



University of Bristol Boat Club

Head Race 2016

Safety Plan

The University of Bristol Boat Club (UBBC) Head Race will take place on the 3rd December 2016. It will be held in a time trial format on the river Avon. There will be 2 divisions, with the first racing over 3.2km upstream of the Salford Boathouses, and the second starting 1.3km upstream of the Salford Boathouses. The first division is intended for experienced rowers, and the second division for beginner rowers in eights and fours and experienced oarsmen in small boats.

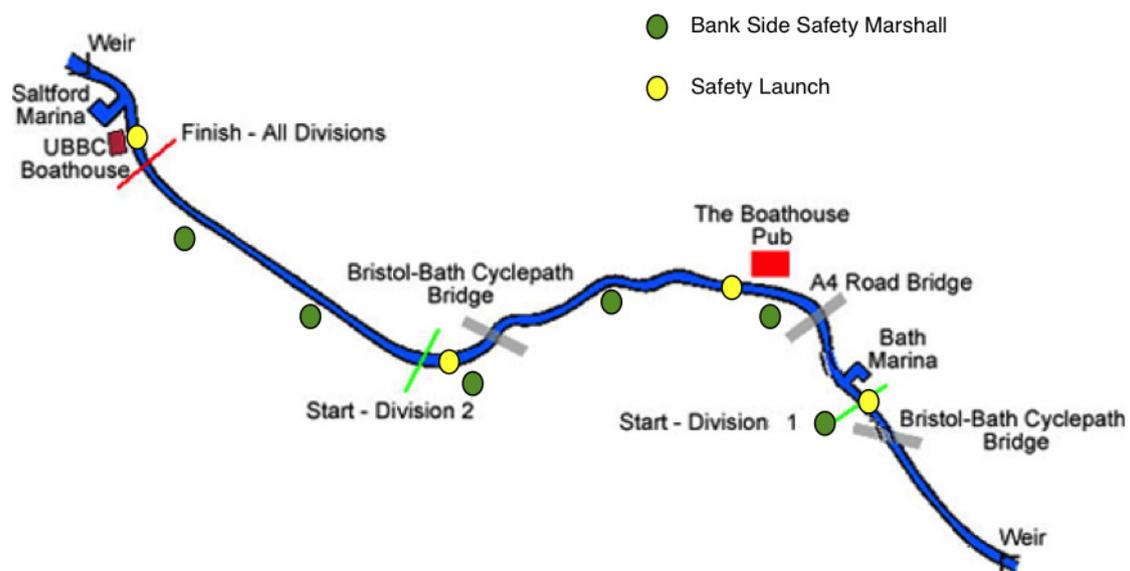
INSURANCE AND RULES

1.1 The UBBC Head Race is being run under BUCS affiliation, and competitors are insured under their own clubs insurance. In addition there is also Bristol University Public Liability Insurance covering the event. All clubs will be asked to sign a disclaimer to declare that all competitors are members of their club.

1.2 Although the head race is not run under British Rowing rules of racing these rules are used as a guide in running the event.

It is the responsibility of clubs, athletes and coaches to ensure that boats comply with Row Safe and that all competitors are adequately clothed for the conditions. Boats that fail to comply with Row Safe will be excluded from the event and competitors who are inadequately clothed may also be excluded from the event.

THE COURSE



2.1 Marshals will be sited along the length of the course at the positions detailed above. These will be members of the club and know the river well. The most experienced will be placed at key points along the course which have been identified as accident black spots. Safety Launches appropriate for rescue use will be situated at these black spots.

2.2 Those marshals at designated black spots will wear high visibility vests and carry megaphones. All Bank Side Safety Marshals will carry throw-lines. All safety marshals will be in contact with Race Control and the Safety Launches via two way radio and mobile phones.

2.3 All steersmen and coxswains will be briefed about the local hazards on the stretch of the river at a briefing before they go afloat. This briefing will be delivered by an experienced UBBC coxswain and will explain how to navigate the difficult parts of the course, particularly the final bridge. In response to previous incidents caused by steering error, attendance at the briefing will be enforced with a ticket system. They will also be given written instructions on the course with all identified black spots highlighted and explained.

2.4 The five black spots have been identified and named as follows, for clear communication between marshals and Safety Launches:

Alpha - The marshalling position for Division 1 upstream of the start position.

Bravo - The first bend after the A4 road bridge which is a black spot due to its sharpness.

Charlie - The marshalling position for Division 2 upstream of the start position.

Delta - The last bridge of the course which is tricky to navigate.

Echo - The spinning area downstream of the finish.

2.5 On the race day there will be 2 dedicated safety launches, with fully trained and qualified first aiders onboard. These will inspect the course for debris and other submerged hazards prior to boating.

2.6 All competing clubs will be asked to enter only experienced coxswains, oarsmen and women to take part on the long course, the short course for inexperienced crews will be held on a straight course with extra marshals along its length to give assistance if required.

2.7 Gaps between boats will be kept long to try and reduce overtaking until the straight at the end of the course, overtaking through the twisty section of the river is difficult and can be dangerous, these points have been identified and are being marshalled.

2.8 Once boats have finished they will be told at the coxswains and steerspersons brief to await instruction about spinning and landing. Boats will be held above the landing stages until there is room for them to proceed and turn safely. 2 marshals will be present to instruct crews about spinning for Division 1 and, this number will be increased for the beginner division (Div. 2). Division 2 will have even greater gaps between boats to ensure that there is time for the boats to spin without impeding one another. Those crews boating from Bath will land and wait off the water until their division has finished, before rowing back to Bath.

EQUIPMENT

3.1 Umpires will be checking all boats before they go afloat to ensure that they have heel restraints, bow balls, buoyancy compartments/canvasses, rudder lines and general security of fixings. Heel restraints must conform to the most recent British Rowing regulations. In the event that a boat is deemed unsafe by the umpire it will be removed from the race.

3.2 All coxswains will need to be wearing a life jacket before going on the water.

3.3 Umpires will also check that all competitors have sufficient warm clothing before boating, particularly in Division 2, where some crews may be waiting some time before racing.

FIRST AID

4.1 St. John's Ambulance will be providing first aid cover in the main boating area. The nearest ambulance station is at the Royal United Hospital Bath and should the need arise, then a 999 call will be made by the Event Organiser, there will be no ambulance on site. The Avon Ambulance Service will be informed of the event taking place.

4.2 Emergency vehicle access will be by the gravel road from the main road (the A4) down under the rail bridge to the Saltford boathouses next to the river. This will remain clear of any obstacles. This will be one of the responsibilities of the trailer park marshals on duty throughout the day.

4.3 A First Aiders will be present in the Safety Boats to provide first aid to those on the water.

ACTION TAKEN IN THE EVENT OF INCLEMENT CONDITIONS

5.1 Should there be inclement weather (fog, wind, fast stream, high water etc.) a decision as to the continuation of the event will be taken between the event coordinator, BUCS representatives and the Event Safety Officer.

Possible outcomes are:

1. To run the event in full.
2. To cancel Division 2 and run Division 1.
3. To cancel Division 2 and postpone Division 1 until the afternoon, where conditions may have improved.
4. To cancel the whole event.

5.2 Decisions will be based on local weather forecasts, river levels and experience of the use of the river.

5.3 Information about cancellations will be posted on the event website, www.uobboatclub.org/head-race, the event facebook page, www.facebook.com/UBBCHeadRace and the club twitter page, www.twitter.com/uobboatclub.

OTHER RIVER USERS

6.1 Local clubs have been informed of the event and have been asked not to use the river while racing is in progress.

6.2 Other river users will be informed through the River Avon Users Consultative Committee Precautions for boats while on the river.

6.3 A notice will be erected at either end of the course and marshals will be in launches at both the start on the finish to communicate with other river users.

6.4 Boats will be set off at significant intervals so passing is unlikely, making the river usable by other craft even during racing.

For further safety information please refer to the UBBC Head Race Risk Assessment. All information that has been made available is published on www.uobboatclub.org/head-race.

For further information contact:

Tommy Nicholson, University of Bristol Head Race Coordinator 2016

ubbcheadrace@hotmail.co.uk | 07719064209