

CHAMPION OF THE THAMES RC, CAMBRIDGE

Race Safety Plan: VIIIs Head

Sunday 16 May 2021

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	Numbers will be delivered to boathouses by 10:30am Race control will be sited at the course finish (see map).
Start	Plough Reach (see map)
Finish	1450 metres at Peters Post
Marshals	As marked on map (wearing yellow/orange 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:

Event Secretary / Control Desk	Jen Bromley	07973 123338
Chief Marshal	Sam Venn	07793 142278
Event first-aid	(via control or any Marshal)	

All of the above personnel may also be contacted via the Control Desk.

Competitors' Responsibilities

Champion of the Thames rowing club personnel will endeavour at all times to ensure a safe event, but all competitors must follow marshals' instructions and be alert at all times to the safety of themselves and others.

All competing Clubs have the responsibility to ensure that their crews and scullers abide by the *Row Safe: A Guide to Good Practice in Rowing*. In particular, all Clubs must ensure that:

- Inexperienced crews have experienced coxswains.
- Coaches of novice/junior crews evaluate the ability of these crews and consider whether they require an individual bank party on a bicycle, carrying a throwbag, to escort them before, during and after the race.
- Competitors are aware of the BR Rowsafe Code, the event safety plan & guide and have been instructed in capsizing 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.
- The row safe guide can be found at www.britishrowing.org/publication/rowsafeleaflet

COVID-19 PRECAUTIONS

- All entering crews must have a club COVID-19 risk assessment that covers racing and all crew members must follow the measures set out in their club's risk assessment for boating, marshalling and landing.
- Every crew must follow the rules for their own boathouse when boating. Time has been allowed between divisions to make this easier.
- Numbers of boats in each division have been restricted to 30 (3/4 normal event capacity) to avoid overcrowding when marshalling.
- Bank parties to be limited to a maximum of 3 per crew to ensure 2 meter social distancing can be maintained.
- Everyone, Marshalls, bank parties and rowers must maintain 2 meters apart or wear a face covering at 1m distance while on the bank.
- All Event Marshalls will wear face coverings throughout the event and will be equipped with hand sanitiser and will sanitise their hands before and after assisting crews where necessary.
- Entries and payment to be fully electronic
- Race Numbers will be delivered to Boathouses (address must be specified in the entry).
- Prizes will be announced virtually and will be delivered to the address specified in the entry.

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 BR Rules of Racing and *Row Safe: A Guide to Good Practice in Rowing*. In particular, spot checks will be made to check on bow balls, heel quick-release mechanisms, rudder lines and coxes' lifejackets. Boats with coxes without a suitable lifejacket or buoyancy aid will be disqualified. Boats without bow balls will also be disqualified. Random checks will be carried out on boats throughout the day, and any boat deemed unsafe will be disqualified and asked to return to its boat house with its crew.

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. Please note there is restricted access to the river, and a number of moored narrowboats between the Combined 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.

JUNIORS

Coaches of novice/junior crews must evaluate the ability of these crews and consider whether they require an individual bank party on a bicycle to escort them before, during and after the race.

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 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.

HEALTH INFORMATION

Competitors are reminded that the Cam water is likely to contain the Leptospirosis (Weil's Disease) bacterium, and should ensure that pre-existing cuts, blisters etc. are covered with a suitable waterproof dressing before going afloat. Cuts, blisters etc. sustained during the race should be thoroughly washed immediately upon return to the boathouse. Should you be unlucky enough to fall in please ensure you shower at the earliest possible opportunity (showers for visiting crews are available at the Combined Boathouse).

It is recommended that water bottles (including those with a "sports top") are placed in a waterproof plastic bag, rather than loose in the bottom of the boat, to reduce the risk of infection from drinking from a bottle which has been in contact with river water.

MARSHALS

The BR Rules of Racing (<https://www.britishrowing.org/events/entering-events/rules-of-racing/>) will apply. The marshals will stop the race if an unsafe situation arises.

Allow plenty of time to boat before the scheduled start time. All boats must be downstream of the Green Dragon footbridge 20 mins before the advertised start time; crews that are late will be turned back.

11:40 Division 1 – **All boats must be beyond Green Dragon Footbridge**

12:00 Division 1 – Race starts

13:10 Division 2 – **All boats must be beyond Green Dragon Footbridge**

13:30 Division 2 – Race starts

14:40 Division 3 – **All boats must be beyond the Green Dragon Footbridge**

15:00 Division 3 – Race starts

Marshals will be posted at regular intervals (see map) throughout the course, on both banks of the river wherever possible. Marshals will be wearing high-visibility tops, and will be equipped with radios, mobile phones, loud hailers, throw lines, and emergency foil blankets.

INCIDENTS:

Report any incidents immediately to any marshal or to the control desk. In the event of an incident needing reporting to British Rowing, the Chief Marshal will liaise with the club(s) concerned and report(s) filed with British Rowing accordingly.

FAILURE TO ABIDE BY SAFETY INSTRUCTIONS

Champion of the Thames want to run a safe event that can be enjoyed by all concerned. It is imperative that all competitors abide by instructions given to them for their safety. Failure to abide by the instructions in this document, other instructions given to competitors, or instructions given by marshals on the day, may lead to disqualification from the event.

ADVERSE WEATHER

I: FOG OR OTHERWISE REDUCED VISIBILITY

In the event of fog or otherwise reduced visibility making racing unsafe, the organisers may delay, suspend, or cancel racing. This will be clearly communicated to crews at the boathouse areas.

II: HIGH WIND, SNOW, HEAVY RAIN etc

In the event of adverse weather such as High Wind, Snow, Heavy Rain, the organisers may delay, suspend, or cancel racing. This will be clearly communicated to crews at the boathouse areas. In the event of racing going ahead in less-than-ideal conditions (e.g.: moderate winds), it is up to coaches to assess whether any particular crew is capable of coping with conditions. Crews not deemed capable of safely competing in such conditions may withdraw and will receive a full refund.

III: 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.

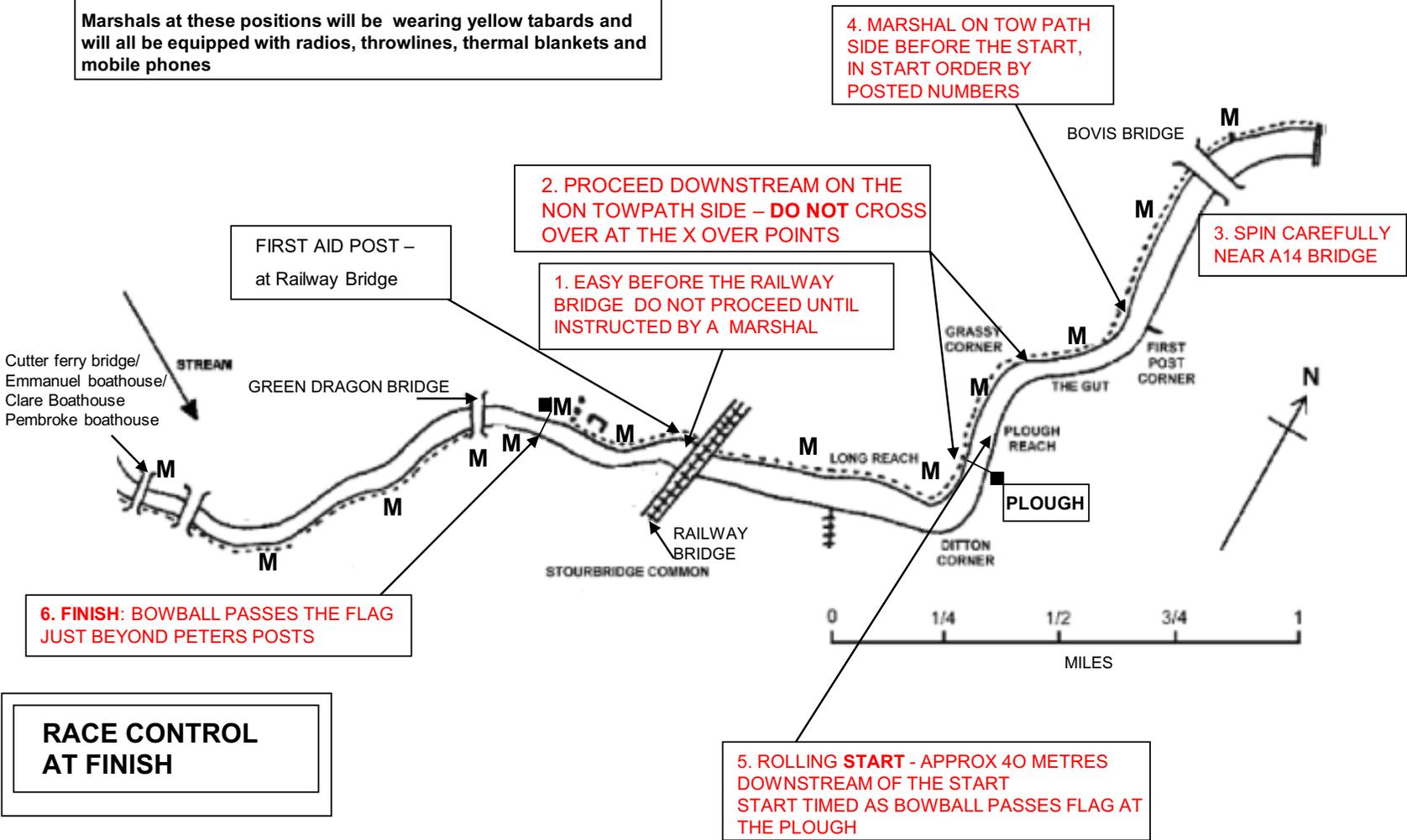
In which case, or if the event has to be cancelled, information will be posted on the Champs website and will be announced at Race Control.

Map of Course (including circulation patterns, location of Marshals etc).

CAMBRIDGE CHAMPS VIIs HEAD
Map of Course

MARSHAL POSITIONS = M
 Marshals at these positions will be wearing yellow tabards and will all be equipped with radios, throwlines, thermal blankets and mobile phones

CIRCULATION / RACING PATTERN IN RED



RACE CONTROL AT FINISH

Much of the river is relatively narrow and the majority of the river is easily accessible from the towpath. Marshals can see all parts of the river and will be stationed at regular intervals throughout the course. Nevertheless, potentially dangerous areas on the river include:

- Stretch of river between Cutter Ferry Bridge and the Cantabridgian boathouse (no access to river from bank, high wall at side of river). All scullers must be competent and must have completed a capsized drill. Marshals will be in place in this stretch of river to assist as needed with navigation.
- Sharp corner at the Green Dragon footbridge (Marshals will be in place in this stretch of river to assist as needed with navigation).

Postcodes and GPS locations:

All GPS positions in Degrees East and North. In general the tow path is not suitable for rapid vehicle access.

A: Combined Boathouse, Logan's Way. CB4 1EQ
E: 0.14009; N: 52.21190

B. Green Dragon Foot Bridge (North side). Pedestrian access to race finish only. Water Street. CB4 1NZ
E: 0.14546; N: 52.21771

C. Vehicle access to finish on common, South side of river via key locked gate at Riverside (key access from Cambridge City Council) CB5 8EY
Locked gate: E: 0.14489; N: 52.21495

D. Vehicle access to western (nearest to Cambridge) tow path (code locked, vehicular access); Also coordinates for Penny Ferry (formerly Pike & Eel Public House) CB4 1PA E: 0.15052; N: 52.21885

E. Vehicle tow path access on Fen Road, Chesterton, near rail way bridge. Gated, code locked, vehicular access to tow path near railway crossing over river Cam. Pedestrian access. CB4 1TX E: 0.15523; N: 52.22034

F. Vehicular access to tow path from Grassy Corner, Fen Road. Code locked, vehicular access (rough, wet terrain for 100yds) CB4 1TU Fen Road access: E: 0.16457; N: 52.22698, Tow path joining point: E: 0.16647; N: 52.22654

G. Car park at Towpath for access to Baites Bite lock & weir, (code locked) eastern section of Tow path and start point. CB24 6AF
Car Park E: 0.17803; N: 52.23757

H. Vehicle access to Ditton Corner (south, non-tow path side) at end of Long Reach, via Fen Ditton High Street CB5 8ST
E: 0.16779; N: 52.22271

I. Vehicle access to First post corner (east, non-towpath side) from Green End, Fen Ditton. CB5 8SZ E: 0.17068; N: 52.22795