**Hastings Regatta Safety and Emergency Action Plan - 2025**

***(To be reviewed and updated annually)***

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| **Name of Event:** | **Hastings Regatta** |
| **Date of Event:** | **Saturday 14 June 2025** |
| **Start Time of Event:** | **10:00** |
| **Location:** | **Hastings Seafront between the Pier and the Harbour Arm** |

**Beach Meeting – Will the Regatta Take Place**

The Regatta is weather dependant, so a beach meeting will take place to confirm whether the Regatta will take place at or before 06:00 on the day of the Regatta.

**Rowing Course**

There will be 12 lanes for racing, starting at the start/finish line at the official’s tent above the Club Premises, and rowing easterly to buoy turns and back to the start/finish line.

**Championship Events:**

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| Open Senior Fours | Women's Senior Fours |
| Open Junior Senior Fours | Women's Junior Fours |
| Open Junior Fours | Women's Novice Fours |
| Open Novice Fours | Women's Senior Pairs |
| Open Senior Pairs | Women's Junior Pairs |
| Open Junior Pairs | Women's Junior Sculls |
| Open Senior Sculls | Women's Novice Sculls |
| Open Junior Sculls | Women's Double Sculls (1x J18) |
| Open Novice Sculls | Women's Masters Fours 40+ |
| Open Double Sculls (1x J18)\* | Open J16 Quad Sculls\* |
| Open Masters Fours 40+ | Women's J16 Quad Sculls\* |
| Open Masters Fours 50+ | Mixed J14 Quad Sculls\* |

**\* Non League Championships**

**General Safety Provisions**

All crews are expected to adhere to the CARA Rules of Racing and all participating Club Captains shall attend a Safety Briefing prior to the start of racing.

There may be times when crews need to navigate with other water users as well as the fixed buoys

**The event organisers shall:**

* Ensure there is First Aid cover (provided by Hastings Lifeguards)
* Ensure that Clubs are provided with parking and unloading information, including a map
* Provide sufficient and proficient marshals to assist on the day
* Ensure that the Clubs are notified, in advance, of safety instructions regarding unloading/loading of boats and transferring them to the beach (wet pedestrian area between seafront and beach which is slippery when wet)
* Communicate with Club Captains to ensure that:
  + No inexperienced Coxswains are to be used in rough conditions
  + No inexperienced Crews or Scullers are to row in rough conditions
* Conduct a site inspection prior to the event and check for hazards such as tripping hazards from trailing wires or ropes
* Ensure that the Regatta Control Tent is correctly erected and checked periodically

**Safety Boats**

There will be two safety boats present with two occupants each, who have been provided with a copy of the **Regatta Safety and Emergency Action Plan** in advance, and are properly briefed and understand:

* The load capacity of their boats
* How to provide assistance to rowing boats
* How to minimise wash
* The necessity of staying with each race and noting when races contain inexperienced/novice rowers
* How to Summon assistance, including medical attention
* Where to take casualties

In addition:

* The safety boat driver is preferred to be RYA Qualified to level 2, if not, then the driver needs to have proven experience and competence
* Racing is to be halted if safety cover is interrupted
* It s recommended that each safety boat should carry 4 life jackets for crew members requiring rescue

No rowing boats shall launch until the safety boats are on the water

**Boat and Life Jacket Safety**

Clubs shall ensure:

* Correct rigging of the boats
* Heel restraints are strong, secure, durable and the correct length. They must be properly adjusted (each heel shall be restrained to prevent it from rising higher than 7cm measured at right angle from the footplate) and in working order
* Bow balls must be in good condition and securely fixed
* Fixing screws or bolts must not present a hazard in the event of an accident. Any sharp protrusions should be covered or removed
* Buoyancy compartments, seals, hatch covers, boat hull and ventilation bungs must be secure and watertight
* Life jackets must be checked to ensure:
  + Appropriate size for cox’s weight
  + Inflators are present and not corroded
  + There are no holes or degeneration of the material on the folds
  + Failures will not go on the water and will be reported via incident reports (BR Website) with expectation that Clubs will update when rectified

**Communication**

Regatta Control will be situated on the beach at the start/finish line. Regatta Control will have radio contact with the Umpires and safety boats.

**Emergency Action Procedures**

**Medical Support**

First Aid will be located adjacent to Regatta Control tent

**Lightning / Severe Weather Events**

The local weather forecast will be monitored.

If there is unexpected lightning / severe weather:

* prior to the outing, race crews will be told NOT to go afloat
* during a race or when crews are already afloat, then crews will be told to come ashore and must do so immediately

Follow the 30/30 rule. If the time between seeing the flash of lightning and hearing the thunder is less than 30 seconds, take shelter. You are in the strike area.

Remain in shelter for 30 minutes after the last flash of lightning

**Actions by crews of Safety Boats**

If heading for casualties do so with reasonable haste but consider wash and the possibility of swamping other craft upon approach

Approach slowly, use paddles or throw line for the final approach and watch for people in the water. When rescuing those in the water use basic triage, supporting the most in need and unable to help themselves before those who are faring better

**Hazardous Situations**

**Capsizing**

Capsizing is most likely in single sculls, pairs and double sculls, unless the capsize has been caused by equipment failure of some other incident (like a collision, of medical situation). Rower(s) are expected to right their boars and continue racing. The crew’s eligibility in the race may be compromised f they receive outside assistance.

Actions Shall Be:

* On capsizing, a crew should be a buddy check and then 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 and they do NOT want assistance
* The Safety Boat shall assess the situation and take action (unless requested not to by the crew). It shall:
  + 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 beach
* If the crew needs, or requests, assistance, then:
  + Single Scull: rower/sculler will board the safety boat, and scull will be placed across the RIB’s inflation tubes
  + Pair or Double Scull: rowers will board the safety boat, and rowing boat will be lashed to the side of the RIB
  + Four of Quad Scull: If only one or two rowers need to be rescued, it may be safest to allow the remaining crew to row the boat back to the beach. If the whole crew needs to be rescued, it can be towed back to the beach, with blades removed prior to towing. (Do consider placing a person into the boat to assist in the direction stability and to steer.)

**Swamping**

This may be of a rowing boat, a safety launch of an umpires launch. The vessel may be taking on water due to rough water, a collision, or some structural failure.

Actions Should Be:

* Those in the swamped boat should stay with the boat and row, if possible
* Wait for assistance from the safety boat
* The crew involved should raise the alarm by waving to the nearest boat and/or calling for umpire and/or safety boats by radio

Safety or another craft will:

* Retrieve the casualties from the boat or water
* Establish that all persons are accounted for
* Make safe or otherwise retrieve the craft (as noted before)

**Person Overboard**

A person may fall from any craft into the water. It is likely to be one individual but it is possible that when assisting the recovery of a person overboard, or when putting out or retrieving the weighted turns, an individual falls in.

Actions Should Be:

* Raise the alarm on the safety radio
* Retrieve the casualty from the water
* Establish all casualties are accounted for
* Take the casualty to shore

**Fire on-board Safety Boat or Umpires Launch**

Any craft with an engine is capable of catching fire.

Actions Should Be:

* Raise the alarm on the safety radio
* Extinguish the fire using the fire extinguisher on board
* If possible, make way to the shore
* If necessary, make preparations to abandon the craft
* Other craft should lend assistance and possibly retrieve casualties from the water as necessary
* CARA Officials of the day, shall re-assess risk to the event as a whole due to the loss of craft and take appropriate action

**Mechanical Malfunction on Safety Boat or Umpires Launch**

Any craft with an engine is capable of becoming disabled

Actions Should Be:

* Raise the alarm on the safety radio
* Assign a suitable craft, with sufficient power and rope for towing, to assist the disabled craft
* Tow disabled craft to shore
* If resources permit, have a second craft on standby to lend further assistance
* CARA Officials of the day, shall re-assess risk to the event as a whole due to the loss of craft and take appropriate action

**Emergency Response – Key Steps in the event of an emergency or life-threatening injury**

1. **Render assistance**
2. **Make contact with Regatta Control Tent**
3. **Call for Help and Emergency Medical Attention (dial 999 or 112)**
4. **Monitor and administer First Aid**
5. **Send someone to meet/direct Emergency Services**
6. **Transfer casualty to the care of the Emergency Team**
7. **Inform key people (Regatta Control)**
8. **Complete and Incident Report**

**Be prepared to tell 999:**

* **Who you are, your name and call back number**
* **Current location of casualty**
* **Description of Boats if requesting on-water help**
* **Where you plan to bring the casualty ashore**
* **Age/gender/number of casualties**
* **Type of injury to casualty and their situation**

**Key Contact Details**

**Regatta Address for Emergency Services:**

Hastings Rowing Club

43 White Rock

Hastings

TN34 1JL

**First Aid cover and Lifeguards** - Provided by Hastings Lifeguards (Di Cooke – 07970 424669)

**Local Accident and Emergency Unit**

Conquest Hospital

The Ridge

St Leonards on Sea

TN37 7RD

0300 13 14 500

**Hastings Rowing Club Key Personnel:**

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| Captain | Vicky Kidd | 07584 042866 |
| Vice Captain | Cami Korkis | 07533 083022 |
| Regatta Secretary | Colin Chatfield | 07715 823211 |
| Water Safety Officer | Matt Bumpus | 07934 694759 |

**Tide Times**

Date 14 June 2025

High Tide 00:30 BST

High Tide 12:50 BST