NOTTINGHAM MASTERS & CLUB REGATTA

REGATTA THUNDERSTORM SAFETY PLAN

INSTRUCTIONS TO OFFICIALS and COMPETITORS

At times of thunder and lightning, safety is about recognising a high-risk situation and moving to a low-risk situation. However, it is recognised that on the water, difficult situations may arise where there is not enough time to seek ‘proper shelter’, resulting in a ‘choice of evils’ decision.

As a general rule, the Event Safety Adviser and Race Committee will:

1. Consult forecasts from the day before and monitor the weather during the event.

2. Constitute the chain of command and, in the event of a storm, use the public-address system to warn both competitors and spectators of actions to be taken (this includes identification of ‘proper shelter’ – see below).

3. Use the 30:30 criterion to instigate suspension and resumption of activity.

4. Direct Control Commission to stop crews boating until resumption of racing is signalled.

5. Direct the Start Team, Umpires and Marshalls to instruct crews on the water, where circumstances permit, to return to the landing stages with all speed and seek proper shelter. Where practicable, all stages will be used for de-boarding and an Umpire on the finish line will direct returning crews to one side or the other.

6. Direct Control Commission and Finish Judges to ensure that de-boarding is executed as fast as possible (both these teams will leave one member on the landing stages).

Specific measures include:

7. Control will be exercised by the Event Safety Adviser and Race Committee from the Finish Tower.

8. If lightning looks likely/possible – Two members of the Race Committee will be dispatched to mobilise a number of mini-buses/vehicles and send them down the course.

9. Any race formed at the start will be raced down the course in the normal way. Up to a maximum of 4 races will be started one after the other. Disembark asap – follow the instructions of umpires/marshals.

10. The remaining crews (beyond the 1000m mark) will pull into the shore and get into the vehicles or await arrival of a vehicle – a vehicle is one of the safest places to be in a thunderstorm, as it forms a Faraday cage.

11. Crews between the 1000m mark (the Start) and the finish should stop, wait until a race passes, turn into lanes 3 or 4 and paddle firm to the finish before disembarking.

12. Safety & umpires’ lunches will proceed to the finish at a slow speed and mostly down lanes 0 (or in lane 1) – except one safety and one umpires launch, which will moor at the start and seek shelter in the aligners hut. They will be used to restart racing once the ‘all clear’ is given.

Reviewed: March 2018
13. Start team and Stake boat crews will be brought ashore and shelter in the aligners hut and vehicles at the start. Marshals are to make their way to these locations to shelter also.

14. Reduced Finish Judges team to shelter in the Finish Tower

15. Competitors to shelter in the boathouses and main building or in their vehicles – under no circumstances must competitors shelter under trees, under racked boats or under the balcony over hang to the main building.

16. Blades to be left near landing stages – do not carry them around.

17. One umpire to be nominated by the Race Committee will be requested to execute a sweep of the lake from a car.

18. All officials and competitors are asked to familiarise themselves with this general plan, so that it can be actioned promptly and effectively should a thunderstorm occur.