

SUNDERLAND ROWING CLUB for NORTHERN ROWING COUNCIL

LDS Series 2017 – Event at South Hylton

14th October 2017

SAFETY PLAN

1 THE COMPETITION

- 1.1 The competition is held under the British Rowing Rules, British Rowing Rules of Racing and British Rowing Row Safe guidance.

2 THE COURSE

- 2.1 The competition takes place on the River Wear between Cox Green and City of Sunderland Rowing Club at South Hylton, as displayed on the course map.
- 2.2 The centre of the course is deep, but the banks can be quite shallow and may have rocks embedded around the waterline. Crews should avoid the edge of the river banks.
- 2.3 The horseshoe bend, 500m upstream of the A19 bridge is extremely tight to steer around and crews are advised to take care.

3 WEATHER

- 3.1 The Race Committee, together with the Safety Adviser, will monitor weather conditions on days prior to and during the competition. In the event of adverse weather conditions competitors may be limited to those with more experience, events may be withdrawn or the competition may be suspended or cancelled. Any key race official may halt racing if safety or fairness are compromised (Rule of Racing 2-2-2)
- 3.2 Wind
The head race course can be susceptible to wind, particularly where the wind is moving in the opposite direction to the tide. Where high winds are forecast / being experienced then an early decision may be made on the viability of the race, otherwise a decision will be made as the water conditions become clearer.
- 3.3 Thunder and Lightning
Should thunder and lightning occur the British Rowing 30/30 guidance for clearing the water and seeking shelter will be applied.
- 3.4 Ice
The River Wear can freeze over during the winter but this is most unlikely to be a problem for the competition.

4 BRIEFING AND BOATING

- 4.1 Inexperienced Crews
Crews and coxes are expected to have been prepared to compete under the weather conditions prevailing.

Race officials may withdraw crews who demonstrate insufficient experience when proceeding to the start.

4.2 Boating

Competitors will be advised that care should be taken when boating to ensure that boat fins do not become bent on the step below the waterline. Crews will be asked to boat promptly to ensure that other crews do not have to spend longer on the water than is necessary. Boating orders and times will be issued prior to the race.

4.3 Late boating

In consideration for crews waiting at the start, scullers and crews allowing insufficient time to get to the start will not be allowed to boat. Crews not upstream of the A19 bridge by a 11:30am may receive up to a 30 second time penalty or may be disqualified.

4.4 Landing after the race

Crews should continue rowing past the orange poles before turning to come back into the steps and landing. There is a slipway, just next to the orange poles, it is unadvisable to use this as it is awkward to boat and there is real danger of damage being done to boats. Anyone failure to comply with this will be issued with a 10 second time penalty.

5 CLOTHING

5.1 All competitors must be suitably clothed for the prevailing weather conditions, with particular reference to rowing up to and waiting at the start. Crews not suitably dressed will not be allowed to boat.

6 EQUIPMENT

6.1 Boats

It is the responsibility of competitors to ensure that their boats are safe and are prepared to the standards required by the RowSafe. Umpires or marshalls may inspect boats and will exclude any boat that fails to meet the standard required (bow balls, heel restraints and buoyancy compartments in particular).

6.2 Personal Floatation Device

Coxes must wear a personal floatation device (PFD) which is fit for purpose.

7 POTENTIAL SAFETY ISSUES ON THE WATER

7.1 Debris

The course will be checked for debris by the safety launches prior to the commencement of racing. Race marshalls aware of debris becoming a hazard during the day will warn crews as necessary and arrange to have the debris removed if possible.

7.2 Circulation Pattern

Crews will line-up in race order on the south side of the river (boat house side) downstream of Cox Green bridge. Crews will then proceed to 50m below the bridge, turn, and race back on the North side of the river unless advised. A plan and/or description will be provided at the pre-race briefing. Marshalls will assist in the start assembly zone.

7.3 Other River Users

Power boats and jet-skis could potentially use the river. This is unlikely to be a problem on race day but if it does occur, the marshalls will seek to persuade the users involved to avoid the course during the race. Racing may be suspended/curtailed if other river users do not comply with requests

7.4 Outflows

Torrential rain can lead to the Wetland Trust grounds releasing water from an overflow at very high volume. Crews will be advised in the case of torrential rain to stay on the south side of the river when going past.

7.5 Hazards on course
The Wetland Trust pontoon, a submerged tree and a ship wreck are significant hazards. These hazards are shown on the course plan. Where possible they will be marked. They will be mentioned at the pre-race briefing.

7.6 Anglers
The course is a popular location for anglers who sometimes hold competitions on this stretch of river. If a competition is taking place on race day this will be highlighted at the pre-race briefing and crews will be asked to race on the opposite side of the river to the competition.

8 USE OF PFDs, CAPSIZE AND RESCUE

8.1 Swimming Ability
All persons participating in rowing or sculling, including coxswains should have been asked to undertake a swim test of at least 50 metres in light clothing and to undertake a capsize drill supervised by their club. The competitor instructions will make clear that anyone who does not meet these requirements should wear a PFD.

8.2 Capsize
Competitors will be advised to stay with their boat until rescued should a capsize occur.

8.3 Rescue
The nearest race official will take charge of the rescue; all other radio use will cease until the incident is declared to be over. Racing will be suspended if necessary. In the event of an accident to which ambulances are summoned, the safety launch will, if required, convey the injured parties to a point on the bank closest to the appropriate access point. Competing crews will be required to give way to a safety launch attending an incident at all times. Other launches will provide safety support if necessary.

8.4 Safety launches and equipment
Safety launches will be deployed and will have with them rescue kits with contents as specified by British Rowing as a minimum, including thermal blankets. All launch drivers and passengers will be required to wear a PFD.

9 INCIDENT REPORTING

9.1 Minor and major incidents occurring during the competition will be recorded by Race Control and/or the Safety Adviser (Club) and reviewed at the competition wash-up meeting. Clubs involved in an incident at the competition will be advised to make their own internal report as required by their own club rules. Crews (or their coaches) involved in a notifiable incident should check with Race Control who will submit the report online as required by British Rowing.

10 COMMUNICATIONS

10.1 Radios
Race control, key race officials and safety launch will be provided with radios which will be operated to a procedure agreed before the race. The radios will be supplemented by mobile phones as back-up.

10.2 Megaphones
Race marshalls and safety launches will be provided with megaphones.

10.3 Clubhouse telephone
The Clubhouse will be contactable on the day at 07811 768 985. A list of other numbers will be posted on the noticeboard at race control.

11 SAFETY AND MEDICAL COVER

11.1 Safety Adviser and safety launches

The Safety Adviser will have a radio on the day. As noted already, safety launches with radios will be deployed on the course.

11.2 Medical assistance

First aid will be provided by St John Ambulance or another equivalent provider who will be available at the clubhouse and will be contactable via Race Control's radio.

11.3 Medical conditions

In the interests of safety, competitors with known medical conditions limiting their rowing abilities will be asked via the competitor instructions to notify the organisers in advance.

12 EMERGENCY PROCEDURE

12.1 If ambulance or other services are required Race Control will summon them in accordance with the club's Emergency Procedure. Emergency contact numbers are displayed in the club.

City of Sunderland Rowing Club with NRC October 2017
Safety Plan V1