



ROYAL CHESTER ROWING CLUB

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Long Distance Sculls

Sunday 20th March 2022

SAFETY PLAN

The priority at all times is SAFETY

This document should be read in conjunction with the Competitors instructions, standard Risk Assessment and COVID-19 Competition Risk Assessment and their 'actions to address risks'

1. RULES APPLYING TO THIS EVENT

1.1. The event is run under the British Rowing Rules of Racing and 'RowSafe' guidelines are used as the basis for this plan.

2. RESPONSIBILITY FOR THE PLAN

2.1 The Organising Committee has responsibility for the plan.

2.2 The control room will be located at Royal Chester Rowing Club (RCRC).

Chairman of the Race Committee: Graham Miller **07852 189600**

Club Captain: Chloe Sheward **07860 476492**

Race Secretary: Paul Johnston. **07734 880309**

Safety Advisor: Edward Press **07947 547520**

Welfare Officer: Karin Wolff **07986 775230**

The Organising Committee will review the risk and decide to proceed with the



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competition, cancel or revert to Alternative Arrangements the Friday before the Competition.

3. COMMUNICATIONS

3.1 Communications will be via the Umpires' radio net; priority will be given to safety messages at all times.

3.2 Radio users will be briefed on radio procedure and safety protocol in accordance with RowSafe section 2.3.

3.3 Public Telephones are available at RCRC (01244 322468) and The Groves.

3.4 The Plan will be shared with the Local Navigation Authority, CWAC and all interested parties that have use of the river.

3.5 Umpires will receive copies of the Safety Documentation in advance of the event.

3.6 Any incidents should be reported. The organisers must be informed and a BR Incident Report raised if applicable.

3.7 In the event of an incident during the Race, volunteers should maintain radio silence except for Umpires and Safety Boat Marshals.

3.8 The Navigation Authority will be informed and Safety Plans submitted, where possible other river users will be informed.

4. SAFETY BRIEFINGS

It is imperative that the event runs on schedule.

4.1 Safety briefings will be published online before the event for competitors, coxes and coaches to read.

4.2 The briefings will cover all essential aspects of the Safety Plan together with any alternative arrangements deemed necessary by the Organising Committee.

4.3 The Event Rowing Safety Advisor is Edward Press. He will be available throughout the event and can also be reached on the Umpires' radio net or mobile number 07947 547520.

4.4 All officials, particularly launch drivers, will be made aware of evacuation points.



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5. FIRST AID

5.1 Cover will be provided by the St. John Ambulance Service, stationed near RCRC and the groves.

5.2 First aid Kits and AEDs are available at all Dee rowing clubs.

5.3 Any casualties who require hospital treatment will be taken to the Countess of Chester Hospital, Liverpool Road, Chester, CH2 1UL. Telephone 01244 365000.

6. SAFETY BOATS & EQUIPMENT

6.1 Primary safety boat cover is provided by Chester Commercial Boat Services, supplying 3 large ribs with drivers, who will be accompanied by a fully briefed assistant.

6.2 Safety boats will have radio contact with the Umpires.

6.3 Safety boats will be on the water prior to boating, with particular attention to embarkation areas, and throughout the event until boats are removed from the water at the conclusion of racing.

6.4 First Aid kits, including space blankets, and throw lines and face coverings will be available in launches and at all rowing clubs on the Dee. AEDs are also available from all Dee rowing clubs.

6.5 All safety launch providers will comply with RowSafe section 4.7 and checked in advance.

6.6 All launches will comply with RowSafe section 7.4 and 5.2 i.e. all drivers shall be certified to RYA Power Boat level 2.

6.7 Throw lines and life jackets will be supplied to marshals and volunteers as appropriate.

6.8 Radios and megaphones will be provided by NWRRC and checked in advance.

6.9 Officials will be provided with high visibility clothing where applicable.

6.10 Clubs will be allocated marshalled trailer parking and boating stations with stages.

Landing Stages? This will be a big issue with the tide?

Perhaps put trailer management here, CWAC etc..



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7. ALTERNATIVE ARRANGEMENTS PLAN

7.1 If the conditions at the event are such that it cannot safely continue as planned, the Organising Committee may decide to abandon or suspend the event or make alternative arrangements

7.2 All participants are expected to respond as directed and comply with the Committee's decision, which will be communicated via the radio net and mobile telephone.

7.3 Criteria for such a decision:

- Adverse weather
- River level and flow
- Tidal conditions, to include tidal debris.
- Serious collision or incident, on or off water.
- Instruction from emergency services.

7.4 Race officials will ensure that all competitors are safely off the water and/or clear of the incident location.

7.5 The event will not resume unless the committee is satisfied that it is safe to do so.

7.6 The committee may amend the criteria for the event:

- Restrict participation to experienced rowers only.
- Restrict class of boat
- Amend length of course

7.7 Competitors may withdraw from the event if it is concluded for whatever reason that they cannot participate safely.

7.8 If a safety launch is inoperable for any reason, the Race Committee will review and re-allocate launch positions providing this can be done without compromising safety.

7.9 If communications equipment is not supplied as planned, the Race Committee will consider whether the event can continue by use of mobile telephones.

8. ADVERSE WEATHER AND RIVER CONDITIONS

8.1 The Race Committee will monitor conditions.

8.2 The Organising Committee will monitor weather conditions prior to the event and consider whether it is road conditions permit will allow safe travel conditions, particularly



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when towing trailers.

8.3 If there is heavy rainfall in the days leading up to the event, river levels will be closely monitored.

8.4 The Committee will monitor conditions and consider cancelling the event or prohibiting junior, novice or older crews from competing if safety is potentially compromised.

8.5 Competitors are advised to take note of weather conditions on the day of the event, which at this time of year may vary significantly, and dress appropriately.

8.6 The embarkation umpire reserves the right to prohibit boating if crews are not adequately prepared.

8.7 Competitors should have adequate hydration and skin protection (if necessary).

8.8 In windy conditions, the committee may suspend, cancel or suspend racing according to the severity of the weather.

8.9 The committee may amend race timings or move the event date if adverse weather combined with excessive stream or a high tide impacts on safety.

8.10 It is imperative that the first division runs on time due to the incoming tide. If the first division is delayed significantly behind the expected start time the organising committee and/or umpires may decide to cancel the first division. This is to ensure that all crews are off the water before the high tide breaches the weir so that crews are kept safe.

If the tide comes over the weir with crews on the water, competitors are to follow the instructions of marshals so that an evacuation of the river can happen as quickly as possible. Crews are to be advised in this case the finish circulation plan may be changed.

9. START AND FINISH

9.1 The Start Marshal is to ensure that all crews have passed upstream of the start at the Eccleston Ferry before the first boat of the Division is started.

9.2 Bank Marshals will carry throw lines.

9.3 The Finish Marshal 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 allocated stage.

9.4 The Finish Marshal may instruct crews (by number) to turn before the suspension bridge to improve safety.



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9.5 Crews not boating from The Groves must return upriver to Grosvenor, RCRC, King's School or Queen's Park on the city side of the river.

9.6 Crews crossing to the Queen's Park bank should not do so until they have passed the Grosvenor stage.

9.7 All crews need to be aware of crews finishing the race still moving downstream and obey instructions from race officials in order to avoid collisions.

9.8 A time penalty will be imposed on any crews failing to comply with instructions from Marshals on the way upriver or failing to observe the circulation plan at the finish.

10. CREW SAFETY

10.1 All crews are required to comply with RowSafe.

10.2 It is the responsibility of each crew to check boats are fit for racing. Checks to include:

- Secure hatch covers
- Bow balls firmly attached
- Heel restraints separately attached to each shoe with cord, maximum 70mm movement
- Backstays fitted to bow riggers on doubles and quads
- Blades painted in club colours

10.3 Crews will be asked whether they have checked their boats and may be subject to inspection prior to embarkation.

10.4 Boats which, in the opinion of the embarkation umpire are unsafe, will not be allowed to race without remedial action.

10.5 Crews are required to wear appropriate kit and have long hair tied up.

10.6 Landing stage assistants will be available to assist crew on and off the water.

10.7 Crews will not be permitted to practise between divisions.

10.8 All crews should self-assess if they have sufficient strength and experience to row a 5km race on a tidal river.

10.9 Coronavirus guidelines and processes have been applied to this year's event to keep competitors, spectators, and volunteers safe at all times. Details of all the processes applied to this year's event can be found in the "competitors' instructions" document and the COVID-19 specific risk assessment.



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11. LOCAL NAVIGATION RULES

11.1 Crews should be aware that the river remains open to other users, who are not necessarily aware of the event or the rules of the river.

11.2 Normal navigation rules are suspended during racing; commercial boats such as the Lady Diana will use the city side of the river throughout the day and carry a marshal in radio contact with race officials to warn or direct as necessary. They will also be escorted along the course by a launch to pilot ahead of the cruiser to warn racing crews of potential collision.

11.3 Steersman, coxes and sculler should take particular care and remain vigilant.

11.4 Competitors should remain on The Meadows side of the river when proceeding to the start. (The river is wide enough to facilitate overtaking if necessary).

11.5 The weir beyond the finish and suspension bridge is clearly signed and marked; crews must not approach this area.

11.6 Following the hightide near midday, competitors in the PM division should be extra aware of any debris in the water.



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APPENDIX "A" - EMERGENCY ACTION PLANS

1. The Organising Committee has responsibility for co-ordination of the emergency plan, a hard copy of which will be available at the control room at RCRC.
2. The committee may postpone or stop the event if deemed necessary.
3. Competitors should familiarise themselves with the course and circulation plans, by reading the competitors instructions.
4. St John's Ambulance will be on standby near RCRC and the Groves to provide first aid or advice as appropriate.
5. Safety launches will be deployed in the marshalling areas at either end of the course as per section 6 and as shown on the course map. Drivers will be accredited and brief crew members.

Position as follows:

L13 - boat marshalling area

L12 - start line to A55 road bridge

L10 - start line to Heron Bridge

L9 - Heron Bridge to "Red House" restaurant

L6 - Red House to finish.

ALL SAFETY MATTERS HAVE PRIORITY IN THE USE OF THESE LAUNCHES

Accidents on the Water

6. In the event of collision, capsize, sinking or other water based incident, the nearest race official is to inform race control and direct the nearest safety launch to the site of the incident.

Race Control will coordinate the response.

The following information should be relayed:

- a) Location
- b) Type of boat
- c) Nature of incident
- d) Casualty assessment.

7. If necessary, 999 will be dialled for an ambulance to meet the safety boat.

The principal vehicular access points close to the river are:

- *The RCRC landing stage and The Groves (CH1 1SD) SJ 411 611*



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- Queen's Park (CH4 7AE)
- Sandy Lane (CH3 5UL) SJ 420 660
- A55 Expressway bridge and Eccleston Ferry (CH4 9JE). SJ 414 621

8. First Aid arrangements as per section 5.

Land Based Accidents or Incidents

9. In case of fire, gas leak or other land-based incident at RCRC, the RCRC Safety Plan will be initiated, a copy of which will be readily available. The Safety Plan States:

In the event of the Clubhouse being evacuated due to fire or other major incident, all members and visitors will make their way to the assembly point on Grosvenor Park Terrace.

- *A sweep system will be adopted to ensure the building is clear.*
- *Club members will ensure the access road is clear for stretcher and emergency equipment access.*
- *Crews on the water will muster near Grosvenor RC and await clearance before proceeding to disembark at the landing stage.*

In case of fire, gas leak or other land-based incident at one of the other the Dee host rowing clubs then the applicable Safety Plan should be initiated.

Competition review

Following the Competition, the Organising Committee will review the Umpires report and feedback from all concerned.

Document Control

	Name	Title	Signature	Date
Author	E Press	RCRC Safety Advisor		2/2/22
Review	G Miller	Chairman Race Committee		7/2/22
Authoriser	C Davies	NWRRC Safety		