



## **RoW**indermere 2024 -Sat/Sun 14th/15th September 2024

A recreational/explore event for stable coxed fours and quads on  
Lake Windermere

### **Description**

This is a recreational/explore tour and hosted by North West Rowing Council at Windermere Rowing Club. It is not intended to be competitive and will involve approximately 20-day boats and 100 participants.

### **The Organising Committee**

Chair of the Organising Committee: Roger Heise  
 Tour Safety Adviser: TBA  
 Tour Welfare Officer: Judith Rimmer  
 Chairman of Tour Committee:  
 Medical Officer: TBA  
 Recreational Representative: TBA

The plan is based on the Tour Risk Assessment, which is an accompanying document.

Tour control and registration will be in the Windermere Club House who will redirect any specific enquiries to the appropriate officers.

A Tour Safety Advisor (TSA) and Welfare Officer will be appointed in advance. The TSA shall successfully complete BR's online Advance Risk Assessment Course before completing the Competition Risk Assessment.

The Safety and Welfare documentation will be sent to the Regional Rowing Safety Advisor 4 weeks in advance of the tour.

### **Communication**

Where appropriate, the Organising Committee will discuss the safety plan with the Navigation Authorities and Emergency Services and tour details with Lake Users in advance of the tour, providing adequate notice for approval.

Each boat will have an effective means of communicating with Tour Control or Safety Boats.

Venue specific information will be provided to volunteers, umpires and officials, including any rules of navigation. The tour will be orchestrated and supervised by boat marshals.

Officials will be briefed well in advance of the tour.

Tour instructions will be issued in advance and coxes briefed and questions taken on the morning of the tour. See Safety Alert for Marshals:

<https://www.britishrowing.org/wp-content/uploads/2015/09/Safety-Alert-Marshals.pdf>



### **Documentation**

The following documentation will be sent and made available on the NWRRC website before the tour. It is the responsibility of all participating clubs to ensure their crews are made aware of the content:

Course Map	Guidance for Officials and Crews
Emergency Action Plan	A Boating Schedule
Risk Assessment	Car, trailer and rigging map

### **Weather and Decision to proceed**

The Met Office 5-day forecast will be used to check the weather. The Chair of the Race Committee will consider the forecast implications on the safety of the tour, agreeing to proceed or not under the advice of the TSA. This should be complete and informed to participating clubs, two days in advance of the tour date.

### **Competence**

The Organising Committee will work with clubs to discourage participants from entering that cannot handle the likely duration and conditions.

### **Boats and Blades**

Clubs shall ensure their boats and blades comply with Row Safe section 7.1..

### **Tour Map**

The tour map will include: the course, landing stages (embarkation points), landmarks of interest and navigation, indicating safe and legal areas to stop for recreation, hazards, ferry routes, circulation patterns and emergency extraction points.

A diagram will illustrate the vehicle/trailer access routes, parking and rigging areas. Transport and Trailers shall comply with Row Safe section 7.2..

### **Alternative Arrangements**

Where a Northerly wind interrupts the tour @ 10 MPH, it's likely that the tour will be abandoned. Alternative arrangements are likely to involve land-based activities.

### **Capsize and Hypothermia**

Although it's unlikely that boats will capsize, crews will be expected to follow BR's Capsize Drill in Row Safe section 3.7.

### **Safety Boats**

Safety boats and providers shall comply with Row Safe Section 7.4. Special attention should be given to the boats maintenance schedule and reliability. This will be checked by the TSA.

### **Safety Boat Drivers**

Drivers must be competent to at least RYA PB level 2. and be accompanied by a crew member. Both driver and crew will wear life jackets and the kill cord will be in use at all times. One or both users must be competent with radio protocol and carry additional radio batteries adequate to complete the tour.



### **Safety Boat Crew**

Will be fully aware of the Hazards, Emergency Response Plan and medical procedures, carrying copies of the Safety Documentation for reference.

They should be aware of CPR practice and trained in using an AED, and appropriate protocol.

### **Safety Aids**

All Safety Aids must be checked in advance of the tour by the TSA, in accordance with Row Safe Section 7.3..

Adequate fuel must be made available to complete the tour and deal with any potential rescue activities. All launch safety kits must comply with Row Safe Section 7.4.1. especially First Aid requirements.

Life jackets will be worn by coxes.

### **Health**

Clubs will be reminded to ensure their members are aware of the risks of prolonged exposure to the sun and risk of dehydration. Checks will be made for adequate protection and quantities of drinking water.

<https://www.britishrowing.org/wp-content/uploads/2019/04/Safety-Alert-How-to-stay-safe-whilest-rowing-in-the-sun.pdf>

It's important that officials can recognise signs of heat exhaustion.

<https://www.britishrowing.org/wp-content/uploads/2022/07/Safety-Alert-Avoiding-and-Treating-Heat-Exhaustion-July-2022-2.pdf>

Any pre-or existing health conditions that are likely to put the participant or other participants at risk must be notified to the Organising Committee in advance of the tour.

### **Adaptive Rowers**

The Organising Committee shall comply with Row Safe section 6.2 and guidelines for organisers where appropriate

<https://www.britishrowing.org/wp-content/uploads/2017/04/Adaptive-Rowing-Safety-Guidance-For-Event-Organisers-2.pdf>

### **First Aid**

Minor treatments will be administered by the Safety Boat crew.

If the casualty needs medical assistance, they will be transported to the nearest Emergency Extraction Point (EEP). Meanwhile the Emergency Services will be contacted with details of the casualty(s) and their symptoms, together with the EEP location.

The casualty will be kept warm and made comfortable, while waiting for the Ambulance Services.



## Emergency Response Plan

### This plan must be read in conjunction with the Course Map, for the location of the Emergency Extraction Points

When dehydration occurs body temperatures can increase and lead to hyperthermia.

If participants are showing signs of heat exhaustion:

1. Move them to a cool place.
2. Remove all unnecessary clothing like a jacket or socks.
3. Get them to drink a sports or rehydration drink, or cool water.
4. Cool their skin – spray or sponge them with cool water and fan them. Cold packs, wrapped in a cloth and put under the armpits or on the neck are good too.
5. Stay with them until they're better.
6. If after 30 mins, they still have signs of heat exhaustion call 999.
7. Inform the emergency services of casualty 's symptoms after 30 mins of attempts to recover the participant.
8. Tell them the location of the nearest EEP and move the casualty to that location.

What to do if somebody collapses.

1. Early recognition and a call for help and call 999 – to prevent cardiac arrest
2. Move the casualty to ground and apply early CPR (chest compressions) – to buy time
3. Early defibrillation mobilisation – to restart the heart”
4. Move the recovered casualty to the nearest EEP agreed with the emergency services and make them comfortable.

Recovering a participant overboard, read through Row Safe section 5.2.1 and familiarise yourselves with the methods.

Agree the protocol you intend to use with your specific vessel and height above the water. This could be different if the casualty is wearing a life jacket.

In case of fire, follow the building fire instructions.

Westmorland General Hospital (11 miles away, 20mins)  
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