

EDDYSTONE CHALLENGE

RISK ASSESSMENT & SAFETY PLAN

INTRODUCTION

This risk assessment and safety plan is designed to ensure that all competitors participate under safe and controlled conditions as far as is practically achievable given the nature of the event, the distance involved and the possibility of sudden change in weather conditions. Tidal flows and shipping movements can affect sea conditions during the event as well as the volume of small craft operating in the Sound on any given weekend during the season. There will be a requirement for all participants to co-operate fully with the organisers to ensure the safety and success of the event.

The event will be phased as follows

| | | |
|----|-----------------|---|
| 1 | | Arrival of crews, launch and parking of trailers |
| 2 | | Boat and crew registration |
| 3 | 0930hrs onwards | Boat and equipment inspection |
| 4 | 1100hrs | Briefing |
| 5 | 1115hrs | Boats launched |
| 6 | 1200hrs | Race starts – from Mount Batten Pier |
| 7 | | Close surveillance of all crews whilst at sea (as per plan) |
| 8 | | Landing/boat recovery |
| 9 | | De-briefing |
| 10 | | Prize giving |
| 11 | | Social |

THE COURSE

The attached chart shows the course. The start line will be between the end of Mount Batten Pier and South Mallard Buoy. Crews should keep well clear of Mount Batten Pier to avoid low lying rocks and interference with fishermen.

The course is across Plymouth Sound and out through the Western channel end of the Breakwater (2 miles) and then south on a compass bearing of 209 degrees to the Eddystone Lighthouse - another 12 miles.

Crews will round the Lighthouse in an ant-clockwise direction, unless directed otherwise by safety personnel on station and return to Plymouth Sound on a bearing of 30 degrees via the Eastern Channel end of the Breakwater.

The course between the Breakwater and the Eddystone reef and back, will be zoned by identifiable yachts at 2 mile intervals. These yachts will fly the 'M' (Marshall) flag and provide precise direction to and from the lighthouse. They will also act as zone markers monitoring crews in and out of their respective zone and keeping event organisers apprised of crew positions.

Crews must keep close to the yachts on a north/south line and avoid moving too far east or west.

Crews must give wide berth to both ends of the Breakwater, where large rocks lie just beneath the surface. Some large navigational and mooring buoys are located around the Sound and crews should be aware of movements of pleasure craft and commercial fishing vessels making for open water.

SAFETY PLAN

The information contained in this Risk Assessment & Safety Plan will be circulated in advance to all participating crews via web site www.mayfloweroffshorerowingclub.org and will form the basis of a pre-race briefing on the day of the event.

Given the overall safety implications, the Organising Committee will conduct a final risk assessment immediately prior to the briefing at 1000hrs after consulting latest meteorological information. The Organisers will have in mind a preferred wind speed limit of force 4 (Beaufort Scale). If conditions seem unfavourable, a fall -back option of similar distance within the more sheltered waters of the Plymouth Sound and Tamar Estuary will be put in place. Should wind speed or sea conditions become critical during the primary or secondary event, SILVER Commander will take the decision to abort and recall crews to shore under close protection of safety craft.

All crew will register with the Registration Official on arrival. Any changes to previously notified crew members will be recorded. All participants will be provided with an identification band which will be worn on the wrist throughout the event. After finishing, each boat's captain will report to the Registration Desk immediately on coming ashore, to confirm safe return of all crew members.

A Water Safety Team will be on duty at RM Turnchapel to inspect boats for seaworthiness and vital equipment before allowing crews to take part. All crew members are strongly advised to wear life jackets or buoyancy aids during the event. The following equipment WILL need to be carried on board:-

- Warm waterproof clothing
- Survival blankets (one per crew member)
- Drinking fluid
- At least 30 ft tow rope
- Bailing buckets and or pump (except self bailing boats or kayaks)
- VHF radio (spare battery advised)
- Flares
- Compass
- Knife
- Mobile phone (optional)
- GPS (optional)
- 1st aid kit (optional)

All safety equipment will be carried in a waterproof and buoyant container.

Some craft will have built-in buoyancy, floatation chambers or self bailers. Those which do not i.e. gigs should at least consider some form of buoyancy aids for this event.

Single crewed sea kayaks will operate on a 'Buddy' system i.e. 2 or more remaining together throughout the event.

It is vital that crews dress appropriately for the conditions on the day and have a change of warm clothing available on coming ashore.

The Eddystone Challenge is a physically demanding event requiring a high degree of endurance fitness. As part of the fitness build-up, it is essential that all competitors undertake a well structured and relevant distance training programme as well as gym

work. Each participant must realistically assess their own fitness to undertake a 28 mile row (within 4 - 7 hours) in consultation with their own GP if necessary.

During the event, SILVER Commander may instruct any crew to 'turn for home' if he/she considers them unable to maintain sufficient progress to reach the Eddystone Lighthouse in a reasonable time (3 to 3 ½ hrs).

The organisers seriously recommend that any competitor with a temporary or enduring medical condition, disclose details to professional medical staff prior to launch. This will facilitate speedy diagnosis and treatment in the event of medical emergency.

Safety boats (ribs) operated by trained personnel to at least RYA2 standard, will closely monitor crews throughout and provide first call rescue. They will carry safety equipment in accordance with British Rowing Safety Code. They will also carry VHF and mobile phones. At least 1 trained medic will be aboard 1 of the safety craft.

Whole crew or individual crew member(s) becoming incapacitated during the event will be assessed by SILVER Commander in consultation with the medic as to their ability to continue. Minor casualties can be taken aboard the 'Mother Ship' for rest and recuperation. Potentially serious casualties will be transported back to shore and onward transportation to Derriford Hospital if necessary. Any 'reduced' crews will be assessed by SILVER as to their ability to continue.

Crews will monitor the event channel at all times which will provide direct line of communication with SILVER Commander on station at the mid way point. Frequent radio checks during the event will take place. Gold and Silver Commanders will operate a separate 'Command Channel' for direct communications between themselves.

The Race Strategy & Logistics Officer (GOLD Commander) will retain an overview of the event, maintaining VHF contact with Port of Plymouth Control (Long Room) until all crews have returned safely to shore. GOLD control will open contact with emergency services if required.

Brixham Coastguard will be informed of the event and provided with a list of competing craft by e-mail prior to the start.

A finish deadline of 1900hrs will be set due to the likelihood of falling temperatures and light conditions. Any crew still outside the Plymouth Breakwater at this time will be towed or otherwise assisted to RM Turnchapel. Crew(s) inside the Breakwater at 1900hrs and still able to make good progress will be allowed to continue unaided.

CONTACT DETAILS

| | | |
|------------------------|--------------------------------|--------------------|
| Event Secretary | | |
| Jeff Hammond | 01822 614 590 07812 250 575 | jessue1634@aol.com |

INCIDENT PLAN

It is important that all crews are aware of their own position at all times. Coxswains should be able to understand the basics of navigation by compass or GPS and be familiar with radio procedure.

In the event of an incident at sea affecting/posing a danger to any boat or crew, the following procedure will be adopted:-

1. Radio call to SILVER with precise details of emergency.
2. Nearest crews to divert to provide immediate assistance to crew in difficulty as far as is possible without endangering own safety.
3. Safety boat to be hailed or contacted by radio immediately - do not assume that the safety crew is aware of the incident.
4. In the event of a serious incident, GOLD Commander will be contacted and will take the appropriate response action with the emergency services.
5. Casualties with a potentially serious medical condition and requiring immediate evacuation will be transported to Queen Anne Battery Marina slipway for transfer to ambulance.
6. Less serious casualties can be taken aboard the 'Mother Ship' to be attended by medic or returned to RM Turnchapel where limited first-aid facilities will be available.

RISK ASSESSMENT

| HAZARD | CONTROLS | RISK | ACTION |
|-----------------|--|--------|---|
| Trips & falls | Boat/trailer storage areas including public walk ways to be kept clear of oars and other equipment. | Low | 1 st aid facilities at RM Turnchapel or ambulance if more serious. |
| Exposure & cold | Appropriate clothing for event. Thermal/safety blanket in boat. Warm clothing ashore. | Medium | Initial assessment by medic at sea. Transfer to Hospital Ship or return to shore. Hospital if serious. Assess ability of remaining crew to continue. |
| Dehydration | Drinking fluid must be carried by all crew. | High | As per exposure & cold. |
| Capsize | Crews to be familiar with capsize drills and follow British Rowing safety code. | Low | Immediate assistance by rescue boat and nearby crews. Crew to stay with boat until rescue. If righted, assess ability of crew to continue. |
| Sinking | Although inundated, boat should remain afloat. Crew to remain with boat until rescue | Low | As for capsize |
| Collision | Responsibility of all crew to keep a look out. Give way to deep draft vessels, navigational or mooring buoys. | Low | As for capsize & sinking, Assess other craft. Assess ability of boat/crew to continue. |
| Man Overboard | All crews advised to wear lifejackets | Low | Immediate assistance by rescue boat and nearby crews. |

INSURANCE & WAIVER

It will be the responsibility of each crew to have their boat insured against risk including civil liability to third parties.

The Mayflower Offshore Rowing Club being the organisers of the Eddystone Challenge and their sponsors, provide this event only on the understanding that the Club, their representatives and/or members, bear no responsibility for any loss, damage or injury or inconvenience to persons or other craft however arising, directly or indirectly by an accident or wrongful negligent act, default or omission of any member or any person during the Eddystone Challenge or other related activity.

Crews shall acknowledge their understanding of this disclaimer on the official entry form before the start of the event.