

Trafford Head of the Bridgewater 2020 Safety Plan – for competitors

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.
2. If your boat is judged unsafe by Control Commission you will not be allowed to race in it.
3. Make sure you have suitable clothing with you appropriate to the prevailing weather conditions.
4. 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 from safety briefing, and be careful of your steering at all times.
5. If you're responsible for steering your boat (a cox or a single sculler or the one with the steering shoe) you must attend a pre-race briefing at **8:15**, **10:30** or **1:00PM**, and you must study the map of the course provided with this document.
6. Space is very tight in the marshalling areas: pay close attention to the instructions of the marshals and obey them to the letter.
7. The prime cause of delay to head races is disorganisation at the landing stage: be ready to boat, with blades beside the water already, long before boating starts for your division.
8. Listen to and act on instructions issued by umpires and safety launches - they are there to ensure the event is run safely.

Trafford Head of the Bridgewater 2020 Safety plan



Introduction

This document identifies the risks involved in the event and outlines the procedures to be initiated by the organisers, officials and competitors to minimise the risk. It also gives information on local conditions to aid crews during the event.

Officials and other contact points

Position	Name	Phone
Control	Henry Law	07530 804698
Deputy control	Steve Helyar	07920 119230
Chair, Race Committee & Chief Umpire	Simon Reeves	07837 663740
Entries Secretary	Peter Johnson	07595 330660
Safety Advisor	Jacob Pepper	07526 522012
Deputy Safety Advisor	Mark Loates	07717 866830
Umpires	British Rowing Officials	
Welfare Officer	Jane Fitchet	07720 285485
Emergency services (works from any mobile)		999
Wythenshawe Hospital A&E Southmoor Road, Wythenshawe Manchester M23 9LT		0161 291 6041
NHS Direct		111
Bridgewater Canal Company (emergency number)		0161 877 3628

Rules Applying to the Event

1. The event is run under the British Rowing "Rules of Racing 2018."
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.

Responsible navigation authority

The water is owned by the Bridgewater Canal Company (bridgewatercanal@peel.co.uk) who have granted permission for the club to close the canal during racing.

Participants and equipment used

Rowers of a wide range of ages, including juniors and masters, and a range of levels of competence, racing in fine boats.

Venue and traffic arrangements

Trafford Rowing Club is based at Walton Park in Sale; the post code for vehicle arrival is M33 4AG (W3W: length.pits.stem).

Trailers will be parked under marshal supervision at the far end of the car park onto which the boathouse opens; manual positioning of trailers is necessary and a team of marshals will be detailed to oversee and help with this.

Event Risk Assessment

See separate document.

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 either be:
 - Held as planned;
 - Reduced in scope, with divisions cancelled;
 - Reduced in length with certain boats excluded; or
 - Cancelled overall.
3. Strong winds can affect certain sections of the course and this may necessitate a change of racing order or a reduction in course length. These will be discussed with competitors, although the final decision will remain with the Chairman of the Organising Committee and the 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.
6. If ice is discovered on the canal the nearest marshal will communicate by radio with race control, who will suspend all movement of boats temporarily while reports are received from elsewhere on the course. At the judgement of race officials, especially those familiar with the Bridgewater Canal, racing may be reduced in scope (restricted to larger crew boats, for example) or the division may be cancelled, with all boats already on the course proceeding back to the club.
7. If lightning is seen, British Rowing's "30/30 rule" will be followed: rowing should stop when the flash-to-bang count is 30 seconds (or less), and should not resume until 30 minutes after the last lightning".

Crews and officials will be cleared from the course as quickly as possible, aiming to get everyone to safe shelter within 15 minutes.

Any variation from 30/30 rule must be agreed by Race Control.

Hazards

A map of the canal is towards the end of 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. For the most part the depth of the canal is such that all but the shortest competitors could stand up and touch the bottom.

Communications

The basic safety information about the course will be communicated to all single scullers and the steerers of larger boats at three safety briefings: **08:15**, **10:30** and **13:00**.

The full safety plan (this document) will be available on the club's website in advance of the date of the draw.

Marshals will be placed at intervals and provided with radios. All radios will use the same channel. Marshals receive a briefing on radio procedure, which is consistent with Section 2.3 of RowSafe.

In the event of an emergency, the nearest official will make an emergency call 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 and the majority of course marshals.

Medical provision

A St John's Ambulance first aid team will be on hand at the boathouse; the nearest accident emergency facilities are at Wythenshawe Hospital.

Emergency Action Plan and Procedures

Incident on the Water

Launches are not first responders during this event: the stretch of water is unique within the UK, being everywhere within throw-line reach of the canal towpath and sufficiently shallow to allow all but the smallest juniors to touch the bottom. One launch is stationed mid-way up the course. Its crew has a radio and the launch will attend an emergency on request of the marshal involved.

Marshals are positioned at 250m intervals, all with throw lines and will have received instruction on how to manage an incident, including working in pairs to enter the water safely if required.

Experience has shown over many years that competitors are usually able to row back to the boathouse after an incident. There is road access to points close to the canal – detailed below – and Race Control will be able to call upon the services of a list of club members who will drive to the appropriate road access point to collect any competitors who opt not to row back to the club.

Incident on Land

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

Emergency Procedure

If the emergency services are required, this procedure will be followed:

- The race marshal will contact the Club and request the service and specify the location. 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 as follows:

Location	Postcode	OS grid ref	W3W
Start (Atlantic Street)	WA14 9FY	SJ 758 889	serve.feeds.draw
Bowling green (Davenport Lane)	WA14 5FY	SJ 759 890	causes.panic.merit
Manchester Road Bridge (Halford's)	WA14 5HY	SJ 767 891	grows.normal.outer
The Narrows (Viaduct Road)	WA14 5DU	SJ 769 892	door.eggs.rush
Timperley Bridge (Park Rd)	WA14 5AG	SJ 775 897	axed.bravo.launch
500m mark (Air Cadets, Walton Road)	M33 4FR	SJ 778 903	water.woke.flash
TRC Boathouse (Raglan Road)	M33 4AW	SJ 782 909	length.pits.stem

Fire

In the event of a fire in the boat house or Scout hut the nearest marshal or race official will take charge temporary charge, handing over to the Race Safety Advisor, who is the designated fire marshal, when possible. Racing is to be suspended and crews brought off the water in a safe and efficient manner, coordinated among the umpires and marshals by radio.

All people inside the building will exit using the clearly marked emergency exits. The fire assembly point is the grassed football pitches opposite the scout hut car park.

Start and Finish

Safety briefing

There is a safety briefing before each division, at times set out in the Poster; announcements will be made on the PA as appropriate. All single scullers, and all those responsible for steering a crew boat (whether coxswain or rower) must attend these briefings.

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, and will not embark until under the control of the bank marshals.

Control Commission will check all boats and adhering to the Equipment Check procedures as outlined in British Rowing Rules of Racing.

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.

Tardiness in boating is the major cause of long waits at the start in Head races. The organising committee intends to concentrate on this aspect of the event, and reserves the right to take appropriate action if crews are deemed to be taking unnecessary time to get away from the landing stage.

Local safety regulations

Whilst every effort will be made to keep the canal clear of other traffic, in between racing there may well be canal boat traffic.

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 towpath, under the direction of the nearest marshal, and allow the craft to pass. Do not continue rowing.

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

Circulation pattern

There is no circulation pattern: all crews row up to the start (3.2Km or 1Km as appropriate), pull in to the side under marshal instruction, allow other boats to row past, and then take their turn make their run down the course.

Start

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

Race marshals will supervise turning and pulling in to the side. Crews must heed their instructions.

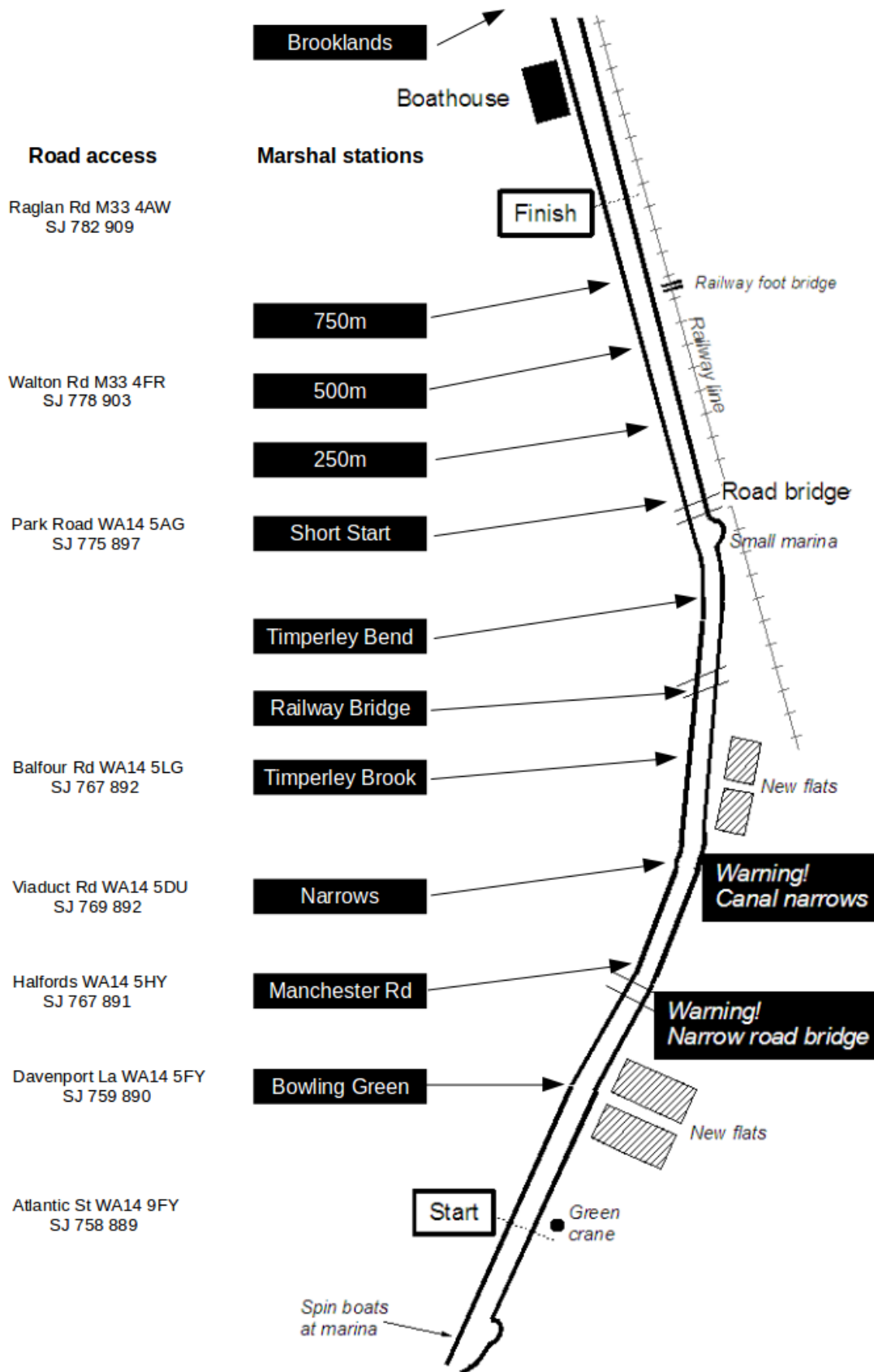
Crews must be adequately dressed to protect themselves against the weather particularly when proceeding to and waiting at the start. Please note that hoodies are not to be worn for rowing, whether rowing up or racing.

All competitors must familiarise themselves with the event rules. A briefing will be held for coxswains, scullers and steersmen prior to each division.

Boat inspection criteria

- 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.
- Heels of shoes to be able to rise no more than 70mm (3”), and comply with current equipment regulations in BR “Rules of Racing”.
- 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.
- All rowers and coxes will be suitably clad at the start for the prevailing weather.
- “Hoodies” are not approved as outer wear at any time on the water.
- 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.
- Coxes in front-loaders not to be too tight a fit. No automatic life jackets in front-loaders.
- All boats to have watertight buoyancy compartments or retro-fitted buoyancy bags. Plastic bottles are not acceptable as additional buoyancy.
- Rudder lines, steering shoes, coxes' handles and the rudders themselves to be securely attached and running smoothly.
- All competitors should be able to provide their British Rowing membership cards if requested by Head officials in accordance with Rules of Racing 2-3-3.

Map of the course



Modification history

Date	Version	Summary of changes	By
11/02/2019	2019-01	Swapped safety advisor and deputy safety advisor. Included more up-to-date map.	HL
20/02/2019	2019-02	Added extra road access points, and included grid references for them all.	HL
21/02/2019	2019-02	Added road access and marshalling positions to course map.	HL
19/01/2020	2020-01	Recast for 2020, incorporating items from BR's template.	JP
29/01/2020	2020-02	Slight edits	HL