

# WALTON & WEYBRIDGE REGATTA

## 6th June 2015

### Safety Rules, Procedures and Instructions to Competitors

**CLUB CAPTAINS, COACHES AND ROWING MASTERS MUST READ THESE INSTRUCTIONS CAREFULLY AND INFORM THEIR CREWS ACCORDINGLY**

**The primary consideration of the Walton and Weybridge Regatta is the safety of all competitors, officials, spectators and other river users. These instructions should be read in conjunction with the Circulation Maps and adhered to at all times.**

#### **1. Arrival and Parking**

Trailers may be brought down to the bottom of Sunbury Lane and parked along the lane extension around the corner next to Walton RC. Access to this lane is limited to the following hours:

**FRIDAY 5th June 1600-1900; SATURDAY 6th June 0700-2000**

**This is not a secure area** and the Committee cannot accept any responsibility for any loss or damage to equipment. The lane **MUST** be vacated by 2000 on Saturday.

**ONLY TRAILERS** may be left in this area; towing vehicles **MUST** unhitch and park elsewhere. Please make full use of Felix Road Recreation Ground and the Elmbridge Leisure Centre at Waterside Drive. Drivers of trailer towing vehicles must exercise due caution when manoeuvring into and out of the lane using a second person to guide them safely when reversing.

#### **2. Regatta Control**

Competitors **must** report to Regatta Control downstairs in Walton RC *at least* 1 hour before their first race. Regatta Control will be responsible for:

- **Issuing Numbers:** to be worn on the back by a single sculler or bow oarsman/woman.
- **Weighing Coxswains and issuing weight certificates:** coxswains must keep these with them at all times and produce to any official on request. Coxswains must provide their own dead weight, if required, which must be something specific, describable and recognisable. Dead weights containing liquid or sand must be sealed and certified by CC. Coxswains may be re-weighed after races.
- Cox-boxes or similar are NOT counted as part of the coxswains weight (Rule 2.3.7e)
- **Checking BR Racing Licences.** Random checks will be made as crews collect their numbers. No prize will be awarded to a crew that fails to provide a valid Racing Licences. Such crews are liable to disqualification unless the missing information is produced to the Committee within 3 days of the Regatta.
- **Equipment Check.** The British Rowing Rules of Racing places a clear obligation on **Competitors** to ensure their boats are safe and comply with the British Rowing Water Safety Code (rule 2-3-8). Regatta Control may conduct random checks on boats going afloat. If any deficiency is identified, the crew will be sent away from the landing stage to rectify it and that crew must accept the consequences of late arrival at the start.
- **General safety checks:** these include monitoring the state of the landing stages and their approach to limit avoidable trip hazards such as abandoned trestles.
- **Medical Conditions:** As the operation of a safe event is the organising committee's absolute priority, competitors, or the responsible adult in charge of juniors, are advised to notify Regatta Control of any medical conditions that may necessitate a particular course of action in the case of an accident or emergency, e.g. asthma or epilepsy. The information will only be made known to officials on a strictly 'need to know' basis.

### **3. Boating Area**

Except for those arriving and departing on the river from neighbouring clubs, **all crews must** boat and disembark from the landing stage in front of Walton Rowing Club and St George's College Boat Club. You will need to provide your own trestles. Space for boats is limited in this area so please co-operate with the Raft Marshals. It is the competitors' own responsibility to boat in sufficient time and it is recommended that at least **20 minutes** is allowed to get from the landing stage to the start. Please ensure your blades and equipment are ready at the landing stage before carrying your boat there for launching.

***Crews must boat with BOWS POINTING UPSTREAM. They should proceed across to the far side of the river and into the Navigation Channel only when they are sure that they will not impede crews finishing a race.***

### **4. Proceeding to the start**

**Regatta Jurisdiction:** 'Walton Bridge' and the 'Regatta Warning' signs above Sunbury Weir mark the boundaries of Walton and Weybridge Regatta. Within this area umpires, marshals and rescue launch teams will be exercising their skills to minimise risk to all crews and maximise safety. There is sufficient space for adequate warming up and cooling down. Crews that feel they need to paddle above Walton Bridge must clearly understand that they do so entirely at their own risk and that in so doing they are leaving the Regatta Area and the associated safety benefits.

**Navigation Channel:** Crews paddling to the start are to keep to the starboard (bow) side of the Navigation Channel, proceeding slowly but without stopping or overtaking. The Environment Agency insist that river traffic using the navigation channel must not be unduly impeded; any crew seen to violate these instructions will be given an official warning. There is a small weir (Tumbling Bay) just upstream of Walton Rowing Club and your attention is drawn to it as a potential hazard. **Practice starts in the navigation channel are STRICTLY FORBIDDEN**, but are allowed above the start having due regard for other river traffic. Crews arriving at the Start must proceed past it, keeping to the Middlesex bank, until they are above the Regatta Warning Sign. Then, after careful scrutiny and when safe to do so, cross the river to the Surrey side and wait by the Walton Marina pontoons until called forward by the Start Marshal.

### **5. Racing**

**The Start:** The start will be a 'stern on' stake-boat start, which will be staggered to take into account the stream, which can favour the Surrey station, and the slight bend which favours Middlesex station. The first named crew in the racing timetable will take the Middlesex station (furthest from towpath). The Start Umpire situated on the launch moored behind the stake-boats will start crews. This Umpire will also umpire the first section of the race.

**The Course:** The course is 1,000m long with a slight bend at The Anglers Wharf. The course is umpired from the bank by four umpires based (1) at the start, (2) on the Environment Agency pier at Anglers Wharf, (3) on the bank at Thames Valley Skiff Club and, (4) at the finish. There are three lines of buoys on the course: one to separate the course from the navigation channel, another to mark the centre of the course, and a third intermittent line along the Surrey bank, marking particular hazards. Crews **MUST** stay on their station and lines of buoys **MUST NOT** be crossed.

**The Finish:** The finish is at Miskin's Wharf, 100m before Walton Rowing Club. A bell will sound as the first crew crosses the line. Dead heats will be re-rowed *immediately* from the original start. No delays will be permitted. Crews wishing to wind down after racing must be aware of crews putting out from the landing stage, but thereafter may paddle downstream, turning by the floating Regatta warning sign. On returning to disembark, crews must wait patiently in single file and must not obstruct racing crews winding down or any other river traffic.

#### **Conduct during the race.**

BR Rules have now changed so that unaided voice assistance from the bank is now permitted. Crews must, however, be absolutely clear that the Umpire's word is final whatever is advised from the bank.

*Please note:* There are large numbers of swans on the Walton Reach, particularly close to the Anglers Hotel. Crews must take all reasonable steps to avoid collision or interference with swans or any wildfowl. Any crew colliding with wildfowl **must inform** a regatta official as soon as practicable. In the event of a competitor being attacked by an aggressive swan, they are advised not to leave their boat, particularly not to jump overboard, but to paddle away as quickly as possible. They should consider heading for the bank or to where there are people able to offer assistance at chasing it away.

## **6. Accident and Emergency Procedures**

### **Responsibilities**

An Umpire or any other regatta official seeing an incident must deal with it as his/her first priority. The Safety Adviser at Race Control must be informed via radio. All parts of the course are under observation by at least one Bank Umpire and all Umpires have radio communication. The nature of the incident and the assistance required must be stated. Rescue 1 will be stationed above the regatta start near Walton Marina and Rescue 2 just below the finish.

### **Emergency Action**

Crews of a Rescue Launch attending an incident are suitably qualified to assess the severity of any injuries to any casualty. In the event of a serious incident resulting in personal injury requiring expert medical attention, the crews are authorised to make contact directly with the emergency services to summon an ambulance. They should inform the Race Control and Safety Adviser by radio of any actions taken. There are two locations where casualties can be brought ashore with ambulance access:

#### **Walton Rowing Club and The Anglers Wharf.**

If resuscitation is immediately required at the time of rescue, the affected person will be transferred to a safe position on the river bank where CPR will be administered by the trained personnel in the launch and the emergency services called by dialling '999' on a landline or '112' on a mobile telephone.

Each incident should normally be attended by only one safety launch unless the Co-ordinating Umpire directs otherwise, in which case racing would be suspended. A rescue launch attending an incident must be aware of the effect excessive wash can have on other crews, notably young scullers.

Race Control, on being informed of any incident, will advise all Umpires if measures to be taken necessitate the suspension of racing until the incident is resolved. If a Bank Umpire has not already called out a safety launch, the Co-ordinating Umpire may direct a launch to go to the scene of an incident. The Chair of the Race Control will decide when racing may recommence.

In the event of a serious incident on land, assistance should be sought by contacting a Race Official or directly to the St John Ambulance team located near the Race Control tent next to the Enclosure.

### **Telephones**

The nearest landline telephones from which emergency '999' calls can be made are located at:

The Anglers pub	(01932 223996)
Thames Valley Skiff Club	(01932 224215)
Walton Rowing Club	(01932 224557).

### **First Aid**

St John Ambulance and/or Regatta Safety Services crew the two Safety Launches and SJA also provide a staffed Safety Vehicle next to the Regatta Enclosure. There is also a Regatta Medical Officer who can be contacted through Race or Regatta Control.

### **Cycling**

Please note that the towpath between Miskin's Wharf and Walton Rowing Club can become congested – cyclists MUST dismount and push their bikes in this area.

## **7. General information**

**Prize Giving:** Winning crews should disembark, return their boat to its storage area and report (tidily dressed) to Regatta Control with their racing licences/day tickets. Once these have been checked, crews will be given a certificate and should then report to the Ceremonial Organiser at the Enclosure. Crews will then be advised as to the likely time of their prize giving. Thereafter, the crew must remain in the Enclosure area and listen to the public address system over which presentations will be announced.

**Spectators' Enclosure:** A good view of the course and finish can be obtained from the enclosure at Miskin's Wharf, where refreshments are available to all.

**Child Protection:** The Regatta committee takes child welfare very seriously and complies with all current British Rowing practices. All concerns should be raised with the Regatta Welfare Officers, details of which are posted at Race Control, Regatta Control and in Walton Rowing Club.