

Event Risk Management Plan

2019 Aon New Zealand Secondary School Championships

Saturday 23rd - Sunday 31st March 2019



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Event Context

Organisation Details

Organisations Details: Karapiro Rowing Incorporated (KRI)
Event Organiser: Claudia Hyde, KRI Operations Manager
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Event Overview

Event: 2019 Aon New Zealand Secondary School Championships
Location: Mighty River Domain, 601 Maungatautari Rd, Cambridge, 3494
Date: Saturday 23rd- Sunday 31st March 2019

The 2019 Aon New Zealand Secondary School Championships is a school regatta with approximately 2500 competitors from secondary schools from around the country. Racing is run over the 2000m course in zone 3-6 with up to 9 boats in race. KRI will have eight umpires and 2 marked safety boats on the water at all times.

The 23rd and 24th are training days for the regatta. The regatta will run from the 25th to the 30th.

Based on past events of a similar structure, we expect approximately 2000 spectators for the 25th to the 27th and about 5000 spectators for finals days on the 28th to 30th.

The key focuses of the Risk Management Plan are as follows:

- Identifying key hazards, risks and emergency procedures, and ensuring participants and spectators are aware of them
- Adopting risk management strategies to eliminate, isolate or minimise hazards
- Providing clear processes for any incidents to be addressed in an effective manner
- Ensuring efficient communication between key event personnel, and robust decision making to enhance the health and safety of participants and spectators
- Ensuring effective and efficient communication with emergency services where necessary

Key Contact Information

In the event of a minor incident, please contact the event medics in the first incident (via radio or situated on site in the First Aid Room).

In the event of a serious harm or fatality, please call the Medic or **111** in the first instance.

Role	Name	Contact
Emergency - Ambulance, Fire, Police		111
Event Medic & Safety- First Aid	Chris Griggs	021 460 991
KRI Representative	Warren Thomas	021 741 621
Operations Manager/Event Organiser	Claudia Hyde	027 245 4282
NZSSRA and Rowing NZ Representative	Sonya Walker	021 256 5258
Chief Umpire	Steve Brine	
Police Cambridge		(07) 827 5531
KRI Safety Officer	Peter Carr	027 263 2221
Site Manager	Liz Stolwyk	027 571 6206
Traffic Management	Johnson Raumati	027 458 8473

Incident Communication

The actions taken will depend on the nature of the incident and the severity of harm and/or potential harm. The following table outlines the initial approach to incident management:

Incident	Communication	Action
Minor Injury	<ol style="list-style-type: none"> Contact Medic to request first aid (Radio communication- off water: "Ambulance, Ambulance, Ambulance", on water incident "Rescue, Rescue, Rescue") 	<ol style="list-style-type: none"> Medic to coordinate first aid assistance immediately. Medic to complete incident report to be submitted to Operations Manager at end of day.
Serious Harm Injury	<ol style="list-style-type: none"> Contact Medic to administer first aid Contact Ambulance (111) Contact Safety Officer to attend incident Personnel at incident site to liaise with appropriate services (police and next of kin if necessary) Inform KRI Rep and Operations Manager 	<ol style="list-style-type: none"> Within 15 minutes of being made aware of incident, Safety Officer and KRI Representative will assess impact on the regatta and action any decisions, e.g. put event on hold. Incident report to be completed by reporter, and confirmed by Safety Officer.
Fatality	<ol style="list-style-type: none"> Contact Medic Contact Ambulance (111) and Police to attend. Contact Safety Officer to attend incident KRI Rep to be informed Medic, Safety Officer, KRI Rep to liaise with Police. Next-of-kin details to be made available from regatta entries. 	<ol style="list-style-type: none"> Within 15 minutes of being made aware of incident, Safety Officer and KRI Representative will assess impact on the regatta and action any decisions, e.g. put event on hold/cancelled. Incident report to be completed by reporter, and confirmed by Safety Officer. KRI Rep and Operations Manager to liaise with insurer and any other relevant parties.
Property Damage	<p>Contact Operations Manager to advise of damage.</p> <p>Operations manager to liaise with Mighty River Domain Staff</p>	<p>Operations Manager to investigate cause and extent of damage.</p> <p>Operations Manager to liaise with Liz Stolwyk in relation to remediation of damage</p> <p>Operations Manager to liaise with insurer and/or any other relevant parties.</p>

Background

Lake Karapiro is the last in a chain of hydro lakes fed at the upper end of the chain by snow and rain. The level of the lake is kept under control between agreed upper and lower parameters with any excess being capable of run out through power producing turbines and / or spilled over a dam in a by-pass movement. Generally, summer (rowing season) temperatures are temperate and wind direction can be frequently variable. Wind is a predominant factor and this occasionally causes the Lake to become rough very quickly. It is against this background that the safety management plan has been developed.

All water sports contain elements of danger and participants recognize this as a basic fact. However, there are various ways that the risk factors can be minimized.

Authorities

The operating authority stems from the Rules and Regulations of Maritime New Zealand. In particular the Maritime Rule Part 91 – Navigation Safety Rules, the associated amendments and circulars apply.

A second document by Waikato Regional Council “**Environment Waikato Navigation Safety Bylaws 2013**” also covers many aspects of safety associated with waterways in the Waikato and specifically covers Lake Karapiro. A copy with the latest amendments is available from Waikato Regional Council at <https://www.waikatoregion.govt.nz/assets/WRC/Services/regional-services/maritime-services/Nav-Safety-2013-bylaw-web.pdf>

These two documents take precedence over all others on matters of Safety. This Event Risk Management Plan embodies the principles given in the above two documents and indicates areas of specific focus on Lake Karapiro.

Where applicable for any and all formal employees the rules pertaining to the Health & Safety at Work Act 2015 shall be applied.

Hazard Identification

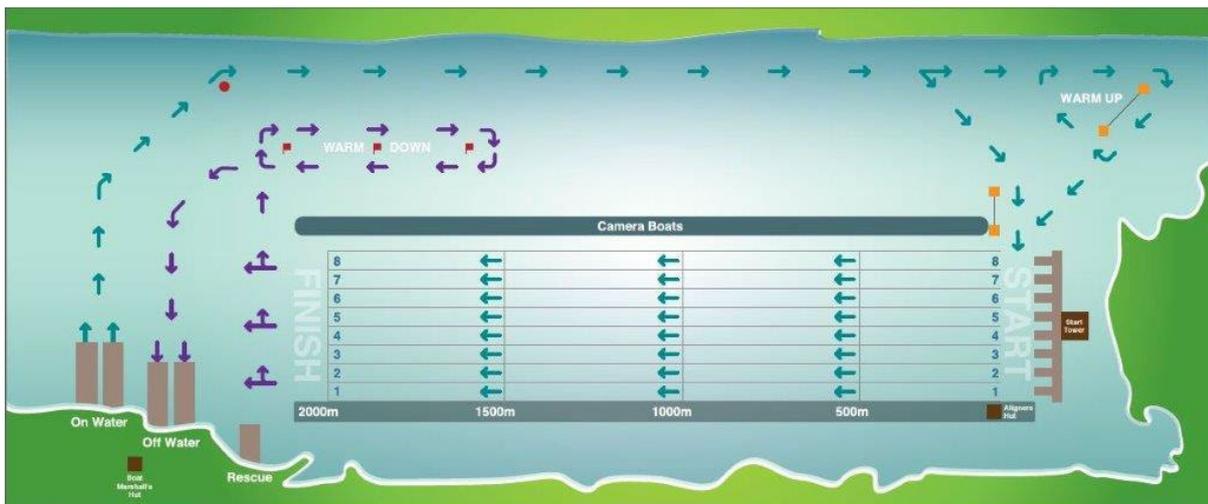
The following table indicates some of the hazards that could be experienced at this event. This is not intended to be a complete list but includes some of the common ones KRI personnel have observed.

Application

This plan applies to the land area occupied by the KRI start tower/pontoons/wharf building and the adjacent areas. On the water, it applies to the section of water the width of the lake that starts approximately 200 meters east of the 2000m start line and approximately 500m west of the rowing course finish line.

Note: There are some signs around the course that depict the areas and the operating rules. Each code will have their own operating rules and for convenience, those applying to rowing are displayed. The duty of care required by this plan shall also apply to the areas within and on the approaches to Flynn Cove. Further formal approval documents for an event issued by Waikato Regional Council are displayed at the office on the lower floor of the Finish Tower.

Application Area



Safety Officer

A Safety Officer will be appointed for the duration of the regatta. This person will be responsible for the safety and wellbeing of the participants for the event.

It is the responsibility of the Facilities and Maintenance Manager to ensure that all safety equipment is in good working order before the event. The Maintenance Team will report to the KRI Representative who shall advise the Safety Officer prior to the start of the regatta each day as to the status of the equipment.

The Operations Manager will ensure appropriate Medical Staff will be in attendance for the event.

The Safety Officer is to ensure that all participants at the regatta are advised of the Safety features deployed, the limitation of the operation and the aspects of which they are expected to have knowledge and training. This will take place in the form of a Safety Briefing held prior to the start of racing.

KRI Officials are trained in the appropriate safety aspects of running a regatta. If the Safety Officer doubts the ability of an official, they will bring their concerns to the Race Committee.

The Facilities and Maintenance Manager is to record all reports of damaged, broken or mal-functioning safety equipment and facilities for remedial action.

The Safety Officer is to keep a record of every safety incident giving details of the nature of the incident, who was involved, what happened, what was done and the names and addresses of any witnesses. This information is to be maintained in a register in the Regatta Tower Office and be available for audit as required.

KRI has a Safety Audit role charged with undertaking separate checks on equipment and operational compliance. Responsible directly to the Chairman of KRI.

Where safety requirements within this plan are in conflict with the requirements of NZRA, then the more stringent of the conflicting requirements shall apply.

Safety Equipment

KRI maintains various items of safety equipment to use during events on Lake Karapiro. Responsibility for the maintenance, security, operational compliance and records of this equipment lies with the Facilities and Maintenance Manager.

This section identifies the equipment and recommends the quantities that should be deployed.

Motor Boats

There are three types of motor boats owned and deployed on the rowing course by KRI:

- Catamaran single engine Umpires Boats – Currently there are eight in operation at Karapiro.
- Safety/rescue boats – Currently there are three specialized safety boats, two large metal vessels and one small inflatable RIB.
- Motorized work barge – multi-engine.

All boats can be used as safety boats. Umpire boats are generally the first boats to arrive at an accident on the water, and are then backed up by the closest safety boat.

General

- All boats will have their asset number (Name) recorded clearly on them. This will be used to identify all aspects that relate to that specific craft including costs and maintenance history.
- Each boat is to have a record of its maintenance history. The Facilities and Maintenance Manager is responsible for all maintenance and ensuring any boat that is to be used for any event is in full working condition.
- Included in the maintenance plan for every boat is the requirement for a fully documented annual inspection and testing of each boat. This should be completed before December every year.
- Every boat must display the number of persons it is to carry for normal operations. There is no mandate to exceed this number for normal operations.
- Every boat will carry both safety and operational equipment.
- All personnel using KRI boats shall wear non-slip footwear appropriate to the conditions prevailing at the time.

Umpire Boats

The Umpire Boats are specifically designed to provide for effective umpiring. Their characteristics have been optimised for that purpose. In that sense, they are designed for a crew of up to four and their use is intended for umpiring races (speeds of up to 15kph), however they can be used as a first response safety boat due to their proximity to rowing crews during a race.

Every Umpire boat shall carry the following equipment types and quantities:

- Safety lines – throwing type [2]
- First Aid Kit [1]
- Life Jackets (to NZS 5823:2001) [2]
- Approved buoyancy aids or Personal flotation devices (PFD's) [8]

- Tool Kit including sharp knife [1]
- Thermal Blanket [4]
- Loud hailer (as appropriate) [1]
- Radio Telephone (as appropriate) – normally VHF type with 2 channels [1]
- Bow & Stern mooring lines [2]
- Waterproof check list for equipment affixed to the boat in clear view of the boat driver. [1]

Any mobile equipment specifically for the purpose of signalling to competing rowers shall be the direct responsibility of the umpire on board.

Safety/Rescue Boats

The rescue boats are designed to reach anywhere on the course within two minutes and shall be deployed so this can be achieved. These boats are specifically for the Safety/Rescue tasks and it is essential that those using these boats should be fully trained in rescue techniques, be completely familiar with the safety features and facilities and be trained in first aid principles.

The recommended equipment list for these rescue boats includes the following:

- Safety lines – throwing type [2]
- First Aid Kit [1]
- Life Jackets (to NZS 5823:2001) [2]
- Approved buoyancy aids or Personal flotation devices (PFD's) [10]
- Tool Kit - including sharp knife [1]
- Thermal Blanket [2]
- Loud hailer (as appropriate) [1]
- Radio Telephone (as appropriate) – normally VHF type with two channels [1]
- Bow & Stern mooring lines [2]
- Waterproof check list for equipment affixed to the boat in clear view of the boat driver. [1]

Barge

The work barge is specifically designed for work on the course and it is optimized for that purpose. While it could be used as a floating platform, its purpose is solely as a work barge and its use should be for that purpose. The barge is under the direct control of the Course Manager

As a consequence of their specific roles, their normal complement of safety equipment is significantly reduced.

This may include the following:

- Safety lines [2]
- A first aid kit [1]
- Tool Kit [1]
- Safety grab chains [1]
- Life Jackets (to NZS 5823:2001) [2]
- Approved Buoyancy Aids or Personal Flotation Devices (PFD's) [10]
- Solid circle lifebelts [2]

- Waterproof checklist for equipment affixed to the boat in clear view of the boat driver [1]

Guardian Barge

This vessel, capable of high speeds when required, is a people transport barge. During major regattas it is sometimes utilized for support of the media. The wearing of lifejackets and appropriate footwear also applies to the Guardian Barge.

Boat Operation

- The boat driver is fully responsible for the boat, the equipment associated with the boat and the safe operation of the boat.
- At the start of each day of a regatta the boat driver shall check that all the safety equipment is in full operating condition before taking charge of the boat. It is recommended that time be allowed to accomplish this.
- The regular occupants of all boats are to wear approved life jackets when involved with events on Lake Karapiro.
- The Boat Driver is to report any deficiencies, failures or breakages to his boat or the associated equipment to the Course Manager. See Appendix 4 – Sample Safety Equipment Check List Form.

Boat Operation (Drivers)

- No boat driver engaged in handling a KRI craft during racing (including periods leading up to and after a race) shall drive a boat without an appropriate period under the physical supervision of an experienced driver.
- Drivers of umpire boats shall work in tandem with the appointed umpire onboard and respond swiftly and accurately to their requests. Where such a request is deemed by the driver to place the umpire boat or competing boats in jeopardy the driver in their capacity as Skipper, shall take appropriate contrary action while advising the umpire of the reason (see Maritime Rules Part 91).
- Drivers of Rescue Boats shall work under the direct supervision of the Regatta Safety Officer and cannot be commandeered for other duties without express clearance from that official.
- During events encompassing rowers who are physically challenged, Rescue Boat Drivers and their crews shall familiarize themselves prior to racing with the seat/body strapping positions of individual handicapped rowers.

On Shore Facilities

There is some strategically placed safety equipment on shore for use for incidents that occur. There are two main points where such equipment is located: at the Regatta Control Building and at the 2000m start tower.

Medical Support

The appointed event medics will be located at or near the finish line and at other stations at the venue depending on the regatta size and will always be available at a KRI regatta.

2000m Start Tower

Safety equipment items should be located at the start tower and/or in the Aligners Hut at the 2000m mark and be available for use during KRI sanctioned events. The safety equipment should include the following types and quantities:

- Safety lines – throwing type [2]
- First Aid Kit [1]
- Approved buoyancy aids or Personal flotation devices (PFD’s) [10]
- Tool Kit - including sharp knife [1]
- Thermal Blanket [20]
- Loud hailer (as appropriate)
- Radio Telephone (as appropriate) – normally VHF type with 2 channel.
- Drinking water (as appropriate)

Communication

All radio communications are centralized at the Regatta Control Building. From this point access to the “111” network can be obtained. This is only available during the operational hours of an event.

Cellular telephone coverage is generally available throughout the areas occupied by KRI. However, such devices are not supplied by KRI and service is not guaranteed.

Boat Marshalling Area

KRI appointed officials will man this area and, for the requirements of Safety, will not permit any crew and/or boat to proceed to the launch pontoons until Officials assessing Compliance are totally satisfied on the combined capacity of crew and boat as to competing and completing their designated race.

First Aid

During events, a 4 bed First Aid Room located underneath the Don Rowlands Centre, on the lake side, is available. It is sited on the north-east side of the building at lake level.

This room will be occupied by the appointed medical personnel during the regatta.

Police

For major events there is likely to be additional Police presence at the event and this is usually requested. For all other events there is unlikely to be a police presence.

The closest Police Station is in Dick Street, Cambridge opposite Victoria Square.

Distance to the lake is 9.5 kms.

Emergency access is available via the ‘111’ network.

Fire

Cambridge operates a Volunteer Fire Brigade. The fire Station is in Duke Street adjacent to the main Shopping Centre.

Distance to the lake is 9.5 km’s.

Emergency access is available via the ‘111’ network.

Water

Apart from the Lake itself, there is only limited access to water. Please note that potable water is available from designated taps. The lake water is not considered as suitable for drinking.

Hot and Cold Water is available at the Don Rowlands Centre. Cold water is available for the taps adjacent to the public toilets at the Mighty River Power Domain.

Taps supplying drinking water are also located at the toilet blocks in the “Boat Park”.

Doctor

Details for local medical centres are in the table below:

CENTRE	ADDRESS	PHONE
Leamington Medical Centre	127 Shakespeare St, Leamington	07-827 5959
Cambridge Medical Centre	48 Alpha St, Cambridge	07-827 7184
Accident & Emergency (24 hrs) Hamilton City	http://www.angleseamedical.co.nz/Locati on-Maps/Anglesea-Gate-2 http://www.angleseamedical.co.nz/Locati on-Maps/General-Location-Map	07 58 0800
Cambridge Community and Sports physio	127 Shakespeare St, Leamington	07 827 7561

For emergencies dial “111” or contact the onsite Medic in the first instance.

Mighty River Domain

The Mighty River Domain site office is located at Gate 2. Phone (07) 827 4178.

General Requirements

There are a number of requirements that need to be met to ensure the safe operation of the KRI facilities. This includes the maintenance and record keeping aspects which need to be followed. All the maintenance activities including the record keeping are the responsibility of the Facilities and Maintenance Manager.

Lane Wires and Buoys

All lane wires should undergo an annual inspection where repairs are to be made to set the course up for the major regattas. This will include buoy inspection and replacement as required.

On Shore Activities

The on-shore activities are required to ensure that the risk to health and safety are minimized. It also includes the maintenance records of all the equipment as well as the health and safety activities carried out.

Shore Based Equipment

An annual inspection of all shore-based equipment is required. It is appropriate this be done in conjunction with the boat inspections and all results should be recorded.

For operational items, their full functionality as required in an operating environment should also be tested and the results recorded.

Similarly, a further inspection is required after the regatta season to identify any major work or purchases prior to the annual general meeting.

Safety Equipment

All safety equipment is to have an annual inspection to ensure it is fit for service. This includes the testing of the Life Jackets to NZS 5823, the testing of the buoyancy aids, throw lines and ensuring the first aid kits are replenished. It is important that there are no out of date pharmaceuticals in the medical kit.

Operations

Every Club, School, College and Organized group of participants (often referred to as Clubs) should have an identified Safety Person or responsible representative who is expected to understand all the safety requirements. This should include Maritime Rule Part 91 and the Waikato Regional Council requirements and ensure the adherence to the relevant sections.

It shall be a requirement that every club shall be present and identified at pre-regatta safety briefings. It is the responsibility of each club or school to ensure that their rowers are informed of all safety requirements and that they comply with the current Rules of Racing as it refers to their health and fitness and wellbeing while they are at a KRI regatta.

Implementation to these safety requirements on behalf of KRI will be the duty of the Safety Officer so appointed for every event. Observance of the KRI Safety and Risk Management requirements is mandatory.

The Safety Officer will monitor their observance and advise any breaches in writing to the club, college or school committee or officer responsible.

Flags

KRI has deployed the use of flags to indicate the status of the lake for aquatic activities. The flag is flown from the flag pole outside the Marshal's Hut positioned next to the on/off water pontoons in the boat park and is used throughout the event.

Flag Signals

The following flag signals apply and the meaning of the colours are as shown.

Green: Lake is Open

Red: Lake is Closed

Blue: Regatta is abandoned.

Boat Limits

No Umpire boat shall proceed with more than 4 people on boat unless when removing rowing crew members from the water. On those occasions Umpire boats shall be restricted to a maximum speed of 5 knots and shall refrain from further umpiring operations until all rowers have been landed on to a safe environment.

The two main safety boats shall carry no more than 2 crew. Total number of people permitted on board during rescue incidents shall be 11 (2 + 9).

The Takacat (RIB) shall not carry more than 2 people at any time.

No boat shall carry observers/public/photographers without the express permission of the Regatta Safety Officer. Any such person to be carried shall be wearing an approved life jacket and appropriate non-slip footwear.

Previous Safety Incidents

There have been 2 significant safety incidents in the previous 3 years at similar events held by Karapiro Rowing Inc.

17th Jan 2016: Young female broke ankle on Domain playground in D3. Attend to by event medic, ambulance attended.

12th March 2017: Female collapsed unconscious during race in a double scull, safety crew first responders, athlete retrieved, transferred to pontoon- medic alerted and waiting with stretcher at pontoon. Ambulance called. Transferred in ambulance to hospital.

2nd March 2018: Minor incident- crew capsized, witnessed and attended to by umpire and safety crew. Athlete's heel was stuck in shoe. Athlete managed to release foot and was fine. Subsequently investigated by Chief Umpire as heel tie compliance is a condition of entry into event, issue was caused by shoe condition and the tying procedure- school officials notified and rectification discussed.

Further details of all incidents can be found in the KRI Accident Register- kept in the KRI Tower Office.

Details of minor-moderate incidents recorded previously include:

- crew capsizes and subsequent rescues performed by umpire/safety crews,
- skiff equipment damage and either replacement of the malfunctioning equipment or withdrawal from event,
- athletes in distress due to exertion and subsequent rescue performed by umpire/safety crews,
- muscle strains,
- minor cuts/grazes,
- blisters,
- migraines,
- nauseous/dizziness,
- dehydration/heat stroke,
- insect stings,
- soft tissue injuries

All dealt with via procedures outlined in Risk Management Plan.

Environmental Risks							
Risk	Risk Level	Risk Components	Strategies	Actions	Responsibility	KPIs/Measures	
1	Unexpected weather change	Low	Risk of capsizing, sinking, drowning	Weather monitored by Safety Officer pre and during regatta. Umpires communicate with safety officer if they have any concerns re weather	Regatta immediately put on hold if deemed dangerous. Rowing skiffs escorted off water if required. Emergency services alerted if necessary. Check that all skiffs and personnel are safely ashore.	Safety Officer	Risk Minimised
2	Extreme Heat	Low	Competitor distress, increase risk of hyperthermia	Weather monitored by Safety Officer pre and during regatta. Umpires communicate with safety officer if they have any concerns re weather	Ensure sufficient water available, ensure athletes are carrying water in their skiffs during racing. Put regatta on hold if required.	Safety Officer/Club Captains	Risk minimised
3	Extreme Cold	Low	Competitor distress, increase risk of hypothermia	Weather monitored by Safety Officer pre and during regatta. Umpires communicate with safety officer if they have any concerns re weather	Ensure athletes are sufficiently clothed for weather. Put regatta on hold if required.	Safety Officer/Club Captains	Risk minimised
4	Fog	High	Reduced visibility	Regatta not run when the course is not fully visible from end to end	Put regatta on hold if required	Safety Officer	Risk minimised
5	High wind	High	Wind causes unreasonable danger to competitors	Weather monitored by Safety Officer pre and during regatta. Umpires communicate with safety officer if they have any concerns re weather	Regatta immediately put on hold if deemed dangerous. Rowing skiffs escorted off water if required. Emergency services alerted if necessary. Check that all skiffs and personnel are safely ashore.	Safety Officer	Risk minimised

Risk	Risk Level	Risk Components	Strategies	Actions	Responsibility	KPIs/Measures
6	Low	Weather causes unreasonable danger to competitors	Weather monitored by Safety Officer pre and during regatta. Umpires communicate with safety officer if they have any concerns re weather	Regatta immediately put on hold if deemed dangerous. Rowing skiffs escorted off water if required. Emergency services alerted if necessary. Check that all skiffs and personnel are safely ashore.	Safety Officer	Risk minimised
On Water Risks						
7	Medium	Unknown medical conditions in athletes cause issues during regatta	Athletes to advise clubs. Clubs to advise regatta secretary during entries. Regatta Secretary to pass info to Safety Officer to action accordingly	Officials Briefing daily pre regatta to officials by safety officer about athletes and conditions to be aware of and actioned accordingly.	Athlete/Club Captain/Regatta Secretary/Safety Officer	All medical issues are reported and appropriate actions taken.
8	Medium	Competing boats collide causing damage to equipment and/or injury to competitors	Clear flow pattern implemented and published. Bow balls compliant	Flow pattern posted publicly, included in pre regatta documentation for athletes/clubs/schools/coaches to familiarise themselves with pre regatta. Ensure bow balls are compliant before going on water	Safety Officer/Club Captains/Athlete	No collisions occur
9	High	Boats collide with hazard in water causing damage to equipment and/or injury to competitors	Course check by umpires and safety pre regatta, All umpires and safety crews monitoring water constantly for hazards.	Hazard identified and removed by safety or umpire boat	Safety Officer	Risk minimised
10	High	Risk of drowning	Ensure heel ties are of correct length in boats allowing athletes to push out. Ensure bungs are in place where appropriate. Ensure effective bulkheads	Safety Officer to inform schools/clubs of requirements at safety briefing, schools/clubs ensure boats are compliant before going on water, compliance officials check boats before they go on water to ensure they are compliant	Athlete/Club Captain/Safety Officer	Risk minimised

Risk	Risk Level	Risk Components	Strategies	Actions	Responsibility	KPIs/Measures
11 Faulty/absent coxswain lifejacket	Medium	Risk of drowning	Coxswains must be responsible for ensuring they have appropriate lifejackets. Club captains are responsible for checking coxswains have appropriate gear. Boat park Chief will not allow coxswain on water if jacket is seen to be absent or faulty.	Coxswain and club captain checks lifejacket before coming down to on water pontoon. Boat Park Chief observes lifejackets before crews get to on water pontoon.	Athlete/Club Captain/Boat Park Chief	Risk minimised
12 Competitors not arriving at start	Low	Risk of drowning	Check with Boat Park Chief whether crew got on water	If crew did get on water perform search with safety boat- safety officer informed, appropriate actions taken	Chief Start/Chief Boat Park/Safety Officer	Risk minimised
13 Umpire boat malfunction	Low	Risk of collision	Radio for immediate replacement. Ensure boats are appropriately serviced and maintained	Clear course and hand over to adjacent umpire boat. Rescue bow to tow boat to shore.	Umpire/Facilities and Maintenance Manager	Risk Minimised
14 Boats travelling up to start too close to course	Medium	Risk of collision	All umpires and safety crews monitoring constantly. Athletes aware of flow pattern	any offending crews communicated with and repositioned	Athlete/Safety Officers/Chief Umpire	Risk Minimised
15 Competitors non compliant with rules	Low	Increased risk of collision, injury and or drowning	All competitors to be familiar with/understand rules and are licenced with Rowing NZ. Competitors cannot enter event if not licenced. Club captains to ensure athletes are familiar with NZRA Rules of Racing	Pre regatta safety briefing to ensure all comply	Club Captains	Risk minimised
16 Swimmers in lake	Low	Risk of collision, injury and or drowning	All umpires and safety crews monitoring water constantly for hazards.	Remove from water using safety boat	Safety Officer	Risk minimised
17 Inadequate supervision or safety equipment	Low	Risk of collision, injury and or drowning	Minimum of 5 umpire boats and 2 safety boats on water at all times. Boats sufficiently equipped as per Risk Management Plan	Boat equipment checklists complied with daily, safety officer to ensure sufficient personnel are on water. Regatta put on hold if required	Safety Officer	Risk minimised

	Risk	Risk Level	Risk Components	Strategies	Actions	Responsibility	KPIs/Measures
18	Falling or tipping off umpire or safety boats	Low	Risk of injury or drowning	All water crew to wear compliant life jackets, sufficiently trained	Safety crew training day completed	Safety Officer	Risk minimised
19	Unauthorised craft enter regatta area	Medium	Risk of collision/Injury	Lake zones booked with Waikato Regional Council, publicised appropriately	Any offending craft are identified, communicated with immediately. Regatta put on hold if required	Safety Officer	Risk minimised
Off Water Risks							
20	Tomos (holes) appearing behind retaining walls	High	Person or vehicle fall into hole	Daily Checks	Communicate with Domain staff	KRI, MRD site staff	Tomos are isolated immediately
21	Falling branches/trees	Low	Person hit by falling tree or branch. Vehicle damaged by branch	Daily Checks	Communicate with Domain staff	KRI, MRD site staff	Any concerns voiced promptly to Domain staff
22	Broken Glass/Plastic on site	High	Person injured when walking on site	Daily Checks	Communicate with Domain staff to collect and remove offending items	KRI, MRD site staff	Any concerns voiced promptly to Domain staff
23	Bollard Caps	High	Bollard caps not placed when bollards have been removed, public fall down hole	Daily Checks, Caps available from Site Office	Caps placed on bollard holes immediately	KRI, MRD site staff	Reduced risk of person falling in hole
24	Misuse of Vehicles by Event Attendees	Medium	Public at risk of being hit by vehicle	Speed Restrictions, Clear Signage informing Public of restricted areas during events	Police Engagement	KRI, MRD site staff	Drivers respect speed limit and restricted areas remain vehicle free
25	Earthquake	Low	Dam Burst		Effective Communication with Emergency Services, MRD Site Staff	Emergency Services	
26			Public hit by falling objects	Ensure boat tracks, tents are pegged down securely	Check post setup. Daily Check	KRI	
27	Misuse of KRI Golf Cart	Medium	Public at risk of being hit by Golf Cart	Speed restriction, flashing orange lights, experienced and trained staff operating.	Correct training given	KRI	Injury risk minimised
28	High Winds	Medium	Unsecured equipment causing injury to person or property	Ensure equipment is securely tidied down	Frequent Check	KRI, Event Attendees	No incidents occur
29	Person slipping on lower campground hill (previous road) access causing injury	Medium	Person injured slipping on hill	If wet weather occurs causing slippery surface, install anti slip matting or restrict area	Communicate with MRD Site Staff	KRI, MRD Site Staff	Reduced risk of person slipping on hill

Off Water Pre Regatta Risks

	Risk	Risk Level	Risk Components	Strategies	Actions	Responsibility	KPIs/Measures
30	Injury caused erecting boat racks	High	Person injured lifting racks incorrectly	Ensure sufficient personal for task, correct posture used	Correct training given	KRI	Injury risk minimised
31	Rowing Trailer Parking	Medium	Person injured by incorrectly parked trailer, trailer impeding roadway	Pre allocate trailer positions	Daily check pre and during regatta	KRI	Trailers parked correctly
32	Misuse of vehicles by event attendees	Medium	Public at risk of being hit by vehicle	Speed Restrictions, Clear Signage informing Public of restricted areas during events	Effective communication with drivers. Police engagement if required	KRI	Drivers respect speed limit and restricted areas remain vehicle free
33	Racked and trailered rowing skiffs overhanging domain access roads	Medium	Person injured walking or driving into overhanging boats	Pre allocate trailer positions, racks setup sufficient distance from roadway	Racks maintained in premarked positions, daily checks	KRI	Skiffs do not impede roadway
34	Trip hazards	Medium	Person injured tripping on electrical cords	Ensure use of purpose made covers in thoroughfares.	Daily check	KRI	Risk minimised
35	Electrical cords approved	Low	Persons injured by electrical shock	Ensure cords are used as per WDC Event Management Guide 4.3	Cords used onsite must be issued by Regatta Office. KRI electrical cords are regularly approved and tagged	KRI	Risk minimised
36	Electrical Shock	Low	Persons injured by electrical shock due to faulty electrical equipment	Ensure an approved electrician carries out maintenance of electrical equipment onsite	Ensure electrician that is contracted is on the Waipa DC's "Approved List of Contractors""	KRI	Risk minimised
37	Unsafe Ceremonial Hut setup	Low	Hut rolling away causing injury to person	Ensure Hut is properly setup	Pre regatta setup check	KRI	Hut firmly in place
38	Unsafe Ceremonial Hut setup	Low	Hut unroadworthy	Ensure Hut is registered and warranted	Pre regatta setup check of both	KRI	Hut registered and warranted
Off Water During Regatta Risks							
39	Vehicle access to the site during regattas	High	Public at risk of being hit by vehicle	Speed Restrictions, Clear Signage informing Public of restricted areas during events	Effective communication with drivers. Police engagement if required	KRI	Drivers respect speed limit and restricted areas remain vehicle free
40	Traffic Management	Low	Traffic accident due to inadequacy of TMP or poor implementation of TMP.	Use of approved Waipa DC TMP Experienced and trained staff used to implement TMP	In an emergency dial 111. Event Manager is called to deal with minor incidents.	KRI, STMS	No incidents occurring

	Risk	Risk Level	Risk Components	Strategies	Actions	Responsibility	KPIs/Measures
41	Injury to Spectator on the Embankment	Medium	Medic not immediately adjacent	Ensure tents are in preallocated positions with marked ambulance access	Daily check to keep lane clear	KRI	Ambulance access remains clear
42	Wet access to off water and on water pontoons	Low	Injury caused by slippery surface	Ensure anti slip mat is in place on ramps. Limit public access to the area using signed fences	Maintain fencing, signage and anti slip matting	KRI	Injury risk minimised
43	Delay in Ambulance reaching patient due to Site Layout	Medium	Delay attending to patient	Clear instructions to emergency services about which Domain Gate to use, positioning of volunteer at Gate Entrance to direct ambulance, use of volunteers to clear public from area. WDC to reinstate road access on lower campground hill.	Ensure unimpeded access for ambulances	KRI	Nil delay for Ambulance attending to patient
44	Lack of suitable medical support	High	Delay attending to patient	Maximise Medical Support	Contracted Qualified Medical Professionals for all Regattas	KRI	Contracted Qualified Medical Professionals for all Regattas
45	Contractors working onsite	Medium	Staff or public are injured as result of external contractor working on site. Contractors are affected by hazards on site.	Contractors to secure work site to keep staff / public at a safe distance. Contractors given event H&S plan and made aware of site hazards.	In an emergency dial 111. Event Manager is called to deal with minor incidents.	External Contractors, overseen by KRI	No incidents occurring
46	Delay in Medic reaching patient on Emergency Pontoon	Low	Delay attending to patient	Medical Staff positioned adjacent to Emergency Pontoon, Emergency Pontoon kept clear at all times using signage and fencing	Maintain Signage and fencing	KRI	Risk minimised
Off Water Post Regatta Risks							
47	Injury caused by boat rack removal	High	Person injured taking down racks incorrectly	Ensure sufficient personal for task, correct posture used	Correct training given	KRI	Injury risk minimised

Rowing Water Safety Code 2016



The water safety code sets minimum standards for safe rowing operations. It also incorporates the alternative arrangements to the carriage and wearing of PFD's on rowing skiffs approved under the Maritime Transport Act.

Operating in accordance with the code may help rowing operations meet certain applicable regulatory requirements under the Maritime Transport Act, and, where applicable, some of their PCBU duties under the Health and Safety at Work Act.

1. Club Requirements

Within their safety policy every rowing association, club, school/university rowing programme shall:
(hereafter all referenced as Club)

- 1.1. Appoint a Safety Officer each season that shall be registered with Rowing NZ, the Safety Officer shall advise the club on the requirements of the Water Safety Code and oversee its implementation and operation. If the Safety Officer does not attend camps or regattas then the club should also appoint a Travelling Safety Officer.
- 1.2. Ensure the following is developed and prominently displayed in the club building:
 - a) detailed address of the rowing club so that this can be given to emergency services
 - b) the contact details of the club's Safety Officer
 - c) plan of local waterway showing the navigation rules and traffic plan for the area
 - d) Risk Management Plan *(examples are available at www.rowingnz.kiwi)*
 - e) list of Hazards for both on and off the water
- 1.3. Ensure that a First Aid kit is available on shore which is kept complete and regularly checked
- 1.4. Ensure a boat maintenance log is kept for the support vessels showing the maintenance and repairs of the boat and equipment and the date it was carried out.
- 1.5. Ensure all incidents and accidents are reported to the Safety Officer at the first reasonable opportunity and detailed records are kept *(time, place, nature, injuries/damage and contact details)*. If a serious incident or accident occurs it is mandatory for the Safety Officer to notify Rowing NZ, Maritime NZ and the Harbour Masters Office.
- 1.6. Ensure that the rowing and coaching equipment of the club is in a good and safe order. Rowing skiffs must meet Rules 26.e, 27, 28 and 29 of the Rowing NZ Rules of Racing 2013 (relating to floatation, bow balls, quick release foot stretchers and the coxswain's seat).
- 1.7. Conduct and document a Safety Induction with all members which covers the clubs waterway plan, hazards, emergency procedures and considers a person's swimming ability *(it is recommended that they are able to swim 50m in light clothing)*. The Club Safety Officer should be notified of anyone unable to swim adequately in order to mitigate this issue.
- 1.8. Ensure coaches and support vessel drivers complete the Coastguard 'Club Safety Boat Operator' course within their first season.
- 1.9. Conduct a regular review of the clubs safety practices and procedures.

2. Preparation to go Rowing

2.1. Type of Rowing

- a) Supported – skiffs which are accompanied by a support vessel and remain under their supervision (all boats remain within 500m of each other).
- b) Observed – skiffs which are in sheltered waters (where flow is stagnant and the sides of the waterway are less than 200 meters apart) and are under the observation of an individual who is not in a vessel but is able to summon additional help if required.
- c) Unsupported – skiffs which are not accompanied by a support vessel in unsheltered waters and each person is carrying an easily accessible approved floatation belt on their skiff.

2.2. Responsibility to be assigned

- a) The Stroke is responsible for the rowing crew and is considered the skipper of the skiff.
- b) The driver of the support vessel is considered the skipper of that vessel.

2.3. Supervision of Crews

- a) The Coach (or person in a support vessel) is at all times responsible for the safety of all crews under their observation. Making due allowance for weather, water, ability of crews and other conditions, it is incumbent upon the coach or support person, to make an assessment of the number of crews for which they can safely be responsible and supervise. All crews and the support vessel need to remain within 500m of each other otherwise they are no longer under supervision and will then be required to carry an easily accessible approved floatation belt on their skiff.
(It is recommended that one support vessel observe no more than three crews)

2.4. Checks to complete

The **Coach/Support Person** and **Stroke** will ensure that:

- a) all members of the crew are suitably attired for the rowing conditions
- b) the crew is familiar with the local waterway rules and hazards
- c) the weather forecast has been checked and is suitable for rowing
- d) crew intentions are lodged (e.g. on a whiteboard or log book)
- e) the rowing skiff is compliant with Rule 26.e, 27, 28 and 29 of the Rowing NZ Rules of Racing 2013 (relating to floatation requirements, bow balls, quick release foot stretchers and coxswain's seat) and any support vessel is fit for purpose and carrying the required safety equipment

The **other crew members** will ensure that:

- a) they are suitably attired for the rowing conditions
- b) if they are rowing in unsheltered waters without the supervision of a support vessel then each person must carry on board an easily accessible approved floatation belt on their skiff.

3. Equipment for Safety

3.1. Personal Floatation Devices

Certified personal floatation device (PFD), lifejackets or buoyancy aids are those certified under the Maritime Rule 91.4(1)

- a) certified PFD's must be worn at all times by coaches, persons in support vessels, coxswains and open water rowers (rowers more than 1500m from shore or bank)
- b) any rower that is training in unsheltered waters without a support vessel supervising them must carry on board an easily accessible approved floatation belt

3.2. Communication

- a) A coach or support person must carry on board a form of waterproof communication (e.g. cell phone in water tight bag)
- b) An unsupported rower training more than 500m from the shore must also carry a form of waterproof communication

3.3. Support Vessel

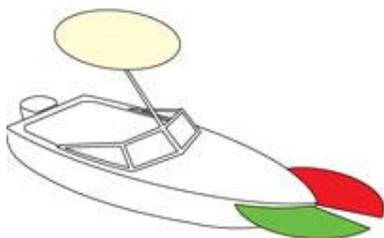
The following is the necessary equipment for a support vessel:

- a) bailer, and for inflatable rubber dinghies, a suitable pump and a spare inflation valve
- b) sound signalling warning device
- c) grab line or 'throw bag'
- d) sufficient approved floatation belts for the largest skiff being supervised (8 max)
- e) basic first aid kit including a survival blanket
- f) sharp knife in carrying sheath
- g) paddle
- h) engine cut-out lanyard device which should be worn at all times
- i) fire extinguisher
- j) when operating more than 500m from the shore a flare should also be carried

3.4. Light Requirements

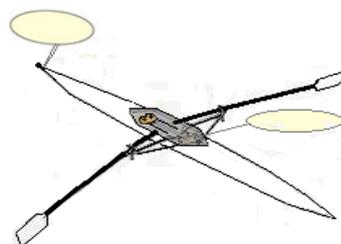
Any activity on the water before dawn and after dusk (*between the hours of 30 mins before sunset to 30 mins after sunrise*) requires the rowing skiffs and support vessel to be fitted with lights as laid down by Maritime Rules Part 22, summarized below.

Note: training when lights are required is dangerous and should be avoided if at all possible.



Support Vessel under 12m

Solid white 360° (which is above the height of craft) and red port and green starboard



Rowing Skiffs

Solid white on bow and a torch on board (to warn craft in sufficient time to avoid collision)

NZSSRA: Regatta Safety System

1. PURPOSES

The purposes of these Requirements are to provide for the safety of competitors and officials.

2. DUTIES OF OFFICIALS

A. Primary Duties of Officials

It is the primary duty of every race official to provide for the safety of competitors and officials.

B. Duties of the Chief Umpire

The Chief Umpire shall verify the existence of safety requirements at the regatta site before allowing the regatta to proceed, and shall report his or her findings to the Schools Committee at the conclusion of the regatta.

3. SAFETY CONDITIONS

A. Suspending Racing

If the Chief Umpire finds that the requirements of safety described in rules cannot be met under then existing conditions, he or she shall stop or suspend all racing until such time as safe and fair conditions are restored. The Chief Umpire, if possible, shall consult with the local organizing committee either before suspending racing, or as soon as practical thereafter. If the Umpire or Starter for a particular race finds that the requirements of these rules cannot be met under then existing conditions, he or she shall stop or suspend that race and shall inform the Chief Umpire.

B. The Regatta Committee shall prepare:

I. a report listing, for each phase of the regatta by event and race, the crews that contain students who have had medical alerts issued and distribute this report to Umpires and the safety boats.

II. a report listing the schools and students who have medical alerts issued and provide it those manning the first aid facilities

The reports shall be destroyed following the conclusion of the regatta.

B.C. Officials' Briefing

Procedures to be followed in the case of accident or emergency shall be prepared and communicated to officials before the regatta. Officials shall also be informed of local hazards and the traffic rules that will be displayed and brought to the attention of competitors.

C.D. Pre-Regatta Meeting

Each school attending the regatta shall appoint an adult safety officer for the school team. No later than one hour before the first race in a regatta, the Chief Umpire or his or her delegate shall hold a meeting for the school team safety officers, at which the Safety Provisions for the regatta shall be given. Attendance by schools wishing to compete at the regatta will be compulsory.

The school team safety officer will be responsible for advising all competitors and other members of their school party of the Safety Provisions in place.

Schools who have not been briefed with the Safety Provisions shall not be permitted to take part in the regatta.

D.E. Traffic Patterns

The local organizing committee shall devise and post in a conspicuous place at the regatta site a diagram showing all traffic patterns and regulations on the water. This diagram shall show the racecourse itself, the route to be taken by crews from the launching area to the start, any "warm-up" area, any "cool-down" area, and the route to be taken by crews returning from the finish line. To the extent possible, it shall also show all known obstacles that may interfere with a crew's progress on or near the course. If conditions call for a different traffic pattern during practice hours than during racing, such practice traffic pattern shall also be posted.

E.F. First-aid Station Location

The local organizing committee shall also post, at the same place as the diagram showing traffic patterns, the location of the first-aid station and the location of a telephone, and the method to summon medical assistance in case of emergency.

F.G. First Aid Facilities

First aid facilities shall be provided at the regatta site capable of dealing with minor injuries, and of providing immediate attention for hypothermia, drowning, dehydration, and heat stroke. The first aid facility shall have the capability of summoning an ambulance, paramedics, or other emergency assistance that is on call and within ten minutes travel distance. If such emergency assistance is not located within ten minutes distance, the local organizing committee shall provide for an ambulance or paramedic to be present at the site.

G.H. Approaching the Start; Warm-up on the Course

No crew shall enter the starting area until the previous race has cleared, and unless explicitly permitted to do so by the Starter.

H.I. Rules Of The Road in Warm up and Warm down areas

- I. Given the bow of a boat is facing zero degrees any boat must give way to any other boat approaching it in an arc between zero and 90 degrees.
- II. It is the responsibility of any boat overtaking another to ensure that it can do so in such a manner so as to not come into collision with any other craft.

4. BOATS (umpires, safety, officials)

A. Provision of Umpire and Safety boats

The local organising committee shall provide motor boat for use by Umpires and by safety personnel. Each boat shall be capable, when occupied, of maintaining a speed necessary to follow a race, but without unnecessary wake. The local organizing committee shall use its best efforts to procure boat whose hull design minimizes wake, such as flat-bottomed or catamaran boat.

B. Boats to Follow Races

Each race shall be followed by at least one Umpire. In a race without coxswains where there are more than six crews competing, a secondary Umpire may follow the race initially, who may subsequently withdraw if he or she judges that the race is proceeding satisfactorily.

C. Safety Boats

Safety boats suitable for rescue duty, manned by persons experienced in boat handling and who have knowledge of Maritime Rules for Navigation Safety and Collision Prevention, and who are properly equipped, must be available throughout the period of the regatta and during approved practice times. The safety boats must be deployed and positioned to ensure rapid assistance in any part of the regatta area. In addition to one Umpire's boat, for each race it is desirable that there be another boat immediately accessible to the crews for use in case of emergency. This boat may be the secondary Umpire's boat, a safety boat following the race, or one of a series of safety boat stationed at the perimeter of the course. The designated safety boat(s) are not to be made available for any other purpose during the running of the regatta.

D. Unavailability of Boats

If for any reason a safety boat is unavailable in an emergency, the Umpire's boat shall assume immediate responsibility for attending to such an emergency. If the emergency requires the Umpire to leave a race in progress for a significant amount of time, and if there is no other Umpire available to follow the race, the Umpire may stop the race.

E. Equipment and radios

Each boat shall carry at least two spare PFD and a radio. All boats and personnel on the water must be included in the general radio frequency for the regatta. Umpire boats shall carry ten approved buoyancy aids or PFD, and a throw line. Safety boats shall carry:

- I. A bailer, and, for inflatable rubber dinghies, a suitable inflation pump and a spare inflation valve.
- II. A sound signalling and warning device.
- III. A grab line at least fifteen metres long with a large knot tied in one end to assist throwing (ideally a purpose made rescue/heaving line - 'throw bag').
- IV. Ten approved buoyancy aids or PFD.
- V. A basic first aid kit.

- VI. A sharp knife in carrying sheath.
- VII. A paddle.
- VIII. Simple handholds fixed to the side of the launch to give help to any person being rescued and provide self-help should the driver fall overboard.
- IX. Engine cut-out lanyard device, accessible to the driver at all times.
- X. Anchor and line.

5. INSTRUCTION TO AVOID UNSAFE CONDITIONS DURING RACE

A. Known Obstacles

If a crew is steering toward a previously known or identified obstacle or installation, and is in reasonable danger of collision, the Umpire shall name the crew and call out "Obstacle!". If collision is imminent, the Umpire shall order the crew to stop. That crew may then correct its course and continue with the race, but shall not be entitled to any consideration, such as a re-row or advancement in the progression system, as a result of such occurrence.

B. Unknown Obstacle

If a crew is steering toward a previously unknown or unidentified obstacle or installation obstructing its assigned lane, and is in reasonable danger of collision, the Umpire shall name the crew, call out "Obstacle!" and instruct the crew to alter its course. If collision is imminent, the Umpire shall order the crew to stop, after which it may correct its course and continue with the race. If the opportunity of a crew to win or advance is affected by such occurrence, the Umpire may take appropriate action to restore that opportunity

6. CONSTRUCTION AND EQUIPMENT REQUIREMENTS

All rowing craft competing in the regatta shall be inspected to see they comply with Rule 4.

7. CONSTRUCTION OR EQUIPMENT NON-COMPLIANCE

A. No boat shall be permitted to take part in any race that does not meet the following requirements (see Rule 4.1).

- I. Bow Balls
- II. Foot Release Devices
- III. Coxswains area

B. Any boat may be inspected before racing commences and may be spot-checked at any other time to see it complies with these requirements.

C. If observed not to comply immediately before or during a race the boat shall be disqualified.

D. If checked when coming off the water from a race it is found not to comply it shall be disqualified.

8. CREW MEMBERS

A. All crew members must be in good health and be able to swim a minimum of fifty metres dressed for competition. Crew members who do not meet these requirements may be allowed to compete subject to an assessment of the risks involved.

B. The Regatta Committee must be notified of any rower with a disability and that rower will be allowed to compete subject to suitable rescue facilities being provided.

C. When going on the water the stroke of each crew has overall responsibility for that crew. It is the stroke's responsibility to ensure the crew complies with the Rules and the stroke is the person to whom any inquiry will be directed should an incident occur.

9. COXSWAINS

A. Weights

Any coxswain found to have secured to his or her person the required dead weights in any boat on the water or being launched or retrieved will result in that boat being disqualified from the race it is proceeding to, or has raced in.

B. Lifejackets

A coxswain must at all times while on the water wear a life jacket. Failure to do so will result in that boat being disqualified from the race it is proceeding to, or has raced in.

10. LIFEJACKETS OR PERSONAL FLOTATION DEVICES (PFD)

All persons on board any Umpires, Safety, Observation, Television or other craft supplied by or authorised by the Regatta Committee to be on or near the course shall at all times wear a lifejacket or PFD.

Other PFD's or equipment required by local or national Governmental agencies shall also be carried and where required be in working order.

11. TRAINING BEFORE AND AFTER RACING

A. Safety Officer Presence

A safety officer shall be on duty at all times the lake is open for rowing including training time before and after the days racing.

The safety officer shall raise a GREEN flag on a flagpole in front of the control tower when the venue is open. A RED flag shall be raised when the lake is closed.

A sufficient number of manned safety boats shall be available at all times the lake is open for training.

Both the Safety officer and safety boat crew shall have working radios at hand.

B. Coach to obtain Clearance

The coach of the crew wishing to train shall contact the safety officer on duty and inform him/her of the crew intent.

If the Safety officer cannot be located or the Red flag is flying the crew may NOT proceed on the water.

The coach is to report to the safety officer when the crew is off the water.

At all times the crew shall make to the nearest safe shore if it is observed that the lake has been closed while training or if instructed to do so.

C. Responsibility of Safety Officer

The safety officer shall record Coach name, school, number of boats being launched and time permission given and time given, when boats cleared off water. The boats returning shall be checked in.

The safety officer shall not permit any boat to go on the water until there is clear visibility over the entire training area.

The safety officer shall not permit any boat on the water until half an hour after official sun rise and later than half an hour before official sun set however these times may be altered by the Chief Umpire if the Chief Umpire is satisfied there is adequate lighting.

Any crew that has not been checked back in by the reported time shall be searched for. The lake shall be closed if the Safety officer has to leave his/her post.

12. LOCAL AUTHORITY AND STATUTORY BODY REGULATIONS

The Regatta Committee shall ensure all Local Authority and Statutory Body Regulations applying in the area with respect to the regatta venue are known and that any requirements in addition to those already noted above are applied and enforced.

Safety System dated 26 March 2017

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