



Spiritfilled Coastal Challenge Cup 2024

22nd/23rd JUNE

EVENT SAFETY PLAN

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1. Introduction

1.1. Scope

These instructions apply to all competitors, volunteers and spectators both on land and on water. These instructions should be read in conjunction with any safety documentation on site at the venue.

1.2. Overview

Date of the event: 22nd / 23rd June 2024

Contingency Dates: None

Event Locations: Event Base: Sussex Yacht Club – 85/89 Brighton Road, Shoreham-By-Sea, BN43 6RF.

Course Route: Saturday - Plan A : Littlehampton Beach (adjacent to the River Arun) to Shoreham Harbour (River Adur). Plan B: Shoreham Harbour to Palace Pier & Back. Plan C: Sussex Yacht Club up the Rive Adur and Back. Sunday – Plan A & B as Saturday but shorter courses.

Saturday 22nd Event Times: Plan A

07:00 Gates open at Sussex Yacht Club. Competitors drop off equipment and park cars elsewhere.

07:15 Paddler registration/ Check In (every paddler racing must check in at registration desk).

Please note that Club Leaders and Steerspeople need to sign a competency statement prior to collecting tracker for crew, Race Number and Race Bib.

08:00 Safety Briefing

08:30 Cars leave for drive to Littlehampton

09:15 Vehicles arrive at Littlehampton, Parked-up & Unloaded and moved to the beach.

09:30 Boats rigged.

10:00 Boats & Crews Safety Checked & Boats launched

10:15 Boats muster at start line.

10:20 Race Starts

12:20 Predicted 1st Crews over finish line and continue to SYC

12:30 High Tide

13:15 Final boats over finish line and continue to SYC

13:30 Crews change, warm-up and refuel

14:00 Safety Crew Debrief.

14:00 Cars leave for Littlehampton to collect cars and trailers.

15:30 Cars & Trailers return to SYC

16:00 Medal presentations

17:00 Event Closed.

Saturday Plan B

- 09:00 Gates open at Sussex Yacht Club. Competitors drop off equipment and park cars elsewhere.
- 09:15 Paddler registration/ Check In (every paddler racing must check in at registration desk).
Please note that Club Leaders and Steerspeople need to sign a competency statement prior to collecting tracker for crew, Race Number and Race Bib.
- 10:00 Safety Briefing
- 10:30 Boats & Crews Safety Checked & Boats launched
- 11:00 Boats muster at start line and race starts.
- 13:00 Predicted 1st Crews over finish line and continue to SYC
- 13:45 Final boats over finish line and continue to SYC
- 14:00 Crews change, warm-up and refuel
- 14:30 Safety Crew Debrief.
- 15:00 Medal presentations
- 16:00 Event Closed.

Saturday Plan C

- 09:00 Gates open at Sussex Yacht Club. Competitors drop off equipment and park cars elsewhere.
- 10:00 Paddler registration/ Check In (every paddler racing must check in at registration desk).
Please note that Club Leaders and Steerspeople need to sign a competency statement prior to collecting tracker for crew, Race Number and Race Bib.
- 11:00 Safety Briefing
- 11:30 Boats & Crews Safety Checked & Boats launched
- 11:40 Boats started at 2 min intervals.
- 12:30 Predicted 1st Crews over finish line and continue to SYC
- 12:45 Final boats over finish line and continue to SYC
- 13:00 Crews change, warm-up and refuel
- 13:30 Safety Crew Debrief.
- 16:00 Medal presentations
- 17:00 Event Closed.

Sunday 23rd Event Times: Plan A

- 09:00 Gates open at Sussex Yacht Club.
- 09:30 Paddler registration/ Check In (every paddler racing must check in at registration desk). and sign a competency statement prior to collecting tracker, Race Number and Race Bib.
- 09:45 Safety Briefing
- 10:00 Cars leave for drive to Worthing Sailing Club
- 10:30 Vehicles arrive at Worthing sailing club, rig up and park.
- 11:00 Boats Safety Checked as they launch
- 11:15 Boats sent off in waves. Prone & Paddleboarders followed by OC1s & 2s followed by Single skis followed by Double skis.
- 11:15 Race Starts.
- 12:00 Predicted 1st boats finish line and continue to SYC

12:40 Final boats over finish line and continue to SYC
 13:03 High Tide
 12:50 Crews change, warm-up and refuel
 13:15 Safety Crew Debrief.
 13:30 Cars leave for worthing to collect vehicles.
 14:30 Cars & Trailers return to SYC
 15:00 Medal presentations
 16:00 Event Closed.

Sunday Race Options B & C to be as Saturday proposals with boats leaving SYC at 10:00 following safety briefing.

Event Tides: Coastal and River Tidal Water. Tides at Shoreham Sat 22nd & Sun 23rd. HW Sat 00:03 & 12:25. LW Sat 06:17 & 18:36. HW Sun 00:40 & 13:03. LW 06:58 & 19:18. There will be a 6 to 6.1m tidal range making them mid to large tides with associated currents. Locally tidal differences range from between 4.8m and 6.7m

Competition Format: Coastal regatta with multiple categories:

- Saturday : Men's, Women's, Mixed V6 20 km
- Sunday (Practice event) : Men's, Women's. OC1, OC2, SUP, Prone & single & double Surf Skis

Expected participants: There are approximately 60 adult competitors expected to participate.

Juniors: There maybe junior competitors at this event. In general, Junior paddlers are permitted to race as part of an adult crew by special permission (granted by the event organiser and confirmed with parent). Juniors can only race with parental permission and under the supervision of a coach/responsible person over the age of 18.

Parapaddlers: Each parapaddler is supported by a coach/ support person who is familiar with the specific needs of the paddler and can offer dedicated assistance to that paddler.

Types of Va'a:

All boats will be supplied by their own clubs or are personal craft and are:

- Saturday V6 outrigger canoes. Sunday OC1, OC2. SUP race board, Prone boards and single and double surf skis.

Event Course:

Saturday Race : Plan A (favourable wind, S, W to N or light to moderate variable winds)

Canoes enter from the beach to the east of River Arun in Littlehampton. Paddle to the start line 200 m offshore. Finish line will be a marker buoy located a short distance west of Shoreham Harbour. Once over the line, craft are then to proceed immediately into the harbour and back up the river to the club house with no overtaking to keep the ranking in order (race distance 20Km).

Sunday Race : Plan A (favourable , S, W to N or light to moderate variable winds) A similar but shorter route than the Saturday race. Boats putting in at worthing sailing club and race to the finish marker buoy west of Shoreham Harbour (race distance 11km) and then proceed to the SYC. Due to the variation in speed of the craft. This race will have a staggered start to control the spread of the fleet during the race. SUPs & Prone + 15 mins, OC1 + 10 mins, Surf Skis +0

Plan B:(Easterly wind) (Winds from the E or SE). Boats will leave SYC, exit the harbour and muster at the marker buoy just east of the harbour where the race will start. The course will be to a turn at the end of the Palace Pier and back to the finish line which will be the start buoy (race distance 15.2 km). Once over the line, craft are then to proceed immediately into the harbour and back up the river to the club house with no overtaking to keep the ranking in order. The Sunday race will follow a similar format with the start and finish in the same location but to a turning point off of the most easterly house at the end of millionaires row (Race distance 6km)

Plan C. (Too much wind) Boats will be sent off at 2min intervals from a start line at the club pontoon up the River Adur to a turning buoy at the old Cement works and back (Race distance 10.7km)

1.3. Event Organising Committee

- Race Chairman : Jon Ellman Brown
- Race Secretary: Danielle Watts
- Race Director : Jon Ellman Brown
- Race Safety Manager: Richard Morrice
- Head Safety Boat person : Keven Knight
- Head Volunteers person: Kate Radford
- Head of First Aid : Donna Finnis
- Head of Timings and trackers: TBC
- Safeguarding welfare officer: Joel Evans

1.4. Location

The race is based at the Sussex Yacht Club, Shoreham By Sea, West Sussex. 85/89 Brighton Road, BN435RF.

The river Adur is a tidal river exiting at Shoreham Harbour. It has a mixture of muddy banks at low tide with muscle beds and a full deep river at high tide. There can be strong currents throughout the river. Many recreational water users use the river, primarily from the harbour west and commercial fishing boats and cargo vessels in the harbour and basin.

Water temperature will be commensurate to early summer expectations, approximately 14°C.

The courses have been used for the past 2 year without incident.

1.5. Course Routes and Circulation Plans

Refer to separate Document

1.6. Safety Documents Applying to the Event

Additional documents important to Safety must be read in accompaniment to this Safety Plan. These documents provide important information to facilitate the smooth running of the event and to ensure the safety of competitors, spectators and the public.

Each person at the event, whether a volunteer, official, participant or member of the event team needs to familiarise themselves with these documents.

1.7. Vehicle and Trailer Access

Entry and exit to the SYC is via two metal gates. These will be open at 07:00 on Saturday and 09:00 on Sunday (see proposed timings). Please call Jon Ellman-Brown on 07876593896 if gates are locked on an early arrival.

Saturday 22nd V6 canoes to be launched from Littlehampton approximately 40 min drive from Shoreham

Parking at Littlehampton

Trailer parking has been reserved on the grass at the Banjo Rd coach park (What 3 words tinsel.librarian.sound). A gate will be open for the trailers to drive through and park grass close to the beach (see access plan in appendix)

Parking at Sussex Yacht Club

Parking will be limited for vehicles at Sussex Yacht Club, so we ask participants to drop their kit bags off and use one of the parking options below.

The Tarmount Lane Carpark: (what 3 words speak.transmit.novels) From the SYC turn right out of the entrance and then first left doubling back on yourself, then take the second right into Tarmount Lane and the carpark is on your right.

Co-op Supermarket Carpark: (what 3 words interrupt.headsets.eradicate) (pay & display / no height restriction). The SYC entrance turn right, then take the first left into New road, first right into Surrey Street then left into Ham Road and the carpark is on your left.

There is also the Riverside Carpark on Shoreham Beach (What 3 words: puppets.adopters.opimists) (pay and display / height restricted) and then walk back over the footbridge to the Yacht Club.

The Adur Centre: (what 3 words inserting.crib.chatting) (height restricted but free) Directions : travel west from the Yacht club entrance to the end of the high street, take the first exit at the roundabout over the Norfolk Bridge. The Adur Centre is on your right, but you will need to drive to the next large round about and double back on yourself to access the slip road to the carpark.

There is also free roadside parking on Shoreham Beach and some around the town.

There is ramp access for wheelchair users to the Yacht Club and it is fully accessible internally with a lift and toilets.

1.8. Racing

1.8.1. Agreement to Commence Racing

Before racing starts the Race Committee will assess the conditions on the course and the weather forecast for the duration of the race. Boating may not commence until permission to do so is issued. Course conditions will be monitored throughout the event to ensure safety is maintained.

Please note that any decision to commence racing will be based upon the minimum standard of technical competency expected from participants entering an event of this level. Athletes, crews and coaches should make their own decisions on whether they are capable of competing safely in the prevailing conditions.

1.8.2. Temporary / Permanent Suspension of Racing

If at any time it is felt that conditions jeopardise the requirements of safety or fair racing, racing will stop and the crews asked to continue in a safe manor to Shoreham harbour.

Please note that any decision to suspend or resume racing will be based upon the minimum standard of technical competency expected from participants entering an event of this level. Athletes, crews and coaches should make their own decisions on whether they are capable of competing safely in the prevailing conditions.

1.8.3. Resumption of Racing

As racing will be on the sea and a single race over distance, it is not deemed possible fairly stop and then the resume racing, unless close to the start. If the whole race needs to be stopped it will not resume.

1.9. Weather Conditions

Weather and environmental forecasts will be checked at 5-days, 48 hours, 24 hours and on the day. See the document Risk Assessment for specific weather-based risks.

The Race Director in combination with the on-water safety crew, will monitor weather conditions throughout the event. Racing shall be suspended when conditions are deemed unsafe.

1.9.1. Wind

Where wind conditions affect the safety of crews, the races may be suspended or cancelled.

1.9.2. Poor Visibility / Low Light

The race will not be run until there is a good level of visibility minimum 2km and if visibility is likely to fluctuate (rolling mist) a restricted maximum distance from the shore may be set.

In the event of an unforeseen fog or mist descending during the race all competitors are to immediately head for shore and continue racing at a distance where they can maintain a clear sight of the shoreline. They can then continue racing keeping the shoreline in view at all times until they reach the western wall at Shoreham Harbour where the finish boat will be located. At this point a safety boat will escort them into the harbour where they should continue to the SYC. If visibility improves as crews travel along the shoreline they will be permitted to move away from the shore.

Should visibility drop below 200m the race will be abandoned, and all boats are to head along the shoreline to Shoreham harbour. This will be communicated to crews via a WhatsApp message.

Competitors should have mobile phones loaded with a compass and mapping systems that will allow them navigate to shore in poor vability.

1.9.3. Lightning

If the forecast is for the possibility of lightening the race will be cancelled or postponed until such time that it is safe to race.

In the event of unforeseen lightning. If lightning is seen followed within 30 seconds by thunder, action is necessary. All boats are to head to shore until such time that the course is deemed safe, which will be transmitted via a What's App message.

See Safety Document: Lightning Procedure

1.10. Communications

Some Race Officials are supplied with radios to facilitate communication on the water. Race Officials will also use mobile phones to communicate.

Command and Control is located at the finish line at SYC in the wet meeting room at the eastern end of the clubhouse. Given the distances involved the safety manager will need to maintain contact with the Head Safety Boats using mobile phones until boats are within range.

1.10.1. Race Routes

The race route will be a route running from Littlehampton East Beach to the Yellow SYC Bouy 250m west of Shoreham Harbour. The outline of the course will be a line running approximately 1000m from the shore. If visibility or conditions dictate this distance may be reduced. This is the line that the safety boats will run along. All crews must keep to the northern (shore) side of the safety boats, unless the safety boat is required to provide assistance to a crew for any reason. The inside line of the course is demarcated by the line of yellow buoys fixed approximately 150 -300m from shoreline marking the swimming area. Crews should not steer out of these lines unless for emergencies.

There will be 3 safety boats and a boat at the finish line. The Safety boat 2 will track alongside the boat or boats leading the race. Safety boat 3 will follow the boat or boats at the rear of the race. Safety boat 1 (Lead safety boat) will track between the front and rear of the race.

The course has been divided into 3 near equal Zones, A, B & C. As well as tracking the race from the SYC as the front and rear boats pass into the next zone, an eyes-on confirmation will be passed onto race control and recorded.

Several emergency Evac points have been highlighted along the line of the course. These are generally located at beach cafes and locations with good vehicle access for emergency services.

1.11. Safety Boats, Safety Equipment and First Aid

All boats will be provided with a waterproof tracker that will relay their position back to the Sussex Yacht Club where the locations of all craft can be tracked on a screen. The trackers are to be put in a bag (supplied at registration) and are to be carried on the person and not fitted to the boat. In the case of V6 boats the tracker is to be carried by the steersperson.

All trackers will be signed out at registration and signed back to race reception as soon as you arrive the ramp at the Sussex Yacht Club.

Competitors are only permitted to enter the water when they are making their way to the race start line. Participants should make their way directly to the start line once entering the water.

The distance to be covered during the race is approximately 21 KM in the case of V6 races and approximately 11 KM in the case of OC1, OC2, Prone, SUP, & Ski racers. Response time for this distance for motor boats cannot be guaranteed and all competitors must be aware that weather and water conditions can affect a boat's response time.

Based on the risk assessment completed previously, personnel and equipment requirements will be determined for this event.

In the case of First Aid being required (non-life threatening) the person will be brought to the Sussex Yacht Club where a First Responder will be waiting.

In the case of a life-threatening emergency, the Safety Boat will immediately call 999 and navigate to suitable egress point to await ambulance.

The First Aid point on land is located near the clubhouse. The First Aid Point is staffed by a qualified First Responder. A defibrillator is located in the clubhouse. In the case of an emergency, 999 should be called immediately.

The nearest A&E department is Worthing hospital situated in Worthing, Lyndhurst road, BN112DH (What 3 words Bunny.Battle.Nurse)

Tel: 01903 205111

1.12. Event Safety Report Forms

1.12.1. Rescues or First Aids During an Event

The Race Director should ensure all incidents during the course of an event are recorded on the GB Outrigger Incident Report form. The event personnel directly involved in the incident should complete the Incident Form. Incidents will include:

- i. A capsize incident in which the crew were not able to right the canoe or in righting the canoe were not able to empty the canoe sufficiently to continue and required towing or transferring to a safety boat.
- ii. Event personnel supporting a paddler – but allowing that paddler to continue
- iii. Event personnel withdrawing a paddler who they feel is not able to continue the event.
- iv. A paddler or paddlers suffering from hypothermia.
- v. Event personnel rescuing a paddler who identifies themselves as being in distress via physical or verbal communication.
- vi. All first aid interventions (attach a Medical Return form)

1.12.2. Medical Return Form

For each person requiring First Aid/ medical attention, the event personnel directly involved in providing medical attention (eg First Responder, First Aiders) need to complete a copy of the Medical Return form.

1.13. Anti-Doping Regulation

GB Outrigger prohibits the use of performance enhancing or illegal drugs by athletes competing in and during preparation for GB Outrigger events.

1.14. Alcohol and Drugs

Competitors are not permitted to compete whilst under the influence of alcohol and drugs.

1.15. Equipment

Each crew/ paddler is responsible for verifying their boat is in good working order and that all of the minimum safety equipment is in place before setting off to race. Please note that the equipment listed below is based on the minimum safety equipment participants entering an event of this level are required to use. Athletes, crews and coaches should make their own decisions on whether they require additional safety equipment to compete safely in the prevailing conditions.

Minimum Safety Equipment Required for V1, OC1, OC2, Prone, SUP & Ski.

- Va'a in good working order with extra rigging materials (if V1)
- Leash
- V1s must carry a bailer (even if your boat has an internal bailing system)
- Spare Paddle (will be lashed to iako)
- PFD (not belt or inflatable)
- Drinking water
- All crew members to have working mobile phone fully charged and carried on person and for the steers person easily accessible (information from race control might need to be sent to steerers that they will need to see and possibly respond to).
- A tracker issued on the day to be carried on person (not strapped to boat)
- Whistle (each paddler should have a whistle)
- Suitable clothing and sun protection for the expected weather and water temperature.

The following equipment is recommended:

- Water shoes with a grippy sole are recommended to be worn as the river bank is very muddy, slippery with sharp objects.
- Hi-vis clothing item (eg PFD, Hat or top) that ensures the paddler can be seen from a distance
- If poor visibility is likely. It is also advised participants attach a light to the stern of the boat at all times to assist in the case of poor visibility.
- Mobile Phone compass and mapping app to aid navigation in poor visibility.

Minimum Safety Equipment Required for OC6

- Va'a in good working order
- 2 bailers
- Spare Paddle (will be lashed to iako)
- All crew members to wear a PFD (not belt or inflatable)
- All crew members to have drinking water
- All crew members to have working mobile phone fully charged and carried on person and for the steers person easily accessible (information from race control might need to be sent to steerers that they will need to see and possibly respond to).
- A tracker issued on the day to be carried by steers person
- All crew members to have suitable clothing and sun protection for the expected weather and water temperature.
- Whistle (each paddler should have a whistle)

The following equipment is recommended:

- Water shoes with a grippy sole are recommended to be worn as the river bank is very muddy, slippery with sharp objects.

- Hi-vis clothing item (eg PFD, Hat or top) that ensures the paddler can be seen from a distance
- If poor visibility is likely. It is also advised participants attach a light to the stern of the boat at all times to assist in the case of poor visibility.
- Mobile Phone compass and mapping app to aid navigation in poor visibility

1.16. Child Welfare

With parental consent, children over the age of 16 are permitted to participate in the race as part of a crew. A crew with a participating child shall have a named coach or responsible adult identified. The coach/ responsible adult, who must be over the age of 18, must be named on the entry form and a current mobile telephone number for that person must be provided. If a substitute coach/ responsible person comes to the regatta he/she must contact the Event Organizer and register his/her mobile telephone number.

The coach/ responsible person is responsible for the welfare, safety and appropriate supervision of his/her crew and is expected to know the whereabouts of his/her crew at all times during the event.

The welfare and well-being of all children is paramount and we will endeavour to implement the relevant guidance of the GB Outrigger Child Protection Policy and advice outlined by the NSPCC Child Protection in Sport Unit.

All children, regardless of age, gender, ethnicity, religion or ability, have equal rights to safety and protection. All suspicions, concerns and allegations of harm will be taken seriously and responded to swiftly and appropriately.

For clarity, a child is defined as a person under the age of 18 by The Children Act of 1989.

1.17. Water-Borne and Infectious Diseases

1.17.1. General Advice

Competitors should take the following action in order to reduce the risks of infection from water-borne disease:

- Only drink from your own water bottle.
- Wash hands thoroughly and shower if necessary before eating or drinking.
- Avoid immersion in the water (especially the river).
- Cover cuts and abrasions (including blisters) with waterproof dressings.
- Do not splash water from the river onto your face or body in order to cool down.
- Shower after contact with the water.
- Wear footwear with grippy soles to avoid cuts and protect feet when launching and retrieving boats.

1.17.2. Leptospirosis (Weil's Disease)

The risk of contracting Leptospirosis from recreational water is small, however the serious nature of the disease is such that everyone must be aware of the dangers and should take the simple precautions outlined above to reduce the risk of infection.

If 'flu-like' symptoms develop shortly after contact with the water (1-3 weeks) then your doctor should be contacted and advised of the circumstances of exposure.

1.18. COVID-19

The government has removed remaining domestic restrictions in England. The government recommends individuals take the following steps to reduce the risk of catching and spreading COVID-19:

- Get vaccinated
- Let fresh air in if meeting indoors, or meet outside
- Consider wearing a face covering in crowded, enclosed spaces

Anyone testing positive for COVID-19 is not permitted to come to the race venue.

2. INFORMATION FOR COMPETITORS AND SPECTATORS

2.1. Responsibilities

All Competitors and Spectators must follow posted safety notices and obey instructions from Officials and Volunteers.

Competitors with significant pre-existing medical issues should inform their coach and event organisers at the point of online registration/entry and on the day of the competition prior to the competition beginning.

All competitors are required to wear a buoyancy aid.

Competitors are specifically reminded that persons competing do so at their own risk and are solely responsible for:

- Their own safety and their ability to meet minimum water safety standards i.e. ability to swim 100m unaided, awareness of huli procedures, ability to paddle within the necessary boundaries.
- Are aware of the risks of cold water shock and other related water safety risks.
- Ensuring that before they race that they have examined the boat they are racing in, that they are technically capable of paddling in that boat, and that they will only use provided equipment if they have checked it and are satisfied it is safe to use. If a participant notices damage to a boat, loose rigging or any other problem they agree to take safe actions and alert the dock official.
- The strict observance of the circulation pattern and adherence to instructions of any official.
- Deciding whether or not they are competent to paddle on the sea in the prevailing weather conditions.
- If a competitor falls out of a boat for any reason, the crew must stop and render assistance.

2.2. Equipment

Each crew/ paddler is responsible for verifying their boat is in good working order and that all of the minimum safety equipment is in place before setting off to race. Please note that the equipment listed below is based the minimum safety equipment participants entering an event of this level are required to use. Athletes, crews and coaches should make their own decisions on whether they require additional safety equipment to compete safely in the prevailing conditions.

Minimum Safety Equipment Required for V1, OC1, OC2, Prone, SUP & Ski.

- Va'a in good working order with extra rigging materials (if V1)
- Leash
- V1s must carry a bailer (even if your boat has an internal bailing system)
- Spare Paddle (will be lashed to iako)
- PFD (not belt or inflatable)
- Drinking water
- All crew members to have working mobile phone fully charged and carried on person and for the steers person easily accessible (information from race control might need to be sent to steerers that they will need to see and possibly respond to).
- A tracker issued on the day to be carried on person (not strapped to boat)
- Whistle (each paddler should have a whistle)
- Suitable clothing and sun protection for the expected weather and water temperature.

The following equipment is recommended:

- Water shoes with a grippy sole are recommended to be worn as the river bank is very muddy, slippery with sharp objects.
- Hi-vis clothing item (eg PFD, Hat or top) that ensures the paddler can be seen from a distance
- If poor visibility is likely. It is also advised participants attach a light to the stern of the boat at all times to assist in the case of poor visibility.

Minimum Safety Equipment Required for OC6

- Va'a in good working order
- 2 bailers
- Spare Paddle (will be lashed to iako)
- All crew members to wear a PFD (not belt or inflatable)
- All crew members to have drinking water
- All crew members to have working mobile phone fully charged and carried on person and for the steers person easily accessible (information from race control might need to be sent to steerers that they will need to see and possibly respond to).
- A tracker issued on the day to be carried by steers person

- All crew members to have suitable clothing and sun protection for the expected weather and water temperature.
- Whistle (each paddler should have a whistle)

The following equipment is recommended:

- Water shoes with a grippy sole are recommended to be worn as the river bank is very muddy, slippery with sharp objects.
- Hi-vis clothing item (eg PFD, Hat or top) that ensures the paddler can be seen from a distance
- If poor visibility is likely. It is also advised participants attach a light to the stern of the boat at all times to assist in the case of poor visibility.

2.3. Protection against Weather Conditions

British weather, especially at sea can be varied and change quickly. Competitors should ensure that they bring kit and clothing appropriate for all possibilities.

2.3.1. Cold/Wet Weather

All competitors and spectators should be prepared for cold and/or wet weather by:

- Having suitable clothing to paddle in, that would provide sufficient protection should they Huli, need to spend time in the water, righting and bailing the boat and continue paddling to the finish.
- Bringing spare clothes if necessary.
- Ensure that you have the appropriate kit for the conditions with you in the boat. Don't compromise your own well-being for the sake of wearing a few extra grams of weight.

2.3.2. Hot Weather

There is a chance that warm hot weather could occur. All competitors and spectators need to be aware of the effects of, heat stroke and heat exhaustion and take appropriate action to limit the risks:

All competitors should ensure they take fluids before, during and after competition and suitable clothing to provide protection.

2.3.3. Cold Water Immersion

Competitors need to make themselves aware of the risks of cold water and air temperatures, and in particular cold water shock and wind chill when back in the boat.

All competitors should be aware of the actions to take in the event of a huli/immersion:

- The safest (and usually warmest) place for you and your paddlers is in your boat upright so that you can steer and move the boat (assuming the boat is not damaged and is not sinking). If you huli you should attempt to right your canoe and remount immediately.
- If you cannot remount immediately, stay with the boat and use it to keep you afloat.

- Get on top of the boat and attract attention immediately. There will be safety boats on hand to extract competitors from the water if necessary.
- If you have to stay in the water, retain warmth by keeping arms and knees tucked into the body
- Stay calm and breathe deeply
- Do not waste energy by trying to right the boat
- Do not swim away from the boat because your swimming ability in cold conditions is dramatically reduced

2.4. Incident Reporting

All safety incidents must be reported to the Race Director who will submit an incident report to GB Outrigger.

2.5. Practice, Warm-Up and Cool-Down

Crews may NOT practise on the course before, during or after racing. Crews will only be permitted to go afloat to race.

2.6. Race Route & Circulation Pattern

All competitors must familiarise themselves with the route and circulation pattern. No va'a may leave the beach until given the instruction to do so by the race official.

2.7. Security

Please ensure you keep your belongings secure. We can take no responsibility for loss of equipment.

2.8. Boats on Docks

It is the responsibility of competitors to ensure that their boats are retrieved up the ramp at the yacht club and put into slings. Please be respectful and ensure that the ramp and vehicle routes clear at all times.

3. INFORMATION FOR VOLUNTEERS AND OFFICIALS

3.1. Responsibilities

3.1.1. Duty of Care

Everyone involved in the event has a duty of care to ensure that their actions both on and off the water are conducted in a manner which does not compromise the safety of others. Adults also have a personal responsibility for the own safety.

3.1.2. Incident Reporting

All Volunteers and Officials have a duty to report all safety incidents, including 'near-misses', to the Race Director. Volunteers and officials should also complete an Incident Report form.

If any aspect of the Event gives a Volunteer or Official cause for concern with regard to safety, this should be reported directly to the Event Organiser.

3.1.3. Communications

Volunteers in key positions will be equipped with a VHF radio to enable rapid communication.

The Event operates a radio protocol detailed in Safety Document: Radio Protocol.

3.2. Protection against Weather Conditions

Volunteers and Officials are advised to bring kit and clothing appropriate for all possibilities.

3.2.1. Cold/Wet Weather

All Volunteers and Officials should be prepared for cold and/or wet weather by:

- Bringing spare clothes
- Wearing multiple layers of clothes
- Ensure that you have appropriate kit with you in the boat.

3.2.2. Lifejackets / Buoyancy Aids on Water

Without exception, all Volunteers, Officials and Contractors shall wear a lifejacket / buoyancy aid / PFD when on the water.

Completed 20th June 2024

Richard Morrice & Jonathan Ellman-Brown



LITTLEHAMPTON PARKING



SATURDAY RACE PLAN A ROUTE

V6s only

Canoes launch from the beach to the east of River Arun in Littlehampton. Paddle to the start line 200 m offshore. Finish line will be a marker buoy located a short distance west of Shoreham Harbour. Once over the line, craft are then to proceed immediately into the harbour and back up the river to the club house with no overtaking to keep the ranking in order (race distance 20Km).

Craft will be limited to racing a maximum distance from the shore of approximately 1000m that will be marked by the route of the safety boats and an inner line set by the yellow swim zone buoys.

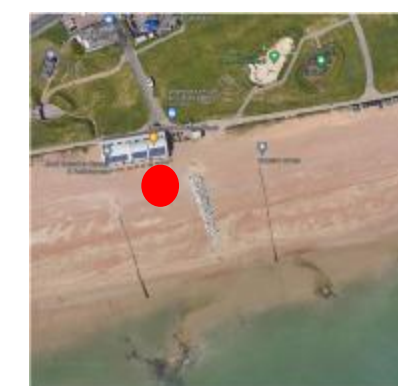
Note : Paddlers must pass around the end of Worthing pier at a safe distance.



EMERGENCY EVAC POINTS



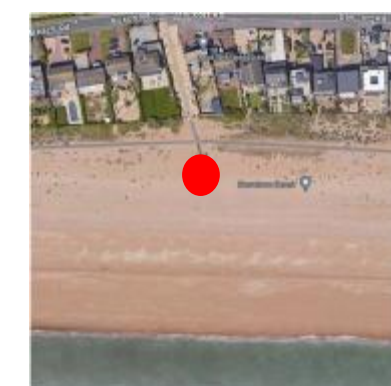
1: Amering Beach House
[filer.decking.scooped](#)



2: Sealane Café
[glitz.wire.inform](#)



3: Splashpoint—Worthing
[admiral.active.blame](#)



4: Lancing Green. Lancing
[lance.fines.switch](#)



5: Ferry Road Shoreham
[scatter.organist.alive](#)



6: Kingston Beach
[giant.cones.puddles](#)



SUNDAY RACE PLAN A ROUTE

OC1, OC2, Single & Double Surf Skis, Prone Boards & Race SUPs

Boats putting in at Worthing sailing club and race to the finish marker buoy west of Shoreham Harbour (race distance 11km) and then proceed to the SYC.

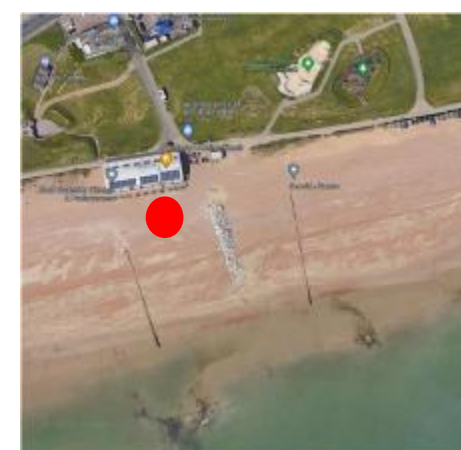
Due to the variation in speed of the craft. This race will have a staggered start to control the spread of the fleet during the race. SUPs & Prone + 15 mins, OC1 + 10 mins, Surf Skis +0

Craft will be limited to racing a maximum distance from the shore of approximately 1000m that will be marked by the route of the safety boats and an inner line set by the yellow swim zone buoys.

Note : Paddlers must pass around the end of Worthing pier at a safe distance.



3: Splashpoint—Worthing
admiral.active.blame



4: Lancing Green. Lancing
lance.fines.switch



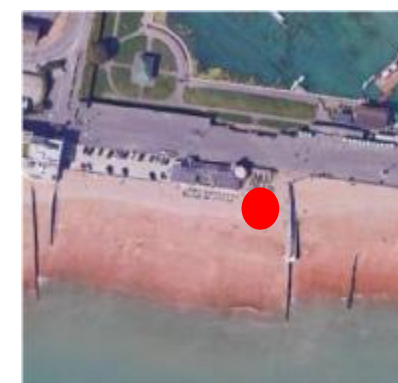
5: Ferry Road Shoreham
scatter.organist.alive



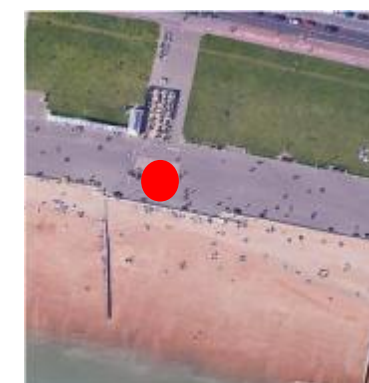
6: Kingston Beach
giant.cones.puddles

EMERGENCY EVAC POINTS

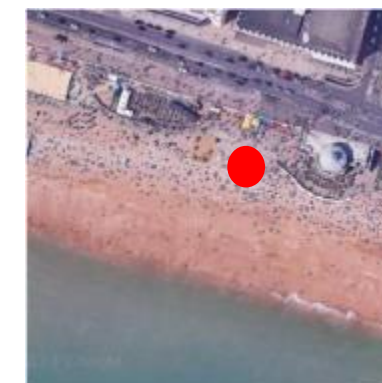




7: Hove Lagoon—Hove
admiral.active.blame



8: Adelsquare —Hove
pretty.buddy.longer



9: Brighton Lifeguard
filled.solved.name

EMERGENCY EVAC POINTS





SHOREHAM OUTRIGGER CANOE CLUB

GUIDANCE ON RIVER ADUR PADDLING HAZARDS

Note:

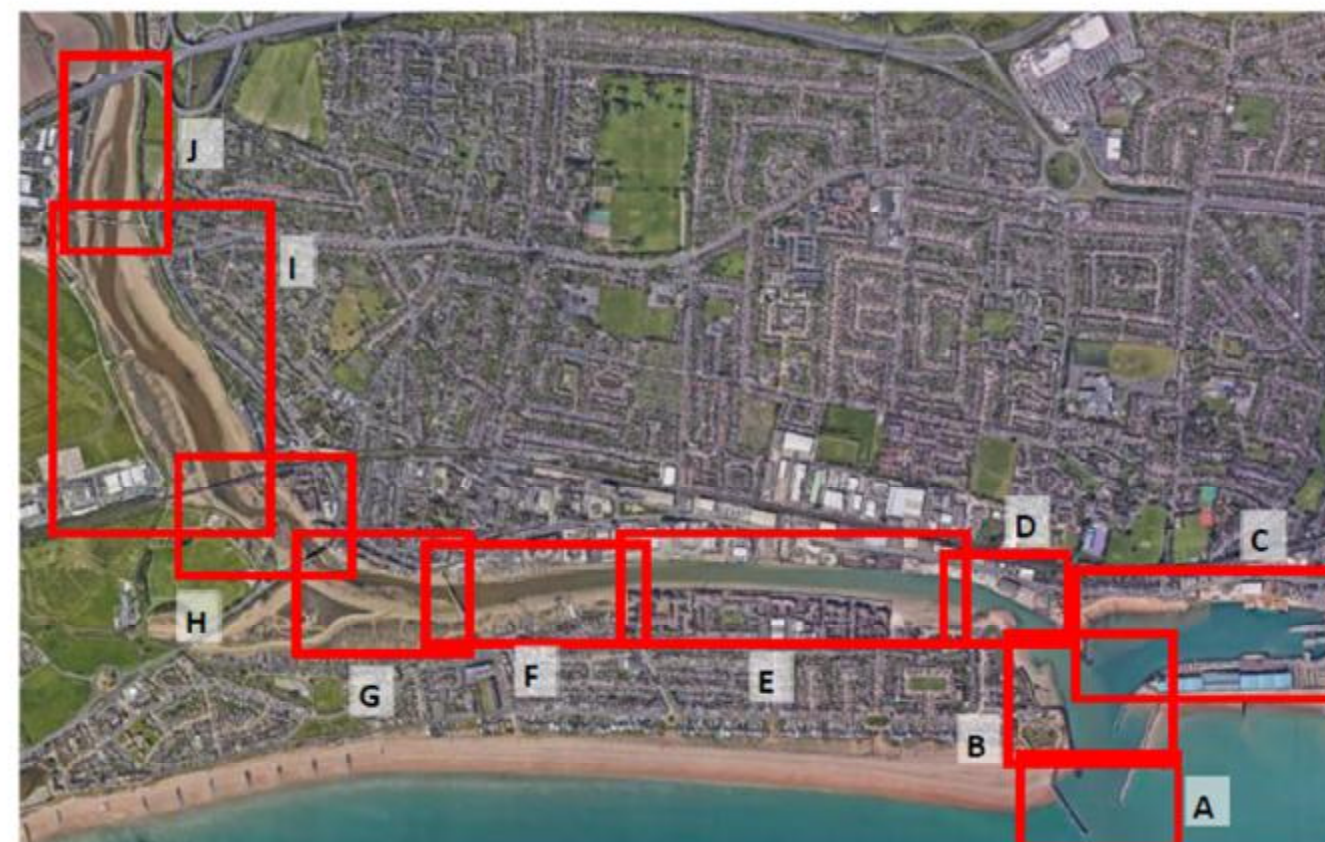
This document is intended to provide helpful guidance of potential hazards for club paddlers and steerers navigating from the Harbour mouth up the River Adur to the Flyover Bridge.

This document should be read in conjunction with the Club Health & Safety Policy and other relevant guidance.

Paddling on the river you with experience a constantly changing environment and different hazards become more prevalent at varying stages of the tide and in different weather conditions and times of the year. As such this guidance is in no way comprehensive and it is the responsibility of crew members to assess the hazards and risks at the time and act accordingly.

The River Adur experiences changes in water levels from low to high tide of up to 7m, which in turn can create fast and powerful tidal flows. Although the fastest currents will be found on low ebbing tide between the railway bridge and footbridge this is not navigable by outriggers. For outriggers the greater hazard is the mid half of the tide when the tidal flows are fast, there are likely to more craft on the river and more obstacles to avoid.

Ref	Initials	Date	Notes
Prepared by	RM	April 2024	
Checked by	J E-B & JE		



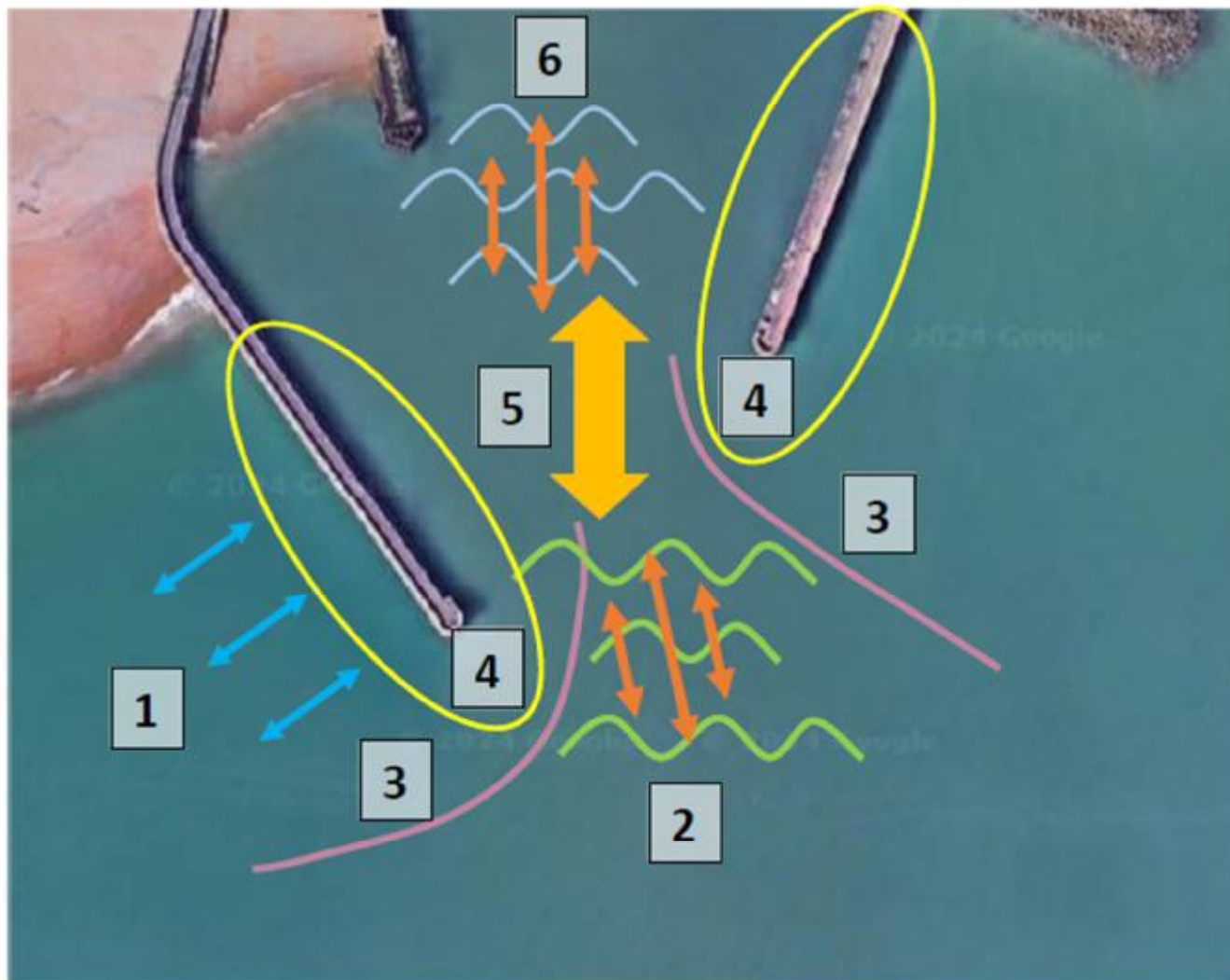
PADDLING AREAS A—H / HARBOUR MOUTH TO THE FLYOVER

- A—Harbour Mouth
- B—Inner Harbour
- C—Kingston Basin
- D—Soldiers Point
- E—Silver Sands to Emerald Quay
- F—Emerald Quay to the Foot Bridge
- G—Foot Bridge to the Norfolk Bridge Area
- H—Norfolk Bridge to the Toll Bridge.
- I—Toll Bridge to the Fly Over Bridge



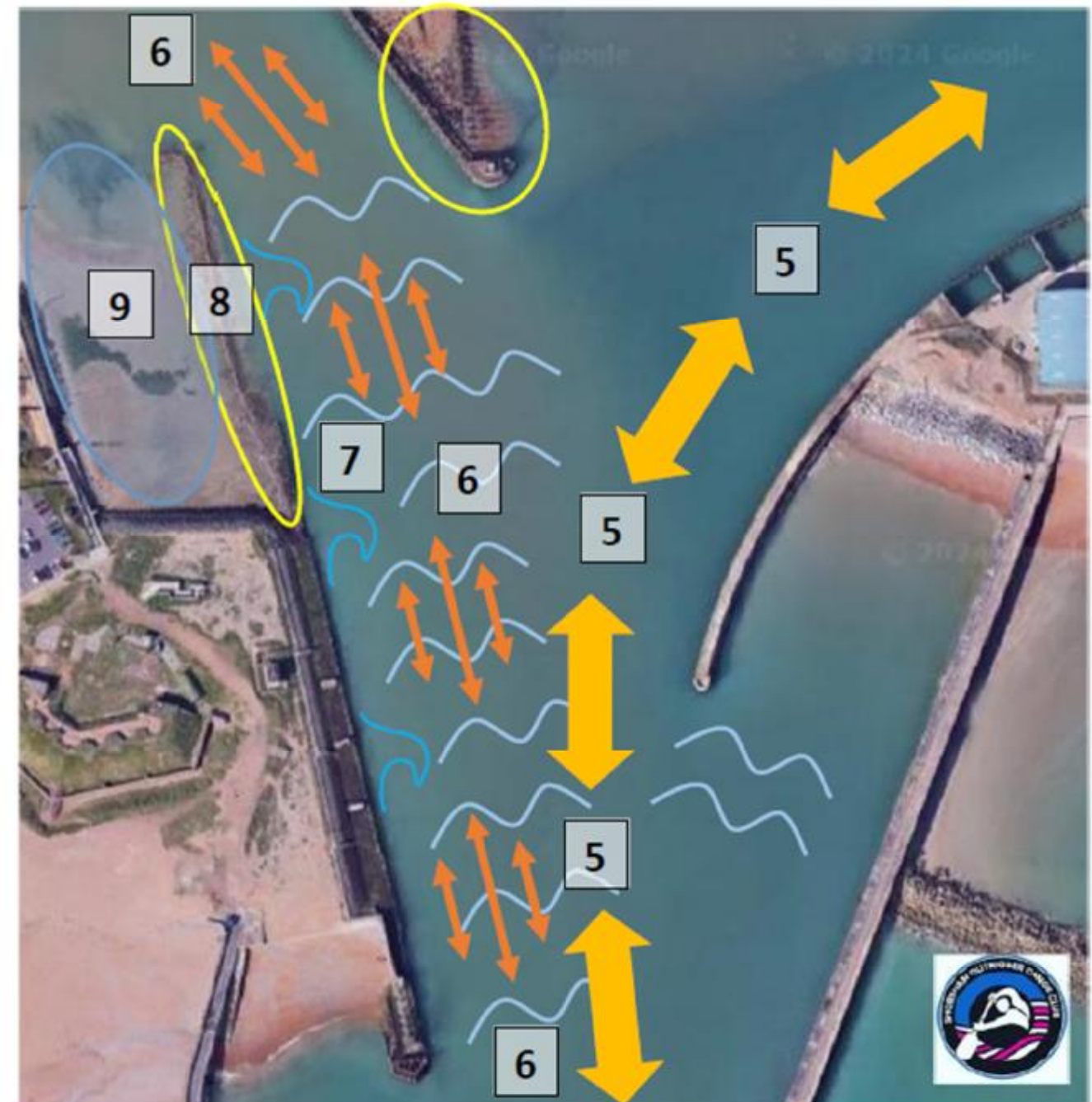
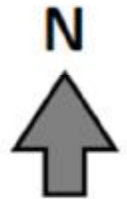
AREA - A OUTER HARBOUR

- 1- Prevailing southwesterly waves reflecting back off of the harbour wall.
- 2- Confused and hazardous sea caused by wind over tide and boat wakes.
- 3- Always take a wide line into and out of the harbour so as to provide a clear view on any oncoming vessels especially large vessels leaving the harbour.
- 4- Avoid fishing lines around the harbour arms.
- 5- Restricted entrance with multiple vessels entering and leaving the harbour with varying degrees of control.
- 6- Swell running into the harbour can steepen up with an ebbing tide and passing around the ends of the inner arms.



AREA - B INNER HARBOUR

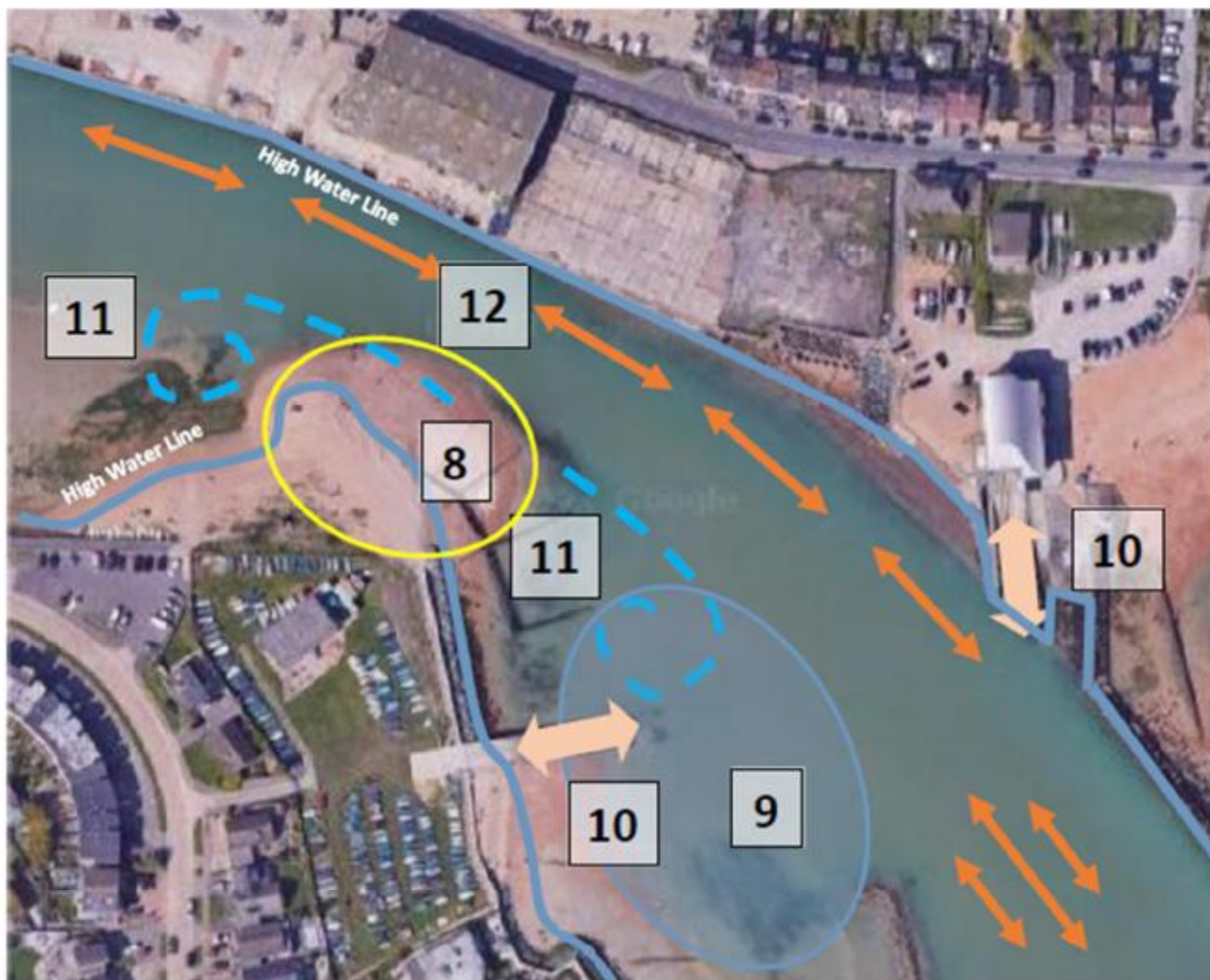
- 5- Main route to the locks. Restricted entrance with multiple vessels entering and leaving the harbour with varying degrees of control. Locks for small craft open for outgoing vessels on the hour and incoming on the half hour. Ships can enter and leave any time but generally in the upper half of the tide. Caution when running into the harbour and needing to cross the path of craft leaving the harbour.
- 6- Strong tidal flow due to narrow passage. Swell running into the harbour can be accentuated and steepen up with an ebbing tide.
- 7- With a moderate to large swell and mid to low ebbing tide a surf break runs along the side of the breakwater and up the center of the river.
- 8- Large obstructions
- 9- Swimming Area





AREA - D SOLDIERS POINT TO SILVER SANDS

- 8 - Soldiers Point is formed with steep shingle banks and timber groins
- 10 - Launch sites for RNLI and Shoreham Sailing Club, Note if the lights above the Lifeboat doors are on, the Lifeboat is preparing to launch so keep well clear.
- 11 - Strong eddy currents at times from strong tidal flows.
- 12- Narrow river with strong tidal flows on the ebb and flood . Restricted views of water craft coming around the corner.



AREA - E SILVER SANDS TO EMERALD QUAY

- 9 - Swimming Area
 - 10 - Harbour club boat launching.
 - 13 - Boat moorings.
 - 14- Channel with steep quay walls, no landing points.
- Ships do not use this channel but it can get busy with rowers, SUPs, canoes and pleasure boats.





AREA - F

EMERALD QUAY TO THE FOOT BRIDGE

- 14- Wide channel at high tide can get busy with rowers, SUPs, canoes and pleasure boats.
- 15 - Large number of boat moorings, many within the tidal flow at all states of the tide.
- 16 - Shoreham Outriggers slipway at the Sussex Yacht Club.
- 17 - Bridge stanchion, keep clear.
- 18 - Yacht Club slipway marks the point or restricted upstream access until water levels are high enough.
- 19 - Start of shallow and fast moving water in narrow channels running between mussel beds.

