



Hirst Weir, Higher Coach Road, Baildon, Shipley, West Yorkshire, BD17 5SP

WAR OF THE ROSES SAFETY PLAN 2020 **(including Course Map and Local Rules)**

1. DECISION MAKING PROCESS FOR CANCELLATION OF RACING ON THE WATER

The event takes place in April and there could be the possibility of adverse river conditions together with heavy 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 event.

1.1 HIGH WATER - The organisers have good local knowledge of the river, which at the event 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 event racing would be dangerous and the river height combined with strong wind in the direction of the flow which would be dangerous.

1.2 SYSTEM FOR DECISION MAKING - The decision as to the suitability of the river for event racing will be taken jointly by:

- i. The Organising Secretary
- ii. The Club's Water Safety Adviser

They will take into account the weather during the week leading up to the event, the weather forecast from the Met. 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 event.

1.3 COMMUNICATION OF WATER RACING CANCELLATION - Competing clubs will be contacted by telephone as soon as the decision to cancel has been made. The event will be run on land for participating competitors.

2. RULES APPLYING TO THIS EVENT

2.1 Although it is classed as an Invitation Event it will be held in the spirit of the British Rowing Rules and Rules of Racing and adhere to the principles of RowSafe 2019.

2.2 Local Rules are written up as Information for Crews and Coxswains and will be sent to each Club and available on the day of the event.

3. COMMUNICATIONS

3.1 MOBILE RADIOS - Communication between event control, starter, safety launch, and finish is by specifically tuned radios. Their positions are as shown on the Safety Plan map.

3.2 PUBLIC ADDRESS SYSTEM - The public address system is located to give coverage around the Clubhouse and finish area 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.

3.3 TELEPHONES - There are two landline telephones available for use in case of emergency :-

3.3.1 On the wall beside the upstairs bar in BARC Clubhouse - 01274 531859

3.3.2 Emergency Red Phone (999 only) in the main entrance of BARC Clubhouse

3.3.3 Mobile signal is good, and a mobile will be available at event control

3.4 OTHER TELEPHONE NUMBERS:-

3.4.1 EMERGENCY - 999, 112 from mobile

3.4.2 Police (non-emergency) – 101

3.4.3 Bradford Royal Infirmary (Accident & Emergency Dept.) - 01274 364012

4) MEDICAL AND FIRST AID

4.1 MEDICAL OFFICER - A medical officer will be in attendance and can be contacted through event control.

4.2 FIRST AID COVER - First aid cover will be provided and can be contacted through event control.

4.3 HOSPITAL - All accident and emergencies are taken to Bradford Royal Infirmary, Duckworth Lane, Bradford, Tel. 01274 364012.

5) EMERGENCY ACTION PLANS

5.1 ACCIDENTS ON THE WATER - In the event of competitors being injured, capsizing or becoming ill whilst rowing the following assistance can be given:-

5.1.1 The starter and finish judge will be issued with a 20-metre throw bag and be advised on local rescue procedures;

5.1.2 A stand-by launch will be moored at the finish and summoned through event control if required.

The starter or finish judge will be the person responsible for summoning both medical and emergency cover depending upon the situation.

5.2 ACCIDENTS ON LAND - Competitors and supporters not only congregate around the finish area, but walk and run along the river path. The starter or finish judge with radio contact will summon help through event control if required.

All small children and animals should be not be left unattended at any time.

6) SUSPENSION OF RACING

6.1 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.

6.2 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 :-

- 7.1 Boating and landing stages are controlled by stage marshals who work closely with event control;
- 7.2 Event control calls crews for boating;
- 7.3 Crews are only allowed to boat if their opponents are also at the boating stage;
- 7.4 Crews proceed to the start on the boathouse side of the river;
- 7.5 Landing Stage marshals direct and help and help crews who have just raced;
- 7.6 A safety rope is fixed across the river above the weir as a grab line'

8) CLUBS' AND COMPETITORS' RESPONSIBILITIES

8.1 EQUIPMENT – Bradford ARC, as the host Club, will make all reasonable effort to ensure that the equipment being used by competitors is as safe as is reasonably possible.

8.2 ABILITY TO SWIM / CAPSIZE PROCEDURE – It is visiting Clubs' responsibility to ensure participants meet British Rowing swimming ability, capsize skills and health standards.

8.3 RULES OF RACING AND LOCAL RULES - All competitors must make themselves aware of the British Rowing Rules, Rules of Racing, RowSafe and the Information for Crews and Coxswains issued by the Event.

LOCAL RULES & INFORMATION FOR CREWS AND COXSWAINS

<ul style="list-style-type: none">• Competitors will receive their racing number when payment has been made.
<ul style="list-style-type: none">• Only one race number must be worn by whoever is in the Bow seat.
<ul style="list-style-type: none">• Each crew will be numbered as in the programme, the first named taking the Boathouse (Port) Station.
<ul style="list-style-type: none">• Crews will be "called" to the landing stages prior to their race and will be "boated" by the Stage Marshall in racing pairs.
<ul style="list-style-type: none">• Because of the nature of the course and the timetable, it is not possible for crews to practice prior to racing.
<ul style="list-style-type: none">• Crews must proceed to the start on the Boathouse (Port) side of the river.
<ul style="list-style-type: none">• 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
<ul style="list-style-type: none">• The terms "port" and "starboard" will be used when warning crews who are out of their station.
<ul style="list-style-type: none">• All other relevant information can be found on the noticeboard by Event Control.

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See Course Map/Plan on next page

Revised February 2020 – James Gaunt



War of the Roses Safety Plan

1. All crews must boat and land at stages as directed by the Marshalls
2. All crews must proceed to the start on the boathouse side of the river
3. The Starter will marshal turning at the start
4. The Safety Launch will be positioned between the lower landing stage and the Safety Rope

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

