

Dublin Sculling Ladder Safety Plan



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1. Introduction

Welcome to the **Dublin Sculling Ladder Timetrial 2024**. We hope that you have an enjoyable, safe and successful regatta.

We are requesting your help and co-operation, so that we can manage the foreseeable challenges that may emerge. If we can work together, we aim to provide a competitive and safe regatta on the day.

This Safety Plan incorporates the key aim that all competitors, officials and visitors will uphold the Good Practice that exist in Rowing. Our intention is to make the safety of the competitors, spectators and regatta officials our highest priority in the organisation and running of this regatta.

A copy of this Safety Plan is to be shared in advance with all clubs who will have rowers participating in the Dublin Sculling Ladder our volunteers and first aiders.

Safety and umpire launches crewed by experienced volunteers will be patrolling the course throughout the event. Special thanks to Commercial and Neptune Rowing Clubs for providing these.

Officials on the day will also traverse the towpath along the course equipped throw-bags.

Safety boats and other regatta officials are provided with two-way radios operating on the Umpires' channel for communication.

2. Safety Procedures & Preventive Measures

2.1 Safety Instructions & Information for Competitors

Equipment:

It is the responsibility of each crew to ensure that the equipment that they are using is safe and compliant with the requirements of World Rowing, and Rowing Ireland's rules. All boats must have secure bow balls, heel restraints and watertight buoyancy chambers. All boat will be inspected prior to launch

Swimming Ability:

Every competitor and volunteer in or near water is expected to be in good health and able to swim. If operating in and around the water and you are unable to swim, please use a life jacket. Although the lake is wide access from the bank is relatively good. Any competitor or volunteer who is not a competent swimmer or has any other concern should make themselves known to their team manager or regatta committee who should then take appropriate account of any risk arising.

Competitors'/Attendees' Responsibility

While we endeavour to provide a safe regatta competition system, each competitor and attendee also has a duty of care to themselves and others. They must follow the advice set out below as appropriate.

- Manage their own safety, remembering that they have a duty of care to themselves and any third party both on the water and on land.
- Check all equipment (e.g., boats, blades, buoyancy aids, etc.) is safe and prepared to the standards as required. In particular, check bow ball, heel restraints or other quick release mechanisms and coxes' life jackets.
- Ensure their boats comply with the buoyancy requirements.
- Strictly follow any 'local rule' or traffic/circulation pattern along with any competition specific safe' provisions.

- Decide in advance whether or not they are competent to use the lake in the prevailing weather conditions; this decision may be taken by the individual or with their coach/crew/Captain. If in any doubt, do not take to the lake.
- Participants should be competent scullers and should be able to complete the course in 15 mins or less given full consideration to the conditions on the day.

2.2 Hazards

Beware of areas beyond the start line and avoid the clearly marked hazards near the course in the holding and warm up area. Please observe the correct circulation pattern that is in place for the conditions on each day (See circulation plan section). Crews are advised to keep clear of the course on the way to the start and to pay attention when launches are approaching/passing.

If water levels or weather conditions warrant a change of circulation pattern this will be communicated to all participating crews and will be discussed at the team managers/coxes meeting prior to racing. It is the responsibility of the team management to pass on this information to their crews.

Please note that the lake has permanent infrastructure in place in terms of start and finish pontoons, slipping areas, cables, buoys, and ancillary equipment. All of these present hazards of entanglement and should be considered appropriately for avoidance by launch drivers and competitors.

Additional hazards for this regatta are the stakeboats at the 1500-meter mark in lanes 0, 1, 2, 3. These lanes will be used for the sprint competition to be held in the afternoon. Team managers will be briefed on this hazard and are expected to pass on this information to their crews.

2.3 Launch Plan

Slipway

Scullers will launch from existing established slipways only at the existing rowing clubs at islandbridge. Crews are advised to wear appropriate footwear when using the slipway.

Oars should be removed from the slipway as quickly as possible.

2.4 Course Map



2.5 Starting Plan

Time trials commence approximately on the hour, every hour from 10am until 5pm inclusive on the day.

Scullers must assemble below the telegraph pole (commonly known as 'below the wires') at Islandbridge which is between UCD boat club and Trinity Boat Club.

Scullers will be called forward in intervals of approximately 20 seconds to commence their time trial.

Marshals and rescue boats will be on the water during the regatta

2.6 Finishing Plan

At the end of each time trial scullers must remain safe and in control of their boat at all times. The finish line is at the overflow pipe near Chapelizod commonly know as the Trinity Regatta start.

Once past the finish line scullers should proceed upstream and find a space to wait until the final sculler for that time trial has completed the course or advised by the marshals to return downstream. Scullers may need to move further upstream making room for later finishers.

While waiting scullers should keep their bows upstream for ease of boat management but should remain aware at all times and in control of their boat at all times.

Marshalls:

Marshals will be positioned at nominated points on the course and at the start and the finish and will

- (a) ensure the safe passage of crews to the start zone, and
- (b) keep the course clear for races in progress.

Listen for start marshals' instructions - they are all experienced in the job and know the event and the river well.

If you see an accident:

Please report to the nearest official immediately, who will act or alert the rescue services by radio as necessary.

Umpires, marshals and officials will be at Garda Boat Club for reporting of emergencies.

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

Safety Boats

At least one Safety Boat will be available at all times on the course. This vessel shall be equipped with competent people, radios, throw lines, safety blankets and first aid equipment.

Appropriate Footwear

Competitors, coaches, helpers, spectators and marshals should wear appropriate footwear to help avoid foot injury where crews may launch or return. Do not leave footwear on the slips.

3. Key Contacts

3.1 Emergency Key Contacts

Emergency: Fire, Police, Ambulance: 112 or 999 from any telephone.

Person in charge on the day:	Secretary: Cormac Keogh 0862358856
Chief Marshal	Jim Cassidy: 087670 5252
Safety Advisor:	Safety Advisor: Pat Churchard 0879420116

3.2 Incidents – Collisions & Capsizes

Above the start/below the finish: Get any boat that is damaged and unable to proceed to the side.

On the course: Get any boat that is damaged and unable to proceed to the side, either side is ok with the castle side preferred

Umpires and marshals: Shall pay particular attention to any incident on the river. Should a crew be involved in a collision or suffer any injury that requires assistance, or a crew member falls out of a boat, the official shall summon a safety launch by radio. The rescue launch will only be called if assistance is required, if the marshal/umpire can deal with the situation themselves the safety launch should not be requested. If the course is blocked, the official shall also advise the start that no further races shall be started. This should happen automatically when the start tower hears the “Rescue, Rescue, Rescue” call on the radio.

Capsize: The whole course is visible to marshals. Every marshalling position is equipped with a radio to inform Race Control. **STAY WITH THE BOAT!**

Please note that the lake has permanent infrastructure in place in terms of start and finish pontoons, slipping areas, cables, buoys, and ancillary equipment. All of these present hazards of entanglement and should be considered appropriately for avoidance by launch drivers and competitors.

Safety Launch; Can be any launch on the water that can assist in an emergency situation (Umpires/Coaches/Media)

Rescue launch: Launch’s specifically crewed and designed to affect a rescue if required.

3.3 Incidents – Extreme weather conditions & other threats

Clubs should consider the suitability and capability of participant taking into account conditions on the day and forecast weather conditions.

Start control shall arrange for sun-protection, water and relief stake-boat volunteers in excessively hot or cold weather.

Where extreme weather conditions or other situations that could require the cancellation or postponement of racing, either for the day or until the conditions change, the decision will be the responsibility of the secretary under advice from other officials which includes the safety Advisor.

In the case of lightning, a risk warning will be broadcast advising participants already on land to avoid moving boats and oars during the period of the storm. The message shall make clear whether racing could be resumed if conditions improve and whether crews already on the water should return immediately or complete their race first. As soon as the decision is made, every effort will be made to get all competitors, umpires, volunteers and Safety boat crews ashore and safe as quickly as possible.

As for determining when things are safe, the Regatta will use the 30-30 rule. After you see lightning flash, count the number of seconds it takes until you can hear thunder crack. If the time is less than 30 seconds, you are still in danger and should stay in a safe place. Similarly, a person should wait 30 minutes after seeing the last flash of lightning as it may linger after a storm.

3.4 Pre-inspection

Club Captains should ensure that all boats be used by their members are inspected and safe.

3.5 Instructions

Marshals, Safety Boats and other officials will be issued with all relevant safety documentation prior to the event. Specific safety information may be issued on the day verbally if required.

Competitors will receive details of the arrangements and instructions prior to the event.

4. Communications

For clarity organisers, Marshals, Rescue shall be on the same channel. Because of this, strict radio discipline should always be maintained.

5. Traffic & Road Access

Traffic and access by road is as per normal travel to and from the Dublin based rowing clubs. No special arrangements are required for the Dublin Sculling Ladder time trial.

6. Emergency Action Plan

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

6.1 Responsibility

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

6.2 Actions in the event of a medical emergency

For all emergency not involving crews on the water the following procedures should be observed. The nearest radio equipped Race official on the scene will 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

his 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 on lake or shoreside 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 999 or 112 by mobile phone.

Emergency services not familiar with the location and requiring detailed information about an incident location can contact Regatta Control for grid references & post codes. The Traffic Manager and security/access control team should be informed of the emergency and notified that the emergency services are on route. The Traffic and security personnel should have the exact location and directions to incident site. All traffic movement should cease when emergency services arrive on scene.

For water-based emergencies involving crews on the water during practice or races the following message should be used.

6. 3 Emergency Radio Messages

Emergency radio messages should be given slowly, clearly and repeated once. When other radio users hear the words **“ALL USERS, RESCUE, RESCUE, RESCUE”** radio silence **MUST** be adhered to. Start with the words **“ALL USERS, RESCUE, RESCUE, RESCUE”** followed by location, type of incident, numbers in the water, if any crew are trapped or are all crew clear. Followed by responding launches and required assistance. The message should be repeated and ended with the word **“OVER”**, **only the emergency assistance required to attend the location should reply and then the Safety Adviser should acknowledge the emergency call.**

It is important not to overwhelm the responding crews with messages as they will have their hands full with the actual rescue.

Emergency Radio Message for on the water emergencies “Example Message”

“All Users”

“RESCUE, RESCUE, RESCUE”, FOLLOWED BY LOCATION AND SITUATION

Example

All Users

“RESCUE, RESCUE, RESCUE, 500 METER MARK, COXED QUAD OVERTURNED, ROWERS IN THE WATER, ALL ROWERS CLEAR, SPARE UMPIRE RESPONDING RESCUE LAUNCH REQUIRED.

I repeat

“RESCUE, RESCUE, RESCUE, 500 METER MARK, COXED QUAD OVERTURNED, ROWERS IN THE WATER, ALL ROWERS CLEAR, SPARE UMPIRE RESPONDING RESCUE LAUNCH REQUIRED. OVER

6.4 Fire

If anybody discovers a fire in the area of, the caravan park or surrounding forest park they should raise the alarm and he/she will assess the situation and tackle the fire ONLY if they are confident to do so and initially order local evacuation. If the emergency may require the stopping of racing or general evacuation, he/she will inform the Regatta Chair through the nearest marshal, and they will agree appropriate action.

6.5 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 racing shall be halted.

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.

6.6 Capsize

Capsize

In the event of a capsize during the event the marshals will call “Rescue, Rescue, Rescue” and state where the incident has occurred and whether additional assistance is required. New races should not start until the all clear has been given by the onsite assistance dealing with the incident. All unnecessary radio traffic should be discontinued until the event is declared over by the designated person.

6.7 Floating Hazard

Any significant floating debris or “hazard” seen on the water shall be reported to Race Control immediately. A Safety Boat, (or if more expedient a Marshal or Umpires launch) may be deployed to clear the water and racing shall be suspended.

6.8 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 Gardai shall be called. Disruptive individuals may be asked to leave or barred from the event by the Regatta Committee.

6.9 Terrorist Threat

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

7. Reporting of incidents

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

8. Feedback

If you have any comments that may help us improve the plan for future events, then please let us know by email to: secretary@dublinscullingladder.ie