

MARLOW SPRING REGATTA

Saturday 2nd May, 2026

SAFETY PLAN

SAFETY ARRANGEMENTS

These arrangements are distributed to, and must be read by every person taking part in the event, whether they be competitors, coaches, organisers, marshals, umpires or safety personnel.

They should be read in conjunction with the safety instructions issued to competitors and the standards of practice specified in BR's "Row Safe: A Guide to Good Practice in Rowing."

1. In the event of bad weather, the safety adviser shall consult with as many as possible of the organising committee to decide whether it is safe to proceed or not. If boats are on the water when the event is stopped then all vessels shall be informed to return to their embarkation point without delay.
2. Whatever the stream and weather conditions, under **no circumstances** are crews (including Marlow crews) to pass through Marlow Bridge.
3. There are **two rescue boats**, which will patrol the course at all times during the day, with a minimum of one required to be active at any time, if one is not available the umpire launches will ensure a full line of sight of the course and the sheep dog launches keeping a line of sight above the start.
4. A **Medical technician** is stationed just outside the Regatta area alongside the course.
5. **First aid boxes** are located aboard all launches.
6. **Radio** networks will be in operation as detailed in attached VHF Communications sheet. The radio system covers the bank marshal below the Start, the Start, the safety boats along the course and the Finish. In the event of radio failure a list of mobile phone numbers of key officials and their positions, is supplied.
7. In the event of a waterborne accident, umpires launches and safety boats should **stop immediately** and render assistance. The Race Committee Representative (RCR) at the Finish must immediately be notified and will co-ordinate the response. The nearest race official will take charge at the incident. (See attached emergency action plan)
8. Persons **injured in the water** should be taken by rescue launch to the Paramedic unit in the Regatta area, notifying the RCR by radio, who will then forewarn the Ambulance personnel.

9. In the event of a person being **injured on land**, paramedic unit should be informed. If appropriate, the injured person should be taken directly to the Paramedic Ambulance station at the finish.
10. An ambulance will be summoned by 999 call if transfer to hospital becomes necessary.

EMERGENCY RESPONSE PLAN

1. RAISE THE ALARM: The first observer of an incident should **raise the alarm**

a) If you do not have a radio or loudhailer, **notify the nearest regatta personnel** who does or use a mobile phone to alert Regatta Secretary.

b) If you have a radio or loudhailer, **alert race control stating clearly “Emergency alert, emergency alert”**, and provide a **brief incident report**, including where known:

- **What has happened.**
- **Where (what3words is preferable)**
- **Number of casualties**
- **Severity of injuries.**
- **Any support required.**

c) As soon as the incident is reported, all stations on the radio network must **minimise the radio traffic**.

Absolute priority to be given to the Race Committee Representative (RCR) at the Finish and those responding to the incident.

If you have a radio, **listen out** and make sure that RCR has heard and is responding.

2. LIFE-SAVING: Proceed to take **any immediate life-saving measures within your competence**. However remember that it is counter-productive for rescuers to get into difficulties which could hamper the rescue operation.

If it is a water-based emergency with a casualty requiring urgent medical care, transport the casualty to Race Control at the finish line via launch (What3words ///glares.otter.faster) where they will be met by the paramedics. If CPR is required then the priority is to get the casualty on to land as soon as possible, other extraction points are Bisham Abbey (What3words ///stiffly.prancing.recording) and Marlow Rowing Club (What3words ///fools.published.butterfly).

3. TAKE CONTROL: The first radio equipped race official to arrive at the scene of an incident is to **take initial control**. **Do not assume** that others are dealing with the incident just because there are a lot of people about. **Do not overcrowd the site**, but do check that the occurrence is being managed. As soon as immediate life saving measures are in hand, the

RCR is to be notified (by radio/loudhailer/mobile phone) by **providing an update to the earlier incident report.**

4. PREVENT FURTHER ACCIDENTS: The RCR to **stop racing** and control crews and river traffic as appropriate.

5. SAFETY ADVISER. The RCR will **send the safety adviser to any serious incident.** Once he has arrived on site and been briefed, **the Safety Adviser becomes the controller for the incident** and will co-ordinate the work of the emergency services on site. **The Safety Adviser will summon additional emergency support** via radio, or telephone as follows:

- a. For medical assistance: alert the medical adviser and on site ambulance via radio or mobile phone.
- b. For serious land based incidents contact emergency services (999) by telephone. **The location of the regatta in Higginson Park is SL7 2AE**

For incidents with mass casualties contact 999 and contact the nearest A&E dept. (Wexham Park Hospital SL2 4HL Tel: 01753 633000 distance 9.02 miles)

For minor injuries contact 111 who will direct you to a minor injuries clinic.

6. DOCUMENTATION: The BR Incident Report Form is to be completed by those involved in the incident and the safety adviser as soon as safely possible, as well as the **BR Regatta Medical Return** where incidents require transfer to hospital or involve significant injury.

7. FAILURE OF RADIO COMMUNICATION

1. If radio communications fail during an incident, regatta personnel will alert the RCR via loudhailer, or failing that mobile telephone, using the list of numbers of key personnel provided to all race officials.
2. If radio communication fail during the regatta, the Race Committee and Safety Adviser will agree a course of action, which may be to suspend the regatta until the problem is resolved.

8. EMERGENCY ABANDONMENT: In the event that it is required to get all crews and launches off the water quickly (for example in a thunder storm). The the following protocol will be used.

1. The Safety Officer will take charge and radio call to Safety boats and all launches to announce abandonment. Start teams will remain at Bisham abbey and seek shelter.
2. An Umpire launch will position at the start, and one at the finish.
3. The Sheep Dog Launches will request crews by number to turn by number and row to the start line in a controlled manor. These will be called through by the start line umpire or told to hold to avoid too many crews bunching at the finish.
4. The Finish line Umpire will direct crews to turn and land at either the boating area or at MRC.

5. Helpers to assist boats in clearing the landing stages quickly and move the boats away.
6. The launches will follow the last boats down stream including the safety boats.
7. All umpires and launch drivers to muster at the finish area.
8. The Safety Officer will confirm all are off the water.

Note: Adaptive Rowers will be accompanied at all time by their rescue boat and have priority over other rowers.

SAFETY INSTRUCTIONS TO COMPETITORS

The Regatta Safety Plan has been compiled to reduce risks in the event of adverse weather or fast stream conditions. We have therefore implemented additional precautions to be observed during the regatta.

These will be mandatory and enforced irrespective of the river conditions on the day. Failure to observe these rules may result in disqualification.

- 1) **Crews proceeding to the start must stay in the buoyed channel close to the Buckinghamshire bank until they are upstream of the start.**
- 2) **No crew shall proceed downstream below Marlow suspension bridge. There will be no excuses and no exceptions for Marlow RC crews.**
- 3) **All crews crossing the finishing line should turn well before the “REGATTA WARNING” boards moored opposite Marlow Rowing Club boathouse.**
- 4) **All embarkation and disembarkation rafts are to be approached or left, in an upstream direction.**
- 5) **Crews with specific permission to boat from MRC, and all MRC crews, will when returning to the club, turn upstream of MRC, and then proceed across to the Clubhouse with bows pointing upstream.**
- 6) **It is the responsibility of all crews to ensure that their boats comply with the requirements set out in “Row Safe” and in particular, the requirements concerning heel restraints, bow safety balls, watertight hatches and/or bungs, and cox’s lifejackets. These may be checked by the Control Commission, or by the landing stage marshals. Such checks do not constitute any statement that the boat is safe to use. They are purely precautionary partial audits to monitor the crews’ duty of care to boat in a compliant craft.**
- 7) **If your boat does not comply when checked by the Control Commissioner Umpire YOU WILL NOT BE ALLOWED ON THE WATER. Boats will be checked before every race.**
- 8) **All athletes or coaches have a responsibility to notify registration if they are aware of specific personal health issues which may compromise performance in a way which officials would have to deal with on the water.**

The organisers reserve the right to assess the risk and may withhold permission to race.

- 9) In the case of abandonment of racing requiring crews and launches to quickly get off the water instructions will be issued by the launches and umpires and must be followed.**

Regatta Contacts:

Race Committee Chair	Mel Sage	07974 927913
Regatta Secretary	Graeme Gordon	07973 782656
Registration	Helen Thompson	07902 352217
Child Welfare Officer	Alex Kennett	07703 286277
Safety Adviser	Jim Cotter	07973 241044
Start	Helen Essa	07787 502602