitability to launch and recover both competitor and event boats) to determine if racing and provision of safety cover is viable and low risk.
- Manage on water movements of craft to minimise risk to competitors, event personnel and members of the public
- Ensure emergency response is in place in the form of Safety Boats in open water and catchers and first aiders in the first aid gazebo on the beach.
- Ensure that access routes for emergency services are clearly marked and maintained as accessible
- Ensure that event tasks are carried out in a safe manner
- Conduct boat inspections (competitor and event craft) prior to boats going afloat to ensure they are suitable

- Conduct site inspections periodically
- Ensure drinking water and shelter is freely available to competitors (drinking water is available at East Sands Leisure Centre, just past reception on the right)

Competitors are each required to do the following:

- Ensure that they have a state of health and fitness which allows them to compete at a level commensurate with the competition level of the event
- Ensure that they have basic swimming ability including being able to float unassisted for three minutes and ideally being able to swim 50 metres
- Adhere to the rules of the event
- Be aware of basic COLREGS principals and adhere to them
- Be aware of how to safely unload, prepare and move boats around the site in adherence with the beach traffic plan.
- Assess their experience and their ability to cope with the prevailing conditions prior to each and every on-water activity
- Carry the minimum safety equipment required onboard
- Attend an athlete briefing prior to any on-water activity taking place, coaches will also receive the briefing.
- Adhere to the on-water circulation plan
- Follow the instructions of the marshals and officials

Event Safety Roles and Responsibilities

There will be close cooperation between Safety Advisor, the Chief Umpire, the Event Director, the Race Director and the Technical Director to ensure adequate safety cover is in place throughout the event, and event decisions are made with safety duly considered.

Key contact details are in the table below:

Table 1 - Event H&S key contact details

Role	Role Holder	Contact number	Radio channel	Location
Event Director	Adam Martin & Morag Kelman	07474415667 07759742945	37	Beach
Safety Advisor	Martin Claxton & Hannah Logan	07743893279 07746455218	37	Beach
Race Director	Paul Jackson	07808575249	37	Beach
Technical Director	Iain Docwra	07983115411	37	Beach
Chief Umpire	Lizzie Briggs		37	Beach

This safety function sits within the wider Event management system.

Decision to race

The decision to start or continue racing will be made on the current sea and weather conditions and expected forecast on Thursday 20 August. This will be formulated between the Technical Director and the Safety Advisor and authorised by the safety committee, comprising of the Race

Director, Event Director, Technical Director, and Safety Advisor. This decision will be taken with regard to both competitors' safety whilst racing and the safety of the event team in carrying out their duties.

If racing is to be postponed the event site will be cleared and no craft will be permitted to go afloat. Any craft already afloat will follow the evacuation procedure – see emergency plan.

Open Water Safety

For on-water activity to take place, two safety craft will be on the water at one time, with one on standby, rigged and sitting on the shoreline ready to go. The craft will be one 5–6-metre, centre console RIBs and two 3-4m SIB's. One RIB and one SIB will be on the water at all times, the second SIB shall be rigged and will be kept on the beach at the water line on standby.

Each vessel will be deployed with a helm and at least one crew aboard. Helms shall be at least RYA powerboat level 2 certified and are expected to have had experience carrying out safety boat duties in the past. Crews will familiarise themselves with the recovery of rowers and rowing vessels. All Safety boat crew will wear life jackets (or buoyancy aids if expecting to enter the water during launch / recovery and wearing drysuits/wetsuits). Helms will wear engine kill cords at all times. Safety boats will carry tow lines, throwlines, paddles and first aid kit. Boats powered by internal combustion engines shall carry fire extinguishers. All safety boats will carry VHF radios.

The general duties of a safety boat will be to:

- Observe racing vessels looking for any signs of crews in distress (injury, capsize etc) and report this to Race Safety as an incident.
- Maintain a watch for members of the public (swimmers, kayakers, sailors, powerboaters etc) and inform them of racing, requesting them to stay out of the racing area. Report any members of the public entering the racing area to Race Safety.
- Maintain a position where the above items are possible but without impacting the racing lines of competitors.
- Ensure local speed limits are adhered to and minimum wake is generated.

During an incident a safety boat will:

- If heading for casualties do so with reasonable haste but consider wash and the possibility of swamping other craft upon approach
- Where crews are attempting self-rescue, move to a position to assist if required and let the crews know they are there if required - once assistance is taken the crew will no longer be in the race. Highlight incident to other racing crews to prevent escalation of incident (e.g. further collisions). Standby to enact relevant Emergency Plan.
- Where a single or doubles crew's self-rescue has failed 3 times, the crew are not in a position to attempt self-rescue (e.g., injured) or in the mind of the safety boat crew there is an imminent threat to the racing crew's safety, provide immediate assistance to the racing crew, recovering people to the safety boat and immediately onwards to shore if situation demands it, as per the relevant Emergency Plan. Equipment is a secondary concern and not a priority. Status update to be given to the Race Safety.
- In the instances of quad 4x+ capsizing all safety crews will attend to recover, they will not have any attempts to self-rescue.

- Approach slowly, use paddles or throw line for the final approach if conditions require and watch for people in water. Where it would not put the safety boat in danger, stop the engine once in contact with the casualty.
- When rescuing those in the water use basic triage, supporting the most in need or those unable to help themselves, before those who are faring better.
- Be prepared to assist other Safety boats as directed by Safety Advisor.

Further information on likely response procedures to foreseeable events will be contained in the Emergency plans later in this document.

The safety boats will be deployed to the North or East of the beach sprint lanes in use, in order to maintain a good view of the competitors and ensure members of the public don't enter the racing area (swimmers, kayakers etc). For the most part, safety boats are expected to maintain a position off the racing line between marks 2 and 3, where they can see the whole course. If a competitor shows signs of struggling then the safety boats will move to a closer position to monitor them.

As only one course (2 lanes) is being used, each safety boat will take responsibility for their closest lane.

Where the time trial course is being used (race out on lane 2 – right hand side from the beach point of view, return on lane 1 – left hand side from the beach point of view) each safety boat will watch over crews on their lane and their half of the transition leg.

Whilst in this position, it would protect the outer boundary of the course from encroachment by the public.

All Safety Boats may also be used for work boat duties in between races if required.

Surf zone Safety

The area of breaking waves in the shallow water close to the beach will not be feasible to cover with safety boats. Even in flat conditions depths and potential for interaction with the public mean the area close to shore is less than ideal for powered craft. The First Aid Team will monitor the surf zone, until such a point from shore that safety boats are able to operate freely. Equipment will either be left to either drift offshore to be recovered by safety craft or drift on shore to be recovered by the boat handlers / marshals.

During any response the first action required for the First Aider or member of the beach team will be to raise the alarm and contact the Race Director to ensure further support can be mobilised (e.g., first aid, safety boat support).

Beach Safety

The beach area main hazards are:

- interaction with the public
- trips and injury by obstacles (rocks, equipment, debris etc)
- injury whilst moving boats to competitors, boat handlers and members of the public
- Potential for envenomation by marine life

To reduce this risk associated with these hazards the operating areas on the beach will be marked off to prevent interaction with members of the public. Likewise, designated routes will be agreed to facilitate safe movement of boats around the beach and harbour areas. Marshals shall be used to control these areas. They will also manage public interactions around these areas, including points where public rights of way must be maintained. Hazards identified by the marshals will be addressed, e.g. significant trip hazards removed, or warning markers placed.

At the shoreline, marshals will be used to confirm that crews have a clear path to start their race (lanes are free from members of the public etc). Given the nature of the area, it is likely that obstacles such as rocks may well appear around the shoreline during the course of racing. This could be from shifting sand or wave action etc. Any such hazards identified by the marshals will be moved to a safe location (e.g., to the edge of each boats start lane) where possible. If this is not possible then crews will be informed of the obstacle and lanes may be shifted if practicable. Prior to the first race of the day a course inspection will be carried out by the race and technical directors including the beach area

All personnel at the shoreline are to be alert for the presence of marine life such as Jellyfish and to alert the Race Director if such creatures are evident. Such creatures are not to be handled and if practicable moved away from the racing lanes. A significant swarm may require the course to be moved.

First Aid Provision

A first aid team will be located on the beach next to Race Control, their vehicle will be located next to the slipway on the entrance to the beach. In response to an incident these teams may be deployed to another location at the request of Race Safety. Where a significant event occurs and first aid provision is utilised, the Event Safety Committee will determine if sufficient first aid cover remains available to support continued racing and if it is required to postpone racing.

Record of participating boats

The Race Director and Race Control shall have an event start list and be notified live of any withdrawals. This information will be available to Race Safety.

Coordination and Communication

The Technical Director will act as a coordination point for any incident on the water. They will liaise with the Safety Advisor and Race Director in order to affect an appropriate response and manage the safety of other competitors during the incident.

Whilst the Race Director and / or Technical Director will coordinate actions as far as possible, all safety crews should take actions under their own initiative as appropriate. It is imperative though that these actions are communicated to Technical Director and the Safety Advisor in order to maintain a live view of the situation on the water.

During racing all members of the safety group will be available on VHF radio and mobile phone (for non-emergency and confidential matters). .

Further Safety Information

The following information will be sent via email to competitors, and event workforce. Paper print outs will be made available.

- Race circulation
- Race schedule

Please see also the supporting documents:

- Risk Assessment
- Information for Participants Prior to the Event

Emergency Plan

In the event of an emergency the procedures below will be adopted. These cover the foreseeable Emergency situations which have been identified. There is always the possibility for unforeseen events to occur. In this instance a general procedure will be followed that will rely on safety team personnel undertaking dynamic risk assessments and using their competence to manage a solution. Emergences can be split into 3 general types:

Conditions where risk of incidents become unacceptable (Pre-emptive Actions):

- Public encroachment on course
- Degrading weather making racing unsafe
- Squall/gust of wind.
- Lightning
- Reduced Visibility

Minor incidents with low risk of threat to life (Minor Response):

- Safety / event vessel disabled
- Rowing craft unable to make way
- Rowing crews attempting self-rescue after capsize
- Rowing crews abandoning racing
- Minor injury or medical condition

Major incidents with significant risk of threat to life (Major Response):

- Capsize – unable to self-rescue due to injury
- Person overboard
- Swamping / Sinking of craft
- Fire aboard Event craft (safety boats)
- Serious injury or medical condition
- Vessel unaccounted for

A plan will follow for each of these covering the basic procedures to be used. All of these plans will share some common elements which will be detailed separately:

- Coordination of Response
- General evacuation of course
- First response procedure
- Requesting External Support

Coordination of Response

During any emergency associated with racing it is essential that communication is made early to the Race Director in order to coordinate the wider response. Safety crews will quickly become intensely occupied if an incident occurs, so it is important to raise the alarm as a priority early in the event to ensure suitable support is made available and the risk to others not directly involved is controlled.

In the event of an incident on the water or beach, Technical Director will act as the point of coordination for response with input from the Race Director. This does not mean they will

direct every aspect of first response. Safety boat crews will carry out the first response as per the following plans. However, the Technical Director will coordinate the deployment of further resources to assist, advise the Race Director and Race Safety on the wider impact to the event and if required, request assistance from the public emergency services.

The Technical Director will be contactable via VHF CH 37, and will monitor the safety channel throughout the event. The Race Director will monitor all VHF and coordinate race VHF traffic and be able to contact Race Safety via these methods or phone.

Where the emergency is related to the wider event, potentially involving members of the public, this will be coordinated through the emergency services, with any impact to on-water activities cascaded through Race Safety committee for action and coordination.

The Event Director will be responsible for ensuring an incident report is completed for any Emergency Situation. This may be delegated to the relevant teams (e.g. first aid team for medical incidents etc)

General Course Evacuation

In the event of an Emergency or an approaching electrical storm, it may be required to cancel racing and return all craft and crews to a safe location until the incident is resolved. In this circumstance there will be a general course evacuation. No launching of rowing craft will be permitted. This will be supported with a loud hailer announcement in the Start area. VHF communication will be made to all Safety Boats stating that there is a General Course Evacuation in Progress. Under these conditions the safety fleet are to:

- Inform racing crews that racing has been suspended
 - Escort rowing craft to shore, ideally the start / finish area
 - if required alternate safe landing areas may be used if returning to the start / finish area is deemed hazardous. Escorting craft should report the race number of any craft landing at an alternate landing site to the Technical Director.
- Volunteers will be dispatched to assist.

Once crews are ashore, they should remain at the recovery area and await further instruction from the Race Safety committee until all crews are accounted for.

First Response Procedure

A Safety Boat Crew or Beach Team member identifying an incident taking place on-water, shall do the following:

- Call over VHF to the Technical Director that they have reason to respond to an incident with a basic description of, approximate location of and scale of the incident. At this point they become the First Responder.
- At this stage all other Safety Boat/Beach Teams should ready themselves to assist but remain on their current duties. If relevant the Technical Director will contact the first aid team and Race Director to alert them to the issue.
- On first attendance on scene, the responding safety boat crew/beach team will radio in a more detailed description of the incident and indicate if they require assistance and the scale of assistance required. If this is the case, the Technical Director will dispatch

support whilst taking appropriate action (e.g. redeployment of other safety craft) to ensure the rest of the event is still safe to continue, including ordering a General Course Evacuation if required. If support from the Public Emergency Services is required First Aid Co-ordinator will contact the Emergency services for support. This may be carried out via delegation.

- The first responding boat will assist as per the relevant Emergency Plan, updating the Technical Director of significant events / critical information as they arise. Incidents may require the use of more than one of the Emergency Plans and this will be coordinated by the Technical Director with the support of the Race Safety committee.

Requesting Support from the Public Emergency Services

Ordinarily this should only be requested through the Technical Director with the input of the Race Safety committee and First Aid Co-ordinator.

The Event Director will have the option during any Emergency to seek out the support of the relevant Public Emergency Service at any point at which they feel that support is required.

After requesting the assistance of the Emergency Services the Event Director will identify a person to meet them upon arrival, facilitate their attendance on scene and provide situation updates via VHF / UHF / Phone.

The following options are available to contact the emergency services:

- 999 (112) – Ambulance, Police, Fire brigade, Coast Guard
- Coastguard: VHF#16, Phone: 999

Anyone calling 999 should be prepared to tell the operator:

- Who you are, your name and call-back number
- Current location of any injured person(s)
- Description of boats (if requesting on-water help)
- Where you plan to bring injured person ashore if applicable
- Age/gender/number of injured people
- Type of injury/situation

On the water, In the event of grave and imminent danger to life, immediately make a Mayday transmission on VHF Channel 16. This takes precedence over contacting the Event staff.

If making a Mayday call, remember to follow '**MIPDANIO**'

- **M**ayday, Mayday, Mayday (say it three times)
- **I**dentification (name of your vessel)
- **P**osition (your location, preferable as a bearing and distance from a well-known point)
- **D**istress (what is the problem)
- **A**ssistance Required
- **N**o. of people involved
- **I**nformation any other relevant information

- Over

Once an External Emergency service is involved then the event safety team, through coordination via the Technical Director, who will follow the instructions of the Emergency Service.

Pre-emptive Actions

Public encroachment on course

The main risk of public harm during this event is through public interaction with competitors or racing boats during racing. As such, the start area, race course and finish areas will all be managed to minimise the risk of public entry.

Start and finish areas will be marshalled and marked off to prevent public interaction with competitors.

On water safety boats will be used to pre-emptively spot likely public encroachment on the course. Safety boats will move to a position between the racing line and the likely encroacher, and request that the members of the public stay away from the racing line.

As Safety boat crews and marshals have no official power to stop member of the public entering these areas, if the member of the public continues to encroach on the course the Safety boat or Marshal shall inform the Race Director and Technical Director of the hazard. The Race Director in conjunction with the Safety Adviser will assess the risk of continuing racing and decide upon any required actions to mitigate the hazard. This could mean a delay, chaperoning the member of the public, or stopping racing.

Degrading weather making racing unsafe

Weather forecasts will be monitored on a regular basis throughout the event by Race Safety and the Technical Director, and if weather is expected to become too severe to race in then racing will be postponed.

However, in the case where forecast of the weather is underestimated, then on arrival of the deteriorating weather racing will be suspended by the Technical Director on the advice of Race Safety. No crews will be allowed to launch from the beach. If crews are already racing then a decision will be made as to whether to allow the race to finish or to enact a full General Course Evacuation.

The likely reasons to take such decisions would be the weather leaving conditions where:

- It was too dangerous to launch or recover racing boats or Event Safety
- The risk of capsize or swamping or race or event craft was too great
- Race or event craft were not able to make way into weather.

Squall

Squalls are short lived (minutes long), extreme weather events in which wind speeds increase substantially, usually bringing with them a high level of precipitation (rain, snow, sleet). This can make navigation difficult and reduce visibility. Often these weather systems are fast moving and may not be foreseeable.

In such conditions it may not be practicable to do anything but ride out the event, with all craft advised to turn into the weather for more control.

Safety boats during this time will focus on keeping account of where all craft are on the water. If required a General Course Evacuation may be called if racing craft are struggling with conditions, however, racing craft may be requested to turn into weather to ride out the event before trying to make land fall if beach conditions are unsuitable for landing. This will be advised to the Safety boats by Race Safety, with safety boats then communicating this to crews on the water.

Lightning

Local forecasts will be monitored for any indication of lightning. If identified, then Race Safety may request an alteration to the times of racing to minimise the risk of on-water activity during a lightening event.

In the event of lightning occurring while on-water activity is under way the 30 /30 rule will be adopted. This rule is based on the Flash-to-bang method, which states that if the time between seeing a lightning bolt and hearing the following thunder is less than 30 seconds that means the thunderstorm it 's closer than 10 km (6 miles) and the danger is coming. If the flash is not seen then the time between thunder claps will be used. At this point further launching will be prohibited at the start area and a General Course Evacuation will be enacted.

According to this rule, it is recommended to stay protected inside of a building or a vehicle during the storm and the following 30 minutes after last thunder is heard.

This rule is a guideline and the local forecast will be used by Race Safety to decide if and when racing shall resume after the completion of the 30/30 rule criteria.

Visibility

Local weather forecasts will be monitored by Race Safety and the Race Director throughout the event and periods of Fog risk identified. If identified then the Safety Advisor may request an alteration to the times of racing to minimise the risk of on-water activity during fog.

Throughout racing the Safety Adviser will monitor local conditions and assess visibility, both directly and indirectly via reports from the Safety boat team.

As an absolute minimum, there must be sufficient visibility for any on water racing craft to see both the next mark and the shore at all times. Practically this will require visibility in the range of 500-1000m as a minimum. The Race Director will in conjunction with the safety committee decide to postpone racing if visibility drops to this level, allowing ongoing races to complete. If visibility continues to drop further a General Course Evacuation may be enacted.

Minor Response

Safety vessel disabled

All powered craft are capable of being disabled through a number of methods, such as mechanical failure, fouled props, running out of fuel / fuel contamination or grounding. In the event of this occurring the following actions must be taken:

The vessel should report their designation, location and reason for disabled status to the Technical Director, who will inform Race Director.

- The vessel should anchor to avoid any increased risk due to drifting into other obstacles / craft.
- The crew of the vessel should prepare a towline in preparation for assistance.

Race Director shall assess the impact of the loss of mobility of the vessel to the wider racing event. If practicable another event craft will be dispatched to assist the vessel with a tow to either the harbour (if tide allows) or the beach. If a Safety boat must be used, then an assessment will be made by Race Director to determine if there is still sufficient Safety Boat capability to continue racing in current sea conditions. As a result, if it is deemed there is insufficient safety cover available, further race starts may be postponed (launching prohibited from start area) until the recovery operation is complete. If another incident is already ongoing and Safety cover is already stretched a General Course Evacuation may be enacted.

Rowing craft unable to make way

If a rowing craft is identified as struggling to make way by a safety boat, the safety boat shall monitor the crew from close quarters through their operating area to ensure the racing crew is able to remain in control of their craft. If this appears not to be the case, or if requested to assist by the racing crew, the safety boat shall radio the Technical Director and inform them they are attending a racing crew in distress.

Race Safety will then assess if there is still sufficient Safety Boat capability to continue racing in current sea conditions. As a result, if it is deemed there is insufficient safety cover available, further race starts may be postponed (launching prohibited from start area) until the recovery operation is complete. If another incident is already ongoing and Safety cover is already stretched a General Course Evacuation may be enacted.

The Safety boat will carefully come alongside the rowing boat, ideally from the stern. Once the rowing boat is alongside and the rescue boat is in control, the rower can remove their oars and be recovered to the safety boat. If the athlete is in need of medical review / attention they will be taken straight ashore, with a second safety craft tasked to recover the equipment.

The rowing craft will be put under tow and the towing safety craft will proceed slowly to shore. If tide allows the rowing boat and athlete will be brought into the harbour and landed at the harbour landing stage or slipway. It may be necessary to stop to alter the tow to a side on tow to facilitate navigating the harbour. If tide does not allow this then the safety boat will head to the designated safe landing area. It may be necessary to transfer people and equipment to another safety craft if wave conditions prevent the larger safety boats approaching the shore.

Rowing crews attempting self-rescue after capsize

Rowers are expected to be able to right their boats and continue racing. The crews' eligibility in the race may be compromised if they receive outside assistance.

Racing crews' actions shall be:

- On capsizing a rower should proceed to right the boat and get rowing as quickly as possible. In most cases this is the most preferable option.
- If a safety boat comes to a crew's assistance and they do not want help, it is important the crew makes it clear that they are OK and do NOT want assistance. If they do require assistance, then the crew is to clearly sign this by waving one arm side to side above their head.
- The above applies to singles and double crews. If a quad capsizes, they will not have the opportunity to self-rescue and safety boats will attend straight away.

The first safety boat / beach team on the scene shall assess the situation and inform the Technical Director of the incident location. It will then:

- Establish that all persons are accounted for.
- Standby until the crew is safely back in the boat and continuing to race or returning safely to the finish beach.

If the crew needs, or requests assistance then the relevant major incident plan should be enacted.

Technical Director, on notification that a racing boat has capsized and is attempting self-rescue will monitor progress of the incident and assess if there is still sufficient Safety capability to continue racing in current sea conditions. As a result, if it is deemed there is insufficient safety cover available, further race starts may be postponed until the recovery operation is complete. If another incident is already ongoing and Safety cover is already stretched a General Course Evacuation may be enacted.

Rowing crews abandoning racing

If for any reason an athlete decides to abandon their race, they must signal a Safety boat to highlight this.

Dependant on their position on course they will be told how to proceed back to their landing area in such a way that the safety fleet can continue to monitor their movements. Generally, this will mean proceeding north until near the racing line and then turning west towards the finish line to avoid crossing the course. The safety boat will inform Technical Director of the rowing vessels retirement and planned route to shore.

If the athlete is unable to accomplish this route without assistance, then the Rowing craft unable to make way procedure will be employed.

Minor injury or medical condition

A minor injury or medical condition would constitute "walking wounded", where the injured party is able to move of their own volition with some support. Where an incident results in a minor injury, or is caused by onset of a pre-existing minor medical condition the first Safety boat / beach team / first aid team on the scene will:

- Assess the situation to determine if intervention in the form of rescue or escort to shore is required or if the athlete can continue to race.
- Radio the Technical Director to inform them of the nature of the injury, location and status of the athlete. The Technical Director will pass this information to First Aid Coordinator.
- Provide the required assistance.

Where an athlete requires assistance in the form of a rescue in open water, the injured person shall be brought aboard the Safety boat. The treatment of a casualty should not be delayed in order to recover the rowing craft.

The Race Director will coordinate with the Technical Director to ensure injured competitors are assisted ashore and escorted to the first aid station by volunteers.

If an athlete is able to return under their own power, the safety boat will provide an escort and Safety Advisor will coordinate with the Technical Director to ensure injured competitors are assisted ashore and escorted to the first aid station by volunteers.

If an athlete is able and chooses to race on, the safety boat will notify the Technical Director of the location and summary of incident. The Race Director will coordinate with the Technical Director to ensure the injured competitor is met at the finish by volunteers who will capture the details of the incident and escort injured parties to the first aid station if required.

If the injury occurs within the surf zone the catchers, and first aiders shall provide assistance. The Race Director will coordinate with the Technical Director to ensure injured competitors are assisted ashore and escorted to the first aid station by volunteers.

Major Response

Capsize – unable to self-rescue due to injury

On arrival to an athlete that has capsized in open water and is for any reason unable to self-rescue the responding safety craft will during approach assess the situation and notify the Technical Director of the nature of the incident (injury to crew, crew in panic, crew unable to right vessel, crew missing), and location. It will then:

- Approach slowly, using paddles or throw line for the final approach if concerned over control of the boat in the current weather conditions.
- Try to account for all athletes
- Once in a rescue position the engine should be switched off if practicable (i.e., not in a location where turning off the engine would increase the risks to the safety boat crew – e.g. in surf zone).
- Move to recover crew members using basic triage, supporting the casualty's most in need and unable to help themselves, before those who are faring better.

During this period the Technical Director will inform the Race Director of the incident and together they will decide if further Safety boats will be required to attend.

Race Director will monitor progress of the incident and assess if there is still sufficient Safety capability to continue racing in current sea conditions. As a result, if it is deemed there is insufficient safety cover available, further race starts may be postponed (launching prohibited)

until the recovery operation is complete. If another incident is already ongoing and Safety cover is already stretched a General Course Evacuation may be enacted.

Once the athlete is aboard the safety boat either the Unable to make way, Minor Injury or Serious Injury Emergency Plan will be enacted depending on the condition of the crew (unable to race but well, minor injury/panic etc or serious injury respectively).

Where this capsize occurs within the Surf Zone the catchers will provide assistance. Once crews are recovered to the beach the Emergency plan will be enacted if required.

Person overboard (POB)

There is a risk of Person overboard from Event motor craft, such as safety boats, where their duties may be aided by standing up or working near the sides of the vessel. The highest risk occurs in either rescues or when handling racing marks during course setting. Most of these activities are undertaken whilst stationary or at low speed, with it likely only a single person enters the water. However the principals of the plan apply regardless of number of people entering the water

If a Safety boat is aware of the incident it will manoeuvre into a position to support and inform the Beach Master and Race Director of location of the incident and current situation. It will then:

- Approach slowly, using paddles or throw line for the final approach if concerned over control of the boat in the current weather conditions.
- Try to account for everyone
- Once in a rescue position the engine should be switched off if practicable (i.e., not in a location where turning off the engine would increase the risks to the safety boat crew – e.g. in surf zone).
- Recover POB.

During this period the Technical Director will inform Race Director of the incident. Race Director will monitor progress of the incident and assess if there is still sufficient Safety capability to continue racing in current sea conditions. As a result, if it is deemed there is insufficient safety cover available, further race starts may be postponed (launching prohibited) until the recovery operation is complete. If another incident is already ongoing and Safety cover is already stretched a General Course Evacuation may be enacted.

Once the POB is aboard the safety boat either the Unable to make way, Minor Injury or Serious Injury Emergency Plan will be enacted depending on the condition of the crew (unable to race but well, minor injury/panic etc or serious injury respectively).

Where a person goes overboard from an Event motor vessel, the remaining crew shall raise the alarm over the radio to the Technical Director/ Race Safety. They will then try to recover the POB. Race Director will act as above, deciding what additional resources will be deployed and what effect the incident has on the wider race event.

If a person goes overboard on a vessel at speed, any spare persons on board should identify the POB location and keep eyes on them as the vessel is turned to pick them up. If it is the helm that has gone overboard (killing the engine via the kill cord) and the remaining crew is unable to

operate the vessel they should maintain visual contact with the person overboard, pointing at them and raising the alarm over the VHF.

Swamping / Sinking of craft

This may be of a rowing craft or a safety launch. The vessel may begin to take on water due to damage from a collision or some structural failure. Motor craft with low free board may also suffer water ingress in rough water due to waves overlapping the side of the vessel, swamping the deck area. Rowing craft are not likely to swamp due to rough water however due to their deck design that allows the water to drain out of the stern even when stationary. In most cases a swamped craft that has internal buoyancy may be assisted via the principals laid out in the Unable to make way or Vessel disabled Emergency Plans. If possible, the athlete should get themselves clear of the water and start rowing ashore if practicable, whilst trying to alert the Safety boats.

However, if water ingress is severe and/or internal buoyancy compartments are damaged the craft in question may sink.

Actions for those onboard should be:

- Those in the swamped / sinking boat should stay with the boat for as long as possible. Where possible climb atop of the stricken vessel to minimise immersion time in the water.
- The crew involved should raise the alarm by waving to the nearest boat and/or calling for safety boats by radio
- Any participating athletes near the incident should stop and offer help if needed

First Safety craft on scene will enact the POB Emergency Plan (and any subsequent plans required, e.g., Minor injury etc).

Subsequent Safety craft will mark, make safe or otherwise retrieve the craft.

Fire aboard Event craft (safety boat)

Any craft with an engine is capable of catching fire.

Actions should be:

- Raise the alarm on the event safety radio channel to the Technical Director and Race Director. They should give boat identification, location and number of people aboard.
- If an extinguisher is on board and the crew are competent and confident to do so, Extinguish the fire.
- If possible, make way to nearest landing point if still mobile
- Move any easily moved combustibles (e.g., spare fuel tanks, spare clothing etc) away from the engine fire
- If necessary, make preparations to abandon the craft

Race Director will dispatch a Safety boat to assist the vessel on fire and inform the coastguard. The aim will be to recover the crew of the vessel ablaze to the responding safety boat, not to fight the fire. The Safety boat dispatched to rescue should approach from up wind as far as possible from the source of the fire, to minimise the likelihood of spread. If practical the crew to be rescued should anchor the vessel before leaving it. At this point the Minor or Major injury

Emergency plans may be enacted depending on status of the rescued crew. The vessel ablaze will be monitored until either advised by the coast guard that they are taking control of the vessel or until the fire burns out. Extreme caution will be applied when recovering a vessel that has had a fire burn out due to the risk of further fire incidents due to residual heat. The Vessel disabled Plan will be used.

Serious injury or medical condition

A Serious injury or medical condition would constitute “an unconscious, immobile, or with life changing / life threatening injuries”. Where an incident results in a major injury, or is caused by onset of a pre-existing medical condition the first Safety boat on scene will:

- Assess the situation to determine number of casualties with Major / Minor Injuries.
- Radio the Technical Director to inform them of the nature of the injury, location and status of the racing crew. The Technical Director will pass this information to Race Director.
- Provide the required assistance.

Where an athlete requires assistance in the form of a rescue in open water, the injured person shall be brought aboard the Safety boat. The treatment of a casualty should not be delayed in order to recover the rowing craft.

Technical Director will report the incident to the First Aid team and have them mobilise to the landing area of the casualty. In consultation with the First Aid Team, Event Director may request the support of the Public Emergency Services prior to the first aid teams physical assessment of the casualty, based on the information received about the situation from the safety boat in attendance.

Injured or sick athletes should, if tide allows, be brought into the harbour and landed at the harbour landing stage or slipway. If tide does not allow this then the safety boat will head to a safe landing area on the beach. It may be necessary to transfer people and equipment to another safety craft if wave conditions prevent the current safety boat approaching the shore safely.

The Technical Director will coordinate with the Race Director to ensure injured competitors are assisted ashore under direction of the first aiders for immediate assessment and treatment. If the Emergency Services are in attendance the Technical Director and Event Director will ensure access routes to the casualty are kept available via use of the Marshals.

If the injury occurs within the surf zone catchers (beach team) and first aiders will provide assistance in the same manner as the safety boats do above.

Vessel unaccounted for (Missing)

If for any reason a vessel is identified as missing, the following actions will take place:

- Where the Vessel is likely to carry a VHF direct communication will try to be established from the Technical Director.
- All Event motor craft will be issued a description of the vessel, where possible and applicable its crew compliment. All vessels will then undertake a visual sweep from their current location for any signs of the vessel
- Its last known position will be established via the Technical Director.

- Race Director will, based on the last location and prevailing weather deploy craft to search for the missing vessel in that area. This may not be safety boats at this point, however, if safety boats are deployed then Race Safety will consider the impact to safety coverage and if there is sufficient cover in place to continue racing.
- If the vessel is not found quickly (within a minute of search vessels attending the last known location of the missing vessel) then Event Director will contact the Coast Guard and report the vessel missing, whilst the search continues.
- A General course evacuation will be made.

Once the vessel is found the relevant Emergency Plan will be Enacted.

It is expected that a missing vessel is highly unlikely outside of conditions such as extreme visibility issues, as the racing is held in a very open area and within a 0.5km square area.

ENDS