

Cambridge Champs Junior Sculling Head

Sunday 23rd March 2014

Race Safety Plan

We have produced this safety plan to incorporate key points of the **BR Water Safety Code** and would ask that each cox and crew member take the time to read it and note its details. If you have any comments that may help us improve the plan for future events then please let us know.

Key Positions

Control	Combined Colleges Boathouse (post code - CB4 1BL) Collect numbers/make final payments (numbers for visiting crews will be at Combined Colleges Boathouse compound) Cambridge crews to collect numbers from Clare boathouse between 09:00 & 09:30 after which they will be available from Combined Colleges Boathouse
Start	Plough Reach (see map)
Finish	1450 metres upstream at the Penny Ferry pub
Boating	Visiting crews wishing to boat from Churchill Boathouse Compound – (open for access 08:30-16:30) must email us to confirm available space, and sign the Boat House User Agreement (downloadable from the Champs web site) which must then be signed and posted or emailed in advance.
Marshals	As marked on map (wearing yellow tabards) All equipped with throw lines/radios/thermal blankets/megaphones/mobile phones
Hospital	Accident and Emergency at Addenbrooke's Hospital, Hill's Road, Cambridge t: 01223 217118
Emergency	Fire, Police, Ambulance 999

Key Personnel

Chief Marshal	Sam Masterson	07838 819316
Safety Adviser	Paul Casciato	07990 560557
Race Chairman	Gary Clift	07511 544806
Event first-aid	Sara Kinna	07847 535924
Event Secretary	Tricia Laurenson	07895 262067

Competitors' Responsibilities

Champion of the Thames RC personnel will endeavour at all times to ensure a safe event, but all competitors must follow marshals' instructions and take good care of themselves, others and equipment.

Equipment

It is the responsibility of each crew to ensure that the equipment they are using is safe and compliant with the requirements of the **British Rowing (BR) Rules of Racing** and **Water Safety Code**. In particular spot checks will be made to check on bow ball, heel quick-release mechanisms, rudder lines and coxes' lifejackets. Crews arriving at the Start with unsafe equipment such as missing bow balls or coxes without lifejackets will be disqualified.

Swimming ability

Every competitor is expected to be in good health and must be able to swim a minimum of 100 metres in their kit. The river is relatively narrow and shallow in most places, and there is good access from the bank along the majority of the river, however all crews should make due allowance for the stream and for points of the river which have increased depth or where navigation is more difficult.

Know the rules

The **BR Rules of Racing** will apply. The marshalling rules are straightforward and marshals will stop the race if an unsafe situation arises. Allow plenty of time to boat before the scheduled start time.

Marshals will provide clear instructions to crews and will endeavour to send boats along on their racing order at the earliest opportunity. There will be plenty of time to warm up on the way to the start.

Accidents

If you see an accident give assistance if required. A marshal will take action or alert the rescue services by radio or phone as necessary. The whole course is visible to umpires and marshals, and there will be marshals with throw lines along the course. In the event of capsize please stay with your boat, check for the safety of all members of your crew and await assistance from marshals.

Insurance

All crews must have adequate third party insurance.

New this year: The Green Dragon footbridge is closed for repairs/ painting. Cycles and pedestrians can cross to the Stourbridge Common side of the river using the white cycle bridge about 500 m upstream. We recommend that clubs use two bank parties for young/ inexperienced scullers, one on the Stourbridge Common side of the river (with access along the bank from the upstream boat houses to the finish), and one on the towpath side with access from the finish to the start of the course. Please see attached maps.

PLEASE NOTE – there is restricted access to the river, and a number of moored houseboats between Combined Colleges Boathouse and the edge of Stourbridge Common (adjacent to Riverside – there is a high concrete wall abutting the roadside). Please take extra care when rowing through this section (approximately 300 metres) until clear of the Green Dragon Bridge.

All competing Clubs have the responsibility to ensure that their crews and scullers abide by the BR Code of Water Safety. In particular, all Clubs must ensure that:

- Inexperienced crews have experienced coxswains.
- Competitors are aware of the water safety code, the race instructions and have been instructed in capsize drill.
- Competitors are competent to take part in the event without putting other people at risk.
- Competitors are responsible for proceeding safely at all times, especially to the start and after the finish.

LIGHTNING PLAN

The Met Office forecast will be consulted prior to the event to check if thunderstorms are at all likely. The Event Safety Adviser will watch the weather for the (unlikely) event that thunderstorms affect one or more of the divisions.

In the unlikely event that a thunderstorm occurs during the event, the provisions laid down in the document "Recommendations for Lightning Protection in Sport" (available from British Rowing) shall be followed if feasible:

"Suspension and resumption of rowing shall follow the 30/30 rule: rowing shall stop when the flash-to-bang count is 30 seconds, and shall not resume until 30 minutes after the last lightning"

Ideally crews shall be cleared from the water and shepherded back to the landing stages by safety and Race marshals as rapidly as possible.

Marshals will instruct all athletes, officials and spectators to move into their vehicles or into a suitable building.

The 30-30 rule should give sufficient time to clear all crews from the river safely.

Any Race Monitor observing lightning, shall inform the Event Safety Advisor and Race Control immediately; umpires and race marshals will instruct crews to return to landing stages as quickly and as safely as possible.

However, it is recognised that there is negligible safe shelter adjacent to the further reaches of the Cam Head course and that crews may well be safer staying in their boats than standing exposed on the (higher) bank.

Whether they are directed to stay stationary in their boats, drawn in to the bank, or to return to the landing stages, will depend on their distance from the landing stages when lightning is first observed.

THE SAFETY ADVISORS RESERVE THE RIGHT TO AMEND THIS PLAN ON THE DAY IF WEATHER OR CONDITIONS ON THE DAY MAKE THIS NECESSARY.

IN WHICH CASE, OR IF THE EVENT HAS TO BE CANCELLED, INFORMATION WILL BE POSTED ON THE CHAMPS WEBSITE AND AT THE COMBINED COLLEGES BOATHOUSE.