



**Safety Management Plan (SMP)  
Waste Management Plan  
Head of the Yarra**



---

## Table of Contents

Introduction.....	3
The Emergency Plan (“The Plan”).....	3
Emergency Response.....	4
Disposition of Unmanned Equipment: .....	5
Execution of the Plan.....	5
Dissemination of the Plan .....	5
Emergency Access Points .....	6
Emergency Contact Information.....	6
Contingency Policy.....	8
Rowing Victoria Policies .....	10
Regatta Cancellation Guidelines, Rowing Victoria.....	11
Waste Management .....	12

**Remember that CPR does not usually resuscitate but maintains circulation until defibrillator applied.**

## Introduction

This regatta always attracts a large entry, ranging from International standard competitors through to school crews in their first event (approximately 200 crews). With these large entries, care must be taken to address the risk of injury on the water to regatta participants.

This SMP sets forth procedures to follow in the event of an on-water emergency arising from equipment failure, collision, or unintended water immersion, in order to prevent or minimize related injuries.

On-water emergencies entail the added risk element of immersion. In addition to the obvious risk of accidental drowning, there is the often unappreciated risk of hypothermia.

Accordingly, it is of paramount importance that all Regatta participants – rowers, coaches, and others – in the event of an on-water emergency, yield absolutely to the authority and direction of official Regatta personnel in matters of safety and rescue. Refer to the website for race rules.

## The Emergency Plan (“The Plan”)

The Plan is designed for flexibility and adaptability to particular circumstances of a given mishap. **The ultimate authority for management of any operation rests with the Regatta Referee. All other Regatta officials/personnel will look to the Referee for direction.** The purpose of the Plan is to set out certain basic rules designed to allow for maximum efficiency and control of any emergency operation.

- **Notification of an Incident:**

Upon witnessing or being credibly advised of an on-water mishap, any **regatta personnel shall report directly (via walkie-talkie) to the Regatta Referee the following information:**

- The precise location of the mishap;
- The general nature of the mishap;
- The apparent number of participants involved; and
- Whether the party making the notification is an official on the water in the immediate vicinity of the mishap and is initiating emergency operations.

Upon acknowledgement of the receipt of the notification, the Regatta Referee will designate which regatta officials are to proceed to the site of the mishap and will instruct those officials to turn their communications devices to the designated Emergency Channel. **All other parties will stay off the Emergency Channel.** The Medical/Safety Director will also turn their communications device to the Emergency Channel.

The Referee will immediately notify the officials at the starting line to cease starting crews in the Regatta until further notice.

- **Response to Notification:**

The first of the designated respondents to arrive at the mishap scene will:

- Briefly announce over the Emergency Channel that he/she is at the scene and describe what has occurred;
- Advise whether any of the participants are potentially seriously injured;
- Advise if unmanned equipment constitutes a potential hazard to other crews;
- Advise whether crews approaching the scene of the mishap constitute an immediate hazard; and
- Supply any other relevant information.

The Referee will then:

- Decide whether the racing must be stopped, and, if so, make an announcement to that effect over the general communications channel (refer Contingency Policy);
- Decide whether additional personnel are needed at the scene and mobilize them as above; and
- Stay in communication over the Emergency Channel.

Designated responders to the scene will work with one another to:

- Rescue immersed individuals;
- Announce whether any potentially serious injuries exist and request the Medical Director to secure the assistance of emergency services as required;
- Secure and/or remove unmanned equipment constituting an immediate hazard;
- Halt or divert oncoming crews, according to whether the Regatta Referee has stopped the event; and
- Provide updates over the Emergency Channel as the circumstances permit.

## Emergency Response

The following medical/emergency personnel will be available to competitors on the day of the event.

- Two Medical/Safety Directors (available by mobile, refer Contact Information)
- Four Life Saving Victoria Vessels on the Water
- Event Paramedics on Site at Hawthorn Rowing Club.
- **Treatment of Immersion and Injuries:**
  - Simple immersion and/or minor injuries  
Individuals who have been simply immersed and appear to have suffered only minor injuries, if any will be treated as follows:
    - Each and every “wet” individual will be wrapped in one of the hypothermia blankets (“space blankets”) with which every motor launch will be equipped.
    - Each and every “wet” individual will be taken as soon as is practicably possible under the circumstances to a site for rewarming and medical evaluation;
    - The default site for treatment of “wet” individuals and individuals with minor injuries will be Hawthorn Rowing Club and all such individuals will be taken there for rewarming and medical evaluation unless otherwise instructed by the Regatta Referee, or Medical Safety Director; and
    - The Medical Safety Director will communicate with Emergency Medical Units as required.
  - **Treatment of Serious injuries**
    - Individuals who appear to have sustained more than minor injuries will be treated as follows:
      - As soon as a potentially serious injury is perceived, it will be reported over the Emergency Channel to the attention of the Medical/Safety Director;
      - The individual will be transferred to one of the four Life Saving Victoria vessels;
      - The individual will be transferred to one of five Emergency Access Points, as noted, upon instruction from one of the Medical/Safety Directors;
      - The individual will receive minimal first aid in the process of transport, until such time, they can be placed in the care of paramedics for transport to a medical facility;
      - The Medical/Safety Director will acknowledge receipt of such reports over the Emergency Channel and issue instructions as appropriate;
      - The Medical/Safety Director will secure the assistance of any emergency services; and
      - The Medical/Safety Director will designate and mobilize Regatta Emergency Personnel to assist the Emergency Services Units as needed and receive seriously injured individuals for stabilization and transport to appropriate advanced care facilities.

- **Disposition of immersed and non-seriously injured individuals**
  - Once delivered to the designated rewarming and treatment location, immersed and non-seriously injured individuals will
    - Be rewarmed and have their vital signs determined by Emergency Medical personnel;
    - Be evaluated for injuries and central nervous system function;
    - Be released when appropriate as determined by the Emergency Medical personnel; and
    - Provide a signature on a designated form to indicate with which organization he/she is affiliated and that he/she has disclosed all symptoms/complaints/injuries of which he/she is aware and has had them evaluated and tended to.

The Regatta is not responsible for keeping track of individuals or equipment for participating schools/clubs. That responsibility lies with the school/club. The Regatta Secretary, Referee, Medical/Safety Director, and/or other Regatta personnel will, however, make all reasonable efforts to notify the organization of the whereabouts of its crew and equipment and to assist, wherever possible, in facilitating the delivery of dry clothing to immersed crew members.

## Disposition of Unmanned Equipment:

The primary purpose of recovery of unmanned equipment by regatta personnel is to eliminate a potential hazard and avoid the risk of secondary injury to regatta participants. The safety and recovery of individuals will always take precedence over preservation of equipment. In the event that crews become separated from their equipment, Regatta personnel will

- Remove the equipment from the course to the most practicable location to avoid a collision hazard;
- Assure the eventual delivery of equipment to a dock location where it can be recovered by the club/school to which it belongs; and
- Make every reasonable effort to notify the club/school where its equipment may be recovered.

## Execution of the Plan

The SMP will be executed under the direction of the Regatta Referee. The execution of the Plan may be modified as necessary based on individual circumstances in the judgment of the individual directing the execution of the plan.

Decisions concerning whether an event must be stopped and/or cancelled and any changes in the Regatta schedule occasioned by an on-water mishap will be made by the Referee and the Regatta Secretary.

## Dissemination of the Plan

A representative from each and every crew entered must attend a safety briefing on Friday before the event at Hawthorn Rowing Club, where a copy of the SMP will be made available. A copy will also be available at [www.headoftheyarra.com](http://www.headoftheyarra.com).

Each and every participant or crew will be presumed to have read, understood, and agreed to abide by the Rules as a condition of participation in the Regatta.

Each and every club/school will be provided with a copy of the SMP at Regatta Registration.

A copy of the Plan will be provided to each and every Regatta official at the pre-event briefing and in turn will be reviewed at this briefing; and

Each and every Regatta launch will be equipped with a copy of the SMP.

This plan may be updated and amended as deemed necessary and appropriate by the Regatta Committee.

## Emergency Access Points

In the event of an emergency it may be necessary for emergency vehicles to have close access to the river. Details are provided below of easy access points for emergency services.

Access Point	Location Name	Location Description	GPS Coordinates
EAP 1	Powerhouse R C Jetty	Access off Alexandra Parade	-37.8444469, 144.9912207
EAP 2	St Kevin's Landing	Access off the Boulevard	-37.8340450, 145.0236770
EAP 3	Scotch College	Access through Morrison Street gate	-37.8334010, 145.0262090
EAP 4	Leonda Reception	Access through entrance Wallen Road	-37.8270070, 145.0232510
EAP 5	Hawthorn Rowing Club	Access through Yarra Park, Creswick St	-37.8206984, 145.0161486

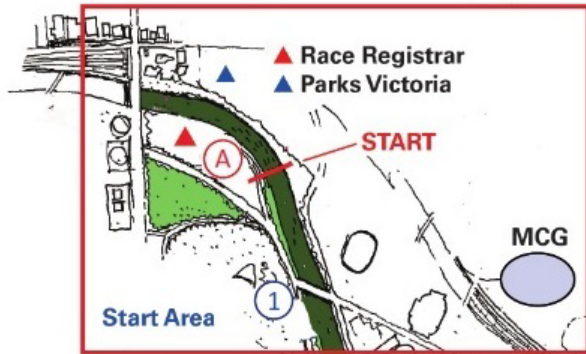
In the event of emergency vehicle access a regatta official will be directed to meet the emergency vehicle at the nearest main road access point. Refer to the map for EAP points clearly marked.

## Emergency Contact Information

Listed below are contact details for major Regatta Personnel.

Position	Name	Contact Number
Regatta Secretary @ Hawthorn	TBA	
Start Judge @ Judges Box	TBA	
Team Leader @ Start	TBA	
Race Referee	TBA	
Race Registrar	TBA	
Medical/Safety Director	TBA	
Ambulance	TBA	
Police	TBA	
Fire	TBA	
Nearest hospital	TBA	
Park Ranger – Operations Officer	TBA	
Parks Victoria Staff	TBA	
Parks Victoria Staff	TBA	
Personnel Control	TBA	
Timing Control	TBA	





Start Area

Start Line GPS-37.82, 144.97

**COURSE UMPIRES, SAFETY BOATS, AMBULANCE ACCESS**

- |                                      |                                   |                                  |
|--------------------------------------|-----------------------------------|----------------------------------|
| <b>A</b> Princes Bridge Boatsheds    | <b>I</b> Big Bend – Alexander Ave | <b>Q</b> Leonda Landing          |
| <b>B</b> Anderson St / Morell Bridge | <b>J</b> Loys Paddock             | <b>R</b> Wallen Rd Bridge        |
| <b>C</b> Opp Monash Freeway          | <b>K</b> MacRobertson Bridge      | <b>S</b> Hawthorn Railway Bridge |
| <b>D</b> Hoddle Bridge               | <b>L</b> Orrong Rd                | <b>T</b> Finish Line Boat Jetty  |
| <b>E</b> Alexandra Ave Boat Jetty    | <b>M</b> St Kevin's Landing       | <b>U</b> Finish Buoys Mid Point  |
| <b>F</b> Melbourne High              | <b>N</b> Scotch Landing           | <b>V</b> Finish Buoys End Point  |
| <b>G</b> Opposite Wesley Boatshed    | <b>O</b> Fairview Park            | <b>+</b> Safety Boat             |
| <b>H</b> Powerhouse Landing          | <b>P</b> Power St Fishing Landing | <b>●</b> Ambulance Access        |

Royal Botanical Gardens

**YARRA RIVER BRIDGES**

- 1 Swan S Bridge
- 2 Morrell Bridge
- 3 Hoddle Bridge
- 4 Cremorne Railway Bridge
- 5 Church St Bridge
- 6 MacRobertson Bridge
- 7 Burnley Railway Bridge
- 8 Freeway and Footbridge
- 9 Wallen Rd / Swan St Bridge
- 10 Hawthorn Railway Bridge
- 11 Hawthorn Bridge

Finish Line GPS -37.82, 145.01

FINISH

**HEAD OF THE YARRA COURSE MAP**

November 2018

## Contingency Policy

The Head of the Yarra Organising Committee has several contingency plans and procedures in place.

The main contingency plans relate to:

- 1 Moving the start line This would reduce race distance and may need to happen if river obstructions occur, or if bridges cannot be passed safely.
- 2 Moving the finish line Similarly, this would reduce race distance and may need to happen if river obstructions occur, or if bridges cannot be passed safely.
- 3 Delaying the start A high risk event when course umpires take their places and call into the race referee to confirm the course is clear – or they have identified an obstruction.
  - The starter will make announcements to those at the start line.
  - Start line staging marshals will use megaphones to make announcements at the staging.
- 4 Suspending racing after the start due to an accident, obstruction on the course or a logjam at the finish line This is a particularly difficult scenario with crews on the course.
  - Race referee will instruct course umpires to stop crews on the course from racing.
  - The Starter will cease starting crews.
  - Start line marshals will stop crews coming onto the water.
  - Course umpires will manage crews already on the course.
  - Start line team will manage crews at the start line on the water.
- 5 Re-starting the race after a suspension of racing Course umpires will instruct crews already on the course to row through the rest of the course to the turn around point (no race time recorded).
  - The Start Team and Start Timing Team will exercise their best discretion in starting remaining crews in the remaining time left to conduct racing on the closed river.
  - Staging will keep waiting crews informed of the revised arrangements.
- 6 Wallan Road Bridge Impassable after heavy rain Heavy rain results in a sudden rush of water out of the large drain immediately upstream of Wallan Road Bridge that creates a current across the river that can sweep a boat into the bridge piers and break the boat in half. The situation has occurred in the past immediately prior to the start of the regatta. It could also occur during the regatta. Should either situation occur, the following actions will be taken:
 

**Downpour prior to the race**

RV umpires will monitor the drain immediately upstream of Wallan Road Bridge and if the drain flow is increasing or expected to increase, the race start must be delayed. There is usually about an hour of contingency in the river closure time frame so the start can be delayed by that amount of time without affecting the number of crews racing. If the start time is delayed by more than the contingency time; the number of boats that can race will be reduced in order of starting. That is, races will be cancelled for crews in the order of the program starting with crew 1 and working up to the final crew. For example, if the start time has to be delayed by two hours (one hour of contingency time and one hour reduction in regatta time, races for about the first 80 boats will have to be cancelled and the first boat to start will be boat number 81. Races



can only recommence after Wallan Road Bridge is deemed safe and the Referee has inspected the course to ensure there are not floating logs etc.

**Downpour During the Race**

If a downpour occurs during the race, the umpires will monitor the Wallan Road drain and as soon as any current appears, the umpire will ask the referee to stop the race. All boats on the course will be asked to stop rowing. Boats downstream of Wallan Road will be asked to turn around and row back to start line. The procedure for restarting will be as per the procedure for a downpour prior to the race.

In all circumstances, continuation of the race will depend of the ability of race officials to implement the relevant contingency plan in the time available. Please note that a high risk factor with the race is that our Event Permit (including river closure) has time limitations. We do not therefore have the luxury of taking as long as we need to make up any lost time. Parks Victoria will be the ultimate arbiter as to how long we can extend racing if required.

## Rowing Victoria Policies

### Extreme Heat

- At a temperature of 34°C, or a Heat Index of 35 no rowers aged 16 years and under may compete
- At a temperature of 38°C or a Heat Index of 35 all rowing competition is to cease.

Thus a window of opportunity exists for mature rowers at temperatures from 34–37°C in conditions such as low relative humidity where the Heat Index is below 35.

Once the air temperature at a regatta reaches 25 degrees, conditions must be evaluated every hour. Two successive readings of a Heat Index of 35 at 15 minute intervals require the referee to suspend racing.

The ultimate responsibility for decisions re extreme heat rests with the referee who may consult with the regatta's Primary Health Care Provider.

If the conditions change during the event it may be necessary to inform crews actually competing that all racing must cease. This will be done by communication with the Lifesaving Victoria craft along the course and with race officials at their various stations. If it becomes necessary to cease competition the race will be declared a non-event initially for junior competitors, and then if required for mature rowers.

Advice from Bureau of Meteorology indicates that in stable weather conditions, an accurate highest temperature forecast can be provided 5-6 days in advance. If such advice indicates the strong possibility of extreme heat conditions, the Head of Yarra Regatta Organising Committee will inform competitors re the possible restrictions applying to the event.

In order to for you to respond properly to our contingency plans, you merely need to listen to instructions provided by Regatta Officials and Umpires. These are people who will be providing you with instructions via megaphones.

### Fluid Replacement and Nutrition

The issue of fluid replacement in an event such as the Head of the Yarra is complicated by a number of factors not the least of which is the nature of the race which will usually require competitors to row on average for at least 30 minutes during which time it is not practical to ingest fluid.

Factors which influence fluid requirements include

- Genetic – some people perspire more than others
- Body size – larger athletes tend to perspire more
- Fitness – the fitter athlete usually perspire earlier in exercise.
- Environment– fluid loss through perspiration is greater in hot, humid conditions
- Exercise intensity – fluid loss is greater as exercise intensity increases

Athletes can gain some insight into their individual fluid balance situation by accurate weighing before and after an exercise session. A loss of 1.0K equates to 1 litre loss. Research has shown that a loss of 2% of body mass will have significant effects. This would equate to a fluid deficit of 1.4 Litres in a 70K athlete. Research at AIS indicated that fluid loss in hot weather (greater than 32°C) could be as high as 2 litres per hour in a male rower.

The effects of relative dehydration are

- Increased body temperature
- Increase in heart rate
- Reduced mental function – impaired decision making and poor concentration

Water is the basis of rehydration but water alone is not the most effective agent. It is widely recognised that fluids containing electrolytes (principally sodium) and 4–8% carbohydrate are the most effective in restoring correct fluid balance. There have been instances where reliance on water alone proved injurious to health in causing reduced serum sodium ---hyponatraemia. High carbohydrate products can be counter –productive by interfering with normal absorption processes. Alcoholic drinks are totally inappropriate for restoring fluid balance.

Strategies in preparing for an event such as Head of Yarra include

- Carbohydrate intake such as cereal , fruit, pasta 2–3 hours prior to race
- Fluid intake of 300–400 mls in the hour prior to event.
- Commence fluid replacement as soon as possible after completing race

<http://www.sportsdietitians.com.au/content/171/Rowing/>

<http://www.ausport.gov.au/ais/nutrition/factsheets/hydration2/fluid - who needs it>

[http://hsc.csu.edu.au/pdhppe/options/medicine/4035/3-3/op3\\_3\\_3.htm](http://hsc.csu.edu.au/pdhppe/options/medicine/4035/3-3/op3_3_3.htm)

[http://www.rowingaustralia.com.au/hp\\_sports-science\\_nutrition.shtm](http://www.rowingaustralia.com.au/hp_sports-science_nutrition.shtm)

## Regatta Cancellation Guidelines, Rowing Victoria

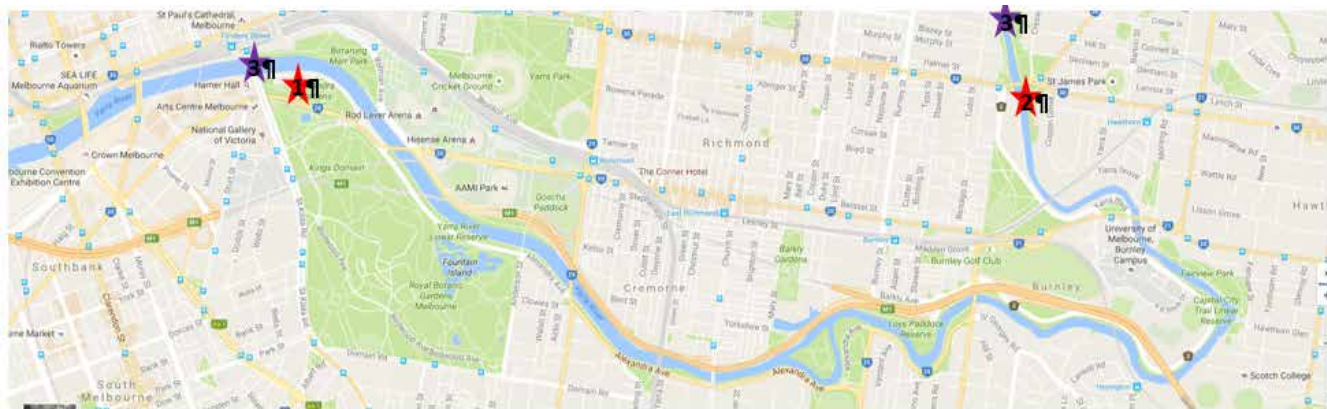
Updated November 2010

Following representations from member associations, the board of Rowing Victoria (RV) has issued the following guidelines for regatta cancellation (prior to race day) to assist clubs and schools:

- In the absence of extraordinary situations, regattas will proceed. We participate in an outdoor sport which requires us to be tolerant of, and allow for, most factors. RV has existing safety precautions and policies which operate on regatta days. These include the option of cancellation of regattas on the day.
- If extraordinary situations arise to warrant the cancellation of a regatta prior to race day, the decision will be advertised on the RV website by noon, two days prior to the regatta. For example, for a Saturday regatta, the notice will be posted by noon Thursday. RV will also email club representatives where an email has been registered with them. It will not be necessary to contact the RV office for clarification.
- As most costs in running regattas are incurred by organising committees prior to an event such as course hire, course establishment, trophies, programs etc., no refunds of entry fees can be made in the event of cancellation either before or during a regatta.
- Refund where regatta is cancelled due to lack of entries. In this case notification will be available

# Waste Management

## Course Plan



## Methodology

<b>START END</b> <b>BOATHOUSE DRIVE,</b> <b>MELBOURNE (1)</b>	<b>FINISH END</b> <b>YARRA BANK RESERVE,</b> <b>HAWTHORN (2)</b>	<b>ON WATER</b> <b>(3)</b>
<p>City of Melbourne arrange for extra bins to be dispersed in the event area. Specific hire of Engineers Lawn and Peppercorn Lawn is approved.</p>	<p>Hawthorn Rowing Club hire 50 x 240 litre bins and disperse throughout Yarra Bank Reserve. A 3cubic metre bin is also hired for the event.</p>	<p>Parks Victoria Boats are stationed at either end of course to ensure river is closed to all other water craft not associated with the event.</p>
<p>A City Coordinator is appointed by Hawthorn Rowing Club Event Committee to patrol the area when all crews have left the area. Photographs are taken prior to commencement of the event and at the conclusion to support the state the parklands are returned to.</p>	<p>A Hawthorn Infrastructure Coordinator is appointed by the Event Committee to patrol the area at the conclusion of the event. Photographs are taken prior to commencement of the event and at the conclusion to support the state the parklands are returned to.</p>	<p>Hawthorn Rowing Club patrol the full course in the morning of the event to ensure no obstructions.</p> <p>As Parks Victoria craft originate from Burnley it is requested that PV also patrol the river for any obstructions as heading in either direction of the course to their stationed area.</p>
<p>City Coordinator Contact: Stuart Jones 0411144286</p>	<p>Hawthorn Coordinator Contact: Belinda Goglia 0438302271</p>	

Start Line – Diagonal from the judges box (37°49'14.4"S 144°58'27.8"E) to the commercial berth (37°49'07.5"S 144°58'12.9"E)

Finish Line (-37.81958007057148, 145.01488795229807)

