

Safety Plan



Grosvenor Rowing Club
CHESTER

2017 DEE Autumn Head of the River

RULES APPLYING TO THIS EVENT

The event is run under British Rowing Rules of Racing, Row Safe and Adaptive Rowing Safety Guidance for Event Organisers.

Race Control will be located in Grosvenor Rowing Club. Organising Officials:

Event Chairman & Duty Officer	Tim Dodd	Entries Secretary	Brian Chapman
Race Safety Advisor Welfare Officer	Colin Davies Louise Tobias	Timing	Jeremy Lush
Pre-race Publicity/ Sponsorship	Amanda Daniels	Chairman of the Race Committee	Tim Williams (Chief Umpire)

COMMUNICATION

Communications will be through a two way Digital Radio Network and agreed channel, and operated in accordance with Row Safe's Radio Protocol.

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.

Official's telephone details will be provided to competitors.

SAFETY

Risk Assessments (RA) - this Safety Plan is based on a detailed Risk Assessment. A RA will have been undertaken and reviewed to assess the hazards and potential risks of running the event.

Authorisation to proceed – before the event can proceed, the state of the river and prevailing weather conditions on the day, including Fog, Wind, Squalls, Barometric Pressure, Tide, Debris and Stream conditions will be assessed. The Event Safety Advisor, Event Duty Officer and Chief umpire will authorize the event to proceed as planned or consider alternative arrangements. These conditions should be monitored

during the previous few days prior to the event.

Control - the Duty Officer has overall responsibility for the event with the support of the Welfare Officer, Rowing Safety Advisor and Chief Umpire.

Where necessary, a separate Adaptive Rowing (RA) will be undertaken by the Club's Adaptive Coach, in conjunction with the Rowing Safety Advisor and in accordance with British Rowing's Adaptive Guidance Document. Cheshire West and Chester Council (CWAC) are the Navigation Authority and will be informed and supplied with the Risk Assessment, Safety Plan, Course Map and Circulation Pattern. CWAC as a matter of procedure inform other River Users.

Competitor Instructions - will be issued and made available on the website and inform Competitors of the Safety Procedures. This information will be supported by Safety Briefing sessions explaining key elements of the Safety Plan, at Grosvenor Rowing Club, prior to each division. The Duty Officer will nominate one of the Grosvenor Rowing Club's more experienced coaches to undertake the brief. This will address the issue of other river users, especially the larger commercial craft

MEDICAL AND FIRST AID - St. John Ambulance Service will provide First Aid cover in front of or inside Grosvenor RC (postcode CH1 1SD) contact tel: 07508 835137 . Minor incidents will be treated, the triage service will indicate further medical care if needed. The Ambulance will be located at Grosvenor Rowing Club's car park.

Hospital Treatment - All accidents requiring emergency services will be taken to the Countess of Chester Hospital, Liverpool Road, Chester, tel: 01244 365000 (post code CH2 1UL), approximately 3miles away.

Adaptive Athletes – the necessary medical information will be required for adaptive athletes to compete. Officials will need to be informed of any special needs or requirements. Currently the event is only open to coxed adaptive boats, at least one Able Non Adaptive athlete must be in the boat and ideally be responsible for steering.

Welfare – issues of welfare will be addressed to the Welfare Officer

Safety Launches – the safety launch and driver (RYA Level 2) will comply with Row Safe's requirements. Race marshals with radios will accompany safety launch personnel ensuring two people are available for rescue purposes. Rigid Inflatable Boats (RIB) will be used with low freeboards, supplied by Chester Boat Co.. Complying with the Adaptive

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Guidelines.

Umpire Launches – Umpire and Marshal launches will be provided, and comply with the requirements of Row Safe, each will have an experienced and competent driver.

Umpires – will be provided by the North West Umpires Commission. They will control the race and are located at appropriate positions on the Course. The Duty Officer will brief the Chief Umpire on any additional safety or health issues, if and as they arise.

Marshals - Marshals will provide additional support to the Umpires. The Marshals will be briefed by the Duty Officer and provided with Role Descriptions where appropriate. Each marshal will be provided with the necessary equipment and will be identified by wearing a Yellow Vest. An Aid Memoir courtesy of the NWRRC will be provided to Radio Users.

A Job Rota will be issued identifying those members or other volunteers responsible including aids necessary to complete the activity.

Embarkation – All Safety Launches, Marshals and Umpires should be in place before boating time for each division.

Course Map – as well as illustrating the course, will include the location of the Umpires, Safety Launches, Emergency Access Points and Emergency Reference Points for pinpointing the incident. The Start will be segregated into bands A, B, C and D if necessary.

Start – Bank Marshals and Start Marshals (in launches) will help moor and prepare competitors for the Start. A Safety Launch will be temporarily located at the start while boats are maneuvering onto their station.

If necessary (larger entry) the Start Umpire and Start Marshal shall agree suitable time gaps between sub-divisions, to avoid congestion at Heron Bridge and the Finish Area.

Boats will remain pointing upstream until authorised to start by the Start or Chief Umpire.

Race – the race will be controlled by the Chief and Regional Umpires

Finish and Boat Circulation Pattern – this will be issued with the Competitors Instructions and is specific to the **finishing area**, to avoid the Safety Buoys protecting the

weir and other moorings. This will be controlled by Marshals both on the bridge and supported by the Finish Launch

The Finish Marshal will coordinate with the Start Marshal, if congestion looks likely.

Safety Equipment – launches, throw lines, life jackets, radios, HV vests, will be used where necessary, will be in good working order and issued by the Duty Officer or nominated assistant.

A defibrillator is located at Grosvenor Rowing Club's Gym

Competitors Boat Safety Equipment – although equipment is the responsibility of the athletes and competitors, the following will be inspected when considered necessary; Heal Restraints, Bow Balls, Buoyancy, Life Jackets and signs of potential equipment failure. This will be completed by an Umpire or delegated Marshals and conform to the requirements of Row Safe.

Failures and responsible clubs will be recorded on BR's Control Commission Report.

<https://www.britishrowing.org/wp-content/uploads/2015/12/Control-Commission-Checklist.pdf?41e6e6>

The Safety Advisor will record these defects on British Rowing's Incident reporting System.

Other River Users - Local Navigation Rules will be agreed with the Navigation Authority and Commercial users. The Competitor Instructions and Safety Brief will include these details. Race Marshals with radios will accompany the large commercial vessels.

Trailer Maneuvering – access will be provided to the Bandstand Area of the Groves and a request to the local authority to close Souter's Lane, allowing for easier access and egress

Minor Incidents –

1. Water based - if possible, identify the location on the Map, Radio for the nearest safety launch to attend the scene (informing them of the location).
2. The rescue boat if necessary will perform a rescue and transport the competitor to Grosvenor Rowing Club for triage and treatment
3. Land based - Or alternative, instruct the person to visit the St John's Ambulance

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4. Race Control (Commission) inform St John's Ambulance personnel of the incident and anticipated arrival

Major Incidents - will be covered by the Emergency Procedure (See Appendix 1)

ALTERNATIVE ARRANGEMENTS

1. **Too High a Risk** - abandon the event
2. **Incident, Capsize, Collision** - if a serious incident occurs and it's recommended the event is stopped or there's further risk to the casualty, the Duty Officer or Chief Umpire must contact the start and prevent any further boats from racing and direct Umpires and Marshals to maneuver boats to safety
3. **Weather Conditions** If the weather conditions deteriorate or there's a change in direction e.g. wind over tide or increased debris, consider reducing racing boats to coxed boats only
4. **Increased Stream and Large Entry** - as long as it's safe to move upstream, increase the gap between sub divisions.
5. **Increased Tide and Debris** – move the times of the divisions, race coxed boats only
6. **Loss of Radio Network** - Use mobile phone network
7. **Loss of Safety or Umpire Launch** – use the spare launch or reshuffle launch allocation and ensure a replacement safety launch has two experienced launch users, arrange to recover launch following racing.

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Appendix 1 EMERGENCY PROCEDURE

Reference: Minor incidents should be referred to St John's Ambulance personnel.

In the event of any incident requiring the attendance of the Emergency Services the following procedure must be adopted:

1. Identify the Location on the Map if possible, Radio for the nearest safety boat to carry out a rescue (informing them of the location) if the incident is on the water.
2. Radio Race Control (Commission) and ask for the emergency services to attend an incident at the specified Emergency Access Point (See Below) and identify type and nature of the incident involved, the number of people involved and how the patient will be moved to the access point.
3. If necessary call for the event to stop, preventing further congestion or collision
4. Race Control (Commission) will telephone 999 and ask for the emergency service to attend at the appropriate access point.
5. Control Commission will confirm to the request holder that the appropriate Emergency Service has been requested and provide an approximate arrival time and any additional instructions.
6. If the Request Holder is unable to contact Race Control Commission or has difficulty confirming the request, they should dial 999 themselves if this is practical.
7. In the event of a fire, evacuate the area immediately around the fire and assemble on the steps and towpath (Assembly Point) at the front of the Boathouse, if the fire is at the Club House location.
8. If the fire incident involves a Boat on the water, **follow the procedures from item one above.**

Dial 999 and ask for the appropriate Emergency Service.

Speak clearly and listen to and respond to the operator's requests carefully.

Tell them that: **'Grosvenor Rowing Club requires an Ambulance/Fire Service at a vehicle access point on the River Dee.'** and give the appropriate access point as below.

Emergency Access Points are:

The Groves **SJ 411 661**, Paddock Road – Eccleston **SJ 414 621** or Sandy Lane SJ 420660, whichever is the nearest road access.

You will also be asked to provide details of the nature of the incident and any special needs.