



Hirst Weir, Higher Coach Road, Baildon, Shipley, BD17 5SP.

REGATTA SAFETY PLAN (including Course Map and Local Rules)

1. DECISION MAKING PROCESS FOR CANCELATION OF THE EVENT

Although the events take place in June and September there could be the possibility of river conditions together with adverse winds which could prove dangerous particularly as there is a weir close to the finish line. It is with this in mind that the following system of monitoring and decision making is put into practice in the days leading up to the events.

- a) HIGH WATER - The organisers have good local knowledge of the river, which at the regatta location is only 18 miles from source and is predictable over a 24 hour period. The organisers also have knowledge of the river height at which regatta racing would be dangerous and the river height combined with strong wind in the direction of the flow which would be dangerous.
- b) SYSTEM FOR DECISION MAKING - The decision as to the suitability of the river for regatta racing will be taken jointly by:
 - i. The Regatta Secretary
 - ii. The Regional Umpires Commission
 - iii. The Regatta Safety Adviser

They will take into account the weather during the week leading up to the regatta : The weather forecast from the Leeds Meteorological Office : The present height of the river and its fluctuations during the week.
The decision will be taken no later than 6.00 p.m. on the evening prior to the regatta.

- c) COMMUNICATION OF REGATTA CANCELLATION - Competing clubs will be contacted by telephone as soon as the decision to cancel has been made.

2. RULES APPLYING TO THIS EVENT

- a) The event is run under British Rowing Rules and Rules of Racing.
- b) Local rules are written up as Information for Crews and Coxswains and given to every crew.

3. COMMUNICATIONS

- a) MOBILE RADIOS - Communication between regatta control, co-ordinating umpire, launch, umpires, marshals, start and finish is by specifically tuned radios. Up to eight radios are available to cover the event and their positions are as shown on the Safety Plan map.
- b) PUBLIC ADDRESS SYSTEM - The public address system is located to give coverage around the finish and boat park areas besides inside the bar/refreshments room of BARC clubhouse. The system provides :-
 - i. Information to crews from control when they are required to boat.
 - ii. General information to competitors.
 - iii. Information to both competitors and supporters in case of emergency.
 - iv. Commentary on the racing.
- c) TELEPHONES - There are three telephones available for use in case of emergency :-
 - i. On the wall beside the upstairs bar in BARC Clubhouse - 01274 531859
 - ii. Emergency Red Phone (999 only) in the main entrance of BARC Clubhouse
 - iii. To the right hand rear of the Bradford Grammar School boathouse.
- d) OTHER TELEPHONE NUMBERS:-
 - i. EMERGENCY - 999
 - ii. Police (non-emergency) – 0845 6060 606
 - iii. Bradford Royal Infirmary (Accident & Emergency Dept.) - 01274 364012
 - iv. The Regatta Secretary, Terry Edwards - 01274 563997 or 07721 978024

4) MEDICAL AND FIRST AID

- a) MEDICAL OFFICER - A medical officer will be in attendance and can be contacted through regatta control.
- b) FIRST AID COVER - First aid cover will be provided and can be contacted through regatta control.
- c) HOSPITAL - All accident and emergencies are taken to Bradford Royal Infirmary, Duckworth Lane, Bradford.

5) EMERGENCY ACTION PLANS

- a) ACCIDENTS ON THE WATER - In the event of competitors being injured, capsizing or becoming ill whilst rowing the following assistance can be given :-
 - i. Each umpire, start marshal, starter and finish judge will be issued with a 20 metre throwbag and be advised on local rescue procedures.
 - ii. A stand-by launch will be moored at the finish and summoned through regatta control if required.
The nearest umpire will be the person responsible for summoning both medical and emergency cover depending upon the situation.
- b) ACCIDENTS ON LAND - Competitors and supporters not only congregate around the finish area, but walk and run along the river path. As the whole area is covered by radio contact through the umpires etc. help can be summoned through the co-ordinating umpire.

6) SUSPENSION OF RACING

- a) Although the course will be inspected for obstructions etc. prior to the start of the event, racing will be suspended at any time if it is deemed necessary for safety reasons.
- b) In the event of suspension of racing because of thunder and lightning, appropriate instructions will be given over the public address system to all competitors, supporters and members of the public.

7) CONTROL OF BOATS BOATING, LANDING AND PROCEEDING TO THE START

Because of the narrow limits of the river it is important to have complete control of all boats if a safe racing environment is to be attained. This is achieved through the following system :-

- Boating and landing stages are controlled by stage marshals who work closely with regatta control and umpires
- Regatta control calls crews for boating
- Crews are only allowed to boat if their opponents are also at the boating stage.
- Crews proceed to the start on the boathouse side of the river and are under the direction of the umpires.
- The umpires are directed to ensure that crews proceeding to the start pull into the bank when a race is in progress.
- The umpires are warned before each race starts to " clear the course "
- A start marshal is used to watch over the marshalling area for safety and to bring opponents together for the starter
- A start rope with toggles ensures that crews are separated and clear of the banks
- Landing stage marshals direct and help crews who have just raced and ensure that the landing stage is not used for boating.
- A safety rope is fixed across the river above the weir as a grab line

8) CLUBS' AND COMPETITORS' RESPONSIBILITIES

- a) EQUIPMENT - All clubs should ensure that the equipment being used by its members is safe. This is not only for events, but at all times for training or recreation.
To address this issue Control Commission will be checking embarking boats for security of heel restraints, bow balls, rudder lines and general boat security. Any boat that is unsafe will not be allowed to race.
- b) ABILITY TO SWIM - Clubs must ensure that its rowing members are able to swim at least 50 metres clothed as part of its election procedure.
- c) CAPSIZE PROCEDURE - Clubs should ensure that their rowing members are trained in capsize drill and that, in the event of a capsize, they should hold onto their boat and wait for assistance. If safe to do so, crews should attempt to reach the bank with their boat.
- d) RULES OF RACING AND LOCAL RULES - All competitors must make themselves aware of the British Rowing Rules, Rules of Racing and the Information for Crews and Coxswains issued by the Regatta.

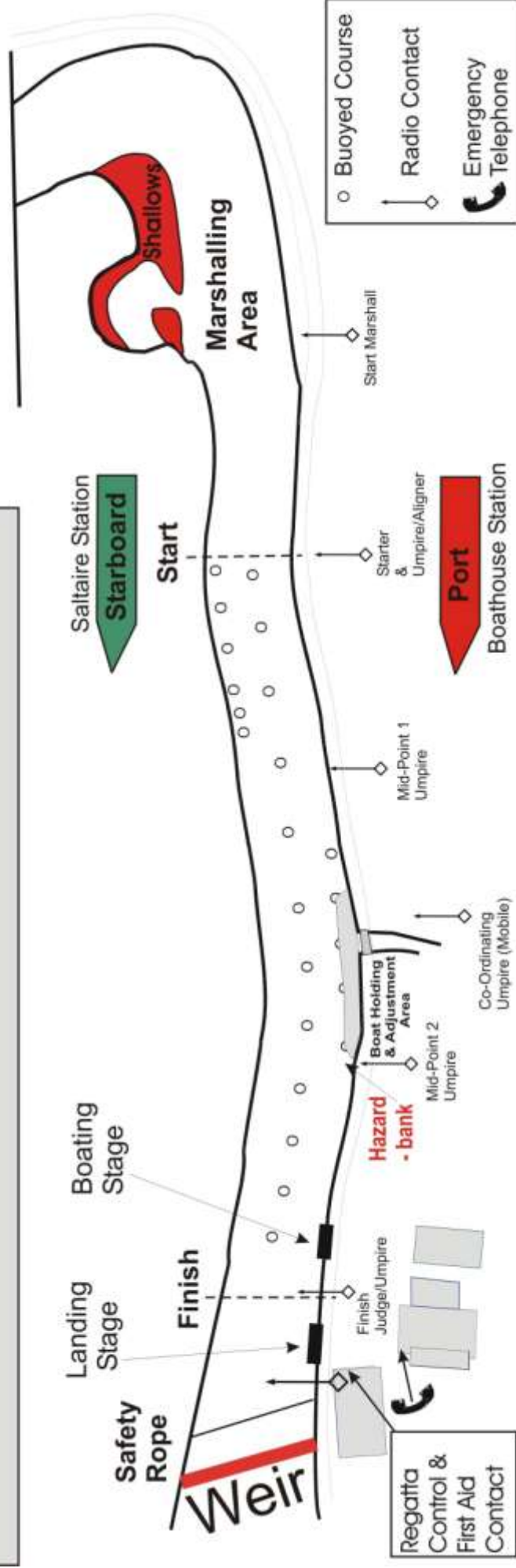
Bradford Regatta Safety Plan

Buoyed Course - 600m downstream.

1. All crews must boat from the boating stage and use the landing stage after racing
2. All crews must proceed to the start on the boathouse side of the river
3. Crews proceeding to the start must follow the umpires' instructions
4. Crews must use the boat holding area when racing is in progress
5. Crews must boat at the same time as their opponents
6. Crews are recommended to steer by the mid-course buoys and not the banks
7. New to the Sport events will be over a short course - from Mid-Point2 to the Finish

A large scale map of the course will be available for viewing on the day.

HAZARD - BE AWARE OF THE WEIR AND STOP IMMEDIATELY AFTER PASSING THE FINISH



LOCAL RULES & INFORMATION FOR CREWS AND COXSWAINS

<p>Bradford ARC hope that you have an enjoyable day's racing and ask your help us in ensuring that ALL crews and scullers are aware of our basic safety organisation and local rules – copies of which will be displayed on the noticeboard by Regatta Control.</p>	
<p>Bradford Regatta is organised by members of Bradford ARC to promote participation and fair competition in the sport of rowing. The event is managed by a local regatta committee and the racing is supervised by a team of national umpires through a Co-ordinating umpire. A race committee of at least 3 umpires including the Co-ordinating umpire is responsible for the application of rules with respect to racing. The regatta is run under the British Rowing Rules and Rules of Racing with supplementary local rules to enable smooth running and fair management of the event.</p>	
<p>The regatta is particularly keen to adopt a spirit of enjoyable participation and inclusion, especially for juniors new to the sport. With this in mind special arrangements have been instigated for the benefit of new juniors and ultimately for the sport of rowing.</p>	
•	Junior races involving new competitors and those under the age of 16 will be treated with discretion and compassion by umpires and officials.
•	Junior crews under the age of 16 will be deemed to be the responsibility of their coach or teacher-in-charge. Any matters arising which may affect them, other than during racing on the course, will be directed at the responsible person.
•	Crews in the New to Sport Trainer Events are recommended to have a Club member following alongside on the bank to assist them with their steering to ensure fair racing and safety for all concerned.
•	Crews must be able to produce all their British Rowing Membership Cards/Racing Licence, with photograph, to confirm their points and or age as appropriate.
•	Crews will receive their racing number when payment has been made.
•	Only one race number must be worn by bow / sculler. Crews will not be started unless the correct race number is worn.
•	Each crew will be numbered as in the programme, the first named taking the Boathouse (Port) Station.
•	All coxswains must report to Regatta Control for weighing prior to racing, where a certificate will be issued indicating weight and any dead-weight required.
•	Crews will be "called" to the landing stages prior to their race and will be "boated" by the Control Commission in racing pairs. Crews are asked to assist in this by ensuring that they report with their opponents ready to boat 20 minutes before the scheduled race time.
•	For safety reasons bowloader boats cannot be accommodated and will not be allowed to race. Please also ensure that coxes do not go afloat wearing wellington type boots.
•	The Control Commission will be checking crews for correct racing strip, coxswains wearing lifejackets, security of heel restraints, bow balls, rudder lines and general boat security incl. buoyancy, and the coxswains weight / dead-weight certificate
•	Because of the nature of the course, it is not possible for crews to practice prior to racing. Crews are advised to walk the course to familiarise themselves with the location of buoys and bend etc. Crews are recommended to steer by the mid-course buoys and not the bank.
•	Crews must proceed to the start on the Boathouse (Port) side of the river pulling into the bank and following the umpires' instructions when a race is in progress. Any crew impeding a race WILL BE LIABLE TO DISQUALIFICATION .
•	Please make special note of the boat holding area, where adjustments should be made rather than at the landing stages.
•	Boats should not be taken through the aqueduct above the marshalling area as the water is very shallow.
•	The start will be from a start rope and toggles. The finish line has been sighted parallel to the start line by compass bearing to ensure an equal racing distance for each station.
•	The finish is indicated by the ringing of a bell: <ul style="list-style-type: none"> - One ring Boathouse (Port) station - Two rings Saltaire (Starboard) station
•	Umpires will use the terms "port" and "starboard" when they are warning crews who are out of their station.
•	All endeavours will be made to cater for doubling. However, crews entered for more than one event are not entitled to claim a rest between races in different events.
•	Any disputes / enquiries with regard to umpiring decisions, should be made directly to the Chairman of the Race Committee through Regatta Control.
•	All other relevant information can be found on the noticeboard by Regatta Control.