

132nd RMB BUFFALO REGATTA 2019



EVENT SAFETY PLAN

January 2019

EMERGENCY PHONE NUMBERS

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BUFFALO REGATTA AND SELBORNE SPRINTS SAFETY PLAN

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1 INTRODUCTION

The 132nd Buffalo Regatta and Selborne Sprints event safety plan has been formulated to ensure a safe environment for competitors and spectators in line with the requirements as governed by the Constitution of Rowing South Africa and its by-laws which includes the South African Rowing Officials Commission (SAROC) "Rules of Racing" of June 2018.

The event is run over three days and includes both the Buffalo Regatta and Selborne Sprints categorized as a LOW RISK event by the South African Police Service.

As a result, we conform to the requirements as set out in Section 4(9) of the Safety at Sports and Recreational Events Act 2\2010 requiring a safety plan detailing safety measures, security measures, crowd management measures, motor vehicle parking arrangements and emergency medical measures including participant medical measures as contemplated in the National Health act.

2 EVENT ORGANISATION

Description	Name
Regatta Organizer/Convenor	Ron Beard
East London Boating Association (ELBA) President	Phillip King
ELBA Vice-President	Andrew Wienand
Secretary	Ross Birtill
Treasurer	Carl Muller
Estate Manager	Martyn Newey

3 COMMUNICATIONS

Competitors and organisers will be made aware of the safety arrangements before and during the event in order to help prevent incidents and to enable them to be dealt with efficiently if they do occur.

The following actions will be undertaken to ensure effective communication between all parties:

3.1 Prior to the Event

Competitors - All competing clubs, race officials, safety personnel and marshals will receive a copy of the event safety plan (including event safety rules and guidelines) and competitors' instructions. In addition, race officials will receive details of radio protocol and a list of mobile telephone numbers. All these documents are available on the Event Web Page: (www.elba.org.za)

Other River users – Transnet Ports Authority and the NSRI have been informed of the event.

Announcer will periodically read major Event Safety rules (Annexure C)

3.2 At the start of the event

There is a Safety Notice at the event entrance detailing with important Safety Rules for the Regatta.

Team representatives must report to the Safety Officer (Mr Casper Kruger) for a safety briefing and signing of an attendance register at Regatta Control before the start of the Regatta on Thursday 14 February 2019 (5 am onwards).

The Event Organisers will communicate important Safety rules as set out in the “Safety Communications” (Annexure C) document which will be announced over the event loudspeakers.

3.3 During the event

Communication between Regatta control, race officials and emergency crews will be by radio. A separate radio frequency will be used for an emergency. Race officials will be requested to carry mobile phones with the numbers being held by the Event Organiser and Safety Officer so contact can be made easily if other communication methods fail.

The Event Organisers will communicate important Safety rules as set out in the “Safety Communications” (Annexure C) document which will be announced over the event loudspeakers.

3.4 Post event

Any feedback or comments on the event safety cover after the event should be sent to ELBA; Phillip King (president@elba.co.za)

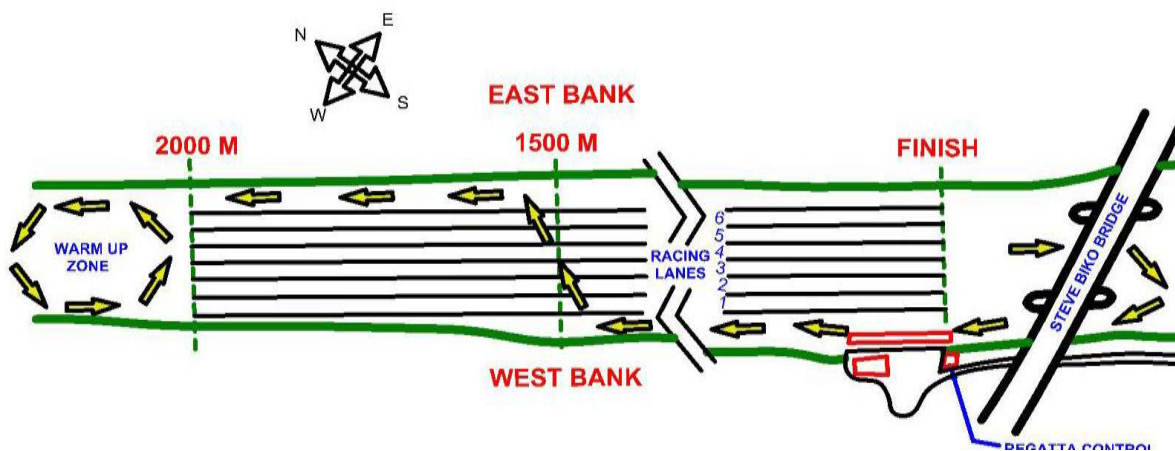
4 THE COURSE

4.1 Navigation rules during Racing

- Boats may only be launched from the jetties.
- Boats must be launched on the West bank with their bows pointing up-river.
- All boats must proceed to the start against the West Bank (Clubhouse Bank) and must remain on this side until they reach the 1500 metre mark. At the 1500 metre mark, crews must move across the course to the East Bank and proceed to the 2000 metre start. Crews may only cross the course when it is safe to do so. It is strictly forbidden for any crew to move up-river against the West Bank between the 1500 and 2000 metre marks.
- An umpire zone between the 2000 metre start line and the 2075 metre mark is for the exclusive use of the Umpire and the crews entered in the race under his/her control. The marshalling zone will be between the 2075 and the 2150 metre mark. The designated warm-up area is beyond the 2150 metre mark. During warm-up in the

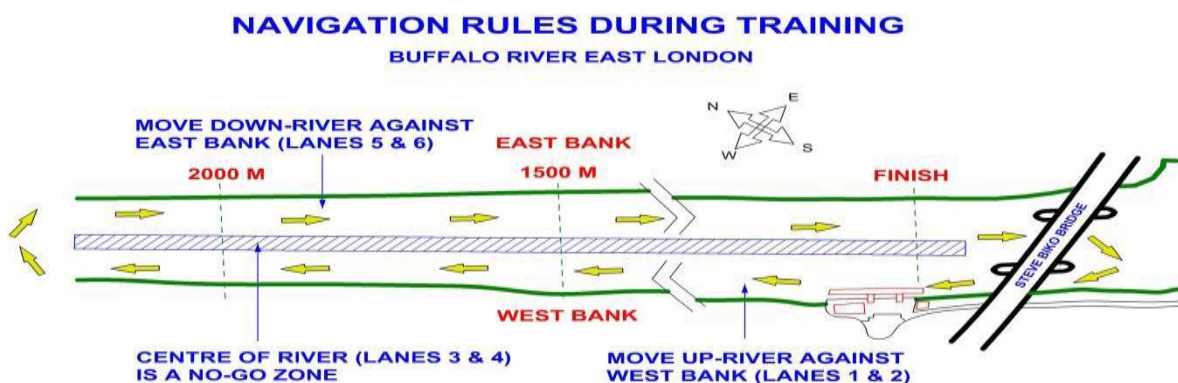
warm-up zone, crews are to circulate moving up-river against the East Bank (City Side) and down-river against the West Bank (Clubhouse Side) i.e. Anti-clockwise circulation.

- Any crew required to return the jetties during the regatta and which is not part of a race may only do so under the permission and instruction of a regatta umpire. The returning crew must utilize racing lane 6 in between races to move safely to the finish line.
- Crews reaching the finish line and intending to return to the jetties must proceed through the Steve Biko Bridge between the pylons before turning towards the West Bank. IT IS STRICTLY FORBIDDEN FOR ANY TO TURN IN FRONT OF THE BRIDGE. Crews moving up-river towards the jetties must pass under the Steve Biko Bridge between the West Bank and the bridge pylon.



4.2 Navigation Rules during Training

- During training, crews moving from the start to the finish line may only row down the course in lanes 5 and 6. Lanes 3 and 4 must be considered as forbidden territory and lanes 1 and 2 for moving up-river. No training crews will be permitted to boat during regatta time from 30 minutes before the first race of the day to 30 minutes after the last race of the day.



4.3 Start

The races will have a free start directed by the race officials at the various distances (500m, 1000m and 2000m).

4.4 Safety Marshals

The crews are under the control of the race officials from the moment they leave the landing stage until after they finish racing. There are officials managing the boating and disembarkation process.

5 REGATTA SAFETY

The regatta is run in accordance with the latest revision of the Constitution of Rowing South Africa and its by-laws which include the South African Rowing Officials Commission (SAROC) "Rules of Racing" of June 2018. This safety plan and the associated risk assessment, event rules and guidelines will be circulated to participating clubs and schools attending the event and will also be available on the ELBA web page.

It is compulsory that all crews attending the regatta comply fully with SAROC rules of racing regarding safety (Section 2.1)

The regatta will endeavour to provide a safe environment within the above code.

However, competitors, coxswains & coaches are specifically reminded that any persons using the river do so entirely at their own risk & are solely responsible for:

- Their own safety, remembering that they have a duty of care to themselves & any third party both on the water & on land.
- Ensuring that any equipment (e.g. boats, blades, buoyancy aids etc.) are safe & prepared to the standards as required under the 'Rules of Racing'. Any failure in this standard shall result in exclusion from the event.
- The strict observance of the requirements for course crossing and finish.
- Deciding whether or not they are competent to use the river in the prevailing weather conditions and communicating any decision made with the event officials.
- Ensuring that entries comprise only of competent swimmers who have successfully completed the sculling test in terms of Rule 2.1 of the SAROC 'Rules of Racing'.

5.1 'On water' and 'on land' safety cover:

In addition to the marshals, there will be two certified lifeguards on two separate boats on river at all times during the running of regatta. These two boats are in radio contact with Regatta Control at all times.

The locations of these safety boats will be at areas of most risk of collision, and at positions to maintain the best possible line of site to allow for rapid casualty extraction from the water if required.

The safety boats will also be responsible for advising regatta officials of other river users approaching the race course so that racing can be suspended if necessary.

6 ACCIDENTS AND EMERGENCIES

The Regatta will have a network of radios spread along the course. Any Regatta official observing a safety related incident must report it immediately by the nearest available radio link to the Safety officer, failing that to the President of the Jury (POJ) at Regatta Control.

The Safety Officer or POJ may assume control of the incident or delegate to the on water safety cover. Radio silence may be called for except from those involved in dealing with the incident to allow summoning of additional help if required.

Racing may be suspended if an incident has occurred anywhere on the course.

The Safety Officer or POJ will liaise with the on-site medical team (Alderson Ambulance medics) should the incident require assistance beyond the scope of that available on the Regatta site. All radio users will be advised when conditions return to normal.

All coaches and crews should ensure that they are familiar with the “Risk Assessments” and event safety “Rules and Guidelines” as well as the actions that they may be required to take. These documents are available in the Safety File located at Regatta Control and is attached as Annexure A and B to this Safety Plan.

6.1 Emergency Response Plan

Anyone witnessing an incident should radio or call the Event Safety Officer. He/she will then alert the safety boat and/or onshore first aid team. In most cases the safety boat will see the incident or monitor the first radio communication and the second call will not be necessary but this procedure will cover all eventualities.

The Event Safety officer will monitor the initial response and call for more support or alert the emergency services if required.

6.2 First Aid Cover

On water first aid cover is provided by the lifeguards on the two safety boats. In the event of an incident, boating and racing will be suspended until safety boats are able to resume full on-water cover.

In the event of a medical emergency, ELBA has provided permanent on-site emergency resources through Alderson Ambulance Services who will provide immediate medical and trauma care for the duration of the event. The resources consist of one stationed ambulance and crew with three standby ambulances off-site.

In case of medical emergency:

- (a) Indicate emergency to medical team on-site or,
- (b) Phone Alderson Control Room at 0860 22 33 66 or,

(c) Health And Safety Officer at Regatta Control or phone 083 375 9655

6.3 Emergency Services

Where a patient requires additional hospital care, Alderson Ambulance Services will provide the required transport to the most appropriate medical facility.

6.4 Regatta Incidents

A regatta incident book will be held at Regatta Control. All safety related incidents, including near misses, must be recorded in this book. Any competitor, official, coach or spectator is encouraged to log any incidents on the with the event safety officer. It is also the duty of each club involved in any incident or near miss to record the details both through their own club system and on to the event safety officer.

7 MEASURES FOR SPECIFIC RISKS

Refer to the Risk Assessment for detailed risks and responses. (Annexure A)

7.1 Safety briefing

All team representatives must report to the Regatta Safety Officer for safety briefing before start of Regatta.

An official will provide a verbal safety briefing prior to the start of racing, highlighting the control from race officials as well as Safety rules and Guidelines for the event. A copy of the “Event Safety Rules and Guidelines” (Annexure B) will be issued to all that sign the attendance register at the safety briefing. It is the responsibility of each team representative to communicate, inform and explain these “Event Safety Rules and Guidelines” (Annexure B) to their respective teams.

7.2 On-Water Safety

Crews will be under the authority of a race official in a launch whenever on the river. The race officials will manage any hazards that arise and will be able to summon assistance if required. Specific hazards e.g. obstacles that form a potential collision or safety risk, will be brought to the attention of coxes.

7.3 On-Land Safety

Competitors and spectators on land will be expected to take the normal safety precautions when visiting the ELBA premises. In addition, all competitors and spectators are informed of safety rules via a notice board at the entrance to the ELBA Premises.

7.4 Weather and river conditions

There will be some weather and river conditions that may require the event to be changed, suspended or even cancelled to avoid unnecessary risk to competitors and officials. The decision on these actions will be taken as early as possible by the President of the Jury (POJ) and on advice from the Safety Officer.

Although it is not possible to set exact rules for these decisions due to the number of variables that exist, a set of guidelines have been set out below:

7.4.1 Lightning

In the event of possible lightning, the procedures, rules and guidelines applicable to this Regatta is based on “Guidelines for Dealing with Lightning” (Jandrell & Blumenthal, 2016) compiled from the World Rugby guidelines and in contemplation of the Safety at Sports and Recreational Events Act (Act 2 of 2010) . Where possible, these guidelines were adapted to suite rowing conditions at this Regatta.

(a) Lightning measurement

Although tracking is not 100 % accurate, the following will be used to measure, track and guide decisions on a possible lightning event:

- Predominant weather patterns in the areas
- East London Airport Meteorological office
- On-site lightning detection system (SKYSCAN)
- Computer Software applications (Lightning Alarm)
- Visual observation

(b) Identification of a Lightning Risk and Guidelines that impact Procedure

Lightning can strike the ground a large distance from the centre of the storm. Storms can move very fast and it is therefore critical that everyone involved at the Regatta is vigilant, especially as the area around the Regatta site has high thunderstorm activity during the month of February.

“Guidelines for Dealing with Lightning” (Jandrell & Blumenthal, 2016) state that a significant lightning threat extend outwards from the base of a thunderstorm cloud to about 20km. Therefore, people should seek a safe place when a thunderstorm is within 20km. When a lightning strike is within 10km from the venue, one is at extreme risk.

ELBA states that a lightning threat within 20km is adopted as significant lightning threat and includes procedures to ensure that everybody at the event can be in a safe place before a lightning event reaches 20km from Buffalo regatta site.

In order to manage a lightning threat at 20km, the following factors are adopted by ELBA as having an influence on the timing for event stoppage due to possible lightning threat;

1. The fact that the lightning detectors is situated approximately 2km away from the starting line.
2. Allowing enough time for competitors and officials to get off the water and into appropriate shelter.

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3. Allowing for additional time as a safety factor for unforeseen events on and off the water.
 4. The speed of the moving thunderstorm **that can** impact the calculation for points 1,2 and 3 above.
 5. Possible delays in receiving information from the East London Airport Meteorological office.
 6. Lightning tracking is not 100% accurate.

(c) Lightning event procedure and actions

Considering the above, the Event Organisers adopt the following procedures in identification of a lightning event/storm;

Where a lightning storm is measured or observed and calculations indicate that the storm can reach a 20km radius from the event-perimeter within 60 minutes or less.

In the event of an identified lightning threat the following procedures are implemented;

1. The Safety Officer and POJ verify calculations for the identification of a lightning event/storm and Officer confirm the identification of a lightning event.
2. POJ then initiate Regatta stoppage procedure for lightning by informing officials on and off the water of a lightning event.
3. The POJ or any event official must sound the horn three times indicating a high risk lightning event. Everybody must be instructed to find shelter immediately. This applies to all areas of the Regatta site.
4. The officials at Regatta commission must prevent crews at the jetty and control commission from boating and instruct such crews to return their boats to the racks, after which they proceed to cover.
5. All crews that are on the water but not at the start must be instructed by the officials to turn around and return to the jetty, rack their boats and seek cover.
6. POJ will guide on water traffic towards jetty and ensure that everybody on the water is in a shelter as soon as possible after stoppage. As far as possible, boats must remain off the course to allow completion of races underway.
7. The POJ may at his/her discretion, provided all crews for a particular race are present for at the 2000 meter, allow the start and completion of such a race after which crews must return their boats to the racks, and proceed to cover. The POJ may at his discretion allow a maximum of three races in this manner provided that;
 - a. He/she confirm and verify calculations indicating safe return of everybody on water. Calculations to include 15minute safety factor.
 - b. He/she receives final approval from the Event Safety officer and ELBA President to continue.

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8. Once the lightning storm/event has passed, the event organizers will inform everybody via the loudspeakers. Only then are everybody allowed to return outside and resume the regatta activities.

The end of a lightning event will be announced by the Safety Officer when the lightning threat is at least 20 km away and it has been confirmed that the storm is receding.

Where a race was stopped as a result of a lightning threat, the POJ will make ruling on the races impacted by the lightning event.

(d) General Lightning Information

As sound travels at about 300 m/s, a delay of 30 s between seeing the flash and hearing the thunder means that the strike was about 10 km away. That is extreme risk.

Only seek shelter in a fully enclosed substantial building. This means a brick building, fully enclosed, with preferably a cement floor, such as a club house, change room, or boat bay.

Do Not seek shelter under trees, small outdoor buildings, open areas, on or close to water bodies.

An important safety rule is to seek shelter well before lightning occurs and to remain indoors until the storm has passed. Lightning tends to occur ahead of the storm, and behind the storm. As a result, one needs to remain in shelter until the storm has receded to a safe distance.

7.4.2 Flooding (fast current and/or debris in water or on bridges)

Cancel event.

7.4.3 Heavy rain

Ensure appropriate clothing is worn at boat embarkation.

7.4.4 Strong winds and tidal conditions

Ensure appropriate clothing is worn at boat embarkation.

POJ must continually monitor race conditions by looking at the course and communicating with the officials on the water.

Where conditions are deemed to be unsafe, the POJ must stop races until conditions improve for safe water activity.

7.5 Failure of safety arrangements

In the event of the loss of safety boat cover, medical cover or communications breakdown (radios), racing should be cancelled, unless appropriate cover can be arranged.

8 SECURITY MEASURES

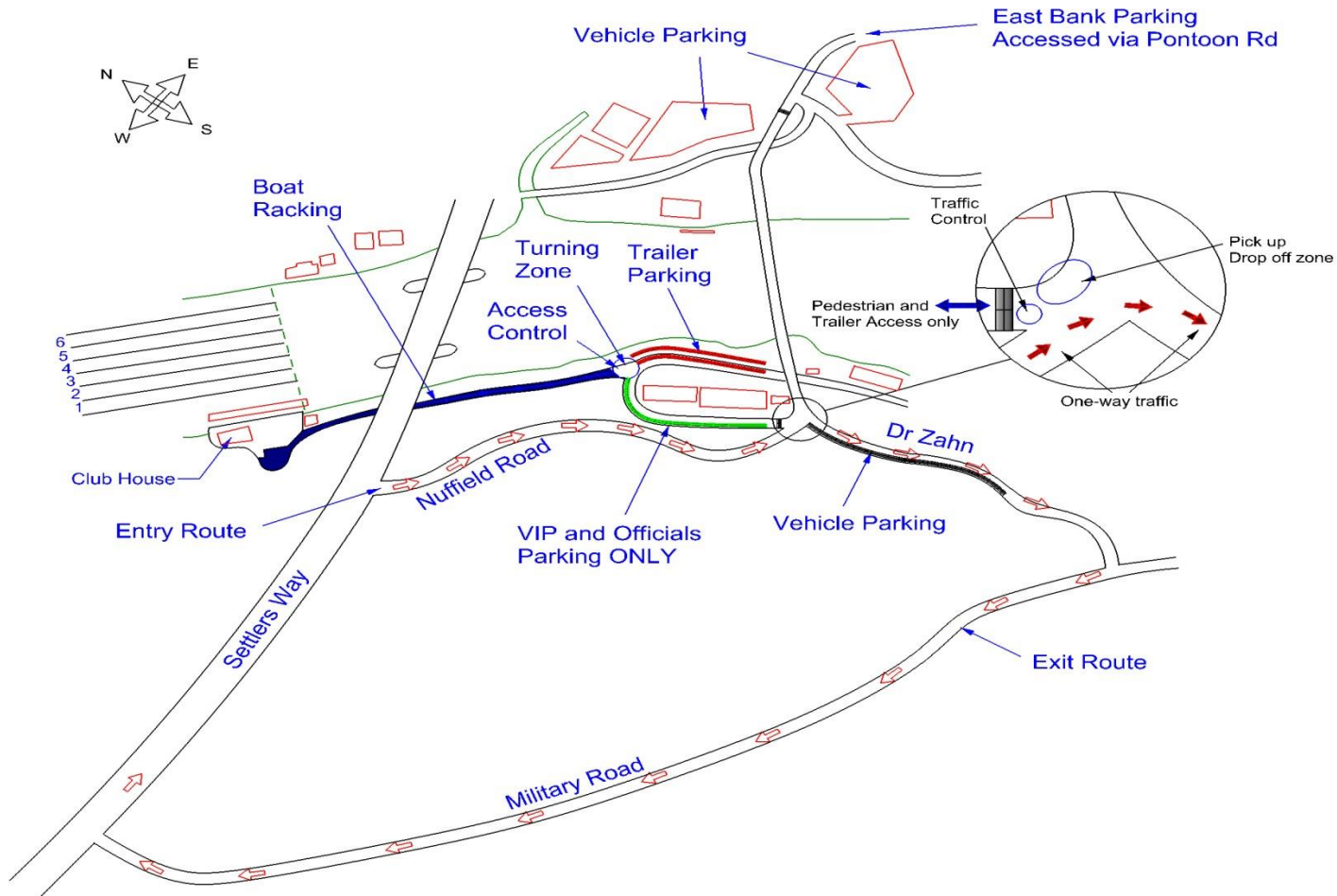
A private security company (RED ALERT) will provide a minimum of 3 guards in day and 3 guards at night to patrol the ELBA clubhouse , Henderson road and Dr Zahn road from 10TH FEBRUARY 2019 until the morning of 17TH FEBRUARY 2019 when all equipment will be collected.

The road intersection of Dr Zahn and Pontoon and will be manned by BCM traffic officials as well as ELBA marshal.

SAPS and BCM public safety officials have been informed of the event and will have a considerable visual presence on the day via both vehicle and foot patrols.

9 VEHICLE PARKING ARRANGEMENTS

Parking will be managed down Pontoon road from Dr Zahn intersection down to East London yacht club ,From intersection of Dr Zahn and Pontoon through to Settlers highway , will be treated as a one way road for parking .See parking plan below.



10 ANNEXURE A- HAZARD AND RISK ASSESSMENT

HAZARD / RISK	PROBABILITY*	IMPACT**	PREVENTION	MITIGATION	PREPAREDNESS
Lightning	3	5	Event stops. Nobody permitted on water	Lightning detector,	In contact with Airport met office. Lightning apps on dedicated computer and POJ and SO cell phones and event procedure
Asthma	4	2	Rower carries asthma pump	Lifesavers / paramedics on standby	Rowers with asthma condition are identified in advance
Mass Casualty	1	5	Incident management Plan	Alderson ambulance has additional resources on standby	Alderson Ambulance provides crowd incident management
Slipping, falling	2	2	Non-slip strips on jetties	Paramedics on standby	
Dehydration	4	2	Periodic announcement to stay hydrated	Paramedics on standby	
Heat fatigue	4	2	Periodic announcement to stay in shade and hydrated	Paramedics on standby	
Capsizing of rowing boats	5	1		2 x lifesavers on the rowing course	Dedicated motorboat every 1000m is prepared for this task
Fatigue	3	2	Officials work on a shift system	Paramedics on standby	Officials are provided with food and drink 3 times per day

Drowning	1	5	All boats fitted with quick release shoes	2 x lifesavers patrol rowing course	All boats are checked before boating
Injury from boat accidents	4	3	Rules of navigation at the site are permanently displayed	Lifesavers on water, paramedics on shore, ambulance for transport to hospital	Alderson Ambulance service provide paramedics and ambulance for event
Contracting water borne disease	5	2	All rowers encouraged to get Hep-A immunisation	Paramedics on standby	Medi-Cross, St. Doms, Life Beacon Bay have 24hr emergency units
Accidents on land	1	2		Paramedics on standby	
Sunburn	3	2	Periodic announcement to use sunscreen	Paramedics on standby	
Food Poisoning	1	2	Fresh food brought in each day	Maintenance of cold chain	
Spectator drowning	1	5	Spectators are not permitted on to the jetties	Lifesavers on water, paramedics on land	Officials marshal movement of rowers on and off the jetties

***PROBABILITY 5.** Often occurs at similar events, at least once every two years. **4.** Has occurred at a similar event in last 2-3 years or an event of this nature has not taken place before. **3.** Has occurred at a similar event in last 3-5 years. **2.** Has occurred at a similar event in last 5-8 years. **1.** Has occurred at a similar event, more than 8 years ago.

****IMPACT 5.** Death. **4.** Multiple serious injuries. **3** Serious injury. **2** . Minor injuries. **1.** Property damage

**11 ANNEXURE B – EVENT SAFETY RULES AND GUIDELINES FOR COACHES,
PARTICIPANTS AND SPECTATORS**

ATTACHED SEPERATELY

12 ANNEXURE C – EVENT SAFETY ANNOUNCEMENTS



Safety Announcements

IN THE MORNINGS BEFORE START – EVERY HOUR BEFORE START (at least 2 times)

1. All team Representatives who has not done so, **must** report to the Regatta Safety Officer for safety briefing before start. You will not be allowed to participate if you did not sign the attendance register at the safety briefing. Safety Officer can be found at Regatta Control.
2. All persons who enter these premises are required to act responsibly and to do everything reasonably expected to prevent injuries to themselves and to other persons, and to prevent loss to equipment. Safety File with Rules and Guidelines available at Regatta Control for viewing.
3. Report all injuries promptly, no matter how minor, to the Safety Officer on site. Make sure you know where the paramedic's station is. (indicate)
4. In the event of emergency that requires site evacuation, the horn will be blasted continuously and an Official will announce evacuation over the loud speakers. Proceed in an orderly manner towards the emergency assembly point at the turn-off to the ELBA premises (Tar Road). **DO NOT RUN**
5. **When you hear thunder you find shelter immediately!** Three blasts from the sound horn indicate a high risk lightning event. When you hear the horn going of three times, you find shelter immediately.
6. Only seek shelter in a fully enclosed substantial building. This means a brick building, fully enclosed, with preferably a cement floor, such as a club house, change room, or boat bay.
7. **DO NOT** shelter under trees, small outdoor buildings, open areas, on or close to water bodies during a lightning storm.
8. Do not sit on any balustrading.

Thank you and enjoy the regatta

DURING THE DAY – EVERY THREE HOURS

1. For your safety, we urge all competitors to stay hydrated and out of the sun when not competing.
2. Ensure that you apply Sunscreen.
3. Please assist us with good housekeeping by using dustbins provided.