JUNIOR HEAD (North)

COMPETITION SAFETY PLAN

The priority always is SAFETY.

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Document Control

Version	Notes
Jan 2023	Initial Junior Head (North) Safety Plan created from last Runcorn Head Safety Plan that had been shared with North West Rowing Safety Adviser and Canal & River Trust
Dec 2023	Updated for Jan 2024 competition
Nov 2024	Updated for Jan 2025 competition
Nov 2025	Updated for Jan 2026 competition
Jan 2026	Updated for alignment with recent changes to Runcorn Head Safety Plan (incl. Appendix 13 and updates to contact details). Updates to make reference this is a 'competition' (not an event) in line with BR definitions.
Nov 2026	Updated for Jan 2027 competition

1. Defining the Competition

This Race Safety Plan identifies the risks involved in the Junior Head (North) Race and outlines the procedures to be adopted by the organisers and competitors to limit those risks.

The competition is a Head Race (or time trial) for racing boats with sliding seats over two divisions,

- Division 1 – start time 10:30am - starting at 'Pickerings lock' - course length ~ 6000m.
- Division 2 – start time 14:00am - starting at 'the concrete flats at Black Hut Bend' (aka "Devil's Garden") – course length ~ 3650m.

Boats will start at short intervals approximately 10-15 seconds apart. The boat with the fastest time in each class is the winner.

It is the entrant's responsibility to inform the organising committee of anything that may affect safeguarding, or their ability to compete safely. The Race Committee reserves the right to refuse entry if in their opinion, safety is unacceptably compromised

Competitors, coaches, and spectators are specifically reminded that persons using the river or tow path do so at their own risk and are solely responsible for their own safety.

This competition will be run according to the British Rowing Rules of Racing and British Rowing Row Safe guidance. These are available on the British Rowing Website at:
https://www.britishrowing.org/events/entering-competitions/rules-of-racing/ and
https://www.britishrowing.org/knowledge/safety/rowsafe/

All competitors must make themselves aware of, and abide by, the British Rowing Rules and the Local Rules issued by North West Rowing.

The competition is open to Junior rowers in the larger boats they can use (coxed eights, coxed octuples, coxed fours, coxed quads, quads and fours). All Junior rowers are assessed by their coaches to be competent (skill and fitness) to race the course.

Canal and River Trust are the navigation authority for the Weaver Navigation Canal. All boats are required to be registered with C&RT.

2. Club and Competitor Responsibilities

a) **Equipment.** All clubs must ensure that the equipment used by their club is safe and satisfies British Rowing `Row Safe' guidance and the Rules of Racing. The Race Committee reserve the right to refuse the use of unsafe equipment.

b) **Course Plan.** All competitors must familiarise themselves with the course plan included with this safety document. The local hazards and river rules must be always observed. A full plan of the river is on display in the boathouse.

c) **Lifejackets.** All coxswains must wear a lifejacket or buoyancy aid when afloat.
Auto inflate life jackets or buoyancy aids must not be worn in 'bow-loader' boats (i.e.. sitting in the bows of a boat with their legs enclosed in the hull).

d) **Clothing.** This is a medium distance rowing competition held in early Autumn and Crews and Marshalls must be properly dressed to protect them from the weather, particularly during marshalling periods.

e) **Ability to swim**. Clubs must ensure that its rowing competitors are able to swim at least 50 metres clothed.

f) **Capsize.** Clubs should ensure that their members are trained in capsize drill and that they must climb onto their boat (get out of the water as much as possible) in the event of capsize while waiting for assistance from safety launches. Only if able to do so and where the riverbanks are not steep, should crews attempt to reach the riverbank using the hull of the boat for buoyancy.

g) **Fitness for competition.** It is the responsibility of the Captain, Coach or person making the entries to ensure that the competitors are competent, including those with current and existing health conditions, and can complete the course without putting themselves at risk. **Note:** This competition has limited road-evacuation access points in emergency situations but will use safety launches to evacuate casualties. The Race Committee reserve the right to refuse to allow any competitor to race, if they feel that the competitor is not competent to complete the course safely.

h) **Communication.** A representative of racing crews must make the officials aware of any communication problems that may occur during the event. This might be a foreign language issue, or it may take the form of a physical or mental disability, or a temporary current, or a pre-existing health condition.

i) **Access.** Ensure that all roadways and access routes to the RRC boathouse are always kept clear.

j) **Report all accidents and 'near misses'** to the Water Safety Office at Race Control who will report all incidents to British Rowing at British Rowing Incident Reporting

k) **Display Valid Boat identification numbers** in accordance with C&RT licensing.

l) **Follow Canal and River Trust CLEAN-DRY-CHECK procedures** to help the control of invasive species in our waterways (see Appendix 6)

m) **Be aware of Welfare Plan and Safeguarding Protocols** – see Appendix 1

n) **Pre or Existing Health Conditions**. Clubs should advise the Organising Committee of any athlete with medical conditions that could put themselves and others at risk.

3. Rules applying to the Competition

a) The competition is a head race run under British Rowing Rules of Racing and the associated British Rowing `rowSafe' code, timed over 6000 m (division 1) and 3650m (division 2) between start point (see section 1 of this plan) and the Finish Line 200m upstream of Sutton Bridge.

b) Entries are for large stable boats (4 to 9 seats) only, (See Competition poster for all available race categories).

c) There will be two races, one starting at 10:30am (Morning Division), and the other at 14:00pm (Afternoon Division).

d) Boats will be grouped into classes, based on size of boat, age, experience etc. and started at short intervals in single file.

e) All crews must carry their number plainly visible on the back of the bowman.

f) Crews should boat in good time, to be ready at the start for their race.
Note: The finish line is some 1500m upstream from the boating area making the distance to the start just over 7500m (Div 1) and 5000m (Div2).

g) Some competitors may have a long wait at the start and must be dressed appropriately for the weather. Please spend a moment to read the following British Rowing Guidance ("Not Getting Cold at Heads"): https://www.britishrowing.org/wp-content/uploads/2016/11/Safety-Alert-Not-getting-cold-at-heads.pdf?5da348&85af17

h) Crews must obey the directions of the start marshals and umpires. Crews not obeying rules as laid down by the race committee, the umpires or marshals may be given a time penalty or disqualified.

i) Muster locations at the start will be clearly briefed at the coxes briefing

j) Competitors must be UK residents who are resident in this country for more than six months in a year (This is a condition of British Rowing Insurance).

5. Rules of Navigation - IMPORTANT

IMPORTANT:

- **Crews shall proceed upstream to the start on the starboard side of the river (the cox's right, or scullers left),**
- **and race downstream on the starboard side (the cox's right, or scullers left) except when overtaking a slower crew. NORMAL COLLISION AVOIDANCE REGULATIONS WILL APPLY.**
- **Especially when racing, DO NOT UNDER ANY CIRCUMSTANCES steer though a line of red buoys within 700 metres of the Finish. The buoys are guarding Frodsham Sluices, and you would probably be killed.**
- **NORMAL marine and river 'COLLISION AVOIDANCE REGULATIONS' WILL APPLY.**

a) At the Finish, crews must proceed past the finish line under guidance from the Race Marshalls, proceed downstream through the narrows on return to the landing stage.

b) Returning at the landing stage, crews must disembark and remove their equipment expediently to allow a safe area for following crews.

6. Weather Conditions

a) The course in some locations is subject to the effects of wind.

b) All weather conditions on the day will be assessed by the Race Committee Chair, in consultation with the Water Safety Adviser, and will determine appropriate action:

- To run the competition in full.
- To cancel the whole competition or a Division,
- To shorten a course
- To tolerate additional warm clothing in preference to normal club race attire.

c) Should any cancellations be made,

- competitors will be notified as soon as practicable.
- further race numbers of crews affected will not be issued,
- weather conditions on the day will be assessed by the Race Committee, in consultation
- Stage Marshals will prevent embarkation.

7. Communications

a) **Mobile Radios** Radio communication will be between Race Control, Race Umpires, Starter, Start Marshals, Stage Marshals, and the Finish Marshal who will be assigned a specific call sign. Where necessary, radios may be supplemented using mobile phones.

b) In the event of an emergency the nearest official will call 'Pan, Pan' and all other stations will observe radio silence.

c) In the event of an emergency, the nearest official will call 'Pan, Pan', or if there is a high probability of a fatal incident then call `Mayday, Mayday'

d) and then call for assistance, e.g. from the nearest safety launch.

e) All other stations must then observe radio silence until the person in charge of the incident (Umpire or Safety Launch Driver) declares that the incident has ended.

f) **Loudhailers / Megaphones** These will be in use by race officials and safety launches as required.

g) **Telephones.** "Control" will summon Emergency Services if required.

h) **Emergency Telephone Numbers.** A list is included at the end of this document. A copy is also held with "Control (RRC)" and "Control (Racing)"

i) Detailed summary for radio communication: Appendix 2 applies.

8. Medical and First Aid

a) A **Water Safety Adviser (WSA)** has been appointed for the competition.

b) Any **Safety Incident** occurring during the competition must be reported immediately to the WSA.

(Full details of the incident will be recorded and reviewed by the organising committee following the competition and reported to British Rowing at British Rowing Incident Reporting)

c) Any crew member that takes medication (e.g., inhaler) must take this with them in the boat should they need it during the division.

d) **First Aid** cover will be provided by First-Aiders who will be situated at the start, at the finish and at the club house.

e) There is a permanent AED at the RRC Clubhouse, should it be needed at the club or landing stage; refer to procedures at **section 7 above - Communications**.

f) **Accidents and Emergencies** will be taken to Warrington General Hospital, Lovely Lane, Warrington**,** WA5 1QG

9. Emergency Response Plan

All life-threatening incidents must be announced “MAYDAY MAYDAY MAYDAY” and then the incident description.

This is a call to action and radio silence for those not directly involved.

“Control (Racing)” will coordinate the rescue and stop the race.

a) **Accidents on the water.** In the event of a competitor being injured, capsizing, or becoming ill whilst rowing, the quickest means of rescue and access to the emergency services will be achieved by safety launch. There will be six launches positioned along the course, and one in reserve at the landing stage. The Emergency Extraction Points are at the landing stage, which will be cleared by the Stage Marshals, and at the finish line by Sutton Bridge.

b) **Emergencies.** In an emergency, the safety launches will have priority over all other traffic.

In the event of an athlete being incapacitated while on the water and needing CPR and shock treatment from an AED. The first responder shall call 999 for the ambulance service. The athlete should be promptly moved to the nearest surface, such as the river bank and deep CPR applied promptly. A mobilised AED should attend the incident as safely and quickly as possible, following the AED and Ambulance Service guidelines.

Race Control will confirm the responder has called 999 and receiving guidance via the radio. Then coordinate the extraction with the ambulance service.

Once recovered the casualty should be kept warm and taken to the Emergency Extraction Point, ideally in the recovery position.

The casualty should be made comfortable while waiting for an ambulance.

A victims chance of survival reduces by 7-10% for every minute the AED is delayed. If it’s not time to ground the casualty without placing their chances of recovery and life at risk. CPR and Shock Recovery should be applied in the boat as a last resort.

c) **Evacuation Procedure.** In the event of the boathouse area being evacuated due to fire or other major incident, all competitors, spectators, and members will make way to the Assembly Point under the direction of Club members. The Safety Advisor or Senior Committee Member will give clearance once it is safe to do so. NW Rowing members will ensure the access road is clear for emergency vehicles and guide them to the site. Crews on the water will proceed downstream to the clubhouse to disembark at the landing stage unless instructed to do otherwise.

d) **Accidents on land.** Most competitors and supporters congregate around the landing stage and clubhouse area. This area will be monitored by the Stage Marshals. Any further help can be summoned via Race Control. Spectators can view the race entirely from the Runcorn Bank, but Race Officials or the Organising Committee will not be able to aid during racing (Section 1, Para 2 refers).

e) **Accidents in the Start Marshalling Area.** In the event of an incident all recovery is to be made using safety launches.

10. Safety Launches

a) There will be launches at the start, the finish, and spread out down the course, so there should be a safety launch within range to support any incident or any participant who is indicating they are unwell. (There will also be umpires or race monitors on the bank, so that the whole course will be under observation by race officials.)

b) All launches, umpires, race monitors and marshalls will be in radio contact with each other. This includes the Coordinating Umpire (“Control (Racing)”), “Control (RRC)”, “Safety”, “Race Chair”.

c) The launch drivers will hold a minimum of 'RYA National Powerboat Certificate Level 2' and will be accompanied by a crew member. All safety launch crew members and any passengers will wear Lifejackets or Buoyancy Aids.

d) All launches will carry a complete rescue kit in accordance with British Rowing `Row Safe’ guidance. That includes a radio, first aid kit, throw or grab line, sufficient thermal ponchos/blankets for the launch’s passenger capacity, sufficient lifejackets, spare length of rope, bailer, paddle, boathook, loudhailer and a boarding ladder to help rowers in the water climb into the launch. All safety boats should have at least one crew member who holds a first aid certificate or who can administer CPR.

e) Launch drivers shall ensure that competitors are not put at risk by their actions. In the event of an emergency on the river, launches have right of way over all other traffic, including the race in progress. If a race is in progress, competitors shall be warned using an audible sound (using a loudhailer) to give competitors a chance to provide a clear passage to the safety launch.

f) Launches should be prepared and alert, with engines running during the competition. This is to facilitate a quick rescue, for example in the event of a capsize.

g) The Finish Marshal's launch will carry a First Aider whose main priority is to inspect crews that are finishing the race for any health issues that need immediate attention.

h) All safety launches will carry out the following duties:

- Patrol the river prior to racing, to clear debris and look out for unforeseen hazards.
- Warn officials and crews of any dangers that arise before or during the race.
- Carry out a rescue, in the case of competitors getting into difficulty.

11. Racing Boat Safety checks

a) The crews have the responsibility for checking that their own boats and oars/sculls are safe (Rule 7.2.8.a).

b) Under Rule 7.2.8b., Control Commission staff (the Chief of CC being a BR Umpire) will spotcheck racing boats, looking mainly at:

- bow balls,
- canvasses,
- buoyancy compartments
- heel restraints
- rudder lines
- provision of back stays on the bow position of quads(4x) and doubles (2x), and on bow and 2 positions of pairs (2+ or 2-) and fours (4- and 4+) .
- general fixings (have rigger-securing bolts and top nuts been tightened?)
- coxes' Life Jackets or buoyancy aids,
- the adequacy of warm and or waterproof clothing for crew members, •
- but also the strapping and seats in Adaptive boats (if any entered) .

c) Stage Marshals will be on duty to control the embarkation and landing of competitors boats. They may also carry out a safety spot check (as in 11b above) and report any findings to the Control Commission officials.

d) Some Local Rules – published on the competition web site – may also have rules relating to points of safety – these should be included in the safety checks.

12. Stage Marshals, Race Monitors

a) Stage Marshals will be on duty to control the embarkation and landing of competitors boats.

b) Stage marshals will also carry out a safety inspection of the equipment of embarking crews on a spot check basis (see Rule 7.2.8.b), and will ensure that all coxes are wearing lifejackets or buoyancy aids and their straps are correctly adjusted.

c) Race Monitors or umpires will be positioned along the course to provide to monitor for safe and fair racing, and engage emergency response action where appropriate.

d) There will be a VHF radios available to race officials at each position on the course.

e) Prior to racing the umpires and race monitors will assess the condition of the course and advise the Coordinating Umpire of any unsuitable racing conditions.

f) During the race, any deterioration in the weather or worsening of stream conditions, will also be reported to the Coordinating Umpire and Race Committee Chair in line with Rules of Racing 7.1.1.

JUNIOR HEAD (North)

Emergency Telephone Numbers

Chair of Organising Committee (Kayte Parlevliet)	07703 828309
Competition Safety Advisor (Paul Jackson) Chair of Race Committee (Fran Heald) Medical Officer (Helen Gillies)	contact via radio to "Control", "safety", "Race Chair", "Medical" or contacted via the 'sea cadet container' and door marked "Control (RRC)"
Welfare Advisor (Val Edwards)	07746 739562 (also contactable via radios – but no detail discussed on radio) or where not reported on the day via email NWRRC.HonSecretary@gmail.com

(All the above will have radio contact with race marshals and officials)

EMERGENCY SERVICES	
FIRE AMBULANCE POLICE	999 or 112
OTHER USEFUL NUMBERS	
Police - Non-emergency	101 or 01244 350000
A&E Hospital: Warrington General Hospital (WGH)Lovely Lane, Warrington	01925 635911
NHS	111
United Utilities (water supply)	0345 672 3723
Scottish Power (electricity supply)	0800 001 5400
(overhead cables)	105
Ineos/Inovyn (Rocksavage chemical works)	01928 561111 / 01928 514444
Environmental Agency (river pollution)	0800 80 70 60 (24hr)
Canal and River Trust (emergencies)	0800 47 999 47
(central help desk)	0303 040 4040
(NW customer support office)	0161 528 0639
(Weaver lock-keepers)	01606 636199 (option 4 for Dutton)
Canal and River Trust - Floodline https://canalrivertrust.org.uk/enjoy-the-waterways/boating/go-boating/planning-your-boat-trip/water-level-and-strong-stream-warnings	

Appendix 1 - Welfare Plan.

This Welfare Plan is based on British Rowing's 'Safeguarding and Protecting Children' Guidance Document WG3.4 'Guidance for Rowing Competitions'. It is available, with a library of other 'safeguarding' guidance documents on www.britishrowing.org/about-us/safeguarding

With the race also being on Canal & River Trust water the following should also be read and understood: **Canal and River Trusts safeguarding policy.**
https://canalrivertrust.org.uk/media/original/43701-safeguarding-policy-april-2021.pdf?v=989010

- The Organising Committee of this Head believe the welfare and well-being of all children is paramount.
- All children, regardless of age, gender, race, beliefs, sexual orientation, socio-economic background, ethnicity, religion, or ability, have equal rights to safety and protection.
- All suspicions, concerns and allegations of harm will be taken seriously, and responded to swiftly and appropriately.
- All participants/spectators have a positive and enjoyable experience of the sport at Runcorn Rowing Club in a safe environment.
- All children and vulnerable people are protected from abuse while participating at or attending Runcorn Rowing Club.

Policies and procedures will be promoted and are mandatory for everyone involved in this event. Failure by anyone to comply with the policies and procedures will be addressed without delay and may result in dismissal or exclusion from the competition and any future BR competitions, including water, indoor or virtual.

This 'Welfare Plan' is related to the risks, to the type of competition (i.e., a 2-division Head Race in late January), to the size of the competition, and to the age profile of the competitors (Juniors - J14 to J18 – of any gender).

This head race is not offered to children in age categories younger than Open J14 / Women J14, mainly because of the length of the course and a judgement that younger crews would be too slow to be safe in this competition. The whole course will be supervised by safety boats, umpires, and marshals. This plan will take all reasonable steps to address aspects listed below.

1. Welfare Reporting Structure

- The first point of contact for any concerns or allegations should be the **Competition Welfare Officer (CWO) – Val Edwards -** who will be the welfare officer/coordinator for this competition. They will be on site all day and can be contacted via any official, via 'Control' or via the competition Registration Desk in the clubhouse. Or if you do not need a response on race day via email NWRRC.HonSecretary@gmail.com
- Notices on how to contact the CWO will be displayed in the boating area all day.
- The overall responsibility for decisions and disciplinary procedures lies with the Chair of North West Rowing contactable via "Control" or email via NWRRC.HonSecretary@gmail.com , (NWrowing.chair@outlook.com) or contact via Race Control.
- The Chair of the Organising Committee can be contacted as shown in Section 13. above, or via Race Control in person, or by radio, regarding a welfare issue.
- A matter may be reported to police as recommended in BR Safeguarding policy.
- The Chair of North West Rowing is responsible for passing a concern to the British Rowing Child Protection Officer (CPO).

2. Code of conduct.

- All participants and coaches abide by the Rules of the competition and by good sportsmanship, as required in the British Rowing Rules of Racing. There are penalties for such matters as foul language and conduct that is unfair to other competitors.
- All competitors, coaches and supporters are required to bear in mind that this is an amateur competition with no significant prizes, and that participants must show respect for others in the competition, whether competitors, officials, or spectators.

3. Medical cover

- Medical cover is provided for the whole of the competition between 08.00 and 17.00 by the First Aid team, not just when races are taking place. All competitors and officials will have departed by 17.00.
- The First Aid team (and Race Control) will have contact numbers for the local hospital (as shown above in the competition Safety Plan) or doctors' clinic. In an emergency, participants can always contact **999**. This information will be made available on the same poster as the Competition Welfare Officer details.

4. Appropriate Level of Security

An appropriate level of security should be provided to ensure people are not given free access to young people. Appropriate volunteers will be briefed to be vigilant, including the Crew Call team who work with crews and coaches in the boat assembly areas, and the registration team who are located close to changing rooms. The volunteers will be asked to report anything suspicious, such as someone taking photos in the changing area, or someone unknown to crews hanging around or tampering with equipment.

5. Procedure for Missing Participants

- Any missing participants should be reported to Race Control, or the Club Welfare Officer if under 18 or a vulnerable person. If urgent, contact any official, such as Crew Call or Control Commission.
- The Chair of the Organising Committee will be kept informed through Race Control.
- Race Control, who hold emergency mobile numbers for the person responsible for each crew, will use that mobile phone number (ex-BROE) (or if not responding, send a marshal to the club's trailer or crew bus) to contact team manager/crew coach, if an athlete has had an accident.
- Further action on missing persons will be considered jointly between Race Control, the person's team manager/crew coach (and the CWO if appropriate) on a case-by-case basis. If necessary, missing persons will be reported to the police.
- This Welfare Plan recognises that with a Race Finish over half a mile upstream of Runcorn RC, and the Start lines 2 miles and 4 miles upstream, it may be difficult for clubs to keep track of all participants while racing is under way. But there are almost no facilities within a mile of the course that might attract a participant away from their fellow crew members, the river and Runcorn RC.

6. DBS (Disclosure and Barring Services) Checks.

- These were previously known as 'CRB Checks'.
- The competition will not have any volunteers working:
  i. on the competition's behalf, with 'at-risk' supervisory roles over children, or
  ii. unsupervised in changing rooms when junior crews are present, so DBS checking of volunteers will not be required.
- **Personal contact details** of children, whether competitors or volunteers (there are no roles for children as stake-boat boys/girls), are only held by Race Control and the Volunteer Coordinator (respectively) who are DBS-checked people.

7. Basic Training for those with unsupervised contact with children.

- Not appropriate for this competition. See Section 4.6. above.

8. Photography

British Rowing is concerned that child photography is a difficult issue for rowing competitions, as the competitions generally take place on open public land and may cover considerable distances.

- This competition takes place along 4 miles of publicly accessible river, and both Runcorn RC and all the car / trailer parking areas are accessible to the public. It is not possible to ban photography of the competition.
- However, the car and trailer parking areas are in a predominantly industrial area separated from most local housing by expressways, motorways and rivers, and 2 miles from the nearest town.
- The course for the Head races is through isolated countryside, with very limited access (predominantly footpaths across farmland, with no roads close to the river). The only exceptions are:

  i. the busy A56 main road crossing near the Finish, and
  ii. 100 metres of the busy and narrow A557 at its junction with the A56 at Sutton Bridge.

- The Organising Committee will consider the advice given in BR Welfare Guidance document WG 5.1 and will brief volunteers on how to respond to any 'inappropriate photography' they may witness.

Appendix 2 - Emergency Response Plan / Incident Response Plan

- The key to a successful response to an incident or an emergency is to have effective communication.

- All race officials and land-based team leaders who need to respond to incidents or emergencies have 2-way radios on the same safety channel (Channel 1) as Race Control and the safety boats.

- Officials should be **clear** and **concise** in radio messages.

- Full details can be recorded, then passed on later for Incident Report logging. The essentials of radio communication are shown on the 'Aide Memoire' (aka Reminder Tag) available to all radio users when a radio is issued:

BASIC 2-WAY RADIO PROTOCOL

1. ***LISTEN*** *– Make sure no-one else is transmitting before you press your 'transmit' button.*

2. *Try not to use people's names on the radio, e.g., ask for 'Starter' rather than Fred Bloggs, start with: -* ***"(their position) (their position) this is (your position) ……"*** *(e.g.: "Finish, Finish, this is Start; ……."*

3. Then carry on with your message, as briefly as possible, and at the end of your message use:
OVER *- for I require a reply/response*
OUT *- for I don't require a reply/response*

4. If someone calls you without a message, then respond with:
"(their position) this is (your position); receiving, over." *(e.g., "Start this is Pomona, receiving, over")*

5. If there is an emergency, e.g., a crew in the water, then announce ***"PAN, PAN; Safety boat wanted at (location)"***
and then everyone else (except a safety boat confirming they are on the way) should keep silent till the originator of the 'PAN, PAN' emergency message declares the emergency is finished.

If the emergency is likely to result in a death, then use MAYDAY MAYDAY instead of PAN-PAN.

- In the event of an accident, the first duty is to the safety of the competitor, or anyone in difficulty.

- If Race Monitors can do so, they should help at an incident directly (e., using megaphone and throwlines), abandoning the supervision of racing.

- Race Monitors or Umpires should warn passing crews of any new hazards or problems further along the course, using their loudhailers.

- If a race is being started and an incident is declared further down the course, then Start team should hold any further crews back, in the start marshalling area, till the course is clear.

- In the event of a capsize, the nearest safety launch will attend and rescue competitors in the water. Should a four or quadruple scull capsize, at least one further launch should be summoned by radio to ensure that there is adequate passenger capacity available in the launches for four or five rescued competitors.

- People who have been rescued should be taken by safety launch to the First Aid team at Runcorn RC.

- If they need attention quickly, safety launches have First Aid kits, or the First Aider at the Start or Finish may be able to help.

- If an ambulance is required, Race Control or anyone with a mobile phone can phone for an ambulance to meet the safety launch at any of the Ambulance Evacuation points shown in **'9. Emergency Action Plans - b. Ambulance Evacuation Points'** (above).
  or default to:
  Sutton Bridge on the A56 Chester Road (Postcode WA7 3GF, What3Words: goodbyes.markets.debater) .

- **Land-based Incidents** should be controlled initially by those finding the incident, until the Safety Adviser and/or the First Aid team take over responsibility. Team leaders on land can:

  - use 2-way radios (Channel 1),
    or, use mobile phone to Safety on **07808 575249**
    or, call Chair of Organising Committee **07703 828309**
  - send a runner to Race Control.

- The public address system and land-based marshals will be used to assist in controlling competitors in the event of any land-based emergency.

- Note the procedure for a **gas escape from Inovyn (Appendix 14 applies).** We have not had such an emergency in the last 25 years, but if a gas escape occurs, then the site falls under Inovyn & Cheshire Police control, and people should stay under cover till given the **All Clear.**

- There are further details for various emergencies during the different phases of the competition, and considerations of the risks and appropriate response, in the competition **Risk Assessment**.

- Full details of the incident or emergency should be recorded and input to British Rowing's online incident system, or communicated to the Race Committee (umpires), so they can log the incident.

Appendix 3 - Abandonment Plan for the competition

- The competition plans to provide a safe environment, in accordance with British Rowing's "Row Safe" code and the Rules of Racing.

- Competitors, coaches, and clubs are specifically reminded that every person attending the competition, including those competing, officiating, or spectating is personally responsible for:
  - their own safety.
  - the strict observance of any circulation pattern and British Rowing's `Row Safe'
  - deciding, together with their coaches, whether they are competent to compete in the weather, stream, or surface conditions as they find them on the day; and reviewing if their clothing will be suitable for the conditions.
  - ensuring 'a responsible adult' accompanies juniors competing in the competition to assist them in the absence of their parents and assumes responsibility for the juniors' safety and welfare.

- The measures taken to abandon the competition will differ, depending on the stage the competition has reached at the time an abandonment is being considered.

- If **several days before** the competition, emails, phone calls to club contacts, tweets, text messages and notices on the www.NWrowing.com website will be used to cancel the competition.

- If **hours before** the competition, the same methods will be used, but the emphasis will be on phone calls.

- If **before the boats are on the water** (e.g., following the competition Water Safety Advisor's course inspection) then the abandonment will be notified either at the coxes & steerer's safety meeting, or by Public Address announcement and land marshals' loudhailers. Note that 'Plan B' may be implemented as an alternative, following consultation by the Race Committee with club coaches, or a reduction in scope of the competition (excluding smaller boats, smaller or younger people, less experienced people, or shortening the course) may still be an option, as outlined in the Risk Assessment.

- If **after the boats are put on the water**, Race Control will contact race officials' radios to abandon the competition, and Race Monitors' loudhailers to communicate the decision to the crews. If the cause of abandonment is rough water or windy conditions on certain parts of the course, race monitors will hold crews back in sheltered parts of the course (e.g., near the waterfall at Catton Hall) and safety boats will escort crews in small batches, through the bad water, back to the landing stages.

- The competition may also be abandoned **after Division 1 has raced, but before Division 2** has taken place (or been completed). The second division has been cancelled twice in 10 years, due to a change in the weather. All competitors were supervised back to the Clubhouse.

- The Water Safety Advisor and the Race Committee will make their assessment, with Race Control and the Chair of the Organising Committee (as appropriate). The assessment will be based on fixed and variable aspects of the competition, such as Age, Experience / Category, coxed or coxless, Front-Loader or rear-coxed, wind strength, direction, and consistency (steady or gusts? increasing or reducing?), short term local weather forecasts, temperature, precipitation (hail? lightning?), shelter on the course, water conditions and flow, and other external factors.

- Some of the factors leading to abandonment are considered in more detail in the **Risk Assessment** and the following areas of the Safety Plan (Section 6 – Weather conditions; Appendix 8 Lightning)

Appendix 4 - 'Plan B' (i.e., an Alternative Plan to run the competition)

1. Cancellation.

If there is a failure in any part of the planned safety arrangements, then the competition may be abandoned, postponed to a later date, or altered, depending on what aspect has failed.

- In the event of the **large-scale** loss of
    - safety boat cover,
    - RMMU support (such as insufficient umpires, or marshals / monitors),
    - medical cover, or
    - communications breakdown (radios),

  then racing will be cancelled or shortened to reduce risks unless alternative cover can be arranged at short notice.
- See Appendix 3, Abandonment Plan, above.

2. Reduced Scope, Normal Course.

If the failure of safety provisions is only a **small reduction in the resources** needed to run the full competition, then appropriate measures may be:

- shortening the course
- or, providing more volunteer bank marshals with throwlines,
- or, reducing the number of crews permitted,
- or, cancelling one of the divisions.

The Water Safety Advisor and Race Committee will consider what options are available for running a safe competition with slightly reduced resources on all or part of the original course.

3. Reduced scope, 2-legs of a short course, south of Weston Marsh Lock.

- If a few days before the competition the weather forecast is for **unsuitable river conditions on the usual course**, (such as ice, up-river) then there is a 'Plan B' to run the competition as a (2-legs x 1,900 metres) competition, on a course north of Runcorn RC, between Weston Marsh Lock and Rock Savage (at the boathouses).

- This 2-mile stretch of water (including marshalling areas) is protected from certain weather conditions, is slightly warmed by Inovyn, INEOS CHLOR and other industrial operations alongside, and was handling 750 tonne ships until 1999. This shorter course has been used in recent years (including for 100 crews in 2014) for NW Junior time trials, so that sight lines and race umpire, marshalling and safety boat positions are known, and it is regularly used for training.

The Water Safety Advisor and Race Committee will consider if this option is viable in the circumstances, and communicate, as appropriate, with competitors, volunteers, and officials.

Appendix 5 - Prevention of Road, & Road-v-Boat Traffic Accidents

1. Introduction

The Head site will occupy:

- the lower half of Cholmondeley Road, west of the junction with Cow Hey and Clifton Lanes.
- The Inovyn Contractors' (or overspill or Lagoon) car park at the junction of these roads.
- The lay-by 100 metres north of the cross-roads on Cow Hey Lane
- The main Inovyn car park, 200 metres northwest, on Cow Hey Lane
- On-road parking on the Ashville Industrial Estate, and office car parks if available.

The road between the M56 Jct12 / A557 Clifton Roundabout, and the gate to Inovyn works is called Cow Hey Lane. This must be kept clear, as it is used 24 hours a day, 7 days a week, by frequent chemical tanker lorries.

Traffic Marshals will control the parking and traffic movements around the Regatta site. Traffic Marshals will wear **ORANGE** high visibility jackets.

Boat movements between trailers, boat assembly areas and landing stages will be controlled by Crew Call Team. Crew Call Team will wear **ORANGE** high visibility jackets.

2. Procedures

2.1 'No Parking' cones/notices/traffic-marshals will be used to prevent car etc. parking on

- Cow Hey Lane,
- Clifton Lane
- Cholmondeley Road north of the junction.

2.2 Parking for

- large coaches (more than 20 seats) and minibuses – nearby (see note on the competition web site.
- boat trailers and First Aid team only will be permitted on the verges of Cholmondeley Road within the Regatta site.
- 4x4s & trailer towing vehicles will use the Inovyn 'lagoon' (contractors) car park.
- Cars and other vehicles will use the main Inovyn car park **and the Ashville Industrial Estate.**
- Traffic Marshals with 2-way radios will control this parking.

2.3 If the car parking areas become full,

- Traffic Marshals will direct vehicle drivers to the turning circle at the North end of Cholmondeley Road and ask them to leave the site and find alternative parking.

Appendix 6 - Information for Head Race Competitors.

PLEASE NOTE

1. The competition is run under British Rowing's Rules of Racing, and the RowSafe Code, and will also follow Local Rules provided by the NW Regional Umpire Commission.
2. Boat trailers must be brought down the approach road to the Club, turned around and parked facing uphill as guided by the trailer parking marshalls.
3. All cars and mini-buses must follow parking instructions provided by the marshalls (in 2027 we expect to have 3 car park areas).
4. **DO NOT** park on the road between the A557 Clifton Roundabout and Inovyn Liquids' Filling Gate.
5. **DO NOT** assemble your boats on the tarmac roadway down to the Club. Access must be available for emergency and other vehicles. Assemble boats on the grass on the right-hand side of the roadway (when viewed facing uphill), i.e. opposite your trailer.
6. **Please note the LOCAL RULES of RACING held on the competition web site.(hard copies of the local rules can be displayed near 'control')**



BRITISH ROWING
NORTH WEST REGION

Local Rules of Racing

a) Foul and abusive language: Crews will be disqualified for using foul and abusive language in the public hearing.

b) Control Commission boat checks: in addition to the equipment checks seen in BR Rules of Racing7-2-8.b the checks 12.b.i and 12.b.ii (shown below) will also be included;
boats that do not meet the requirements may be prevented from rowing or disqualified.

i. Backstays: The forward port and starboard rigger on all boats, other than single sculls, must be protected by a backstay.
ii. Buoyancy: Boats without sealed watertight compartments under seats must secure buoyancy bags into those spaces.
iii. Long Hair must be secured in a bun, as it is a drowning risk, since it may become entangled in a capsized boat.
iv. Hoodies and other Loose Garments must not be worn afloat, as it risks becoming entangled whilst rowing.
v. Dry Robes must not be worn afloat, as it constitutes a drowning risk.

7. Before boating **you** should check your boat for compliance with the safety requirements. Control Commission may carry out some spot checks of some crews. Also, your crew member identities may be compared with the entry list. **See next section ('Equipment') for some of the boat checks you must carry out before leaving the boat park.**

8. After boating under the control of the Stage Marshals, move safely upstream to the Start.
9. When paddling to the Start, use the whole crew, paddle briskly (half pressure) with full-length strokes, and do not stop (unless told to stop by umpires or marshals).
10. The Start marshalling area is divided into lengths, each with a letter code (A, B, C, etc.). This letter is also shown on the edge of your printed Race Number. The Start Marshals will guide you to your starting position and control you for the start of the race.
11. **When arriving at the start all crews should keep their bows pointing upstream, only turning when told to do so.**
12. **A loud Fog-horn blast** just before race time will signal to crews to **get ready to race** (tops off etc.).
13. **A 2nd loud Fog-horn blast will signal to the first crews to row at 'race pace' towards the Start line.**
14. **Keep 3 - 4 lengths apart at the Start line**. Marshals' instructions will assist you to maintain the required spacing. Crews who get too close to the crew in front, immediately before the Start line, may fail to have a start time recorded, or may receive a time penalty from the Starter.
15. **There are two splits (branches of the river) on the course. These will be buoyed** to indicate the correct direction to take. Also, the river has shallows on the inside of a few bends. The most extreme shallows will be buoyed, as will the most hazardous overhanging trees.
16. After the Finish, do not stop paddling. Carry on into the marshalling area and continue through the black & white A56 Sutton Swing Bridge. A marshal and safety boat here will help to guide crews in single file through the bridge.
17. After the **Finish** do not stop paddling. Carry on into the 200-metre marshalling area and continue through the black & white A56 Sutton bridge. A marshal and safety boat here will help to guide crews in single file through the bridge.
18. Carry on paddling continuously through the next (high level) railway bridge and return to the club landing stages. Do NOT stop at the railway bridge, as this will create a logjam of boats back through Sutton Bridge.
19. At the landing stages the Marshals will help you get out. Remember that Division 2 crews may be waiting to take over boats being used in Division 1, so do not waste any time returning from your race.
20. The Race Committee will find out if any large motorboats will be moving on race day and will tell competitors. This is unlikely, but there may be movements of tugs, large barges, or passenger trip boats. There is a deep channel in the river which they must use or run aground. When one of these boats passes, the water level may drop by up to 300mm. Observe the following instructions:
    a) Should a large vessel pass, DO NOT rest your oars the bank if your boat is stationary.
    b) The ideal place to be is about 1 metre out from the bank, clear of any underwater obstacles and with the bows pointing slightly towards the motorboat.
    c) As it passes, your rowing/sculling boat crew should start moving and continue.
    d) **DO NOT** suddenly change direction in front of a large motorboat, as the steerer may think there is a possibility of collision and deliberately run his boat aground to avoid loss of life.
    e) Racing will be suspended during the passage of large commercial craft. If you meet one, then keep to the starboard side (sculler's left-hand side) of the river on straight parts of the river but keep away from the (deep) outside of any bends.
21. **Racing may not be suspended for narrow beam (2.2 metre or 7 feet wide) motorboats or other small pleasure craft.**
22. **It is the crew's responsibility to look out for any pleasure craft and steer clear of them.**
23. **If you are involved in an incident on the water, or require assistance, draw the attention of the nearest Umpire or marshal to the problem.**
24. In the event of a dangerous incident during racing, racing may be suspended, and safety launches may move to the scene of the incident at high speed. **Watch out for their wash.**
25. Medical support and emergency phones are available at the landing stages, and outside assistance can be summoned.

COMPETITORS RESPONSIBILITIES: EQUIPMENT.

All Clubs must ensure the equipment (boats, oars, PFDs etc.) used by their members is safe.

The following checks must be made, as shown in Rules of Racing 2.3.8. and RowSafe:

- **Bow Ball:** The bows of racing boats shall be properly protected. A solid ball, of not less than 4cm diameter, made of rubber or material of similar resilience, must be firmly attached to the bows and the fixing must not itself present a hazard. It is recommended that the bow ball be white.
- **Coxswains:** ability to escape from front-coxed boats. Such coxswains must **NOT** use automatically inflating lifejackets. Gas-inflated lifejackets must have a gas canister, and the activating toggle must be clearly visible. To be effective, lifejackets must be worn, fitted properly and in good working order. First adjust the chest strap so that you can just get your fist between the strap and your chest. Then fasten and adjust the crotch straps. Your fitted lifejacket should feel “comfortably tight”. Tuck the ends of the straps in to prevent them getting snagged up on the boat; this is particularly important for coxes. Always wear your lifejacket over the top of all other clothing. See - https://www.britishrowing.org/wp-content/uploads/2015/09/Safety-Alert-February-2015-Lifejackets.pdf
- **Boat - General**: Condition and standard of maintenance of the boat. check that the boat is suitable for the situation in which it is to be used, for example maximum crew weight
- **Buoyancy compartments**, seals, hatch covers, boat hull and ventilation bungs are secure and watertight. If a compartment has a method of closing it, then the fitment must be in place and intact.
- **Additional Buoyancy:** All fours, quads and eights which do not have sealed compartments under the seats, must have additional buoyancy added. Control Commission will not allow such boats to compete if they do not. Boats with damaged canvasses will also be prevented from competing. This is a requirement of the RowSafe Code.
- **Riggers etc.** check that outriggers, swivels, gates, seats, and stretchers are secure and operating freely.
- **Backstays** must be fitted to the bow seat of all crew boats, unless the boat is fitted with rear mounted riggers.
- **Splash boards:** In difficult water conditions are ‘splash boards’ available and fitted?
- **Heel restraints:** must be secure, check restraints are adequate and effective. Each heel should be positively restrained not to rise higher than the **lowest fixed point of the shoe** The foot release from any other type of fitment must be self-acting and not require the intervention of the athlete or a rescuer.
- **Steering:** check that rudder lines, steering mechanisms, rudder, and fin, are secure and in good working order
- **Oars:** check oars and sculls for damage; and ensure that ‘buttons’ are secure and properly set
- **Boat ID**: All boats shall comply with Rules of British Rowing Section R and show an ID, e.g., '**ABC123**'.
- **Ability to swim**. Clubs must ensure that its rowing members can swim at least 50 metres clothed, as required by British Rowing's RowSafe Code.
- **Bad weather / adequate clothing.** Clubs must ensure that their competing members are adequately clothed for the weather conditions, especially in the colder months of the year. Most crews will have to wait for a short while in their start marshalling positions. Even in 'normal' spring or autumn weather, if the weather is showery or wet and crews do not have rain-resistant tops, then crews can become very cold.
- **Fitness for Competition**. It is the responsibility of the Captain or person making the entry for the competition to ensure that the competitors are competent to paddle to the start and then compete over the course without putting themselves at risk. This applies especially to Novice crews in Coxed Four (4+) boats, and to very small or inexperienced juniors in sculling boats.

- **The Finish Line is some 1500m upstream of the boating area. This distance must be factored in time to row up to the start. The Race Committee may refuse to allow any competitor to race if they are late to the start.**
- **The race Committee may also refuse to allow any competitor to race, if they feel that competitor is not competent to navigate the course safely.**
- **Capsize drill.** Clubs should ensure that their members are trained in capsize drill and that, in the competition of a capsize, they should hold onto their boat and wait for assistance. If safe to do so, crews should attempt to reach the bank **with their boat**.
- **British Rowing Rules of Racing and local rules.** All competitors must make themselves aware of British Rowing's Rules of Racing and the local rules issued to all Clubs in this document.
- **Coxes and steerers are reminded that rowing is a non-contact sport**. Under Rule 2.5.6 - **a foul** is any collision or contact between boats, oars, sculls, or persons in the same race" and under Rule 2.5.7 - **a foul may result in disqualification** of the offending crew.
- **Bad Language and threatening or abusive behaviour.** ***Under Rules of Racing 2.7.4. 'Unsportsmanlike Behaviour' competitors, crews, coaches, groups of club members or supporters of a club found to be using foul and abusive language will be penalised, and crews will be disqualified.***

When taking the boat out of the water competitors should CLEAN – DRY – CHECK their boat to support control of Invasive species on our waterways.

please see following Invasive Control procedures from the Canal & River Trust:
https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fcanalrivertrust.org.uk%2Fspecialist-teams%2Fmaintaining-our-waterways%2Fvegetation-management%2Finvasive-species-control&data=05%7C02%7Cpaul.jackson%40sap.com%7C8ede7feaa76d4708fa1008dc1b53e665%7C42f7676cf455423c82f6dc2d99791af7%7C0%7C0%7C638415295078734651%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=%2Ba0UhGNbvMoGD4l9%2FQ2U8J6OZ3a5eXnBu1dnOM43o6Y%3D&reserved=0

Appendix 7 – Weil's Disease (LEPTOSPIROSIS)

Unlike tap water, the water in canals, rivers and reservoirs is contaminated, and micro-organisms are present naturally.

Although the risk of contracting illness (including the much publicised, but rare Weil's Disease) is extremely small, sensible precautions should be taken as follows:

- Avoid full immersion in the water
- Cover all cuts and abrasions with waterproof dressings before contact with water
- Wash all exposed skin after contact with water, and before eating
- Do not put wet ropes, fishing lines or other wet objects in your mouth.

Should any illness occur within two weeks of contact, **seek medical advice,** and **inform your doctor that you have been in contact with untreated water**

Appendix 8 – Lightning

Lightning strikes the ground in Britain about 300,000 times a year. For the climber, fisher, walker, golfer, and other exposed persons, this is a risk that must be considered. Although there is no absolute protection from lightning, measures can be taken to reduce the risk of getting struck and the injury severity. This fact sheet provides information about lightning, statistics, and precautions, both for the individual, and advice for strategies that can be taken by leisure operators and competition organisers.

1. The Risk

30-60 people are struck by lightning each year in Britain, and on average, 3 (5-10%) of these strikes are fatal. UK mortality statistics show that in 2005 there were two fatalities caused by lightning strikes. Those most at risk are those who are outdoors often, exposed in vulnerable, unsheltered locations, for example:

- Golfers.
- Hill walkers.
- Swimmers.
- Construction workers.
- Rock climbers.
- Fishers.
- **ROWERS.**
- Campers.
- Outdoors DIY.
- Agricultural workers.

Research has also shown that proximity to water increases the risk of being struck by lightning. The time that is most dangerous is when there is underestimation of the likelihood of being hit, for example before the storm or when you think it is over.

There are three different ways of being struck by lightning:
1. Direct strike: the lightning hits you and goes to earth through you.
2. Side Flash: the lightning hits another object and jumps sideways to hit you.
3. Ground strike: the lightning strikes the ground then travels through it hitting you on the way.

2. Flash to bang

To check if a storm is coming or going from where you are – apply the flash to bang principle, counting as soon as the lightening flash is seen until the thunder is heard. 'Flash to bang' is based on the following facts:

- Sound travels at 330 meters per second or at 1 km in 3 seconds (approximately 1 mile every 5 seconds).
- Light travels at 300,000 km per second.
- Lightning will always be seen before thunder.

To calculate the distance between yourself and the storm divide the number of seconds by 3 to find the distance in kilometres.
If the distance between the thunder and lightning increases over a couple of strikes, the storm is moving away from you. If it decreases, it is coming towards you.

3. 30/30 rule

Research shows that people struck by lightning are predominantly hit before and after the peak of the storm. This means that you should be thinking about the proximity of the lightning, not the occurrence of rain. The 30/30 rule provides a good way of ensuring one is sheltering during the riskiest parts of the storm. It proposes that if the flash to bang is 30 seconds in length or less you should seek shelter. Staying inside this shelter is advised until 30 minutes past the last clap of thunder. This ensures that any distant strikes at the beginning of the storm (lightning can travel up to 10 miles), or trailing storm clouds at the back of the storm do not take anyone by surprise.

4. Seeking shelter

- Ideally, seek shelter inside a large building or a motor vehicle keeping away from, and getting out of wide, open spaces and exposed hilltops.
- If you are exposed to the elements with nowhere to shelter, make yourself as small a target as possible by crouching down with your feet together, hands on knees and your head tucked in. This technique keeps as much of you off the ground as possible.
- The inside of a car is a safe place to be in a storm, lightning will spread over the metal of the vehicle before earthing to the ground through the tyres.
- If you are golfing and the clubhouse is too far away, your best protection is to leave your clubs and crouch down in a bunker.
- Do not shelter beneath tall or isolated trees, it has been estimated that one in four people struck by lightning are sheltering under trees.
- If you are on water, get to the shore and off wide, open beaches as quickly as possible as water will transmit strikes from further away. Studies have shown that proximity to water is a common factor in lightning strikes.

5. Individual safety

- Before you set off for your day, check the weather forecast. If there are storms are predicted think about doing something less exposed or being somewhere that provides appropriate shelter nearby.
- When choosing a campsite try to choose a site where tents are not the highest points. In a storm, if you remain in your tent, try not to get too close to poles or other metal objects.
- Be aware of objects that can conduct or attract lightning, for example, golf clubs, umbrellas, motorbikes, bicycles, wire fencing and rails. If you have a metal object that is not necessary for your safety (i.e. climbing gear that is in use) put it aside.
- Seek shelter quickly if your hair begins to stand on end and nearby appliances begin buzzing - it may mean lightning is about to strike.
- Inside a house lightning can be conducted through television aerials, piping or other wires. Except in cases of emergency, don't use your telephone (land-line or mobile) until the storm is over.

6. Employers/event organisers

Events must be thoroughly risk assessed, and if there is a risk of being struck by lightning this must be looked at and control measures put in place with a lightning safety plan.

- In case of an competition, monitor the local weather from the day before activity to the end of play and the dispersal of crowds.
- Have an efficient method of warning people at risk, and evacuation if necessary.
- Define and list safe structures and locations. Safe structures can include a large/substantial building with plumbing and wiring that will conduct lightning to the ground such as a clubhouse, or fully enclosed metal vehicles including buses.
- Determine criteria for suspension and resumption of activity – for example, use the 30/30 rule.
- Ensure the dissemination of information – participants, officials, spectators, and staff must be aware of potential dangers and how to minimise the risk of injury.

7. In case of emergency

If someone is hit by lightning, call emergency services – they will need help as soon as possible. If you know first aid, apply it – you will not receive an electric shock. A lightning strike is not usually instantly fatal, victims' hearts and/or breathing may stop however, so quick application of CPR will likely save their life.

Appendix 9 - Other River Users and Large Vessels

Please be aware that other river users not connected with the race may be on the water and may not know the rules. Runcorn Rowing Club will make every effort to notify Head Race Competitors of other river users such as commercial or leisure craft.

While boating ensure you maintain a **good lookout** for other river users to ensure that you stay safe Also be very aware of and as far as possible, stay clear of the turbulence and churn in the water caused by large vessels.

Make intentions clear (make decisive change in direction early and indicate that you have seen them and are taking action).

- If you see you are on a possible collision course, the best action is to manoeuvre early in a clear and decisive manner regardless of who in theory is responsible. A rowing boat is just about the most vulnerable craft so act accordingly.
- The generally accepted course to steer should keep you to the Coxes right hand side of the river and generally you should pass an oncoming vessel port side to port side.
- Keep a sharp lookout and overtake with care. Always look behind you before manoeuvring. Ask your crew, particularly the stroke, to keep a look out behind if the river is busy.
- If another craft is manoeuvring toward you without paying attention it is quite acceptable to shout a warning such as “AHEAD” as well as taking avoiding action.

Appendix 10 – Guidance for Launches and Launch Drivers.

Please refer to RowSafe – Sections section 4.7 and 7.4.1.

Event Organising Committee & Club Officers will:

a) Ensure that any launch, including its motor, used by the club is maintained in good working order and safe condition.

b) Ensure that the maximum load is known and adhered to.

c) Define procedures for recovering rowers.

d) Provide information on the safe use of the launch.

e) Ensure that the risks associated with using a launch are included in the club's Risk Assessment and that appropriate action is taken to reduce risk to an acceptable level.

f) Provide a kill cord and safety kit for use in the launch. This includes.
   - A First Aid kit in a waterproof bag.
   - A throw line or equivalent grab line.
   - Sufficient lifejackets for the maximum number of passengers and crew.
   - A spare length of rope.
   - A bailer.
   - A paddle.
   - A gaff.

g) Ensure that there is adequate fuel for the competition.

h) Ensure that Safety Launch Drivers:
   - Hold at least a RYA Level 2 Powerboat Certificate (with Coastal Endorsement if appropriate) or equivalent.
   - Are at least 18 years old unless accompanied by a responsible adult.
   - Understand how to provide assistance to rowing Launches, provide additional briefings if necessary.
   - Understand the load capacity of the Launch.
   - Keep wash to a minimum, except in an emergency.
   - Provide drivers with the competition Risk Assessment, Safety Plan.

i) Define and communicate to all participants and personnel what is required of Safety Launch Drivers:
   - Areas to be patrolled.
   - How to summon assistance, including medical attention.
   - Where to take casualties.

j) Ensure that safety launches carry an effective means of communication and that someone in the safety launch knows how to use it and what channels to use.

k) Launch Drivers will:
   - Wear a correctly fitted lifejacket whenever afloat and ensure that all their crew do so.

-

l) Before each use, check that.
    - The launch, including the motor is in good condition before starting to use it.
    - There is adequate fuel for the outing.
    - The engine is secure and properly mounted.
    - The kill cord mechanism is working correctly.
    - The safety kit is on board.
    - If necessary, the lights are working.
    - If a radio is carried, it is charged and tuned to the correct channel.

m) If a radio is carried, ensure that someone in the launch is competent to use it and knows which channels to use.

n) Report any defects or problems.

o) Everyone is expected to:
    - Follow the club's guidance on using a launch.
    - Take care when using a launch.

Appendix 11 – Covid-19 Guidance
(Procedure currently suspended)

This note and procedures will only become effective and notified to competing clubs on whatever is the current Government guidance for Covid-19.

PRE-EVENT

- Each attending club to nominate a single person as the contact for all communications, before, during and after the competition.
- The nominated person (NP) to retain contact details for all their club members and anyone else attending on behalf of their club.
- The nominate person's name and contact details to be sent by email to the Competition Water Safety Advisor prior to the event – safety@abcd.com
- We would appreciate all attendees and club members taking part in the competition to carry out their own self-assessment health check, prior to attending the competition.

EVENT DAY

- Once on site, the attending club's vehicles will be directed to their designated area on the trailer park.
- The NP to report to Registration to confirm their presence, to notify any crew changes to those registered in Entry Forms and to collect crew numbers, course map, and other information. Race schedule may need to be revised on the day.
- While on the RRC site, we would encourage all members to keep a safe distance from others as far as possible and remain cautious of prolonged close contacts.
- We encourage the wearing of face masks while using the toilets or in the clubhouse where hand sanitisers will be available.
- Regular race briefings will be communicated via the PA system.
- Crews will be called to the landing stage via the PA system.
- Checks will be carried out on boats. Each club remaining responsible for ensuring their boats are in a safe condition and have been sanitised.
- Additional sanitising supplies provided by each club are encouraged.
- Landing stage marshals will be assisting and coordinating boats and changing over of crews at the landing stage.
- Crews shall use hand sanitiser prior to getting into a boat, and upon getting out of a boat.
- In case of rowers capsizing, launches will carry hand sanitisers.

- It should be noted that the pathway along the competition course is public access and there is a public right of way through the middle of the RRC site.

POST-EVENT

If a member from an attending club exhibits Covid-19 symptoms within two days of the competition, they should inform their NP who should follow their club's Covid-19 guidance.

The NP should also send an email to the Competition Safety Advisor officer – safety@abcd.com to report the case and include details of any person that they were in close contact with for more than 15 minutes, other than their fellow club members.

Appendix 12 Signs of Hypothermia

(These may not all be present at any stage)

Pre-hypothermic

1. Cold, stiff hands/feet.
2. Muscles tense, shivering starts.
3. Onset of weakness/tiredness.

Mild hypothermia (action required)

1. Vigorous shivering.
2. Numbness, loss of dexterity; grip weakens (harder to hold onto the boat).
3. Co-ordination may deteriorate; speech may slur.
4. Onset of confusion, memory lapses.

Hypothermia (life-threatening)

1. Shivering reduces, then stops.
2. Muscles increasingly rigid; speech slurred, stumbling gait
3. Heart rate slow/erratic; breathing slow; cough reflex impaired.
4. Apathy; possible bizarre, dissociated behaviour.

Appendix 13 – Possible locations on the course to administer CPR

If a person is showing signs of cardiac arrest, their chances of survival depend on being treated as soon as possible with CPR.

A safety boat can retrieve such a casualty from a racing boat, or from the water, but you cannot administer CPR to a casualty in a small safety launch.

So at Head races at Runcorn you are advised to transfer the casualty to a flat and fairly hard surface (dry if possible), such as the nearest towpath or river-bank footpath which can be accessed easily from a launch on the water, and where a patient can lie down on a hard surface on the land.

The following is a list of probably suitable locations on the Runcorn Head course. There are many others, and if you are on the river, pull into the first place you can transfer the casualty on the land easily. Remember you should start CPR treatment as soon as possible.
And, radio for a portable AED (Defibrillator) to be brought to you quickly by another launch.

These locations are also shown on a 'CPR places' map and are listed from upstream to downstream.

Between Dutton Locks and position 2 (Marshalling Area – Division 1)	Bank either side; in addition, a small jetty on the WEST Bank to help land or transfer to ambulance access point B
Between position 2 and position 4	EAST (or Aston) bank, on the tow path in a pasture field just upstream of the bend
Between position 4 and position 5	On the WEST (Kingsley) towpath
Position 6 (‘Black Hut bend’)	Use fields on either bank
Position 7 (‘Gas Pipe bend’)	Use towpath on the EAST (Aston) side. The towpath is just over a meter above the water here.
Position 8 (‘Pipe Chambers bend’)	Use WEST bank at the bend either immediately upstream of the bend, or 30m downstream.
Position 9 (‘Frodsham Cut Fork’)	Use WEST bank (by the ‘Pill box’) at the NW corner of the ‘Frodsham cut’.
Between Position 9 and 10	Upstream end of the line of boys (BUT NOT RECOMMENDED as it is just upstream of the weir stream)
Between ‘The Wrecks’ and position 11	Use EAST (Sutton) bank directly opposite the point of the island at the north end of ‘The Wrecks’. (The towpath is about a meter above the water so it is not very convenient)
Position 12 (‘Finish line’)	Use either side (but EAST bank better for ambulance crew access)
Between position 12 and ‘Sutton Bridge’	Use EAST bank (30m of C&RT moorings with easy ambulance access)
‘Sutton Bridge’	Use EAST side upstream of the bridge – close to the road for ambulance access point C
Between M56 bridge and Rowing Club	Use EAST bank, but also consider taking direct to boathouse landing stage where the club have an AED.

Appendix 14 Emergency Procedure – Gas Escape (at Inovyn).

NOTICE
PLEASE READ AND TAKE NOTE

- **There is a remote possibility that gas may escape from our neighbouring chemical works.**
- **A gas escape will be signalled by 3 short blasts from a siren and repeated periodically (approximately every 15 minutes).**
- **When the siren sounds, take cover in the rowing club or boathouses. Do as instructed by the marshals.**
- **Close all doors, windows and vents.**
- **Remain under cover until the emergency is over, or until instructed otherwise.**
- **Do not leave the Regatta site.**
- **The end of the emergency will be indicated by a single long blast from the siren.**

EMERGENCY PROCEDURE - GAS ESCAPE - DETAIL

1. Introduction

There is a small risk of gas escaping from the Inovyn site, the factory next to the Regatta site.
In the event of a gas escape, all people on the site must have easy access to an enclosed space such as a building or a vehicle. Bearing in mind the number of clubs attending the Regatta, there could be 650 people on the Regatta site at any one time.
The amount of indoor space available in the event of an emergency is adequate. The rowing club Clubhouse can accommodate 100 people and the 3 boathouses can also accommodate 225, 75 and 100 people, with space for another 100 in smaller buildings. With between 3 and 5 car parking areas in use, it is anticipated that up to 50 spectators, drivers, car park marshals etc. would be able to shelter in vehicles (which normally include mini-buses and coaches).

2. Warning Notices

Notices giving the procedure to be followed in the event of an emergency will be displayed in Cholmondeley Road and at the edge of the river. The notice is in Appendix 7 (immediately above).

3. Action in the Event of an Emergency

On hearing the alarm given by Inovyn, the Club Safety Advisor will instruct everyone on site, via the public address system, to take cover in the rowing club or boathouses. The marshals will ensure that the instructions from the Club Safety Advisor are complied with, while taking cover themselves. Rowing umpires attending the competition will also act as marshals during an emergency. They will be in contact with the Club Safety Advisor by NWRC radios, which they always carry.

The Club Safety Advisor will follow the advice given by Inovyn Site Emergency Services department.

4. The All Clear.

When it is safe, Cheshire Police at Joint Silver Tactical Command will announce the 'All Clear' to Inovyn, Inovyn will tell the Club Safety Advisor, and the Club Safety Advisor will announce the 'All Clear' to people at the rowing competition.