



QUINTIN HEAD 2022

SAFETY PLAN

Safety launches

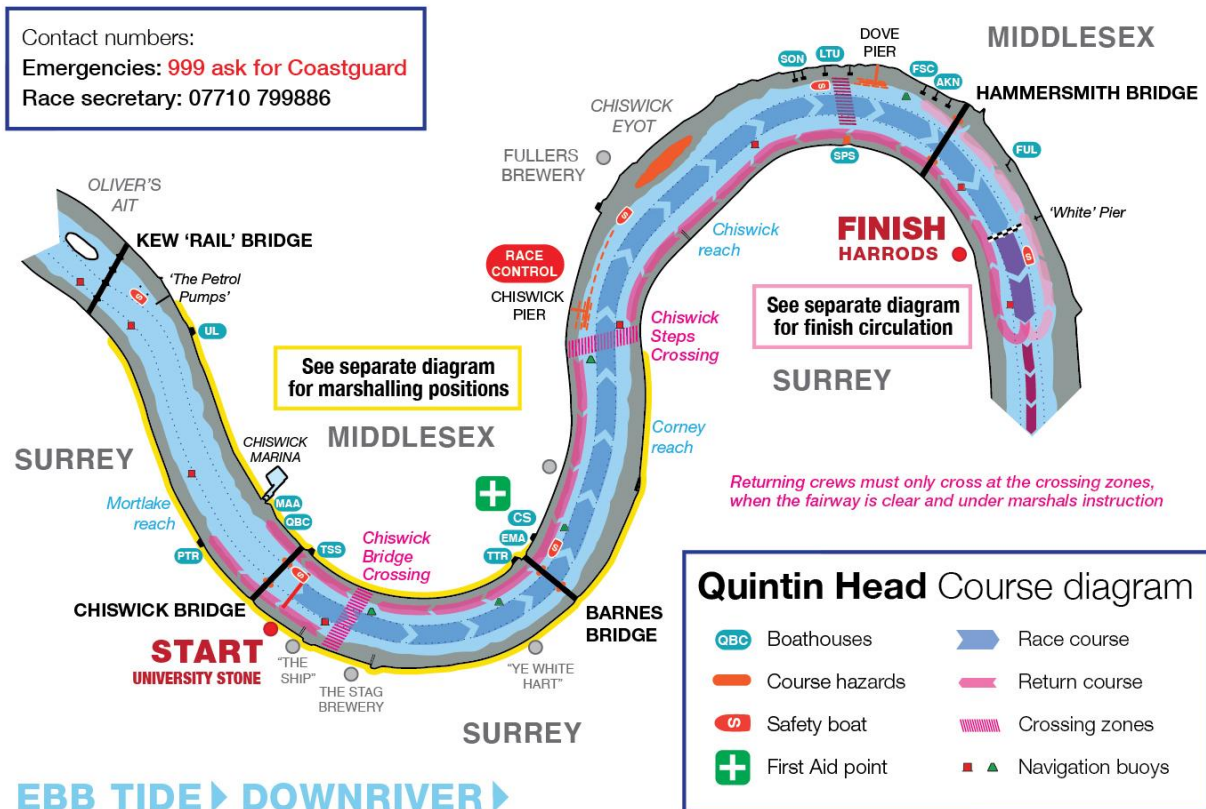
Six rescue craft will be positioned at strategic points along the course with the sole role of providing rescue and first aid for the competitors and for support personnel on the river. All rescue craft will have at least two crew members, with at least one of those trained in First Aid. The craft will 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 safety adviser 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 effect 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.

After the course review the chief umpire may 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 checked 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 Chief Umpire /safety adviser may 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:

Non weather factors:

There are 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 officials will have the bigger picture of what is happening. The situation around you may be absolutely fine, but just around the bend, conditions may be very different or a serious incident may have occurred.

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/her 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. RACE ABANDONED, RACE ABANDONED, RACE ABANDONED"**.

From this time strict radio silence must be maintained unless a response is requested by the Chief Marshal or a request requiring an immediate safety response is required.

The Chief Marshal is in absolute control in the event of abandonment.

Race officials and the starter will then immediately stop the race in their respective parts of the course using the command "STOP RACING", reinforced using 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.

ALL CREWS WILL BE HELD UNTIL INSTRUCTED OTHERWISE BY CHIEF MARSHAL. If there is an immediate safety concern the Marshal/Umpire in the vicinity will contact the Chief Marshal and seek assistance.

Once the cause of abandonment has been ascertained the evacuation process as follows will be implemented, subject to:

- If one or more Divisions is at greater risk than others due to, for example, an obstruction, weather conditions or other difficulty, those Division(s) will be dispersed first, using the same general approach as set out below if safe to do so.
- If there is an obstruction downstream of the marshalling area, requiring a detour past it, the Chief Marshal will relocate enough marshals/umpires to direct any previously racing or returning crews before ordering the dispersal.
- The Chief Marshal may, as an alternative, order a suspension of racing, but this should not normally last more than 10 minutes before abandonment is re-declared or normal marshalling/racing resumes.
- Given the possibility of injury and a need to land crews quickly, the areas around the Barnes and Chiswick clubs to be kept as clear as possible.
- In the event of a radio base-station or relay failure (due to a power cut), handsets will still work on battery power. In this case, the Chief Marshal will pass instructions to the lead marshal for each division for cascading down.

Crews at the lower sections of the marshalling area/river will be dispersed first.

1. Marshalling area below Barnes Bridge

Crews for Hammersmith and below turn and paddle down.

Crews for Barnes and Chiswick area held in position.

2. Marshalling area between Barnes Bridge and Chiswick Bridge.

Crews for Hammersmith and below turn and paddle down.

Crews for Barnes then turned and paddle down.

Crews for Chiswick area held in position.

3. Marshalling area above Chiswick Bridge.

Crews for Hammersmith and below turn and paddle down.

Crews for Barnes then turned and paddle down.

Crews for UL on Surrey held until all crews going down river have gone then they can cross and return to UL.

Crews for Team Keane as for UL above.

Other crews for Chiswick area held in position.

When turning and crossing above Chiswick Bridge in (3) has stopped, Surrey crews below Chiswick Bridge will be instructed to cross en bloc to Middlesex so they can proceed to Chiswick boating areas, except for crews returning to PTRC: these crews will return to PTRC on Surrey. Once crews are across, turning above Chiswick Bridge for crews needing to return to Chiswick boating areas can be resumed.

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.