



Commercial Rowing Club

Longmeadows,
Islandbridge
Dublin 8
(D08 E9W6)

Date 16th February 2025

Commercial Regatta SAFETY STATEMENT 2025

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1. Introduction

Welcome to **Commercial Regatta 2025**. We hope that you have an enjoyable, safe and successful days racing. With your help and co-operation, we (and our equipment) should survive the day intact.

This Safety Plan incorporates the key points of all the rowing clubs involved, our aim is that all competitors, officials, and visitors will uphold all Good Practice that exist in Rowing throughout all the clubs participating this weekend.

A copy of the Safety Plan is lodged with Rowing Ireland and our Medical Professionals.

Medical professionals, Ambulance personal will be on site during the day(s) of the regatta and will be present during the whole competition.

Safety boats crewed by trained personnel will be patrolling the course throughout the regatta.

Umpires are equipped with loudhailers and basic safety equipment.

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

Objectives:

The Safety Plan for the regatta has four primary objectives:

1. To ensure that racing is conducted with due observance of all safety conditions in Rowing Ireland's Rules of Racing
2. To manage hazards specific to 1,200m Commercial Regatta course in Islandbridge from the Boohouse bend to the UCD slip, and all reasonably foreseeable hazards on the slip, and boathouse.
3. To provide adequate First Aid and medical services at the regatta course
4. To ensure yearly improvements in the safety plan through investigations of any incidents or near misses which occur during the regatta.

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 General Rule In principle, the Rules of Racing of FISA (Fédération Internationale des Sociétés d’Aviron) and rowing Irelands safety manuals. Coxes presenting at the pre-launch inspection without life jackets on will not be allowed on the water. Coxes of front-loading boats should ensure that their life jackets allow for a quick escape from their boat.

All boats must have secure bow balls, heel restraints and watertight buoyancy chambers. Coxswains must wear a life jacket or buoyancy aid in the correct manner and be familiar with the method of operation. In “front-loader” boats coxswains must wear manually operated gas inflation life jackets. Inspections will be conducted, and omissions may lead to disqualification.

Coxes

All coxes should be familiar with the method of operation of their life jacket.

Swimming Ability:

Every competitor is expected to be in good health and able to swim. Although the river is not too wide and access from the bank is relatively good. It is the responsibility of each club to ensure that their members competing in this event (Commercial Regatta) are able to swim.

Competitors’ Responsibility

While we endeavour to provide a safe system at this event, each competitor and competing club also has a duty of care to themselves and others.

- Their own safety, remembering that they have a duty of care to themselves and any third party both on the water and on land.
- Ensuring that any equipment (e.g. boats, blades, buoyancy aids, etc.) are safe and prepared to the standards as required. Spot checks may be made by marshals to check on bow ball, heel restraints or other quick release mechanisms and coxes’ life jackets.
- Ensuring that their boats comply with the buoyancy requirements.
- The strict observance of any ‘local rule’ or traffic/circulation pattern along with any competition specific safe’ provisions.
- Deciding whether or not they are competent to use the water course in the prevailing weather conditions; this decision may be taken by the individual or with their coach/crew.
- Adequate clothing / protection is worn suitable to the conditions on the day.

2.2 River Hazards

Beware of the weir and reeds past the finish line near Trinity Boathouse. In crossing the finish line crews should endeavour to stop and spin their boats before approaching the weir and wait beyond the finish line on the South bank of the river (By Trinity Boathouse) until a safe opportunity to return to their respective slip arises.

2.3 Launch Plan

Crews are to launch from their respective slipways upriver when an appropriate safe gap in racing is presented and they are instructed to do so by a marshal.

Crews are to row to the start upriver on the south side of the river (Trinity side)

On completion of races, crews are to spin while avoiding the weir at Trinity Boathouse as stated above in Section 2.2: River Hazards.

Crews will then make their way back to their respective slips on the North side (Commercial RC) of the river.

Crews crossing the river to the north side to return to their slip will row upriver until adjacent to their slip, stop and cross the river when a safe gap in racing presents itself and instructed to do so by a marshal.

Oars should be removed from all slipways as quickly as possible.

A safety map of Islandbridge is available on the regatta page. The race start will be situated at the Boohouse Bend/Bay as shown on the map of Islandbridge.

2.4 Traffic Plan

Training

There will be no training allowed prior to the Regatta.

Racing

Crews should make their way from the slip to the south bank of the river (Trinity side) when instructed by a marshal when safe to do so.

Crews will make their way to the start up the south bank of the river, pulling into the bank allow racing to pass when instructed by a marshal.

NO PRACTICE STARTS ARE TO BE ATTEMPTED WHILE ADJACENT TO THE COURSE.

Crews will row upriver through the start when it is safe to do so and instructed by a marshal.

While in the holding area crews should be aware of slower crews. Crews may then row to the top of the river on the south side, and row back down to the start on the north side.

Crews will then wait to be called to the start by an umpire, marshal, or the race starter from an upriver position at the start. Crews will subsequently take to their stake boat and await orders from the starter.

The whole course is visible to strategically placed umpires and marshals. In the event of a capsize, crews are to **STAY WITH THEIR BOAT** and await instructions from a marshal.

Know the rules:

The Rules of Racing of FISA (Fédération Internationale des Sociétés d’Aviron) will be used. The marshalling rules are straightforward, umpires will stop racing if an unsafe situation develops. In particular, keep well in near the bank on the way up to the start and keep a constant lookout for crews racing. Give yourself plenty of time to boat before your race time, as the marshalling area can become very congested and slow moving and it may take you some time to get to the start (allow at least 20 minutes to get to the start from the main boating area at the club houses). 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 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 organising Committee.

Safety Boats

At least one dedicated Safety Boat will be available at all times, positioned along the course in a strategic position dependent on conditions. These shall be equipped with competent people, radios, throw lines, safety blankets and first aid equipment.

2.5 Key Telephone Numbers

All officials will carry mobile phones with them on the day of the regatta, mobile network coverage within the area is good.

All positions are in radio contact with control, the rescue services and the Regatta Chair.

Contact numbers:

- Regatta Chairman: **086 2358856 (Cormac Keogh)**
- Regatta Secretary: **086 8561956 (Norah Gallagher)**
- Safety Adviser Mobile: **087 9420116 (Pat Churchard)**

Access to the clubs is from Chapelizod Road, and all cars should keep access gates to clubs clear for emergency vehicles.

The local Garda have been informed of the event.

Emergency

The nearest Accident & Emergency unit is St James’ Hospital. Phone **01 4103000**

First Aid

First Aid cover is provided at the Commercial Boathouse.

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

Key Personnel

Person in charge on the day:	Regatta Chair contact via mobile: Cormac Keogh	086 2358856
Safety Adviser:	Pat Churchard contact via mobile:	087 9420117
Chief umpire:	Caimin Moloney contact via mobile	086 8178891
Regatta Secretary	Norah Gallagher contact via Mobile	086 8561956
Regatta First Aiders:	Contact regatta control (Norah Gallagher) or Race Official (Marshal/Umpire) via hand portable radio:	086 8561956

2.6 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 South side (Trinity Side). Crews can then either be helped back into their boat by a marshal or can be collected by a safety launch.

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. If the course is blocked, the official shall also advise the start that no further races shall be started.

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

2.7 Incidents Extreme weather conditions & other threats

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 regatta secretary. The regatta secretary 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 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.

2.8 Pre-inspection

Approximately 1 hour before the start of the race the Safety Advisor along with the regatta Secretary will inspect the course and surroundings for any obstructions or likely problems and assess the weather conditions. Decisions on postponement or cancellation will be considered.

2.9 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.

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

3 Communications

Safety boats are provided with radios operating on the umpires' channel (Channel 1), to maintain contact with umpires when needed.

Radio etiquette shall be maintained at all times and only relevant event information shall be relayed by radio.

For clarity Marshals use channel 1 while Rescue, Control & Umpires are on channel 11.

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

4 Emergency Action Plan

4.1 Purpose

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

4.2 Responsibility

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

4.3 Actions in the event of a medical emergency

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 stretch of river or bankside 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 by mobile phone.

Emergency services not familiar with the embankment and requiring detailed information about an incident location can contact Race Control for grid references & post codes.

4.4 Fire

If anybody discovers a fire in the area of, or in the club house or the enclosures 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 secretary. They will agree appropriate action.

4.5 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.

4.6 Capsize

In the event of a capsized boat during a race the umpire will call "Rescue, Rescue, Rescue and state where the incident has occurred and whether additional assistance is required. All unnecessary radio traffic should be discontinued until the event is declared over.

4.7 Floating Hazard

Any significant floating debris or "hazard" seen on the water shall be reported to Race Control immediately. A Safety Boat shall be deployed to clear the water and racing shall be suspended.

4.8 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.

4.9 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.

5 Reporting of incidents

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

6 Emergency Services Access

Emergency vehicle access to the boat houses is via Chapelizod Road, the emergency services will be met by a regatta official at the gate and directed to the location of the incident.

It is very important that the access to the club house is kept clear and free of obstructions at all times including 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. 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.

Commercial Rowing Club and its Directors and committee accept no responsibility for damage caused to vehicles parked in such a way as to cause an obstruction to emergency vehicle access.

7 Feedback

If you have any comments that may help us improve the plan for future events, then please let us know via Commercial Rowing Club website, or at regatta@commercialrc.ie.