

DEE AUTUMN HEAD - SAFETY PLAN

31st October 2015

RULES APPLYING TO THIS EVENT

The event is run under British Rowing Rules of Racing, and Row Safe is used as the basis for this plan.

COMMUNICATIONS

Communications will be through the Umpires Radio Net. **Priority will be given to safety messages at all times.**

Telephones - There is a telephone in Grosvenor Rowing Club at race control (01244 311231). Public phone boxes can be found at Royal Chester Rowing Club and in the Groves. In the event of an emergency Dial 999 -clearly request the appropriate emergency service and your location.

MEDICAL AND FIRST AID

Safety Officer - The Event Safety Officer is NICK JONES tel. 07944 811243. He can be reached on the Umpires radio net.

First Aid Cover - First aid cover will be provided by the St. John Ambulance Service and the ambulance will be in Grosvenor RC car park (post code CH1 1SD).

Hospital - All accidents and emergencies will be taken to the Countess of Chester Hospital,
Liverpool Road, Chester, tel. 01244 365000 (post code CH2 1UL).

EMERGENCY ACTION PLANS

Accidents on the water - in the event of collision, capsize, sinking or other injury on the water the nearest official is to inform Race control and direct the nearest safety launch to the site of the incident.

The following information should be passed to both parties:

a). Location b). Type of Boat (scull, four, eight) c). Nature of incident (capsize, collision)
All casualties will be given immediate first aid by the safety boat crew and moved to Race Control as soon as possible to be seen by St. John Ambulance. Seriously injured will be transferred to the Countess of Chester Hospital. If necessary 999 will be dialled for an ambulance to meet the safety boat. Ambulances will be directed to The Groves SJ 411 661, Paddock Road – Eccleston SJ 414 621 or Sandy Lane SJ 420 660, whichever is the nearest road access. The OS Grid should be used to confirm the location.

Land Accidents - The boating area will be covered by the St. John Ambulance. Minor injuries should be taken to the ambulance. In the event of serious injury the nearest race official should be approached to summon medical assistance/alternatively dial 999.

Safety launches - The primary safety cover on the water is provided by Chester Boat Company (CBC). Additional cover will be provided by G.R.C. members in the marshalling areas at either end of the course. Safety Launch location is shown on the course map and will provide cover as follows:

Start Marshall Start area

Heron Bridge (CBC) - From start line and down to Heron Bridge and first 500m of Heron Bridge straight. Red House (CBC) - Last 500m of Heron Bridge straight and down to the sailing club.

Canoe Club (CBC) - From the sailing club to the Finish.

Finish Area. - Finish line to the Danger Buoy before the weir.

ALL SAFETY MATTERS HAVE PRIORITY IN THE USE OF THESE LAUNCHES START AND FINISH

The Start Marshall is to ensure that all crews have passed upstream of the start at the "Motorway Bridge" before the first boat of the Division is started. Bank Marshalls will carry throw lines.

The Finish Marshall is to ensure that all boats that have finished racing turn below the Suspension bridge, or earlier if instructed and follow the circulation pattern to the Groves and Grosvenor stage.

Where it will improve safety the Finish Marshall may instruct crews (by crew number) to turn before the Suspension Bridge. Crews not boating from the Groves must return up river to Grosvenor, Royal Chester King's School, or Queen's Park HS stages on the City side of the river. Crews crossing to the Queen's Park bank should not do so until they have passed the Grosvenor stage. All crews need to be aware of crews finishing the race still moving downstream and obey any instructions from race officials. A time penalty will be imposed on any crews failing to comply with instructions from Marshalls on the way up river or failing to observe the circulation plan at the finish.

CREW SAFETY

All crews are required to comply with Row Safe. Any crew in breach of these rules is liable to disqualification. Stage marshalls will conduct spot checks for heel restraints and boat condition. Particular attention will be paid to buoyancy.

LOCAL NAVIGATION RULES

The river remains open to other river users and all crews should be aware of that. We have an agreement with the owners of the commercial pleasure boats which means that they will use the City/Grosvenor R.C. side of the river throughout the day **BUT** please be aware that other river users not connected with the race may be on the water and may not know the rules. On the way up to the start and during the race all competitors should remain on the Meadows side of the river. The river is wide enough for crews to do this and still have enough room to overtake with safety.

Immediately below the area of the Groves there is a Weir. It is clearly marked **DANGER** on the course map. There is a warning buoy in the middle of the stream but all competitors should be aware of the danger of allowing boats to approach this hazard.

A morning risk assessment will take place to assess the safety of the river and weather conditions. The risk assessment team will consist of the club safety officer, the club captain and the DAH organizer. The results of the risk assessment and any decisions taken will be forwarded to the chief umpire and be used during the event safety briefings. The team will also monitor the levels of the water using the marker located at the Groves. When the level is deemed to high (6 meters) all water activities will be suspended. The water levels for the 31/10/15 are well within this tolerance.

REMEMBER SAFETY IS ALL OUR RESPONSIBILITIES