

Trafford Head of the Bridgewater 2022 Competition Safety Plan

All competitors must read the full document, starting on the next page. But here are the key things you must remember after you've read it.

1. You must be familiar with British Rowing's "Row Safe" document. Safety is everyone's responsibility and every competitor has a part to play in it. www.britishrowing.org/wp-content/uploads/2021/04/2021-RowSafe.pdf
2. Make sure you have suitable clothing with you appropriate to the prevailing weather conditions.
3. Our water is comparatively safe, being shallow and sheltered, but it does narrow in a few places. Make sure you're aware of the issues on the canal from the safety briefing, and be careful of your steering at all times.

The Event committee has reviewed its safety arrangements. Given the width and depth of the canal, the lack of flow and proximity to the towpath, the event does not have launches on the course for marshalling or rescue.

Rescue will be co-ordinated by marshals located in hi-viz jackets every 250 metres who are in radio and visual contact. However, if in water assistance is required, the club has a designated individual, who is properly attired, to enter the canal to assist with the recovery,

Competitors and Clubs participating should be aware of this arrangement.

4. If you're responsible for steering your boat (a cox or a single sculler or the one with the steering shoe) you must attend the pre-race briefing which are at 08.15, 10.30 and 13.00 in front of the boathouse, and you must study the map of the course provided with this document.

In the marshalling area, please consider other crews and their safety when warming-up. There is insufficient space to undertake practice starts safely. Listen to and act on instructions issued by umpires and marshals - they are there to ensure the event is run safely with your safety paramount.

Trafford Head of the Bridgewater 2022 – Competition Safety & Emergency Response Plan

Introduction

This document in conjunction with the Competition Risk Assessment identifies the risks involved in the event and outlines the procedures, barriers and controls to be initiated by the organisers, officials and competitors to minimise the risk. It also gives information on local conditions, which will aid crews during the event.

Officials

| Position | Name | |
|---|-----------------------------|-----------------|
| Chair of Organising Committee | Simon Reeves | (07837 663740) |
| Chairman of Race Committee & Chief Umpire | Simon Reeves | (07837 663740) |
| Entries Secretary | Henry Law | (07530 804698) |
| Welfare Officer | Rachel Luke | (07521 603388) |
| Safety Advisor/Designated Individual | Mark Loates | (07717 866830) |
| Deputy Safety Advisor | Adrian Bill | (07811 273094) |
| Manpower | Lisa Matthews | (07917 770 385) |
| Umpires | British Rowing Officials | |
| Start | British Rowing Officials | |
| Finish | British Rowing Officials | |
| Marshalling Area at Start | Trafford Rowing Club Member | |
| Marshalling Area at Finish | Trafford Rowing Club Member | |
| Car Park marshal | Trafford Rowing Club Member | |

Rules Applying to the Event

1. The event is run under the British Rowing “Rules of Racing 2021.”
2. This Safety Plan includes notes for competitors on local conditions and will be sent out with confirmation of entry.
3. British Rowing's “Row Safe” publication is used for the basis for this plan; all competitors will be expected to comply with it.
4. Northwest Umpires Commission will provide umpires, who will be aided by marshals provided by TRC.

The Race Committee will review the projected competition conditions the Thursday before the competition, including those for trailer drivers, and confirm the event will proceed as planned or with alternative arrangements. Competitors will be advised by email and

telephone call to club representative of any amendment or cancellation

Circulation Plan

Crews will be marshalled at either the Long Start or Short and asked to turn on arrival in those areas in number order,

On completion of the course, crews will return immediately to the landing stage.

There is therefore no requirement for a circulation plan

Weather

1. The race is held on the Bridgewater Canal where the water is maintained at a fixed height. There is no stream.
2. In the event of adverse conditions, racing will then either be:
 - a. Held as planned;
 - b. Reduced in length with certain boats excluded;or
 - c. cancelled.
3. Strong winds can arise which may necessitate a change of racing order. These will be discussed with competitors and advised at safety briefings before each division and broadcast over the PA system, although the final decision will remain with the Chairman of the Organising Committee and Chief Umpire, with advice from the umpires.
4. A decision on any changes due to weather conditions will be taken prior to each division.
5. Competitors must be suitably clad for the prevailing weather conditions: if not they will not be allowed to boat.

Hazards & Navigation Arrangements

A map of the canal is provided separately to this document.

There may be obstructions or debris in the water, although every effort will be made to buoy or clear. Apart from overhanging branches, the canal presents few dangers. The depth of the canal, mostly, is such that if competitors were to fall in, they could stand up and move to the side of the canal.

There will be a coxswains and scullers briefing before each division at 08.15, 10.30 and 13.00 in front of the boathouse.

The course will be inspected on Friday afternoon and the morning of the event to identify any further issues and participants will be notified during the briefings.

Communications

All race marshals will be provided with radios and are positioned at every 250 metres with visibility of previous and subsequent marshals. Umpires will be based at the Start, Short Start and Finish positions as well as at the 500 metre mark. All radios will use the same channel.

In the event of an emergency, the nearest official will call 'Mayday, Mayday' and all other radio users will observe radio silence and follow instructions given by that official.

Control will be provided with a mobile phone (see telephone list). Control will be in radio contact with the start and finish, as well as all marshals.

All Marshals have been briefed ahead of the event by a Zoom call with a recording of the briefing made available afterwards. A separate briefing document has also been provided to each marshal on the day.

Visiting clubs are welcome to a copy of the presentation on request or is available on the club website

Medical provision

A St John's Ambulance first aid team will be on hand at the Scout Hut; the nearest Accident & Emergency facilities are at Wythenshawe Hospital. 20 min, 3.5m via Brooklands Road.

Competition Emergency Response Plan and Procedures

The Club has agreed all arrangements for the event, including documentation, with the local authority – Trafford Council - and the Navigation authority – Bridgewater Canal Company Limited.

Incident on the Water

Safety boats will not be used.

The Race Committee is not aware of any waterborne diseases. However, participants are reminded to take appropriate precautions to avoid such diseases

In the event of competitors being injured, capsizing or being ill, crews should stay with the boat. All racing will stop and the nearest marshal – either safety and/or umpire – will attend.

Crews should seek to make their way to the bank where they will be assisted by the nearest marshal.

Marshals are instructed not to enter the water. However, if assistance is required to facilitate the rescue in the water, a designated individual, who is appropriately attired in wets suit, manual buoyancy aid and sturdy footwear will attend the incident and enter the canal. The individual will have a flotation device to assist in a rescue. The individual will be

located mid-course and able to arrive at an incident within a reasonable period. This is viewed as the optimal situation as the individual will be able to arrive at an incident quicker than a safety launch due to speed limitations of launches.

Marshals and First Responders will be fully aware of the Emergency Procedures, including evacuation points and know their area of responsibility.

Each marshal will be provided with space blankets which will be checked for each division. If a rower is responsive and has made their way to the bank, the marshal will ensure that they remain responsive, wrap them in a blanket and escort them to the nearest recovery vehicle to be returned to the Scout Hut where they will be seen by First Aid, which is located at the Scout Hut.

For extractions where a rower is returned to First Aid by car, the driver should endeavour to keep the individual(s) warm and comfortable and continually monitor responsiveness. If there is any concern, the welfare of the rower is key. If the driver has any concerns, then emergency services should be called and those procedures adhered to.

If the rower(s) is unresponsive or injured then they will be made warm and kept warm whilst the emergency services will be summoned to the nearest extraction point. Any guidance on maintaining the stability of the rower will be sought from the emergency services at the time of the call. No marshal will be expected to administer first aid.

Information about the person having the emergency including **their name, age, gender** will be required by the emergency operator will also want to know whether they are injured, breathing normally, responding to voice, touch or pain. They may ask about any medical problems. (It is a good idea to check for a medical alert bracelet or necklace).

As soon as information is known to Race Control, every effort will be made to communicate the matter/incident/arrangements to the appropriate visiting club official

Incident on Land

Competitors embark and disembark from the landing stages, where the First Aid crew will be based.

Incident in the Scout Hut

Safety and fire arrangements for the Scout Hut are subject to and compliance with the regulations of the Scout Association. The Scout Hut has fire extinguishers in the hallway, kitchen and main hall as well as fire blankets.

In the event of an incident in the Scout Hut, people will leave through the fire exits which are located on either side of the building and or the main entrance.

The muster area will be located such that emergency vehicles have adequate access.

The Catering Team will be briefed and aware of any additional fire, safety or evacuation notices for the Scout Hut and will oversee the evacuation of the building as required.

Natasha's Law, signs will be posted stating 'we cannot guarantee these produce are free from food allergens'

Incident in TRC Boathouse

Fire extinguishers are located at either end of the boathouse and in proximity to the exit routes.

Club members are aware of evacuation procedures for the boathouse and it is unlikely that any visiting club members will access the boathouse.

Safety Equipment

Each marshal position will be provided with a radio, a throw line and also sufficient space blankets in the event of a capsized. Each marshal will be identified by a hi-viz jacket. Life jackets will be issued if necessary. Where required, safety equipment will be inspected by the Safety Advisor.

Automated External Defibrillator(AED)

An Automated External Defibrillator is located in the main lobby of Walton Park Sports Centre.

Access to the centre will be highlighted on the day of the event.

Emergency Procedure

If the emergency services are required, follow this procedure:

The race marshal should contact the Club and request the service and specify the location, nature of the incident and how many people involved. If radios fail call the mobile at control.

The race controller at Race Control will telephone for the required emergency service using the control mobile and dialling 999.

Where time is critical, the race marshal may telephone directly.

Once emergency services have been called, Race Control should announce the reasons for the delay in racing and provide regular updates.

Road access points to the canal are:-

| Location | Nearest Postcode | OS Grid Reference |
|--|-------------------------|--------------------------|
| Start (Atlantic Street) | WA14 5ET | SJ 758 889 |
| Bowling Green (Davenport Lane) | WA14 5FY | SJ 759 890 |
| Manchester Road Bridge/ Halfords Car Park | WA14 5PZ | SJ 767 891 |
| The Narrows (Viaduct Road) | WA14 5DU | SJ 769 892 |
| Timperley Bridge (Park Road) | WA14 5BZ | SJ 775 897 |
| Air Cadets, (Walton Road/ 500 metres) | M33 4DR | SJ778 903 |
| TRC Boathouse (Raglan Road) | M33 4AW | SJ 782 909 |

For rowers who are responsive, the marshal will ensure their welfare by providing a space

blanket and escorting them to the nearest evacuation point. A vehicle will return them to the Scout Hut to be seen by St Johns Ambulance

Start and Finish

Boating

A competent person appointed by the Club Safety Officer will inspect boats as they embark at the landing stage. The embarkation stage will be clearly identified. Crews should not embark from any other parts of the canal bank, unless specifically agreed with the Race Committee. Control Commission will check all boats and adhering to the Equipment Check procedures as outlined in "Rules of Racing 2021".

All competitors will be notified of the time they must boat for their race and should ensure that their blades are on the bank before their boating time. Reminders will be given by loud hailer in the area of the boathouse shortly before boating commences for each division. To ensure the safe and efficient running of the event, crews which do not report to the landing stage at their allocated boating time may not be allowed to race.

Boats are to be stored on trestles or trailers in the boating area

There are no adaptive events at this year's Head.

Local safety regulations

The event has permission to close the canal entirely for the duration of the event. Whilst every effort will be made to keep the canal clear of other traffic, in between racing there may well be canal boat traffic. Every attempt will be made to marshal these vessels. Participants on the course will be advised of any traffic and marshals will monitor progress of any boats on the canal. If you are proceeding down to the short or long course start and a boat is coming in the opposite direction, please pull into the bank and allow the craft to pass. Do not try to pass.

During racing, the canal will be closed to other traffic.

Start

Crews will be marshalled prior to the start in race order.

Race marshals will supervise turning and ensure crews are aligned in race order. Crews must heed their instructions.

Crews must be adequately dressed to protect themselves against the weather particularly when proceeding to and waiting at the start. Please note that hoodies are not to be worn in the marshalling or warm-up areas or during racing but may be worn to keep warm.

To reduce the amount of time that a competitor is waiting, the event is using an alternative boating basis. Competitors in the short-course events will boat first, turn under supervision

and pull into the towpath bank, all under marshal supervision. Once the last long-course boat has gone past Timperley marina, short-course racing can immediately start. Long course crew will be boated in numerical order (not in reverse order as in the past), and as soon as the last long-course boat has cleared the green crane the first long-course race can start (subject to confirmation from Timperley that the last short-course crew is adequately clear), with the lowest-numbered crew (who rowed up first).

All competitors must familiarise themselves with the event rules. A briefing will be held for coxswains, scullers and steersmen prior to each division. Briefings will be at 08.15, 103.0 and 13.00 in front of the boathouse

Alternative Arrangements

As previously advised, the course will be inspected on the morning of the event. In the event of adverse wind conditions on parts of the course, changes to water levels or excessive debris, the Chair of the Race Committee in liaison with the Chair of Organising Committee and the Event Safety Advisor will make a decision.

Depending on the prevailing conditions and issues, the decision will decide on whether the course is curtailed or amended, restriction on boats using parts of the canal or restriction on competitors.

If the event is suspended temporarily, competitors will be notified as above. If there are competitors already on the course, they will be marshalled back to the course and return monitored by regular radio communication with Race Control

Competitors will be advised at briefings by the Event Safety Advisor and also accompanied by announcements on the PA system.

Officials and marshals will be advised at their respective briefings and further communicated by a general broadcast message via radios by Race Control.

Incidents and Equipment Failure

Details will be recorded and collated by the Club and advised on the British Rowing Reporting System.

Post Event Review

The organising committee will undertake a specific review of safety and other welfare procedures post the event to ensure any lessons learned from the event are applied for subsequent events. Such a review will also involve feedback to the Regional Safety Advisor.

Participants and clubs are welcome to input on the process and any feedback is welcome. Any feedback should be forwarded to chairman@traffordrowing.club

Telephone Numbers

| | | | |
|----------------------------|--------------|--------------|-------|
| Control | Simon Reeves | 07837 663740 | Radio |
| Safety Advisor | Mark Loates | 07717 866830 | Radio |
| Asst Safety Advisor | Adrian Bill | 07811 273094 | |

Welfare Officer Rachel Luke 07521 603388 Radio

Start contact By radio via control
Finish contact By radio via control

Emergency services 999 (works from any mobile)

UHSM Wythenshawe Hospital 0161 291 6041 (Accident & Emergency)
Southmoor Road, Wythenshawe
Manchester M23 9LT

NHS Direct 111

Bridgewater Canal Company 0161 877 3628 (Emergency Number)

Boathouse & Regatta Location Walton Park Sports Centre
Raglan Road
Sale,
M33 4AW

1. Bow balls *securely* attached (examine rigorously if tape has been used), pointing forwards rather than upwards or sideways. Even with a regulation ball the bow of a boat is capable of seriously injuring someone on impact: accept nothing that is not clearly up to standard.
2. Heels of shoes to comply with current equipment regulations in "Rules of Racing 2021".
3. Heel release cords to be in good order (not rotten), well secured, and independent of one another; do not underestimate the force which can be applied by a rower struggling with trapped heels.
4. All rowers and coxes will be suitably clad on boating for the prevailing weather.

Whilst we accept that many clubs still permit hoodies to be worn on the way down to the start, these can give rise to safety issues. If they are worn, please consider whether it might be safer to wear them inside out with the hoods tucked into the collar.
5. All coxes will wear a Personal Flotation Device (life jacket). Its straps must be in good order, properly adjusted and worn on top of all other clothing.
6. Coxes in front-loaders not to be too tight a fit. No automatic life jackets in front-loaders.
7. All boats to have watertight buoyancy compartments or retro-fitted buoyancy bags. Plastic bottles are not acceptable as additional buoyancy.
8. Rudder lines, steering shoes, coxes' handles and the rudder itself to be securely attached and running smoothly.

9. Please ensure that all competitors are able to provide their British Rowing membership cards as requested by Head officials in accordance with Rules of Racing 7-2-3. Make sure you have it with you or that your coaches can produce them.