

HMSDSM Emergency Plan

HAZARDOUS WEATHER EVENT

The Operations Chief will be responsible for maintaining weather situational awareness. Resources available to the Operations Chief include:

- The Weather Channel (by wireless device)
- On-site weather radar (wireless internet access)
- New Castle County Office of Emergency Management
- NOAA – Mt. Holly Office (wireless device/direct contact by phone)

In the event that threatening weather is in the area, the Operations Chief shall routinely brief the:

- Regatta Director
- Chief Referee
- Safety Officer

The Regatta Director and Chief Referee, or if unavailable, the Operations Chief/Deputy Operations Chief shall make the determination on the course of action, based on the following criteria:

- **Low-severity weather conditions (Light rain, light wind, high/low temperatures, fog)**
 - An announcement will be made that the weather is becoming unpleasant, but not severe at this point. We will continue the regatta, but increase our monitoring of the situation.
 - Equipment not being used should be tied down.
 - Monitoring will become more frequent.
- **Intermediate-severity weather conditions (Heavy rain, gusting winds, extreme temperatures, severe weather watches, passing storms)**
 - Announcements will be made that the weather is now threatening our ability to safely continue the regatta. Boats and loose equipment should be tied down; tents and canopies should be taken down or anchored.
 - Monitoring becomes continuous.
- **High-severity weather conditions (Severe weather warnings, high winds, lightning, hail, tornadic activity).** By radio communication and by megaphone/voice on land/water, the regatta will be stopped, all personnel directed off the water:
 - The following procedure will be implemented:
 - The message “SHUT DOWN, SHUT DOWN” will be broadcast on all frequencies.
 - No more crews will be allowed to launch
 - Crews on or ready to go to the dock will clear the area immediately
 - Shells on the water proceeding to the Start Line will be instructed to return to the docks or beach along the lake shore by the on-water officials.
 - Races in progress will be allowed to proceed
 - Races at the start will be allowed to start if fully ready

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- Crews approaching the docks will follow the instructions of the Dockmasters regarding approaches to the docks.
- Once instructed to land, do so as quickly as possible, at the direction of the Dockmaster.
- Shells must be removed from the dock immediately. Remove shoes, oars and other equipment as quickly as possible, placing them so that they do not impede the recovery of additional shells.
- Launch drivers are responsible for collecting the stake boat and start line personnel, and taking them to a place of safety. A report should be made to the Water Operations Director as soon as possible, letting him/her know who has been removed from the water and accounted for.
- Once it is safe for launch operations to resume, Command will authorize a sweep of the course by Launch Operations. Results will be reported to the Water Operations Director.
- If time and situation do not permit, or the predicted severity of the weather event does not justify evacuation, announcements will be made to shelter in place, employing vehicles in the parking area. The shelter-in-place signal will be a series of 10 blasts of the air horn, 10 seconds silence and another 10 blasts, followed by verbal instructions delivered by the public address system.
- If time and situation permit, announcements will be made to evacuate all personnel to the St. Andrews Varsity Gym, by exiting the Rodney Point property, turning left onto Noxontown Road, then left into St. Andrews at the entrance across from Silver Lake Road, and following the directions of St. Andrews security forces. The evacuation signal will be a continuous blast of an air horn, and verbal instructions delivered by the public address system
- No crews will launch following an event termination without the permission of Unified Command (Regatta Director and USRA Chief Referee).

This procedure must be posted at registration and communicated to all participants, spectators and volunteers before the start of each day's competition.

Reviewed 7/18/2018

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MULTIPLE CASUALTY INCIDENT

In the event of an accident involving multiple casualties, the Unified Command (Regatta Director and Chief Referee) must be notified immediately by radio. They will direct the Operations Chief to:

- Terminate regatta operations and clear the incident area as quickly as possible. The message “**Shut Down, Shut Down**” will be broadcast on all frequencies.
- Any competitor or volunteer not involved in the incident should immediately clear the incident area and stop, staying out of the way of emergency responders. Boats in the area of the docks may be directed to land or stand-off. All boat movement, other than emergency personnel, will be at the direction of the Marshals and/or Dockmasters.
- Switch all regatta communications to **Channel 10**, with orders to maintain radio discipline/silence unless responding to the event.
- Activate the Multiple Casualty Response Plan
 - The message “SHUT DOWN, SHUT DOWN: will be broadcast on all frequencies
 - Clear the incident area and docks
 - Notify the on-scene EMS and Fire/Rescue personnel of the event.
 - Activate the Casualty Collection Site (Docks C and D) and provide security using available Logistics (and other available) volunteers
 - Dispatch the Safety Officer to the Casualty Collection Site.
 - Dispatch the Boy Scouts to maintain the primary site access point, and to stand by to direct emergency vehicles in or out.
 - Contact St. Andrews Security to open the secondary access point, and to stand by to direct emergency vehicles in or out.
 - Notify NCC OEM that a multiple casualty event has occurred.
 - Notify St. Andrews Security that air evacuations may be necessary. They should prepare the helicopter landing zone (Athletic fields along Noxontown Rd. along main driveway)
- Responsibility for event stabilization, search, rescue, triage, treatment and transport will shift to the professional emergency responders on-scene. The Operations Chief or the Emergency Response Supervisor (if designated by the Operations Section Chief) will be the initial point of contact with the on-scene Incident Commander, until or unless it becomes appropriate to establish a new Unified Command which includes emergency responder organizations, at which point the Regatta Director (or the Operations Section Chief, if designated) will join the Unified Command group for the incident.

Reviewed 7/16/2019

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Lost Child/Missing Person

Should a lost child or missing person event occur, a request for an announcement should be made to the Dispatcher located at the Pavilion on Rodney Point.

Should a lost child, missing person, or an individual in need of other assistance be found, please bring the child/person to the Pavilion and deliver that person to the Safety Officer or Operations Chief.

If, after 30 minutes, a lost child is not located or reunited with a parent or legal guardian, local law enforcement is to be notified. Custody of a minor child will be transferred to law enforcement upon their arrival.

Reviewed 7/16/2019

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High Heat Index Operation

If a calculated Heat Index of 100 degrees F or greater is anticipated during the regatta, additional protective actions should be put in place.

- All participants should be briefed at a pre-competition meeting about the signs of heat-related illness, and the appropriate actions to take.
- All competitors, regatta personnel and course marshals should be briefed on procedures to inform safety officials of an on-water problem, and on the plan for getting affected persons to medical care as quickly as possible.
- Return dock personnel should pre-plan and practice the process for getting at-risk competitors off the water and to the Paramedics as quickly as possible.
- Misting stations should be established in the general vicinity of the storage shed/bathroom area.
- Shade tents and chairs should be placed in the general vicinity of the storage shed/bathroom area and at the return dock.
- Extra slings should be placed in the vicinity of the return dock, so boats can be removed from the water and gotten out of the way quickly.
- A second EMS unit should be considered.
 - If a Heat Index of 110 or greater is anticipated, additional EMS coverage, either on-scene or in close proximity to the regatta site should be requested.
- Each safety launch should be equipped with water and towels for cooling affected competitors or volunteers
- The Safety Officer and/or Operations Chief should monitor the number of reported incidents, and provide regular updates to the Regatta Director and Chief Referee. Delaying or stopping competition must be considered if significant numbers or participants are affected.

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