



# QUINTIN HEAD 2020

## SAFETY PLAN

### Safety launches

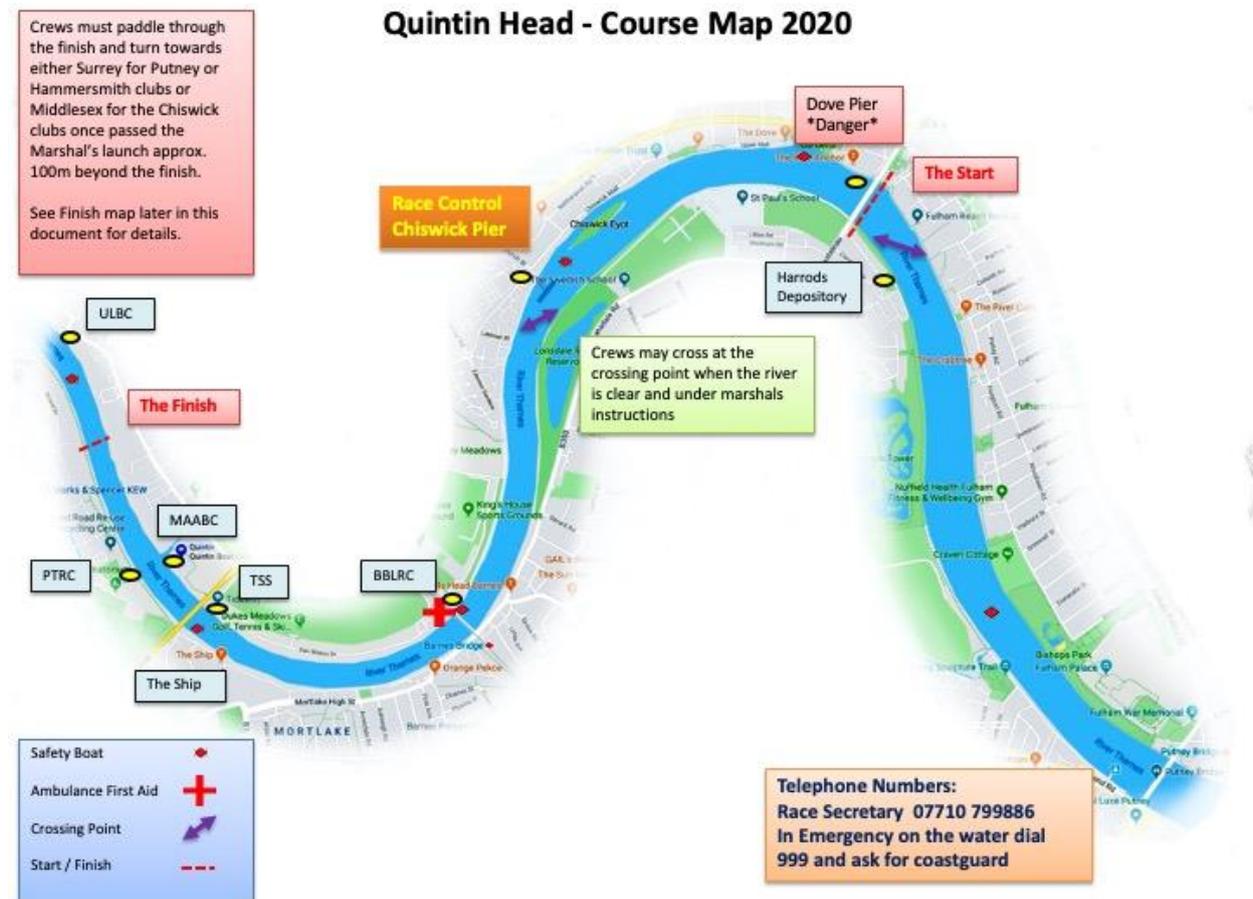
Six rescue craft will be positioned at strategic points along the course with the sole role of providing rescue and first aid for the competitors and for support personnel on the river. (Six rescue craft have been arranged, to guard against any problems on the day.) All rescue craft will have at least two crew members, with at least one of those trained in First Aid. The craft will initially position themselves in accordance with the accompanying map and will be in position no later than 30 minutes before the start. The final positions will be decided on the day and will depend on the weather and the state of the river. The safety launches will remain in position until the last crew has returned to its boating location.

In addition to the rescue craft all race officials' launches will be able to offer some assistance to competitors in an emergency. All launches will carry loud hailers and radios.

The launches will be coordinated by the chief umpire through the radio network. The radios will be used by the monitors and other officials to attract the attention of the rescue craft if needed.

All craft personnel will be briefed before the race. Briefing safety packs will be carried on each craft.

In the event of a medical emergency, competitors rescued by safety launches will be unloaded either at Barnes Bridge Ladies Rowing Club (where an ambulance will be stationed) or at the RNLI base at Chiswick Pier. In the event of a more general emergency, rescued competitors will be unloaded at either of these places, at Quintin Boat Club or at St Paul's School boathouse.



## **Ambulance**

A fully equipped ambulance will be stationed at Barnes Bridge Ladies Rowing Club. This location has a suitable landing area to facilitate the landing or transfer of casualties to the ambulance.

## **Race communication**

Radio coverage will include marshals, start/finish officials and the rescue craft. The coverage will be coordinated by race control at Chiswick Pier House. Separate radio channels will be used for safety and marshalling. Mobile telephones will be used as a back up. Everyone with a radio will be given a list of the relevant mobile numbers.

## **Emergency services**

The PLA, Police, and RNLI (Chiswick Station) will all be informed of the race.

## **Before the race**

The TRRC Weather Tool (Appendix A) will be used to ensure conditions are suitable for the event to take place as planned. The chief umpire will be responsible for reviewing the conditions periodically leading up to the race and may if necessary alter the final categories, crew numbers or may cancel the race if the conditions are likely to force abandonment on the day or affect the safety of crews either marshalling or racing.

Approximately 45 minutes before the start of the race the chief umpire may travel the course to check river, weather conditions or unusual obstructions. In the event of serious problems he will decide whether to delay the start, shorten the course or cancel the race.

During the course review the chief umpire will issue final instructions and directions to the rescue launches and crew.

Accepted national practice is that rowers do not wear lifejacket/buoyancy aids unless the need is specifically identified by individual club safety advisors. This practice is in line with BR 'Row Safe' published guidance. Individual crew members will have satisfied club membership requirement regarding swimming ability. Coxes are required to wear a life jacket/buoyancy aid; this will be reviewed by control commission. As regards immersion of officials – all will be wearing lifejackets/buoyancy aids. Alarm will be raised by other member of crew (e.g. driver). Line of sight coverage by race officials will be maintained along whole course by safety vessels.

## **ABANDONMENT PROTOCOL**

There are three distinct times that the race committee will abandon the race:

### **1) Race abandoned before race day:**

All crews will be advised by e-mail (as provided on race entry) and the race website will be clearly updated, Twitter feed also updated.

### **2) Race abandoned on race day, before race start:**

Competitors may be advised not to go afloat as weather conditions have deteriorated faster than predicted in the run up to the race, or indeed, are not clearing up as fast as predicted. Competitors will be advised by marshals who will be sent to each boating location (either on foot or by launch). Their instructions MUST be complied with. If some competitors are already afloat when the decision is taken to abandon the race, then no further boating will

be permitted, and marshals will advise all competitors already afloat to return either to their home boating location, or the nearest safe location in the advent of very serious weather. Marshals and possibly safety boats will patrol the course and inform and assist as appropriate. The PLA / RNLI / Regional Safety Advisor will be consulted in the decision making process.

### **3) Race abandoned after race start:**

#### **a) Weather factors:**

This is an extremely unlikely occurrence, as the race committee will have been monitoring the weather and would have most likely abandoned the race earlier if weather indicators and forecasts were adverse.

#### **b) Non weather factors:**

There are other non-weather related situations that could lead to a race abandonment, such as a catastrophic incident, or a failure in our safety cover for example. Depending upon the cause of the race abandonment, competitors will be advised what to do by local marshals and umpires. The general rule will be to stop racing when advised, and then proceed to an appropriate location as directed. The rule to remember is: do what you are told by the race marshals. The race staff will have the bigger picture of what is happening. The situation around you may be absolutely fine, but just around the bend, a pleasure boat may have broken its moorings and crashed into racing boats for instance. Alternatively, 2 of our safety boats may have become disabled or are required to deal with a major medical emergency and it therefore becomes unsafe to continue with such a reduced level of safety cover.

### **Abandonment after the start of the race**

Each race official's first responsibility is to the safety of the crews in their part of the course. After the start of the race if a serious incident leads a race official to consider that any further crews entering his part of the course cannot safely continue racing, the official will immediately radio the chief umpire. If the chief umpire decides that the race should be stopped he will radio all officials and the starter with the message: "ALL STATIONS, ALL STATIONS. STOP THE RACE. I REPEAT. STOP THE RACE".

Race officials and the starter will then immediately stop the race in their respective parts of the course using the command "STOP RACING", reinforced by the use of air horns/sirens and red flags.

All crews must then follow the instructions of officials to return to their respective boating locations if this is possible. Where this is not possible crews will be directed to the nearest evacuation point.

Safety boats will remain on station whilst the course evacuation takes place. They will return to race control at Chiswick Pier House once the entire course is clear.

NB: A collision between two racing crews will not necessarily be a reason for stopping the race.

# Appendix A

## Weather and Stream Parameters

The following guidelines will be used to determine that a fixture takes place.

	3	2	1	0
Wind Speed	Force 5	Force 3-4	Force 1-2	Force 0
Wind Direction		NW	SW	
PLA Flag Status(1)	Red	Yellow		Green
Precipitation(2)	Take Action	Be Prepared	Be aware	None
Air Temperature		<4C		>8C
Visibility(3)	< 200m	reduced		Good

1 PLA Flag Status <http://www.pla.co.uk/>

2 Precipitation <http://www.metoffice.gov.uk/public/weather/warnings>

3 Visibility <http://www.metoffice.gov.uk/guide/weather/severe-weather-advice/fog>

Any parameter that meets the column 3 criteria would mean the event is cancelled.

Other columns show the perceived risk level to the event, severity increasing by column number. Any combination of factors may mean restrictions are put on the event escalating to cancellation if necessary.

### Wind Speed

If the wind is forecast to be Force 5 and gusting above this, special concern should be given to conditions on the water, with the strong possibility of cancellation. Below force 5 the wind speed needs to be looked at in combination with wind direction air temperature and rainfall.

### Wind Direction

Wind against tide at various parts of the fixture course will need to be monitored and the effect on water conditions.

### PLA Flag system

This should be monitored before the fixture for any trends. If the fixture is to be run on a flood tide this does not apply. The PLA would not expect a fixture to run on an ebb tide and a Red Flag.

### Rain fall

Coaches need to consider the air temperature and wind speed along with rainfall as to whether athletes should be expected to be on the water for some time and the risk of exposure.

### Air Temperature

This needs to be considered along with wind speed (wind chill) and rainfall as above. Below an air temperature of 4C wind chill should be considered along with the possibility of exposure.

### Fog (Visibility)

Dense fog is defined as visibility less than 200m. It is probable a fixture would be postponed until visibility improved to something much greater than 200m.