



RowSA Regatta Safety and Safety Officer Guidelines

The principles guiding the Organising Committee and the Regatta Officials in charge of the regatta shall be:

1. Safety of all competitors,
2. Fairness for all competitors.

Each individual competitor, coaches and clubs shall act at all times in accordance with these principles.

Some measures to ensure the safety of competitors are included in the RowSA of Racing and more details can be obtained from the RowSA Safety Officer or SAROC, but the main responsibility for safety lies with the organising committee who must in addition check the particular safety aspects of its regatta and impose further safety measures as appropriate. SAROC may remove a regatta from the Regatta Calendar if it is not satisfied that the guidelines/bye-laws regarding safety have been observed. From the official opening hours of the course, a medical and rescue service shall be ready to act both on the land and on the water.

Safety Advisor/Officer - The Organising Committee shall appoint a person as the regatta Safety Advisor/Officer with specific responsibilities for ensuring that all the appropriate safety measures, including traffic rules, have been considered and then implemented for the safe running of the regatta (for National and National Championship Regattas contact SAROC for Safety Advisor appointment). Nevertheless, the legal responsibility for safety matters rests with the Organising Committee as a whole, and nothing in the Rules of Racing or Racing Bye-Laws shall be taken as imposing legal liability on the Safety Advisor/Officer personally nor on RowSA or its affiliate associations.

The Safety Officer is responsible to:

- Ensure that "Appropriate Land and Water based safety" are in place before the regatta commences.
- Consult with Land based safety to determine the positioning of the ambulance.
- Ensure that the Lightening detector is operational at Regatta Control.
- Give his/her contact number to the paramedics and regatta control and request that he/she be contacted in the event of an emergency and become a part of the decision making process.
- Assist in making decisions regarding all safety issues at a regatta, paying particular attention to the weather i.e. lightening. (off water when lightening is 10-15km (20-30mins) away and only back on 20-30mins after storm has passed ie. 10-15km away)
- Determine when the paramedics can leave the regatta. The paramedics will require the Safety officer to sign them off, officially allowing the paramedics to leave the regatta.
- Monitor that the paramedics keep a detailed "patient report sheet" which must include; Name of patient, Club / School, Condition and treatment.
- Ensure that the paramedics are requested and encouraged to provide a "medical note" should they deem a rower unfit to continue rowing.
- Check the Venue and report all concerns to regatta control.
- Ensure that appropriate ballast is used by coxes, as defined in the RowSA Rules of Racing.

NOTE :

- Appropriate water based safety for sprint regattas is defined as one (1) rescue boat per 1000m.
- Appropriate Land based safety is defined as a minimum of one Intermediate Paramedic (I.L.S) and one Basic Paramedic (B.L.S). (This decision must however be taken in consultation with the "Safety Professionals" as the total number of people attending the regatta (rowers and spectators) is of importance as is the distance to the closest hospital).

Medical - The Organising Committee shall appoint a person as the regatta Medical Officer (normally the Safety Officer) with specific responsibility for ensuring that appropriate medical support and facilities are readily accessible to the regatta. Suitably qualified First aid facilities and a rescue service on the water must always be available.

"Suitable qualified medical personnel" shall mean Advanced Life Support currently registered with Health Professions Council of South Africa (H.P.C.S.A).

- "Rescue boat manned by suitably qualified personnel" shall mean personnel with a minimum of basic first aid, CPR and life saving. Rescue boat shall be equipped with spine board with 1 rescue boat per 1000m of racing (all adaptive races need two following rescue boats).
- Coaches – shall preferably be level 1 First Aid and C.P.R. certified, these certifications should be updated at the required intervals.
- Coaches shall partake in ongoing education as it becomes available.
- Lightening detectors shall be manned throughout regattas
- For training purposes emergency signboards shall be in place at all frequently used rowing venues. In the case of venues not used commonly a laminated sheet containing all emergency contact numbers and procedures shall be visibly exhibited
- Signboards shall be 1m/1m double sided and 1,2m off the ground. Details on the signboard are standard and can be obtained from RowSA. This rule shall be effective from the 1/1/2006.

The Organising Committee shall announce the official opening day of the course for training (preferably one day before the start of an Local regatta and two days before at a Championship regatta), and shall also announce the opening time and the closing time of the course on each day of training and of racing.

The Organising Committee must publish, and display clearly the traffic rules to be followed to control the movement of the boats on the water. These rules must cover:

- Traffic rules for training.
- Traffic rules for racing.
- Traffic rules for crews excluded from a race.
- Traffic rules for emergency evacuation.

A copy of the traffic rules shall be sent to every competing club, association or federation together with the list of entries and draw. Traffic rules for racing shall cover crews moving to the start, returning from the finish, crossing of the course, when applicable, as well as warm up and cool down areas if these are provided

All rowers shall at all times act and compete in accordance with the rules in force relating to the safe use and condition of their boats, oars, sculls and other items of equipment.

In addition it is the responsibility of rowers, coaches and their club to ensure that all their equipment is in a suitable condition for the water conditions prevailing during the event. They shall comply with the instructions of the Jury and of the Organising Committee on any matter relating to safety.

At both Local and Championship regattas, all care will be taken to provide the safest conditions possible. However, the ultimate responsibility for competing lies with the club for whom the rower is competing and with the individual rower. In this respect RowSA or its affiliated organisations accepts no legal liability.

Extracts from SAROC Officials Handbook - Safety and fairness in competition are the fundamental role of Rowing Officials at regattas. The issues relating to safety, which is the practice of minimizing (and, as far as possible, eliminating) factors that can cause injury to people or damage to equipment. In order to maintain safety standards on the water at regattas, it is necessary for Officials to understand fully the potential dangers and difficulties faced by competitors, coaches, and themselves in terms of equipment, training and the environment. Furthermore, it is essential that Officials are fully conversant with all the protocols required to minimise these dangers

TRAFFIC RULES OF ROWING VENUES IN SOUTH AFRICA - All Officials should familiarize themselves with the traffic rules of each venue in South Africa. Knowledge of the traffic rules is imperative to ensure that the rules can be enforced to guard the safety of the crews.

INCIDENT RECORDS - All Officials should note any risk to the safety of the crews in the Incident Books to enable the Safety Commission to pro-actively address any potential risks to the safety crews

ENFORCEMENT OF SAFETY RULES - An official may not, under any circumstances, allow a crew on the water if the safety requirements as determined in the Rules of Racing are not complied with i.e. a boat may NEVER leave the jetty without a bow ball or securely fastened heel straps or compliance to the buoyancy requirements.

UNTOWARD WEATHER CONDITIONS - The officials on the water must alert the President of the Jury/Regatta Control of untoward weather conditions and the safety of conditions for rowing. Cognizance should be taken of the skills level of the crews. An Umpire may not allow a race to start if, in his/her opinion the weather conditions place crews at risk

All rowers must have passed the standard Sculling test

All rowers participating in regattas must have passed the Standard Sculling Test as set out below. The responsibility for the administering of these tests rests with each participating club.

NOTE: By registering a Rower on the Regatta Website the club acknowledges that the Rower has passed the sculling test and accepts responsibility for the ability of the rower's competency in terms of this Sculling Test.

STANDARD SCULLING TEST

- 1 Two scullers take boat from boat-house and put on water.
- 2 Scull 50m from jetty/bank and return.
- 3 Turn boat on its axis clockwise and anti-clockwise (maximum lateral movement: + 1 metre).
- 4 Back a scull to the bank or jetty from a minimum distance of 10m (as for stake-boat start).
- 5 Scull at firm paddle and on command "hold it hard" stop boat within one boat length.
- 6 Two scullers to return boat and blades to boat-house.
- 7 Be able to swim 50m in full kit.
- 8 Rowers to be able to get back in the boat unaided in full rowing kit.

Note: All Officials that avail themselves for on-water duties must be able to swim and stay afloat. It is the sole responsibility of the official to have this competency

Safety Aspects regarding boats/boat designs

- 1. Oar Blade Thickness** - The edges of must have a minimum thickness throughout as follows: - Oar blades may not be less than 5mm thick for sweep oars, and 3mm thick for sculls. This thickness shall be measured 3mm from the outer edge of the blade for sweep oars and 2mm for sculls.
- 2. Coxswains Seat** - The opening of the coxswain's seat must be at least 70 cm long and it must be as wide as the boat for at least 50 cm. The inner surface of the enclosed part must be smooth and no structure of any sort may restrict the inner width of the coxswains section.

- 3. Floatation** – All boats constructed or delivered after 1st January 2006 must show on the production plaque (see below) whether the boat meets “FISA’s Minimum Guidelines for the Safe Practice of Rowing”: “A boat when full of water with a crew of average weight equal to the design weight stated on the boat’s production plaque, seated in the rowing position should float such that the top of the seat is a maximum of 5 cm below the static waterline.” All floatation bungs/hatches must be properly sealed as per the original manufacturers design (no taping shall be allowed over such apertures).
- 4. Bow Balls** - The bows of all boats shall be fitted with a solid white ball shape, minimum diameter 4 cm which covers the point of the bows. If this is an external part it shall be firmly affixed to the bow of the boat such that it does not significantly deflect if a side force is applied. If it is an integral part of the hull construction it shall afford equivalent protection and visibility.
- 5. Quick release foot stretchers** - To avoid accidents arising from capsizing, all boats shall be equipped with foot stretchers or shoes that allow the rowers to get clear of the boat without using their hands and with the least possible delay. It is compulsory for all boats (1x, 2x, 2-, 4x, 4x+ 4-, 4+, 8+, 8x+) to be equipped with stretchers or shoes with quick release “Velcro” fasteners which allow the competitors to get clear of the boat with the least possible delay. Heel-straps not more than 100mm in length must be fitted to facilitate the removal of the feet from the shoes.
- 6. Additional weight** carried in the boat to achieve the required weight shall be firmly fastened to the boat or to the essential fittings. A coxswain may carry up to a maximum of 10kg deadweight (J19=15kg) to make up this weight which shall be placed in the boat as close as possible to his/her person but not tied or strapped to the coxswain’s body. No article of racing equipment shall be considered as part of this deadweight. At any time, before and until immediately after the race, Control Commission may require the dead weight to be reweighed. Only Ballast of lead shot, steel shot or sand may be used and coxswains should provide their own ballast.
- 7. Production Plaque** – All boats constructed or delivered after 1st January 2003 must have a production plaque or equivalent visible and permanently affixed inside the boat, up to 50 sq cm in area, on which is written the name and address of the boat builder, its mark or logo, the year the boat was constructed, the average weight of the crew for which the boat is designed, and the weight of the boat on construction or upon delivery.
- 8. Communication** - During racing, no processed data or communications may be electronically received in the boat and no data or communication of any sort may be sent electronically from the boat. Raw data, such as from speed sensors, GPS location, heart and stroke rate, etc., may be collected, received, processed and/or stored in the boat during racing. However, RowSA may install on each boat device(s) for the purpose of transmitting real-time race information which shall be owned by RowSA and may be used for any purpose including presentation and promotion of the event and the sport.
- 9. Adaptive Boats and Equipment Construction Rule**
- a. General Aspects** (1) The use of FISA Standard Adaptive boats is mandatory for all adaptive 1x and 2x events, except in the case of composite crews where at least one rower is not an adaptive rower. (2) All boats used in the 4+event should be stern-coxed.
- b. Standard Adaptive 2x** The FISA Standard Adaptive 2x has a fixed seat and may have stabilizing pontoons. The hull, the pontoons where fitted, and the seat fixing are part of the Standard specifications. The TA2x boat shall have a seat to which the athlete is strapped at the hips to fix the pelvis so that the rower is not able to use the foot stretcher for leverage. The method of strapping shall be of a design, which allows immediate release with single hand movement in case of emergency.
- c. Standard Adaptive 1x** The FISA Standard Adaptive 1x has a fixed seat and must have stabilizing pontoons. The pontoons must be fixed in position so that when the rower is seated in the balanced boat both pontoons shall be horizontal and shall, at a minimum, touch the water. . In order to ensure that the arms only aspect of the A1x boat class are fully met, the A1x boat shall have a high seat back to which the athlete is strapped so that only the arms and shoulders can move during rowing. The strap should be at the level of the diaphragm, directly below the nipples or breasts, and be tight enough to restrict any trunk movement without causing breathing problems. The method of strapping shall be of a design, which allows immediate release with single hand movement in case of emergency.
- d. Foot-release system and Hand Strapping** All Adaptive TA2x and A1x boats must have a quick single-action foot-release system located within easy reach of the fixed seat to assist rowers to release their feet in case of capsize or accident. For the A1x, any hand strapping must be able to be released immediately by quick mouth action and abdomen strapping by single quick hand action. Where multiple straps are used they must be able to be released from the same side.
- e. Additional Equipment, prosthetics, hand straps etc.** Where a prosthetic leg is employed with a quick release mechanism, no heel-strap shall be required where it attaches to the footboard. The quick release should be demonstrated to satisfy control commission if requested.
In the case of an athlete with a partial or complete hand or finger amputation, it is permissible that a hand-strap be worn. This device must have a quick release capability.
Visually impaired athletes in the LTA class must wear goggles with the lens completely obscuring all vision, while competing. Advertising or club colours are permitted on the lens.

Advice/Hints/Checklist for Safety Officer Duty

The Duties of the Regatta Safety Officer are not onerous and are mainly to help ensure the safety standards are met and it must be pointed out they are not the sole responsibility of the Safety Officer but all Officials are tasked with helping ensure safety.

Note: as the Regatta Safety Officer it is important you attend any Officials briefing and have a thorough knowledge of the Regatta Course and Land Arrangements and know the local regatta rules (Preferably liaise with the organising committee prior to the regatta). Liaise with Regatta Control at the start and end of the regatta to ensure all Safety Issues are recorded and followed up.

If possible inspect the course prior to the regatta starting to check for any obstacles, floating or fixed, that could damage boats, check launching and landing facilities for potential risks and the land arrangements that there is clear access for boats, people and emergency vehicles & that the relevant signage is in place..

Specific Tasks or Duties

- If you don't know the venue go on an inspection visit at least 2 weeks before the regatta is due to take place and inspect the water and land facilities preferably with someone from the organizing committee, paying specific attention to:
 1. Any potential hazards on the water and controls in place to ensure a wake free, safe course.
 2. Satisfactory traffic rules with safe warm up zones
 3. Safe and secure launching & landing facilities
 4. Adequate and clean ablutions
 5. Proper storage for Boats, Equipment and Trailers
 6. Adequate area for Athletes
 7. Secure and safe Parking and viewing for Spectators
 8. Review security arrangements and any flammable stores are properly managed
- Ensure that "Appropriate Land and Water based safety" are in place before the regatta commences.
- Ensure all boats used to assist in the regatta are manned by competent Pilots and have correct safety equipment on board
- Consult with Land based paramedics to determine the positioning of the ambulance.
- Ensure that the Lightening detector is operational at Regatta Control.
- Give his/her contact number to the paramedics and regatta control and request that he/she be contacted in the event of an emergency and become a part of the decision making process.
- Assist in making decisions regarding all safety issues at a regatta, paying particular attention to the weather i.e. lightening and launching and landing areas for boats
- Determine when the paramedics can leave the regatta. The paramedics will require the Safety officer to sign them off. Officials will thus assume responsibility for allowing the paramedics to leave the regatta.
- Monitor that the paramedics keep a detailed "patient report sheet" which must include; Name of patient, Club / School, Condition and treatment. Remember though that patient confidentiality must be kept at all times
- Ensure that the paramedics are requested and encouraged to provide a "medical note" should they deem a rower unfit to continue rowing.
- Check the Venue and report all concerns to regatta control.
- Ensure that appropriate ballast is used by coxes, as defined in the RowSA Rules of Racing.
- Ensure that any motor boats used in the regatta comply with the SAMSA regulations.
- Ensure that the organizing committee has drawn up and had approved the disaster medical plan
- Ensure that any additions/changes to the regatta draw/crews allows sufficient warm up time for rowers such as not to cause potential injury problems to themselves or others
- Ensure that the regatta is put on hold until any potential hazard / collision obstacle is properly removed from the course or other rowing areas.

After the regatta write report specifying any incidents that had occurred and recommendations for future regattas.