



THE NATIONAL SCHOOLS' REGATTA 2013

THUNDERSTORM SAFETY PLAN

INSTRUCTIONS TO OFFICIALS and COMPETITORS

At times of thunder and lightning, safety is about recognising a high-risk situation and moving to a low-risk situation. However, it is recognised that on the water, difficult situations may arise where there is not enough time to seek 'proper shelter', resulting in a 'choice of evils' decision.

All officials and competitors are asked to familiarise themselves with this plan so that it can be actioned promptly and effectively should a thunderstorm occur.

As a general rule, the Event Safety Adviser and Race Committee will:

1. Consult forecasts from the day before and monitor the weather during the event. The Thunderbolt® system will be used to monitor electrical activity during racing and training.
2. Constitute the chain of command and, in the event of a storm, use the public address system to warn both competitors and spectators of actions to be taken (this includes the identification of 'proper shelter' – see below).
3. Use the 30:30 criterion to instigate suspension and resumption of activity.
4. Direct Control commission to stop crews boating until resumption of racing is signalled.
5. Direct the Start Team, Umpires and Marshals to instruct crews on the water, where circumstances permit, to return to the landing stages with all speed and seek proper shelter. Where practicable, all stages will be used for de-boating and an Umpire on the finish line will direct crews to one side or another.
6. Direct Control Commission and Finish Judges to ensure that de-boating is executed as fast as possible (both these teams will leave one member on the landing stages).

Specific measures include:

7. Control will be executed by the Event Safety Adviser and Race Committee from the Finish Tower.
8. If lightning looks likely/possible, two members of Race Committee will be dispatched to mobilise a number of minibuses/vehicles and send them down the course. Double decker buses should be used on Saturday.
9. Any race formed at the start will be raced down the course in the normal way. Up to a maximum of 3 races will be started one after the other. Disembark quickly; follow the instructions of Umpires/Marshals.
10. The remaining crews (beyond the 1000m mark) will pull into the shore and get into the vehicles or await the arrival of a vehicle – a vehicle is one of the safest places to be in a thunderstorm, as it forms a Faraday cage.



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11. Crews between the 1000m mark and the finish should stop, wait until a race passes, turn into lanes 3 or 4 and paddle firm to the finish before disembarking.
12. Safety and Umpires' launches should proceed to the finish at a slow speed and mostly down lanes 1 or 2, except one safety and one Umpire's launch, which will moor at the start and the crews seek shelter in the aligner's hut. They will be used to restart racing once the 'all clear' is given.
13. Start Team and Marshals at the 1,000m start should take shelter in the aligner's hut at the start, or make their way to the finish in vehicles.
14. Start Team and Marshals at the 2,000m start should take shelter in the base of the Start Tower or aligner's hut or make their way to the finish in vehicles.
15. Competitors are to shelter in the boathouses or the main building or in their vehicles. Under no circumstances should anyone shelter under trees, under racked boats or the balcony overhang to the main building.
16. Blades are to be left at the landing stages – do not carry them around.
17. One Umpire to be nominated by the Race Committee will be requested to execute a sweep of the lake from a car.