

Great Tyne Row

Saturday, 20 September 2014

Safety and Emergency Plan





Safety & Emergency Plan

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1.0 Event Structure

Crews will row from Newburn to Priors Haven, Tynemouth, covering approximately 15 miles/25 km. Participating boats will start in divisions based on entrant type (women's, mixed and open crews) and boat type (quad, double, skiff, etc). These shall start at about 10 minute intervals, each division starting in a fleet racing side-by-side style. Crews will then row in progression along the River Tyne. Crews may overtake. Crews may rotate seats with the coxswain.

1.1 Safety Structure



Crews will row in progression (with overtaking allowed) along the course on the River Tyne.

All crews are expected to render assistance to any crew they see in difficulties.

Safety cover will be provided by launches with experienced crews who will be responsible for the participants' safety on the course. In addition to this, Port of Tyne will provide a lead safety craft.

Two launches will oversee the start, while the remaining safety craft are in position along the rest of the course. The Port of Tyne boat will lead and one launch shall trail the progression for the duration of the course while the remaining craft will be in fixed positions and only move once all racing craft have passed.

The Port of Tyne boat shall remain ahead of the progression at all times and no boat is permitted to race ahead of the Port of Tyne boat.

Port of Tyne may halt the progression at any time.

1.2 Craft Permitted

The boats in use will be a mixture of touring or coastal going rowing boats both fixed and sliding seat plus any other boats types the organisers deem fit for the journey and conditions. These rowing boats are much wider and more robust than 'fine' racing boats with the shape and design better for dealing with waves and manoeuvrability in rougher water. The design greatly reduces the likelihood of capsizing or sinking. No fine racing shells or coxless boats will be allowed to enter the event.



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2.0 Event Contingencies

2.1 Cancellation

The Terms & Conditions of Entry state: 'If the event is unable to take place due to unforeseen circumstances or is cancelled by the Event Safety Advisor due to unsafe water and/or weather conditions, the Event Organiser will endeavour to stage the event at a later date, but if this is not possible the Event Organiser will be entitled to cancel the event.'

2.2 Adverse Weather Conditions

The Event Safety Advisor has the authority to cancel the event if they deem the weather and/or water conditions to be detrimental to the safety of participants and/or event support staff. The Event Safety Advisor may also cancel or postpone the event if the weather forecast is adverse to avoid nugatory travel by competitors.

2.3 Commercial Boating Activity

The Harbour Master of the Port of Tyne has the authority to restrict the event from continuing past Bill Quay. In this event, the Harbour Master shall inform the Event Safety Advisor of his decision to limit the event to Bill Quay.

Actions shall be:

- Event Safety Advisor shall decide whether the race is concluded (and boats should seek to land at a nearby landing point) or if crews should row back to Newburn (as part of the race or not).
- Event Safety Advisor shall inform safety launches of the decision, who will then be responsible for passing this information onto event crews.
- Crew captains and coxes shall be instructed to make their way to the designated landing point (ref 5.6, pg 8) or return to Newburn.

3.0 Emergency Situations

The following situations are deemed to be both reasonably foreseeable occurrences and within the scope of this Plan. In all cases, the first response is to raise the alarm. In All cases competitors should be prepared to stop and assist, especially if there are no rescue craft in sight.

3.1 Swamping

This may be a rowing craft, a safety or marshalling launch. The vessel may be sinking due to a collision or some structural failure. Persons in the water are likely to range from one to ten people. The worst foreseeable situation would be the collision of two rowing craft which would result in ten casualties.



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Actions should be:

- Raise the alarm
- Retrieve that casualties from the water
- Establish that all persons are accounted for
- Take casualties to agreed landing point (ref 5.6, pg 8) for assessment, treatment or transfer
- Mark, make safe or otherwise retrieve the craft

3.2 Man Overboard

Person falling from any craft into the water. Likely to be one individual but foreseeable that when assisting the recovery of man overboard another individual falls in.

Actions should be:

- Raise the alarm
- Retrieve the casualty from the water
- Establish that all casualties are accounted for
- Take casualty to agreed landing point (ref 5.6, pg 8) for assessment, treatment or transfer
- Review boat safety and supplement or withdraw as necessary

3.3 Spectator / Event Staff falling in water

A person falling in the water from the shore. Likely to be one individual but foreseeable that when assisting the recovery of casualty another individual falls in.

Actions should be:

- Raise the alarm
- Retrieve the casualty from the water
- Establish that all personal are accounted for
- Take casualty to agreed landing (ref 5.6, pg 8) point for assessment, treatment or transfer
- Review safety of shore area and supplement or withdraw as necessary

3.4 Fire Onboard Safety/Marshalling Launch

Any craft with an engine is capable of catching fire.

Actions should be:

- Raise the alarm
- Use portable appliances to fight the fire
- If possible, make way to nearest landing point (ref 5.6, pg 8)
- Make preparations to abandon the craft
- Assign other boats to standby to lend assistance and possibly retrieve casualties from water



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3.5 Mechanical malfunction on Safety/Marshalling Launch

Any craft with an engine is capable of becoming disabled.

Actions should be:

- Raise the alarm
- Assign a suitable craft (with sufficient power and rope for towing) to assist disabled craft
- Tow disabled craft to nearest access point
- If resources permit, have second craft on standby to lend further assistance

3.6 Craft Grounding

The event shall follow the high tide out and the river is scheduled for a small (shallow) tide, therefore there is little risk for craft grounding. However, in the event of craft grounding a quick response is vital as the situation shall progressively worsen with the falling tide. The next high tide is not due until 02:24 BST on 21 August, which means that waiting for the water to rise and floating off the craft is not an option.

Actions should be:

- Raise the alarm
- Assign a suitable craft (with sufficient power and rope for towing) to assist grounded craft
- Explore reasonable ways to lessen the weight of the craft with consideration to the well-being of the occupants
- Float or tow craft off the mud
- If resources permit, have second craft on standby to lend further assistance



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4.0 Command & Control

Any water based incident could be part of a bigger overall emergency. Staff and structures would be at the disposal of any overall incident commander, but this document outlines only responses to either incidents solely on the water or the marine aspect of a wider incident.

Apart from any police transmissions, all other traffic shall be on VHF Channel 11 where available and otherwise by mobile phone.





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5.0 Actions

5.1 Event Safety Adviser

After receiving an alert of a marine incident the initial response would be for Event Safety Adviser to despatch the nearest craft to investigate.

On receiving a report from the first craft on scene, the Event Safety Adviser would then make the decision as to whether any additional resources were necessary and despatch as appropriate.

If so, in addition to any other craft despatched, a Port of Tyne craft would attend to act as 'on scene commander'.

Once the 'on scene commander' was on site then Event Safety Adviser would:

- Act as liaison between on scene command and overall Event Control
- Act as liaison with the other emergency services
- Ensure other marine resources were dispatched to the scene
- Control non-emergency aspects of the event
- Issue advice, agree best landing points and advise emergency services as required
- Issue stand down on completion

5.2 On Scene Commander

On arrival this craft would take charge of the situation and:

- Make further assessment of the situation
- Request additional resources (directly or through event control)
- Direct other craft to task on the scene
- Control communications between incident and Event Safety Marshal
- Ensure event control are aware of boat number, casualty numbers and intended landing point
- Keep event control updated as to status of rescue

5.3 Observer / First on scene

The first craft on scene or to observe an incident should:

- Contact Event Safety Adviser by VHF or phone and proceed to the scene
- Make an assessment of the situation and report to Event Safety Marshal
- Render assistance
- Following instructions from event control or on scene commander upon their arrival



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5.4 Other craft

Unless obvious that the incident is major and requires significant immediate rescue capabilities all other craft should remain on station.

- Follow instructions from event control or on scene commander
- Be aware that in general all participants are fit, active people and would survive for quite some time in the water
- If heading for casualties do so with reasonable haste but consider wash and the possibility of swamping other craft upon approach
- Approach slowly and use paddles or a throw line for the final approach
- Watch out for people in the water
- When rescuing those in the water, target those who seem in distress or in a state of unconsciousness before those who are faring better
- When returning to landing point or other craft consider wash

5.5 Boat/Rowing Clubs

Event Control with assistance from launch site rowing clubs shall be responsible for recording the launch of boats and the number of people on board.

5.6 Landing areas [Note - as at 16-08-14, all these are subject to confirmation]

The following areas have been designated as landing points for casualties **BEFORE** Bill Quay:

Name	Postcode	Contact
Derwenthaugh Marina	NE21 5LL	0191 414 0065
Newcastle City Marina Pontoon	NE1 3AL	0191 221 1348
Friars Goose Water Sports Club	NE10 0QH	0191 469 2952

The following areas have been designated as landing points for casualties **AFTER** Bill Quay:

Name	Postcode	Contact
Royal Quays Marina Pontoon	NE29 6DU	0191 272 8282

5.7 Boat recovery

The following areas have been designated as boat recovery points **BEFORE** Bill Quay:

Name	Postcode	Contact
Derwenthaugh Marina	NE21 5LL	0191 414 0065
Newcastle City Marina Pontoon	NE1 3AL	0191 221 1348
Friars Goose Water Sports Club	NE10 0QH	0191 469 2952



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The following areas have been designated as boat recovery points **AFTER** Bills Quay:

Name	Postcode	Contact
Royal Quays Marina Pontoon	NE29 6DU	0191 272 8282

In an emergency there may be other facilities that are utilised. As a minimum requirement these access points would facilitate the transfer of a casualty into the care of emergency services. Access points as detailed:

Name	Postcode	Contact
Fozzards Pontoon	NE1 - Quayside	0191 221 1363
Anzio Pontoon	NE6 1BU	0191 224 9832

6.0 Schedule & Timing

All times shown in local British Summer Time (BST).

6.1 Tide Times

Tide times for Saturday 20 September 2014

Time (BST)	Metres
08:05	1.55
14:15	4.10
20:25	1.73

Sunrise 06:46

Sunset 19:09

6.2 Event Running Order

Time (BST)	Activity
14:00 onwards	Participating boats to launch from Tyne RC & Tyne United RC steps, Safety boats to on water beforehand.
14:30	First Race Start
14:30 - 15:10	Different categories start every 10 minutes
15:30 - 16:30	Boats pass through Quayside Bridges (10km)
15:45 - 17:00	Boats pass Bill Quay (15km)
16:15 - 17:30	Boats pass Morston Quay (20km)
17:00 - 18:00	FINISH – Boats arrive at Tynemouth
18:00	Any boats not finished will be directed to nearest access point
17:30 - 21:00	Boats trailered at North Tyneside Council car park



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7.0 Safety Craft, Event Safety Control

7.1 Safety Launches and Radio Points

Name	Crew	Comms
Port of Tyne	PoT + 2 from GTR	Mobile Phone & VHF
Safety Launch 1	2	Mobile Phone
Safety Launch 2	2	Mobile Phone
Safety Launch 3	2	Mobile Phone
Safety Launch 4	2	Mobile Phone
Safety Launch 5	2	Mobile Phone
Safety Launch 6	2	Mobile Phone & VHF (Red Seal)
Safety Launch 7	2	Mobile Phone & VHF (Red Seal)
Safety Launch 8	2	Mobile Phone & VHF (Red Seal)
Safety Launch 9	2	Mobile Phone & VHF (Red Seal)
Tynemouth RC Launch	2	Mobile Phone & VHF (Red Seal)
Total Rescue Capacity		

7.2 Event Safety Control on the day

Location	Function	Name	Mobile phone
Port of Tyne vessel	Event Safety Adviser	Liz Bray	07594 552535
"	Skiff Safety Adviser	Ian Robinson	TBC
On land moving with boats	Event Control	Colin Percy	07985 003304

7.3 Boat/Rowing clubs

Boat House	Contact	Phone	Postcode
Tyne RC	Colin Percy	07985 003304	NE15 8NL
Tyne United RC	Martin Thompson	07596 0866772	NE15 8NR
Tynemouth RC	Claire McGuire	07811 879447	NE30 4DG

Colin Percy

GTR Coordinator for Northern Rowing Council

Mob: 07985 003304

Email: greattynerow@gmail.com

As at 05-09-14