

MAIDSTONE INVICTA ROWING CLUB

Small Boats Head

SAFETY PLAN

Sunday 22nd September 2019

River Medway at Maidstone, Kent

What is it?

A processional timed race over approximately 2500m upstream on non-tidal water on the River Medway in Maidstone, Kent, organised by Maidstone Invicta Rowing Club (MIRC) under the rules of British Rowing and the guidance in Row Safe. For course map see Appendix One.

Participants

The race is open to any gender appropriate for the event entered, and to any BR affiliated rowing club. The race is open to single and double sculls, pairs, coxed quads and coxed fours. All competitors must be registered with British Rowing with RACE Membership.

Safety duties of umpires and race officials

The Small Boats Head (SBH) Event Rowing Safety Adviser is Richard Stokes. Safety is the prime duty of umpires and all race officials. They will be positioned at the key points on the course and be equipped with short wave radio, and megaphone if appropriate. They should also carry mobile telephones.

Their role is:

- To ensure that the event is run in accordance with the rules and procedures laid down in this Safety Plan.
- To inspect the course and surroundings, in their vicinity, for hazards and suggest any improvement action that may be necessary.
- To study the proposed plan for the running of the event and identify any shortcomings or improvements and communicate these to the Organising Committee.
- To observe competitors and spectators for any behavior likely to cause a hazard and take preventive action.
- To institute any immediate changes to safety practices that they deem may be desirable or necessary and report same to the Event Rowing Safety Adviser (ERSA) or Race Committee Chairman (RCC).
- To submit a written report on any accident observed or any hazardous action that has taken place to ERSA or RCC.
- To promptly report any urgent or immediate problems on the day of the event to the ERSA and/or the RCC.
- To use their 'best endeavours' to ensure that the advice contained in Row Safe is followed by the event and competitors.

Training of officials

As the SBH takes place on a single day, training in safety can only be carried out to a limited degree mainly with respect to specific hazards. The committee will therefore only use helpers who are competent for their tasks or, under strict supervision.

Emergency Assistance

If safety help or emergency services are needed the umpires and race officials on the spot should decide whether they should summon safety boat support either directly or via the RCC, or should dial 999. Preference is to contact the RCC by radio or phone (as he/she is best placed to direct assistance to the correct location), relaying if necessary via other umpires/officials, stating the type and location of the accident that has occurred and the help that is required. If summoning the emergency services the location should be clearly stated by reference to the nearest road access e.g. 200m from Moncktons Lane going towards Allington Lock, or, at Springfield 200m from Moncktons Lane towards Maidstone etc.

Vehicle access points to the course:

- **Race start:** Lock Lane, Forstal Road, ME14 3AU, 500m upstream from Malta Inn. Town/Towpath side.
- Allington Marina, Castle Road, ME16 0NH. **Opposite start area.**
- Fords Wharf (Sewage Works), Buckland Lane, ME16 0BP. Far bank side.
- **Mid course:** Moncktons Lane, ME14 2PY. Town/Towpath side.
- **Opposite the Rowing Club:** LA Fitness (also entrance to Whatman Park) ME16 0SN.
- **MIRC Clubhouse:** James Whatman Way, ME14 1LQ. Town/Towpath side.
- **Race finish:** Archbishops Palace, Bishops Way, ME15 6YE. Town/Towpath side.

First Aid

First Aid will be provided by a qualified First Aider, Leighton Cooley, positioned at MIRC Clubhouse with access to the course via a bike if needed and who will be in radio communication with the RCC and race officials.

Casualty Department

The nearest is at Maidstone Hospital, Hermitage Lane, Barming, reached via the A26 Tonbridge Road or via the A20 London Road.

Telephone 999 in an emergency and state which service is required.

Safety Boats

Safety boats will be positioned on the course, and should all have equipment bags as per the British Rowing Row Safe guidelines and survival blankets. Drivers should be RYA level 2 qualified or have been approved by the Organising Committee as competent. Locations of safety boats are shown in Appendix Two. There will be a minimum of three safety boats positioned at the start, mid course and finish. Safety boats will be equipped with radios and can be summoned by a course umpire/marshal or the RCC as appropriate.

Row Safe

All competing boats and crews are expected to comply with the minimum standards set out in the British Rowing 'Rules of Racing' and 'Row Safe'. A race Control Commission will be in place to carry out a random check on boats and will prevent crews boating if necessary. Particular attention will be paid to bowballs (in good condition), heel restraints (shoe heel not able to rise higher than horizontal to the shoe fixing to the stretcher), steering, lifejackets (no self inflating lifejackets in front-loader boats and properly fastened) and appropriate crew clothing. This however does not relieve coaches and clubs from their responsibility to enter only competent crews and "safe" boats that are able to deal with all prevailing conditions and potential race situations.

Hazards and Risk reduction. These have been identified in the SBH Risk Assessment which is available on the SBH website page.

A summary together with the actions required is as follows:

- **Conditions on the day:** Weather conditions and water condition. Should the weather be particularly inclement a decision will be taken by the Race Committee Chairman in consultation with the Event Rowing Safety Advisor as to whether the start of the event, or division, should be delayed or in an extreme case, cancelled.
The condition of the water will be inspected and a decision taken by the RCC/ERSA as to whether conditions are suitable for the event to proceed.
In the event of a thunderstorm the Race Committee will use the 30/30 criteria to decide on whether to suspend and when to restart racing.
- **Movement of boats within the trailer park, boathouse area and launching area:** Marshals will be responsible for ensuring that boats are brought to the launching area in an orderly fashion with boats for launching kept back from the ramp gates until those coming off the water are clear. Supporters and others must be warned to keep clear. Marshals must ensure that boats are launched without delay and not left unattended. Adjustments must be carried out away from the launching area.
- **Moored boats:** Competitors should note that there are moored boats at various places along the river bank. Yellow buoys are positioned on the approach to the Ford's Wharf (Sewage Works) bend and on the bend opposite the club. Officials will be located in these areas to give warning to approaching crews if they foresee a danger of hitting a moored boat.
- **Capsize:** Should a capsize occur the nearest umpire/official shall contact a safety boat for assistance by a method agreed before the race with the RCC, meanwhile making the area safe by advising the RCC (who will give notice to all other officials), forewarning other competitors approaching the area and rendering assistance.
- **Other boat movements on the course or on the approaches:** The river is not subject to a closure. A Notice to Mariners will have been issued by the Environment Agency advising that the race is taking place and letters sent to boat owners and boatyards. All officials should be aware that a boat entering the course is possible and should it occur they must contact the RCC. Meanwhile request the boat to pull over, in a safe place, to allow the race to continue. In the event of non-cooperation, advise the RCC immediately and assess whether the race should be stopped.
- **Crews marshalling at the start and finish:** At the start, bank marshals will instruct competitors to form up in numerical order along either bank thereby keeping the centre of the river clear. At the finish, competitors must row clear of the finishing line and remain facing upstream as instructed by the marshals and indicated in the race circulation plan, until instructed by the marshals when it is safe to turn. The centre of the river must be kept clear for other boats finishing. Competitors disobeying this rule may incur a time penalty. See Appendix Three for Circulation Diagrams.

Dangerous behavior:

Marshals, other officials and umpires should warn competitors whose behavior could impair the safety of themselves and others and details should be recorded. The Race Umpire must be informed. Persistent offences can be identified and appropriate disciplinary action taken which can include the disqualification of the competitor, crew or whole club concerned.

Race Suspension:

In the event that an incident arises which means that the division is not able to safely continue, then the following actions should be followed by race officials. A likely incident causing a suspension of racing will be either a capsize or collision (or both) which causes either a total or partial obstruction to the course. Under these circumstances the closest umpire must make a decision as to whether racing can continue. If the obstruction is only partial it may be possible for racing to continue with boats being slowed and steered around the incident. This should only be considered if this presents no potential hazard to the rowers concerned in the incident. Also the umpire's first consideration must be to render assistance to the affected crews until additional assistance arrives, which may mean that he/she cannot keep an eye on other racing crews.

If there is a judgement that racing can safely continue ensure that the start, safety boats and other umpires are aware of the incident and of the decision before rendering assistance to crews. Umpires on the start side of the incident should then warn crews as they pass of the incident ahead of them and the starter should hold back any further crews from starting until clarification that it is safe to proceed with the race.

In the event that the umpire on the spot decides that racing cannot safely continue (and this should always be the fall back decision which will be fully backed by the Race Committee) take the following action.

Put out blanket call to all locations – 'All Stations, All Stations'.

Give your umpire call sign (name) and location (eg Springfield Bridge).

State 'STOP RACING, STOP RACING, STOP RACING'

Give reason 'CAPSIZED CREW IN WATER, CAPSIZED CREW IN WATER'

Ensure that at least one other umpire acknowledges and then you can get on to dealing with the incident on hand. Other umpires hearing this over the radio should take the following action.

STARTER. Stop the start immediately

BANK UMPIRES. If you are umpiring on the start side of the incident instruct crews to stop racing and **paddle light** up the course taking their instructions from the bank. They should not stop completely unless they have to. If you are on the finish side of the incident you can allow racing to continue so times can be taken. Be aware that safety boats may be making their way along the course to the incident and that this may interfere with racing crews.

Once incident has been cleared, and it is safe to do so, the umpire on the spot should radio the start. The start umpire should then check in with the Chief Umpire that it is safe to restart the race and then get the start under way. Crews which were on the course and had to slow or stop will not be able to re-row the race unless it is possible to accommodate them in a later division.

Accident log:

An accident log will be kept by the event secretary and officials/umpires shall provide written evidence to the Race Committee of any dangerous occurrence, warnings given etc. Accidents should be reported to BR via the online reporting system.

Course safety:

A plan of the course will be displayed at Crew Registration and at the boathouse, copies of which will be sent to each of the competing clubs with their entry details. The course will be inspected by the event secretary or other agreed person on the day of the event prior to the race commencing. Any new hazards identified will be added to the course plan at Crew Registration.

Junior competitors and helpers

Officials and representatives of the Clubs involved will be acting in 'Loco Parentis', and supervision will need to be more intense and careful because of the higher degree of risk, and the expectation of a high degree of care by parents and others that are responsible for them.

Particular care must be taken to ensure that all equipment is in safe and full working order and that appropriate clothing is worn to provide adequate protection during the event. Competitors not suitably attired will not be allowed to compete. Clubs must ensure that Race Registration has a contact telephone number for a responsible club adult who is attending the race.

Safety Plan

A copy of this Safety Plan should be sent to each club with their entry details.

Copies of the Safety Plan will be made available to each marshal, official and umpire who will be briefed on the contents together with their own specific responsibilities before commencement of the event.

The Chief Umpire and Crew Registration will have a mobile telephone to summon assistance if requested by a race official over the short wave radios.

Showers are available within the MIRC changing rooms. Competitors are reminded to bring a complete change of clothes with them on the day.

Appendix One – Course Map

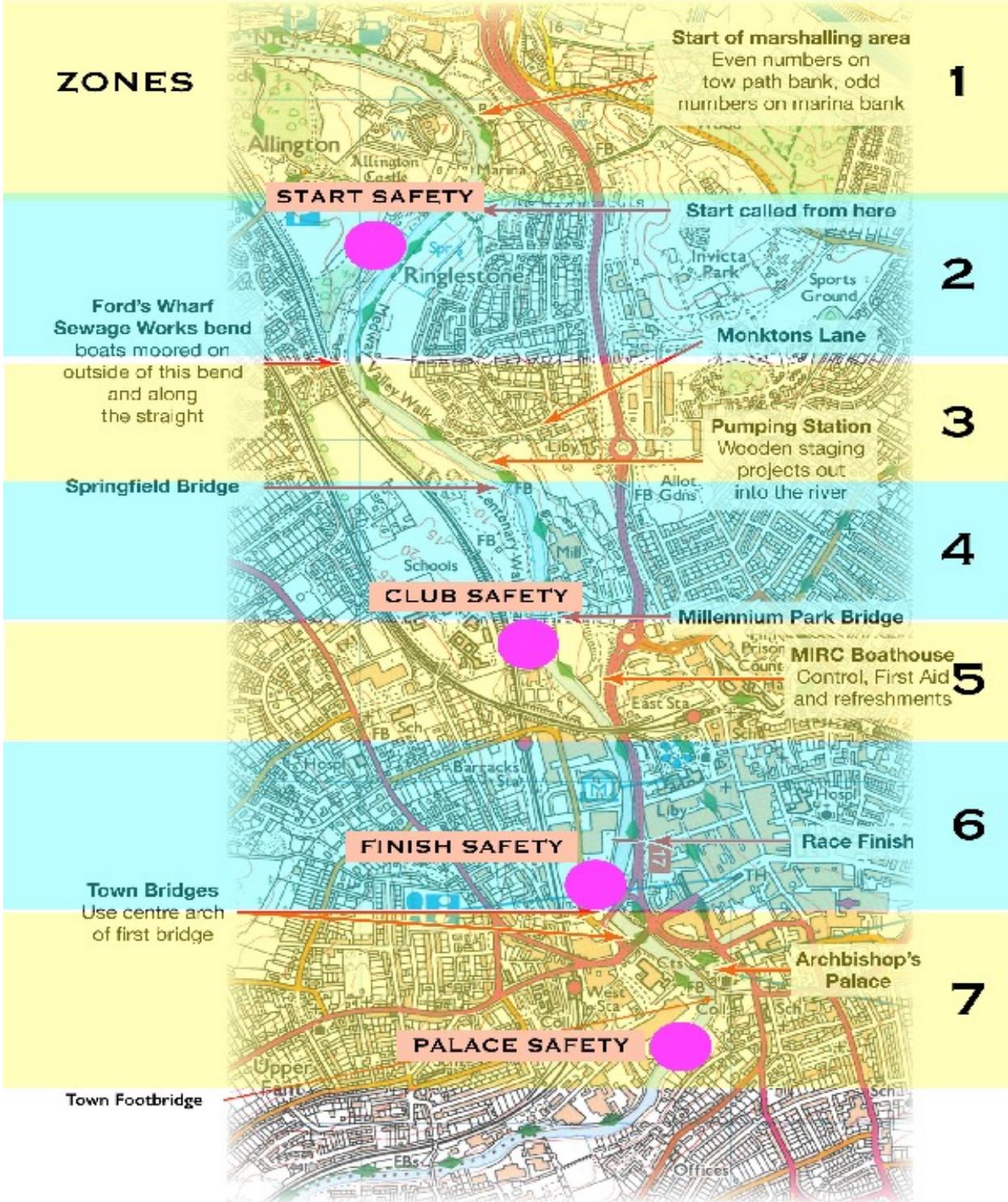
Appendix Two – Position of Safety Boats

Appendix Three - Circulation Patterns

Appendix One – Course map

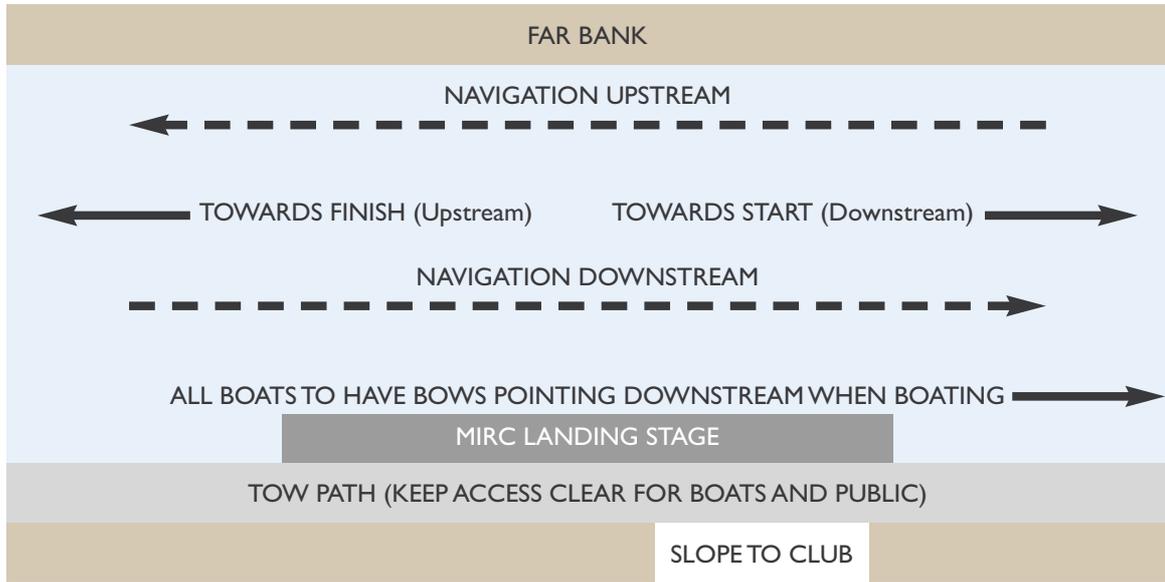


Appendix Two – Safety Boat Locations

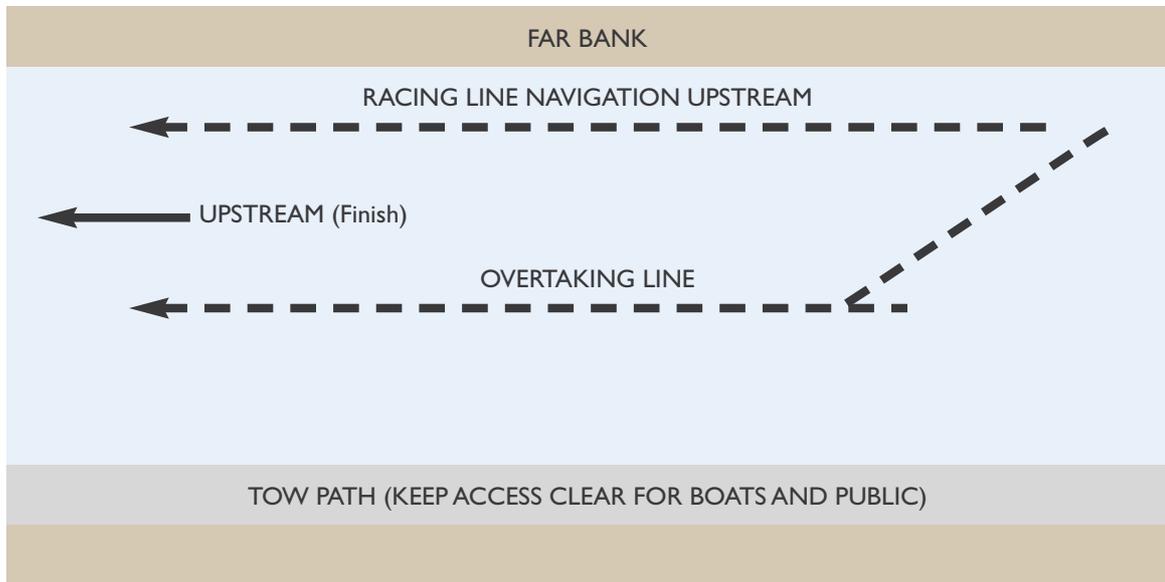


MAIDSTONE HEAD OF THE RIVER – CIRCULATION DETAILS

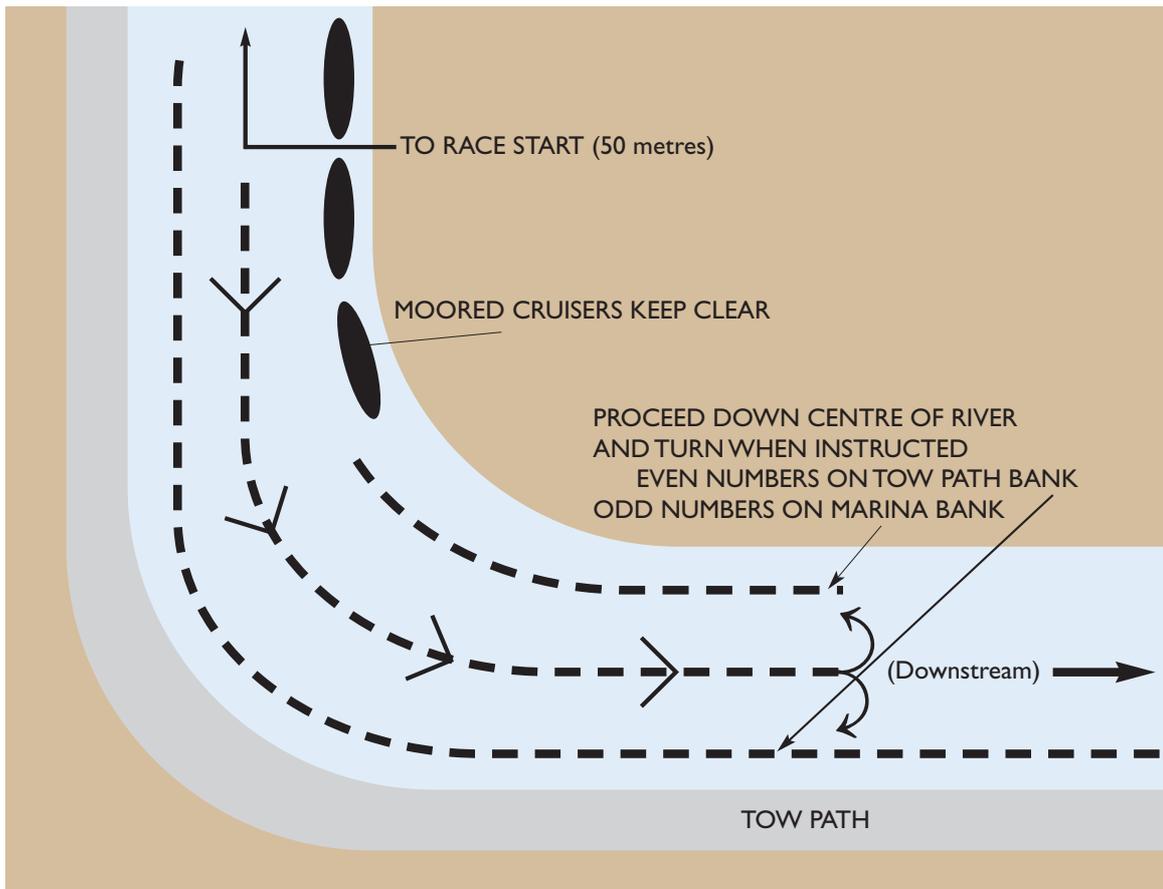
BOATING AREA



RACING AREA



START AREA



RACE FINISH MARSHALLING AREA

