

Pizza & Issaquah – Redmond Row (PI-R²) Safety Plan (aka Lake Sammamish Race)

Welcome to the Sound Rowers **PI-R² Race** – Saturday, March 14, 2009! We hope you have a safe and enjoyable race.

This safety plan has been produced to incorporate the key features of many safety guidelines found to be effective at other races around the world. We ask that each race participant and volunteer takes a few minutes to read it. If you have any comments that may help us improve this plan for next year please let us know.

Key Information

Registration	Lake Sammamish State Park “Swim Beach”, southwest end of park, beside the rest rooms at the beach
Start	Between the two large buoys aligned perpendicularly to the swim beach shoreline
Finish	Between the two large buoys aligned perpendicularly to the swim beach shoreline
Course	Maps of the long and short courses will be posted in the registration area. A limited number will be available. Long Course: 13.3 miles Short Course: 6.0 miles
Marshals	Two SRA launches and one speedboats - all equipped with throw lines, VHF radios (Ch 16) and cell phones. Land based personnel at swim beach only. (425) 765-3976 - Race Cell Phone
Race Director	Michael Lampi (425) 765-3976 cell, VHF channel 16
First Aid & Safety Coordinator	Registration area by rest rooms at swim beach.
Hospital	Swedish ER Trauma Center, 2005 N.W. Sammamish Road, Issaquah (425) 394-0610 (S. side of road near State Park entrance) Overlake Urgent Care Center, 6520 226th Pl SE, Suite 150, Issaquah 425-688-5777 (Near Front St. and I-90) Overlake Hospital Medical Center, 1035 - 116th Ave NE, Bellevue - Dial 911 or 425-688-5000 (10 miles away)
Park Ranger	2000 NW Sammamish Road, Issaquah, 98027 Tel: 425-455-7010, Fax: 425-453-6423, Cell: 425-766-0004
Race Timers	Michael Lampi Steve Bennett (possibly someone else)
Emergency	Fire, Police, Ambulance call 911 King County Marine Patrol (206-296-3853 or VHF channel 16) and WA State Parks have been notified and are aware of this race. Safety boats will be monitoring VHF channel 16.

Competitors' Responsibilities

PI-R² Race personnel will endeavor at all times to ensure a safe event, but all competitors must follow marshals' instructions and take good care of themselves, others and equipment.

Equipment

It is the responsibility of all race participants to ensure that the equipment that they are using is safe, seaworthy and adhere to the **Water Safety Code**. In particular spot checks will be made to check on the presence of bow balls (rowing shells only), heel quick-release mechanisms (rowing shells only), rudder lines, buoyancy compartments or canvasses and life jackets for coxes.

Coxes, paddlers, pedalers and other racers arriving at the start without life jackets will be disqualified.

Each participant is to have available a US Coast Guard approved PFD and whistle. Horns, flares or smoke flares are optional for the **PI-R² Race**.

Swimming Ability

Every competitor is expected to be in good health and must be able to swim a minimum of 50 yards as dressed. The lake is very cold this time of year (46 degrees Fahrenheit is typical). While there is good access to the shore along the majority of the course we strongly recommend all racers stay with their boats and obtain assistance as needed from other racers or the safety boats.

Know the Rules

The **US Rowing** or **FISA Rules of Rowing** will apply as closely as possible, though we don't have separate lanes for each boat. There will be plenty of time to warm up after the pre-race meetings before each race starts, and racers are encouraged to do trial starts.

There are two races, long and short. Both races are mass starts. They begin as described in the table above. From the starting line head north northwest towards an orange buoy located several hundred feet north of the point where the shoreline turns due west. This first orange buoy (Dead Head Marker Buoy) marks the limit of an area of dead heads (submerged tree stumps). **DO NOT TRAVEL TO THE LEFT (SOUTH SIDE) OF THIS BUOY**. Note that not all of the dead heads are visible above the water. Continue westward to the next turn buoy at Vasa Park. This is the southernmost of a set of four "No Wake" buoys along the west shore, with a red outbuilding to the west. Turn around this buoy in a clockwise direction.

After the Vasa Park buoy the **long race** heads towards the far north end of the lake to another large inflated orange buoy. This buoy is located near the tip of a small peninsula on the northeastern shore of the lake just offshore from a large house with a flagpole and another "No Wake" buoy nearby. Turn around this buoy in a clockwise direction. The course returns more or less due south. Be aware of possible collisions with the other racers still heading north. The course eventually reaches the eastern side of the lake in the vicinity of the eastern buoy (short course turn buoy #3). From this point the long course heads due south to the finish line at the southernmost reach of the lake, between the center of the swim beach and the "No Wake" buoy on the west side of the cove.

For the **short course**, after the Vasa Park turn buoy (the second one encountered on the course) the **short race** crosses the lake at a heading of about 60 degrees to a large orange buoy at the eastern shore. After turning clockwise around this buoy the course returns due south to the finish line at the southernmost reach of the lake, between the center of the swim beach and the "No Wake" buoy on the west side of the cove (or between the two small marker buoys if we have them).

All winners may collect their ribbons at the awards ceremony after the last racer has returned from the course. This will be at approximately 1:30pm.

Accidents

If a racer, safety boat person or race marshal sees an accident they are to give assistance. Time spent by racers giving assistance will be deducted from their race time at the end of the race. While race marshals and safety boats will be on the course they are few and far between. If necessary, alert the rescue services by radio or phone as necessary.

While the whole course is generally visible to safety boat personnel and race marshals it might take a few minutes for them to reach the site of an accident. In the event of capsized racers are to stay with their boat, check for the safety of all members of their crew (if any) and either self-rescue or await assistance from safety boat personnel or from other racers.

Signal that you need assistance by one of the following methods:

1. Waving your hand or your paddle over your head. Note, don't wave in such a manner to say "hi" to the safety boats!
2. 3 blasts in succession on your whistle or horn.
3. Flare or smoke flare.

Of course, if you are close enough to potential assistance that merely raising your voice is adequate to get their attention, then that method is acceptable, too.

Each safety boat will have a throw rope on board. At the discretion of the safety boat captain racers will be either assisted back onto their vessel to continue on in the race or return to the start, or be taken on board the safety boat for return to the start with the racer's boat in tow.

Insurance

All race participants and volunteers must have filled out and signed the Sound Rowers waivers in order to be insured. Emergency contact information must be provided.

Exiting the Course

Should any racer decide that they are unable to complete the course please notify the race officials as soon as possible. Flag down a safety boat or call us on the telephone or via radio. If possible, the safety boat will assist you in returning to the start of the course.

Safety Boat Plan

The objectives of all safety boat drivers are to:

- To provide rescue facilities to competitors in the race.
- To recover capsized racers without worsening their condition.
- To quickly and safely get any injured racers to medical attention (or vice versa).
- Not become a victim him/herself.

There will be at least 3 safety boats on the course. (As of 3/1/09 we have at least 3 boats scheduled.)

Before going afloat check

- Personal and boat buoyancy
- Alternative means of propulsion
- Anchor, chain and line
- Bucket, bailer and bilge pump
- Fuel, including reserve tank
- First Aid kit
- Engine emergency spares
- Fire extinguisher
- 50 foot throw rope
- Two way VHF radio (fully charged)
- Cell phone (fully charged)
- Car and trailer are properly parked

Each boat should also have some sort of binoculars.

When on the Course

The driver, and all crew members, must wear a life jacket or buoyancy aid while afloat. If the launch is used for ferry purposes then all passengers must wear life jackets or buoyancy aids. Keep a good lookout at all times.

- Don't overload your boat
- Obey speed limits
- Keep to the right in narrow channels or close proximity
- When crossing the course, cross quickly at right angles
- Keep clear of swimmers, fishermen, canoeists, dinghy sailors and windsurfers
- Think how your wash will affect others
- Look out for deteriorating weather conditions.

Due to wind and engine noises, trying to shout from a moving powerboat to another vessel is not very successful. Get in close, stop and speak clearly. Choose the right clothing for the prevailing weather conditions and bear in mind the length of time afloat, the possible need for one crew member to enter the water to assist in a rescue, inactivity for long periods in cold weather and the need for agility when moving about the boat. Hot drinks on cold days, and vice versa, will maintain the efficiency of the crew. Boat handling skills should be second nature so that you can concentrate on the task of rescue without having to think about how you are going to get the boat into the right position. When maneuvering outboard powered boats in close quarters make sure that the correct helm is applied before engaging forward or reverse gear. Look in the direction of travel and check the way is clear.

Recovering from the Water

Competitors will signal that they need assistance by one of the following methods:

1. Waving their hand or their paddle over their head. Note: they should not be waving in such a manner to say "hi" to you!

2. 3 blasts in succession on a whistle or horn.
3. Flare or smoke flare.

Of course, if you are close enough that raising their voice is adequate to get your attention, then that method is acceptable, too.

When a racer needs to be recovered from the water the following precautions must be observed:

- The only time high-speed maneuvers should be used is when making the approach to the scene of trouble or when taking injured competitors back to the boat ramp.
- Any high-speed approach to the scene must make allowance for the safety of other water users. Use the klaxon or audible warning device to alert other craft. Yield if necessary.
- The final approach to the racer in the water must be made carefully and at low speed, in order to weigh the situation and to avoid alarming the person in the water.
- On approach provide buoyancy aid (life-ring or similar) to person in the water.
- Talk to the person in the water. Make sure they understand what you intend to do and what you want them to do.
- Approach from downstream/downwind, as appropriate, in order to maintain control over speed and steering.
- When bring the racer aboard, the engine must be turned off so that no injury can be inflicted by the propeller blades. Leaving the gear lever in neutral is not enough as it is easy to knock it while attempting to get the racer on board. If the wind or other hazards make this precaution dangerous, then use an anchor to hold the launch in position.
- Should the racer require urgent First Aid treatment this should be applied before moving off.
- Where there are several racers in the water, priority should be give to any injured or younger racers.

At the discretion of the safety boat captain racers will be either assisted back onto their vessel to continue on in the race or return to the start, or be taken on board the safety boat for return to the start with the racer's boat in tow.

Safety Boat Deployment

Start of Long Race to Vasa Park Buoy:

All safety boats will be positioned at either side of the starting line. When the race starts **Safety Boat #1** will follow the first third of the racers by approximately 50 to 100 feet off to the east side of the course, gradually moving to the north side.

Safety Boat #2 will follow the second third of the pack by approximately 50 to 100 feet off to the east side, gradually moving to the north side.

Safety Boat #3 will follow the end of the pack by approximately 50 to 60 feet.

Vasa Park Buoy to North Buoy:

Safety Boat #1 will continue near the first third, slowly dropping back and continuing to be approximately 50 to 100 feet to the east of the course as the racers continue to the north end of the lake. Safety Boat #1 will then hold station approximately 300 yards south of the North Buoy until the last racer passes on his/her way south.

Safety Boat #2 will continue with the second third of the pack until reaching a point between the West Buoy and the North Buoy. The corresponding street would be roughly NE 8th Street. At

this point (approximately 10:30 – 10:40 AM) the Safety Boat will return to the start of the course in preparation for the start of the Short Course race. The Safety Boat will also monitor the status of racers

Safety Boat #3 will follow the last boat by no more than 50 feet reaching sight of Boat #1. There the responsibility for following the last racer is transferred to Safety Boat #1. Safety Boat #4 will then proceed at high speed to the East Buoy to monitor the Short Course racers and the returning Long Course racers, and en route also check on the status of returning Long Course racers.

North Buoy to Finish:

Safety Boat #1 will retrieve the North Buoy and follow the last racers back to the finish line.

After returning to the start of the course in time for the start of the Short Course, **Safety Boat #2** will follow the last Short Course racers around the entire Short Course. As it passes the Vasa Park Buoy the Safety Boat will retrieve the buoy and continue on following the last racer.

Safety Boat #3 will monitor the Short Course and Long Course racers in the vicinity of the East Buoy until the last racers for both the Long and Short Courses pass the East Buoy. At this time it will retrieve the East Buoy and the First Turn Buoy and return to the finish line.

If a racer needs to be brought in by a safety boat, then the remaining safety boats will need to coordinate so that the last racer(s) will be identified and followed in.

Remember to keep your wake as minimal as possible in the vicinity of the racers!

THE RACE DIRECTOR AND SAFETY ADVISORS RESERVE THE RIGHT TO AMEND THIS PLAN ON THE DAY IF WEATHER OR CONDITIONS ON THE DAY MAKE THIS NECESSARY.

Guidelines for incident reporting

Racers are obliged to report ALL accidents and serious incidents to the Race Director and copied as necessary to the MRA. This is to offer assistance and advice as well as to log the report on the MRA Database. The club will be maintaining a log-book in which all these accidents are recorded, and we provide standard forms.

Failing to report accidents can have large repercussions. The lack of written evidence when someone is hurt in another accident, or suffers reaction a few days after an accident, does little to support the club's claims of efficiency and little to dispel thoughts of [negligence](#).

Reports should contain

- A detailed summary of the incident, including date, time, names and numbers of boats and crew members, and light, wind and visibility conditions
- A sketch, showing boats, obstructions and direction of travel
- A statement by witnesses, by those involved, in other boats or on the shore
- The signature, dated and timed of the person making the report
- If the accident requires first aid treatment then the name of the first aid person should also be recorded, and the treatment given.

Reports should be filled in as soon as practical after the event, certainly within 24 hours. Copies should be kept for at least two years.

REQUIREMENTS AND GUIDELINES FOR SOUND ROWERS EVENTS

Safety guidelines are, for the most part, simply a matter of common sense and reflect procedures that you probably already follow. Some guidelines may not be applicable for all events and may vary based on the conditions of the day, local waterway traffic patterns, structures in your waterway and the actual race course. The activity leaders, referees, volunteers must take into account the weather, water level, group size, ability of the participants, and much more. At **No Time** does a set of guidelines substitute for the good judgment of the event organizers. Still, the following procedures, guidelines, and checklist will go a long way toward ensuring that the event is appropriate and free of undue hazards.

Required safety procedures:

1. Require all participants, volunteers, safety personnel, media, event organizers, VIPs, etc. to read and sign the Sound Rowers Waiver and Release of Liability before the event begins.
2. Sound Rowers, USRowing or FISA Rules of Rowing must be obeyed at all times.
3. All participants should wear properly fitting US Coast Guard approved lifejackets (PFDs) during on-water activities. Rowing events may not require PFDs to be worn but boats in open water events are required to have PFDs on board.
4. Prepare a roster of the on-site first aid and rescue personnel, including their qualifications and what emergency supplies they have available.
5. Prepare a list of emergency contacts and the methods of communication available.
6. Any participant who encounters another participant or event personnel whose personal safety is at risk must stop to render assistance.
7. All participants and event organizers shall comply with all local, state and federal regulations.
8. All participants shall be prohibited from consuming any alcohol or illegal drugs immediately before or during an on-water event. Any participant under the influence of alcohol or drugs shall be immediately disqualified and asked to leave the waterfront area.
9. All participants shall disclose use of any prescribed medication that may potentially impact on-water event.
10. Report all property damage and serious injuries that require medical attention to the Sound Rowers within 7 days of the incident.

Important safety guidelines:

1. Appoint a safety coordinator or committee to oversee the implementation of all safety procedures.
2. Prepare weather contingency plans to handle extreme heat or cold, changing water levels, rain, sun exposure, and lightning. Announce appropriate shelters and drinking water provisions, plus contingency plans to cancel, postpone or relocate an event.
3. Document the number, description and placement of safety boats.
4. Document all required safety, equipment - on-shore, on-water and per participant - including flotation, whistles, throw ropes, etc. Conduct an inspection if necessary.
5. Document the results of your course or site inspections prior to and on the day of the event.
6. Notify local authorities and emergency personnel of upcoming events (e.g. rescue squad, local law enforcement and/or US Coast Guard).
7. For any long distance activities, implement a written float plan to someone who is not participating.
8. Ensure clean and safe entry/exit docks, launch ramps or wade in areas for participants.

9. Publicize any participant ability requirements and conduct a skills test or require a statement of ability, if necessary.
10. Conduct a participants' meeting/briefing prior to the start of the event. Announce rules, participant equipment checklist, possible hazards, and required safety procedures.
11. Ensure participants are informed prior to the event about expected conditions and skill levels needed.
12. Make use of properly placed signage where needed and appropriate.
13. The regatta or event traffic pattern must be clearly communicated to all participants, coaches, referees, volunteers and local authorities. Local changes to the standard traffic pattern should be highlighted and made clear to all participants.
14. A coaches and coxswains meeting prior to the event should be conducted – particularly for participants unfamiliar with the event site and traffic pattern.

Safety Resources:

Regatta Safety Checklist – www.USRowing.org – referees section

American Canoe Association – www.acanet.org - safety and instruction section

Additional Internet resources:

http://www.championrowing.org.uk/docs/safety_plan.pdf

<http://www.wehorr.org/safety-plan.html>

<http://www.ara-rowing.org/safety/rescuelaunchdri.php>