



# University Championships



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## 1. Introduction

Welcome to the **University Championship**. 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 both dates.

This Safety Plan incorporates the key aim that all competitors, officials and visitors will uphold the Good Practice that exist in Rowing. Please note In this regard clubs and attendees are requested to note Sections 3.6 & 3.7 in particular. Our intention is to make the safety of the competitors, spectators and regatta officials our highest priority in the organization and running of the University Championships.

A copy of this Safety Plan is to be shared in advance with Rowing Ireland, the local Garda Síochána in Mohill, Leitrim County Council, our volunteers and first aiders and all competing clubs.

Ambulance personnel will be on site during the Regatta.

Safety and umpire launches crewed by experienced volunteers will be patrolling the course throughout the regatta.

Umpires are equipped with loudhailers and basic safety equipment in rescue bags; throw-bags and emergency blankets, etc.

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

The continued use of Lough Rinn is conditional on its proper care and use as a shared amenity. Please treat it with respect and leave the toilets and shore tidy for others. Use the bin stations provided.



Figure 1: Bin Station Signage

## **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 Rowing Ireland's rules. All boats must have secure bow balls, heel restraints and watertight buoyancy chambers. All equipment is assembled and checked prior to entering the slip area and repairs/alterations to boats in the slipping area is strongly discouraged. Slip stewards will visually inspect boats.

#### **Coxes**

Coxes presenting at the slip without life jackets on will not be allowed on the water. Coxes of bow-loading boats should not use automatically inflating life jackets as these may impede escape from a boat in the rare event of a capsized.

Life jackets and buoyancy aids should be worn in the correct manner and coxes should be familiar with the method of operation. Inspections will be conducted, and omissions may lead to disqualification.

All coxes should be familiar with the method of operation of their life jacket. In addition, all coxes must wear facemasks and eye protection as per Rowing Ireland Covid 19 protocols.

#### **Swimming Ability:**

Every competitor and volunteer in or near water is expected to be in good health and able to swim. 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 club Captains 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.
- Wear adequate clothing and weather protection including sun-cream to suit conditions
- In the event of warm weather conditions rowers, marshals, stake-boat holders and all involved should ensure they are adequately hydrated.

- Ensuring that all equipment (e.g. boats, blades, buoyancy aids, etc.) are adequately disinfected and safe for use for other users. Spot checks may be made by the Regatta Covid Officer to check that adequate disinfecting is being undertaken by club, crews, coaches and club officials.
- Practice Covid responsibility set out in Section 3.7 below

## **2.2 Lake 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 clubs and will be discussed at the captains/coxes meeting prior to racing. It is the responsibility of the club 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.

## **2.3 Launch Plan**

### **Slipway**

There will be one outbound and one inbound slips near the boat trailer area for the duration of the regatta including training days. Both the crews and coaches are asked to help with the flow of incoming and outgoing crews by ensuring boats are ready to launch and all adjustments are made before approaching the slipway.

Crews are advised to wear appropriate footwear when using the slipway. There will be two slip marshals in place during the regatta.

As you observe the course from the trailer area (see schematic plan below )

- Outbound crews will be using the right-hand slipway
- Inbound crews will be using the left-hand slipway.

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

Crews once finished their races should proceed to the warm down area or return to the slip.

Crews should ensure they do not drift into the racing lanes when returning to the slip.

Crews should allow enough time for sanitising boats and blades after use.

## **2.4 Circulation Plan**

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

No warming up is allowed on the course at any time.

The warm up area is towards the start and just behind the start on the right hand side of the course as indicated in the schematic below.

## Racing

**In normal water level conditions** crews should make their way to the start staying off the course and following marshal's instructions.

Once into the holding area behind the start - crews should pay attention to other boats in the area.

When the marshals call the crews forward to the stake boats they should proceed as directed and follow instructions from the starter.

The whole course is visible by umpires and marshals. Umpires' positions are equipped with throwing lines and safety and marshal boats monitor the course. In the event of a capsized boat on the course please stay with your boat and listen to Umpires instructions.

## Know the rules:

**Rowing Ireland rules** will be used. The marshalling rules are straightforward – see the Regatta circulation plan - Give yourself plenty of time to boat before your race time, as it may take you some time to get to the start (allow at least 30 minutes) to get to the start from the main boating area. All boats must launch from the 'Outgoing Pontoon' (Lane 1 right side). All boats must return using the 'Incoming pontoon' (Lane 7 side) when looking down the lake. 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 lake well.



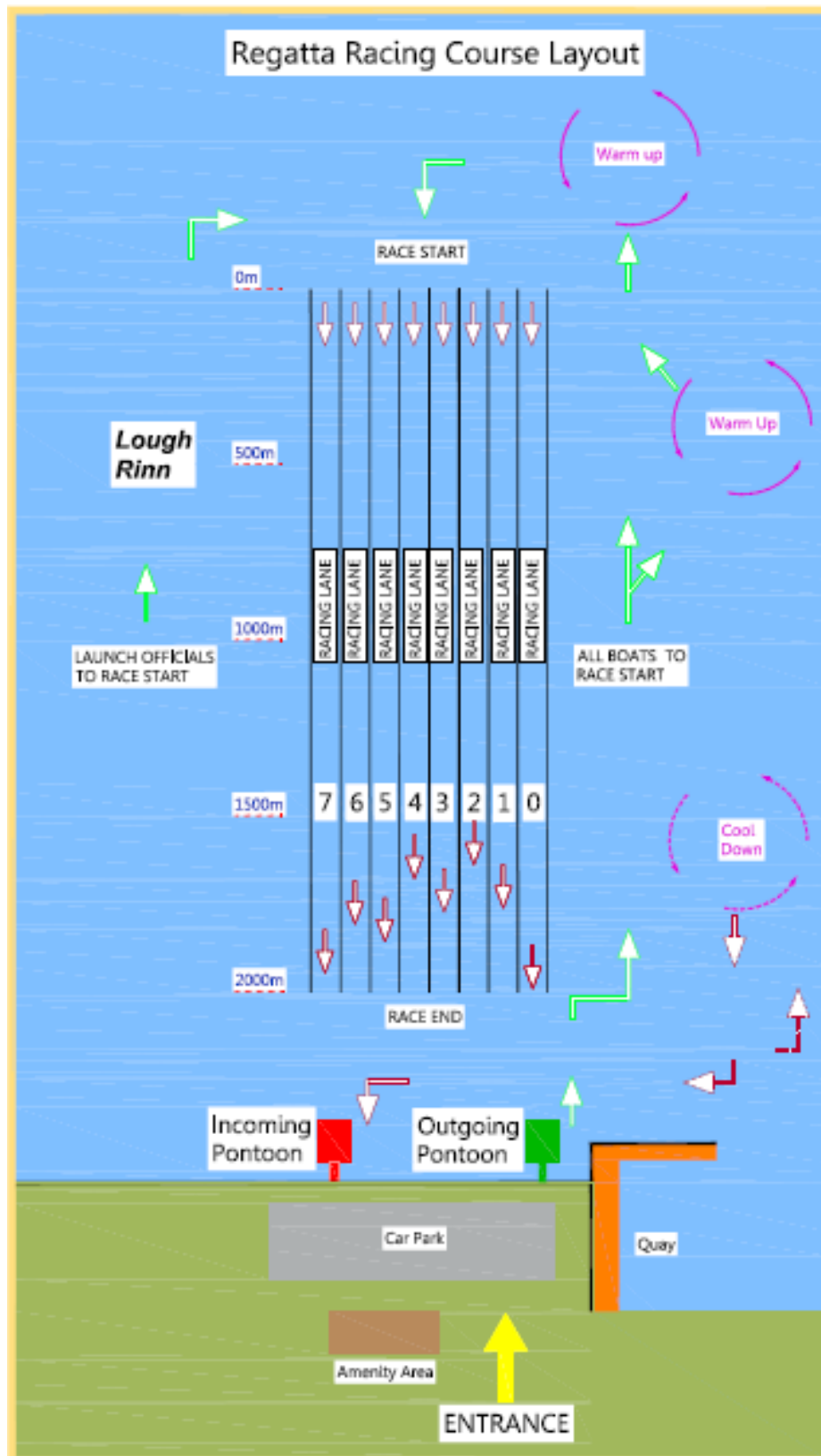


Figure 2: Circulation pattern

**If you see an accident:**

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

All accident and near miss incidents should be reported to the regatta safety advisor and the appropriate Rowing Ireland documentation filled and submitted by the parties involved. (Rowing Ireland 'Accident report' form and Rowing Ireland 'Incident report' Form), copies of these forms will be included in the appendix of this document and they are also available to download from the Rowing Ireland website.

Umpires, marshals and officials will be the initial public contact points for reporting of emergencies. Marshals will wear a high visibility jacket for identification at all times.

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, positioned in the middle of the course normally but may be positioned near the Start or Finish dependant on conditions or specific needs at that time. 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.

**First Aid**

During the regatta First Aid cover is provided at the secretary's location near the entrance of the park and a doctor will be accessible via Nowdoc as above .

### 3. Key Contacts

#### 3.1 Emergency Key Contacts

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

Carrick on Shannon Gardai: 071 9650510

Mohill Gardaí 071 9620021

Sligo General Hospital 071 9171111

Local doctor: Now Doc, 1850 400911

Person in charge on the day:	Regatta Chairperson contact via office or mobile:
Safety Advisor:	contact via office or mobile :
Chief Umpire	contact via regatta office
Regatta First Aiders:	contact via regatta office or hand portable radio:

All positions are in radio contact with control, the rescue services and the Chief Umpire.

#### Contact numbers

**Please** ensure you or your club members/volunteers **do not park on the main road.**

**Please do not impede access for an ambulance** to the car park(s) or the trailer park.

Your vehicle may be towed without warning in both cases above.

#### 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.

### **3.3 Incidents – Extreme weather conditions & other threats**

Clubs should consider the suitability and capability of those being volunteered as stake boat holders. The clubs should consider the forecast weather conditions when recruiting stake-boat volunteers, who must be physically strong enough to carry out the duties of a stake boat holder in any raceable weather conditions. The regatta organising committee has a duty of care to all volunteers including the stake boat holders.

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 Chairman under advice from the racing committee which includes the safety Advisor, Chief Umpire and Secretary. The Regatta Chairman or the Safety Advisor also reserve the right to amend this plan if weather or competition conditions on the day make this necessary. Amendments, postponement or cancellation will be published at Race Control and announced over the public-address system.

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**

Approximately 1 hour before the start of the race the Safety Advisor along with if possible, the Chief Umpire or Regatta Chairman will inspect the course and surroundings for any obstructions or likely problems and assess the weather conditions. A Checklist shall be completed by the Safety Advisor at this time. Decisions on postponement or cancellation will be considered.

### **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 Regatta organizers. Marshals, Rescue, Control & Umpires shall be on the same channel. Because of this, strict radio discipline should always be maintained.

The PA system shall also be used to make emergency and public announcements if necessary. Back up is provided via megaphones/loudhailers.

**Club and Volunteer Communications:** The Lough Rinn Committee may use online meetings to substitute for physical club/ captain/cox or covid meetings. The Committee will also use the Rowing Ireland website for updates to this plan and other relevant notices.

## 5. Traffic & Road Access

This section advises all attendees of the regatta on the Road Traffic Plan and access arrangements.

All clubs are advised to use main roads to get to Mohill and from there to access the regatta location (Lough Rinn Caravan Park) as follows

- from Mohill, Main Street Lower (signposted Carrigallen and Lough Rinn Hotel)
- Continue to “Y” junction signposted Carrigallen (left turn) and Drumlish (right turn)
- Turn right onto Drumlish Road signposted Lough Rinn Caravan Park
- Continue on this road for approximately 3.5 km

Please see the schematics below for proposed trailer parking and car parking.

**Trailer drivers/ officials should contact the traffic manager (see 3.1 above) to arrange advance access**





**Chairperson Mobile: 083 181 7037**  
**Safety Officer Mobile 085 285 5499**  
**Regatta Secretary Mobile 089 607 3495**

Figure 3: Proposed car parking and access on road from Mohill (L1053)



*Figure 4: Proposed trailer parking adjacent slipways*



## 6. Emergency Action Plan

This Emergency Action Plan sets out mitigation and procedures in relation to an emergency which represents a general threat to Regatta 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 capsized during a race the umpire 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. Emergency Services Access**

Emergency vehicle access to the caravan park is via the main gates, the emergency services will be met by the Traffic Manager or Security Person at the gate and directed to the location of the incident. An incident at the starting area will be managed by the Traffic Manager.

It is very important that the access road from this main gate is kept clear and free of obstructions at all times from two hours before the regatta, during the regatta and for a reasonable time after the regatta.

If parked vehicles are causing an obstruction it will be announced once over the public PA system and if the vehicle causing the obstruction is not moved in a reasonable amount of time, the vehicle will be removed by the regatta organisers or by the Gardaí or Leitrim County Council on request. The regatta organisers will use a local car removal service to remove the vehicle and all cost incurred will have to be paid by the vehicle owner.

Rowing Ireland, Leitrim County Council and the Lough Rinn Regatta Committee accept no responsibility for damage caused to vehicles parked in such a way as to cause an obstruction to emergency vehicle access.

Similarly, Rowing Ireland, Leitrim County Council and the Lough Rinn Regatta Committee accept no responsibility for damage caused to vehicles or equipment used: travelling to/from; in attendance at; or, participation in, the regatta.

## **9. Feedback**

If you have any comments that may help us improve the plan for future events, then please let us know via Rowing Ireland. Further information that makes up the full Regatta safety plan is contained in separate documents sent to all clubs competing and available on the Rowing Ireland tracker website, namely circulation plan, access and parking arrangements.

## **Appendices**

Appendix 1: Accident report form

# Template Accident Report Form

<i>[Name of Club]</i>	
<b>Coach name in attendance:</b>	

<b>INJURED PARTY</b>	
<b>Name:</b>	
<b>Club:</b>	
<b>Home address:</b>	

<b>ACCIDENT DETAILS</b>	
<b>Form Completed By:</b>	
<b>Date:</b>	<b>Exact Location:</b>
<b>Time:</b>	<b>Time Reported:</b>
<b>Reported by, name:</b>	
<b>Nature of Injury:</b>	<b>How accident happened:</b> Describe what activity taking place, for example was training/event/getting changed
<b>Name and contact details of witnesses</b>	



## Appendix2: Incident Report Form

### Rowing Ireland Incident Report Form

This form is to be completed by a rowing club, country or regatta organizer whenever there is an incident during a rowing activity involving injury to a person or damage to equipment not owned by the club/regatta organizer.

When completing this form or interviewing witnesses to determine what happened be extremely conscious of the need for a factual description without assignment of blame, explicit or implied, and without admission of fault. Attach extra sheets if needed.

The completed form should be sent immediately by E-mail: [info@rowingireland.ie](mailto:info@rowingireland.ie)  
Rowing Ireland, National Rowing Centre, Farran Woods, Ovens Co. Cork Ireland P31  
K704

Telephone 353 21 7434044 Fax 021 7434045

The Chief Executive Officer, Rowing Ireland, [michelle.carpenter@rowingireland.ie](mailto:michelle.carpenter@rowingireland.ie)

Name of club/Country/regatta organizer reporting the incident:	
Contact person reporting the incident:	
Name:	Position/Role:
Address	
<hr/>	
Contact No: Phone:	E-mail:
Name and Type of session incident occurred in, for example. Competition/Head of River/Training	

**Event Organisers**

Names of those involved in the incident (including third parties)

1. Name: \_\_\_\_\_ Club/Country \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

2. Name: \_\_\_\_\_ Club/Country \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

3. Name: \_\_\_\_\_ Club/Country \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Date and time of incident: \_\_\_\_\_ am/pm

Where did incident occur? \_\_\_\_\_

Did the incident occur during a regatta, training or otherwise (specify)? \_\_\_\_\_

Type of Boat/Boats? \_\_\_\_\_

Make of Boat/Boats? \_\_\_\_\_

Serial Number of Boat/Boats? \_\_\_\_\_

List any injuries, where they were treated and by whom: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



List any damage to boats and property: \_\_\_\_\_

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Please describe the incident. State only the facts of what was observed. Do not try to

determine who, if anyone, might have been at fault (e.g. do not say that a crew "ignored" an official's signals or instructions – the crew may not have seen or heard them). Include a description of the weather, visibility, water and current or tide conditions. Attach drawings, diagrams and photographs if these will aid in the description.

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<b>Diagram</b>	
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**List witnesses:**

1. Name: \_\_\_\_\_ Club \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

2. Name: \_\_\_\_\_ Club \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

3. Name: \_\_\_\_\_ Club \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

4. Name: \_\_\_\_\_ Club \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

5. Name: \_\_\_\_\_ Club \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Identify any investigating agencies contacted (e.g., police, harbour commission, coast guard)

1. Agency: \_\_\_\_\_ Officer's name: \_\_\_\_\_

Badge number: \_\_\_\_\_

2. Agency: \_\_\_\_\_ Officer's name: \_\_\_\_\_

Badge number: \_\_\_\_\_

**Signatures**

**Club/regatta official:**

Signature \_\_\_\_\_ Print Name: \_\_\_\_\_

Date \_\_\_\_\_

**Person reporting the incident:**

Signature \_\_\_\_\_ Print Name: \_\_\_\_\_

Date \_\_\_\_\_

## **Appendix 3: Risk Assessments**

Risk Assessment			Event: University Championships 2023				Date: 13/03/2023											
			Author: David Breen				Revision: 1.0											
Number	Hazard	Potential Consequence	Risk Assessment			Reduce Likelihood of Event		Mitigate the Consequences		Action Parties								
			Severity (1-5)	Likelihood (1-5)	Risk [Likelihood x Severity] (L, M, H)	Control Measures	Action to Maintain Control Measures	Recovery Measures	Action to Maintain Recovery Measures	Safety Advisor	Chair, Secretary, Chief Umpire	Trainers	Marshals	Umpires	Competitors/Attendees			
<b>COLLISION</b>																		
1	Collision with motor vehicle in approach road and around the regatta entrance	Moderate injury to competitors and the public	3	2	L	Trailer access will be closed one hour before race time and throughout regatta and training times, access for regatta traffic controlled by parking marshals, who will direct traffic at entrance to overflow car park and at the barrier to the caravan park / trailer park area. Only designated regatta vehicles will be allowed in the caravan park area. Emergency vehicle access will be maintained at all times.	Trainers will be directed where to park. Parking controls to be maintained all day.	Instruct marshals to control area	Deploy extra marshals	X		X						
2	Collision with vehicle during regatta	Moderate injury to competitors and the public	3	2	M	No vehicles, except emergency vehicles and event logistic vehicles will be allowed past the traffic barrier on race days	Traffic/security access to be managed at all times during the regatta. Official cars and regs to be noted in advance	Instruct marshals to control area and contact Traffic Manager, regatta chair or safety officer if clarification required during the regatta	Deploy extra marshal	X	X	X						
3	Collision of boats with pedestrians, collision between boats on land in boating area	Slight injury to competitors and the general public and minor damage to boats	1	3	L	Marshals in boating area will control the flow of boats on slips and for slipping of launches at the quay area. Neighbours and Leitrim Co Co have been informed of the event. Where possible crews should have club spotter with them when moving boats to and from slip areas	The boating area will be policed by marshals and there will be delineated areas for boats on and off to avoid conflict. Launches to be slipped via Quay area	Instruct marshals to control area	Deploy extra marshals	X		X		X				

4	Collision with other boats and launches	Trauma injuries from collision, drowning of competitors	4	2	M	Umpires are RI registered and their training includes spotting potential hazards and instructing competitors to take action to avoid them. All competitors are sent a circulation map and copy of the safety plan. There will be one rescue launch on the water throughout the regatta Safety/umpire boats are in radio contact with the regatta control. In addition to the rescue boats, there will be two marshal launches on the water throughout the regatta to assist crews and maintain the circulation pattern.	Registration and control marshals to reinforce safety messages and the need to adhere to the regatta circulation plan. Launch drivers to be made aware of safety plan and briefed to the regatta circulation pattern.	There will be mobile phones available in the Director and control tents and an ambulance can be called. The nearest A&E department is within 24km away and they have been informed of the event. Ambulances will be stationed at slip area to meet any injured persons coming off the water.	maintain rescue cover.	X	X	X	X
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8	Inclement weather.	Can lead to capsize, swamping, hypothermia, drowning of competitors, volunteers, officials	3	3	T	<p>The Regatta Chair, Chief Umpire, Secretary and Safety Advisor will be monitoring the water conditions. Crews will be informed of any changes to race plan due to weather conditions. Any changes will be communicated to all concerned as soon as possible and with the appropriate consultation.</p> <p>The safety cover for the event is deemed sufficient to cope with all reasonably foreseeable changes in conditions</p>	Continuous monitoring of conditions including feedback from coaches and officials. Delay of races if required or cancellation of events for younger less experienced crew/s if necessary.	The regatta will be operating the 30/30 rule in the event of lightning and there are many areas around the lake where people can be safely evacuated.	In the event of an increase in risk, consideration will be given to withdrawal of higher risk events or complete abandonment with appropriate procedures.	X	X	X	X	
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Risk Assessment			Event: University Championships 2023			Date: 13/03/2023						
			Author: David Breen									
Number	Hazard	Potential Consequence	Risk Assessment			Reduce Likelihood of Event		Mitigate the Consequences		Action Parties		
			Severity (1-5)	Likelihood (1-5)	Risk Rating (L, M, H)	Control Measures	Action to Maintain Control Measures	Recovery Measures	Action to Maintain Recovery Measures	Safety Advisor	Chair Secretary, Chief Umpire	Umpires
<b>SLIPS, TRIPS &amp; FALLS</b>												
9	General slips, trips, and falls	Slight injuries to competitors, officials and spectators	1	3	L	There will be qualified first-aiders on duty at a fixed site throughout the regatta. The providers of the safety cover will also be providing first aid to the event. There will be a well-stocked first aid box available in the secretary's area or the first aid point and in selected launches.	Maintain first aid services.	In the opinion of the first aid team a casualty needs hospital treatment they will be taken by car or ambulance dependent on the severity of the injury. The nearest A&E department is Sligo Hospital. Mobile phones will be available at regatta control or from marshals in emergencies.	Marshals will be in place to ensure that the access road to the regatta site is kept clear throughout the day.	X	X	X
10	Falling into the water and obstructing marshalling leading to minor injuries	Slight injuries to spectators and competitors	1	3	L	Marshals are present around the site. They are experienced and well-trained. Adherence to RI, the rules of racing and organising an event. Lifebuoys are prominently positioned around the Lake.	Comprehensive information is sent to all clubs competing regarding safety of spectators and competitors at the site. Local authority and police are aware that event is taking place	As above for general slips, trips, and falls	As for general slips, trips, and falls	X	X	X
11	Congestion at the landing stage	Slight injuries to spectators, competitors and officials, minor boat damage.	1	4	L	Marshals are present at the stages throughout. Clubs are aware of RI safety manual and good boating practice. Safety instructions detail the need to wear appropriate footwear whilst boating to avoid cuts	Crews will be encouraged to keep their blades with their boats or trailers.	As above for general slips, trips, and falls	As for general slips, trips, and falls	X	X	X
12	Tripping / falling in boating area while getting afloat, damaging equipment in shallows	Slight injuries to competitors and officials, minor boat damage.	1	3	L	Marshals on duty, very shallow areas will be buoyed and cordoned off	Continued warnings to crews	As for general slips, trips, and falls	As for general slips, trips, and falls	X	X	X

13	Slipping/tripping on the ramp leading to pontoons	Injury to competitors, coaches, volunteers, marshals, spectators	3	3	M	Keep are cleared and remove items that could cause slips or trips	Restrict access to competitors, coaches, marshals and umpires.	Announcements to be made to warn people of risk -in cold, very wet or frosty conditions.	As for general slips, trips and falls.	X	X	X	X	X
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Risk Assessment			Event: University Championships 2023				Date: 13/03/2023						
			Author: David Breen										
Number	Hazard	Potential Consequence	Risk Assessment			Reduce Likelihood of Event		Mitigate the Consequences		Action Parties			
			Severity (1-5)	Likelihood (1-5)	Risk [Insignificant (L) Tolerable with Control (M) Significant (H)]	Control Measures	Action to Maintain Control Measures	Recovery Measures	Action to Maintain Recovery Measures	Safety Advisor	Chairman, Secretary, Chief Umpire	Referee, Match Officials, Marshals, Regatta Officials	Umpires
OTHER													
14	Catering. Burns, scalds.	Injury to competitors, coaches, volunteers, marshals, spectators	3	2	L	Providers of food to be competent and experienced. If catering is provided, a fire extinguisher will be available in all catering areas.	Procure competent or experienced catering providers	It is expected that all catering facilities will be staffed by competent personnel and they will be supplied a copy of the regatta safety plan.	As for general slips, trips, and falls	X		X	
15	Catering. Lack of hygiene.	Illness (possibly food poisoning) of all attending	3	2	L	Providers of food to be competent and therefore aware of the hygienic handling and preparation of food and the dangers of hot drinks.	Maintenance of hygiene	If in the opinion of the first aid team a casualty needs hospital treatment they will be taken by car or ambulance dependent on the severity of the injury. The nearest A&E department is Sligo Hospital	As for general slips, trips, and falls	X		X	
16	Catering. Lack of hot water.	Delay in recovery from hypothermia of competitors.	2	3	L	Provide access to kitchen area of caravan park for this specific use.	Maintenance of power supply at refreshment tent.	Ensure kettle and hot drinks available at caravan block	Ensure kettle available in building	X		X	
17	Blockage of path preventing approach of emergency vehicles	Delay in arrival/ departure of ambulance or other assisting vehicles, exacerbating injury	3	2	L	Parking marshals will be present to direct traffic at barrier at top of car park ramp. Marshals will maintain clear path through car park to NRC.	Parking controls to be maintained all day	Instruct marshals to clear path	Deploy extra marshals	X		X	X
18	Loss of communications	Inability or delay to rescue, excessive time on water for crews	3	3	M	Use mobile phones of key personnel	Maintain list of key mobile phone numbers, brief key personnel	Recommission radios or reduce size of regatta.	Provide or replace radios. Agree cancelled events with club reps	X	X	X	X
19	Loss or failure of rescue boats	Inability or delay to rescue	3	3	M	Employ recognised and competent rescue service.	Brief rescue service.	Deploy club launches for rescue. Reduce scope of event.	Ensure adequate launches available. Agree scope reduction with club reps.	X	X		X
20	Launch fuel	Risk of fire and burns	3	3	M	Launch petrol containers to be stored in appropriate contained secure area. Fire extinguishing media to be in place, correct signage to be used in the area. Strick no smoking policy to be in place.	Control access to spare petrol container	First attempt extinguish by means of extinguisher if un successful call fire service 999/112	Experienced volunteers to handle launch refuelling	X		X	

21	Refuelling area for launches.	Risk of fire and burns	3	3	M	Launch petrol containers to be stored in appropriate contained secure area. Fire extinguishing media to be in place, correct signage to be used in the area. Strick no smoking policy to be in place.	Trained personal to refuel petrol tanks.	First attempt extinguish by means of extinguisher if un successful call fire service 999/112	Trained staff to handle launch refuelling	X		X		
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Risk Assessment			Event: University Championships 2023				Date: 13/03/2023				Event:			
			Author: David Breen											
Number	Hazard	Potential Consequence	Risk Assessment			Reduce Likelihood of Event		Mitigate the Consequences				Action Parties		
			Severity (1-5)	Likelihood (1-5)	Risk [Initial Significance] (L, M, H) Tolerable with Control (M) Significant (H)]	Control Measures	Action to Maintain Control Measures	Recovery Measures	Action to Maintain Recovery Measures	Safety Advisor	Chair, Secretary, Chief Umpire	Traffic Manager, Marshals, Regatta Volunteers	Umpires	Competitors/Attendees
<b>COVID-19 RISK: Everyone is responsible for their own personal actions</b>														
22	Virus spread	Covid -19 illness in attendees or contacts	5	1	M	Only non-symptomatic and non-vulnerable attendees	Notify clubs and attendees in advance	Provide ventilated isolation area for any attendee who feels unwell. Bring to isolation area - call HSE and Nowdoc. Treat all waste as infectious and double bag. Provide masks to victim and those attending plus separate sanitisers.	Appoint Covid Officer and Club Covid Supervisors	X	X	X	X	X
23	Virus spread	Covid -19 illness in attendees or contacts	5	1	M	Maintain attendee list	Covid Officer links with Club Covid Supervisors to ensure integrity and completeness of lists	Club Covid Supervisors notify regatta Chair and Covid officer of any suspect case after event for Contact tracing	Maintain attendance lists and Club Covid Supervisors monitor all attendees from their clubs for 14 days after event	X	X	X	X	X
24	Virus spread	Covid -19 illness in attendees or contacts	5	1	M	Clean all touch points	Clubs to ensure athletes have their own sanitisers and cloths. Regatta to provide supplementary equipment and controls	Provide more time for cleaning between races Reduce regatta size and participation Provide designated areas for disinfecting boats and oars	Covid-Officer and Club Covid Supervisors monitor correct use of controls on the day	X	X	X	X	X
21	Virus spread	Covid -19 illness in attendees or contacts	5	1	M	Follow HSE guidelines	Provide signage and sanitising stations Provide bins for used tissues and wipes	Provide specific Covid-19 advice in safety plan; limit attendance to 500	Covid-Officer and Club Covid Supervisors monitor correct use of controls on the day	X	X	X	X	X
<b>ENVIRONMENTAL/WASTE</b>														
22	Damage to amenity or environment	Effect on wildlife, neighbours, environment, other lake users or stakeholders	3	3	M	Provide adequate bins. Use detergent/sanitiser responsibly. Notify attendees of control measures.	Appoint marshals, check bins -hold Captains meeting; tidy after regatta	Employ extra marshals; Dilute any spillages of detergents or sanitisers	Deploy extra marshals	X	X	X	X	X

Risk Assessment			Event: University Championships 2023		Date: 13/03/2023								
			Author: David Breen										
Number	Hazard	Potential Consequence	Risk Assessment		Reduce Likelihood of Event		Mitigate the Consequences		Action Parties				
			Severity (1-5)	Likelihood (1-5)	Control Measures	Action to Maintain Control Measures	Recovery Measures	Action to Maintain Recovery Measures	Safety Advisor	Chair, Secretary, Chief Umpire	Referee	Umpires	Competitors/Attendees
					<b>Severity/consequence</b>								
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