



WAR OF THE ROSES SAFETY PLAN 2017 (including Course Map and Local Rules)

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

The event takes place in April and 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 event.

- a) 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.
- b) 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 or their nominated deputy.They will take into account the weather during the week leading up to the event, 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 event.
- c) 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

- a) Although it is classed as an Invitation Event it will be held in the spirit of the British Rowing Rules, Rules of Racing and British Rowing RowSafe document.
- b) Local rules are written up as Information for Crews and Coxswains and will be sent to each Club and will be available on the day of the event.

3. COMMUNICATIONS

- a) MOBILE RADIOS - Communication between event control, starter, safety launch, and finish is by specifically tuned radios, in accordance with radio procedure laid down in RowSafe document. 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 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.
- c) TELEPHONES - There are two landline telephones available for use in case of emergency :-
 - i. On the wall beside the upstairs bar in BARC Clubhouse - 01274 531859
 - ii. Mobile signal is good, and a mobile will be available at event control, together with the written instructions to the emergency services to direct them to the event.
- d) OTHER TELEPHONE NUMBERS:-
 - i. EMERGENCY - 999, 112 from mobile
 - ii. Police (non-emergency) – 101
 - iii. Bradford Royal Infirmary (Accident & Emergency Dept.) - 01274 364012
 - iv. The Club Water Safety Adviser, Mark Edwards, - 07773 480215

4) MEDICAL AND FIRST AID

- a) MEDICAL OFFICER - A medical officer will be in attendance and can be contacted through event control.
- b) FIRST AID COVER - First aid cover will be provided and can be contacted through event control.
- b) HOSPITAL - All accident and emergencies are taken to Bradford Royal Infirmary, Duckworth Lane, Bradford
Tel. 01274 364012.

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. The 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 event control if required.
 - iii. All launch crew will follow BARC Launch Safety Rules:
 - ✓ Wear designated life jackets
 - ✓ Launch driver to use the kill cord
 - ✓ One member in each launch will be a RYA level 2 (or equivalent) powerboat driver.
 - ✓ Start and warm up engine every 30 minutes
 - ✓ Launch carries a British Rowing Launch Rescue Kit containing a lifejacket, a throw bag, thermal blankets, a knife, a whistle and first aid kit

The starter or finish judge 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. The starter or finish judge with radio contact will summon help through event control if required.

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.
 - 'proper shelter' for the regatta is defined as Bradford ARC Clubhouse and boathouses
 - In the event of hearing thunder the Event Secretary will advise all officials via their radio system of the strong possibility of activating the procedure to suspend racing and ensure that everybody goes to 'proper shelter'. Race Control will also advise all spectators, competitors and officials via the event public address system.
 - The Regatta Secretary will use the "30-30" rule in counting the time between seeing the lightning and hearing the thunder. If it is 30 seconds or less then the Regatta Secretary will implement the procedure to get Competitors, Spectators and Officials to 'proper shelter'.
 - The procedure:
 - The event secretary will inform everyone that racing is suspended, all crews must come off the water and that everyone must seek "proper shelter"
 - The event secretary will advise that "proper shelter" is the club house or boathouses.
 - Crews on the water will be turned in order and paddle into either landing stage, where they and their boat will be assisted quickly off the water by stage marshals
 - The Starter will walk down the bank to the club house making sure that anyone associated with rowing and the event is urged to go to the designated "proper shelter".
 - The event secretary will use the "30-30" rule to decide when racing can re-start.

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 event control
- Event 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.
- Landing stage marshals direct and help crews who have just raced
- A safety rope is fixed across the river above the weir as a grab line

8) CLUBS' AND COMPETITORS' RESPONSIBILITIES

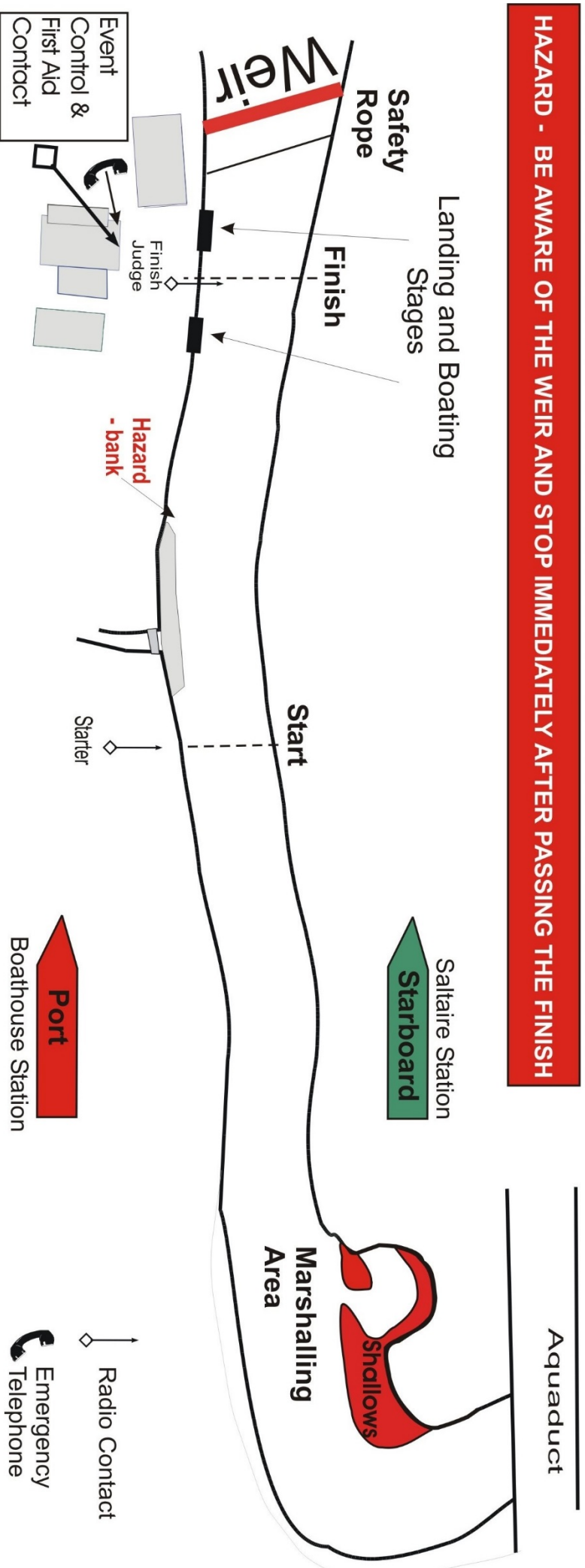
- a) EQUIPMENT – Bradford ARC, as the host Club, will ensure that the equipment being used by competitors is safe.
- c) ABILITY TO SWIM / CAPSIZE PROCEDURE – It is a visiting Club's responsibility to ensure participants meet British Rowing swimming ability, capsize skills and health standards.
- d) RULES 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.



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 marshall 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



LOCAL RULES & INFORMATION FOR CREWS AND COXSWAINS

Bradford ARC hope that you have an enjoyable day's racing and ask your help in ensuring that ALL crews are aware of our basic safety organisation and local rules – copies of which will be displayed on the noticeboard by Event Control.

The War of the Roses 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 event committee and the racing is supervised by a starter, finisher and stage marshalls. 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 RowSafe document with supplementary local rules to enable smooth running and fair management of the event.

The event is particularly keen to adopt a spirit of enjoyable participation and inclusion, especially for veterans new to the sport.

- Competitors will receive their racing number when payment has been made.
- Only one race number must be worn by bow.
- Each crew will be numbered as in the programme, the first named taking the Boathouse (Port) Station.
- Crews will be "called" to the landing stages prior to their race and will be "boated" by the Stage Marshall in racing pairs.
- Because of the nature of the course and the timetable, it is not possible for crews to practice prior to racing.
- Crews must proceed to the start on the Boathouse (Port) side of the river.
- The finish is indicated by the ringing of a bell:
 - One ring Boathouse (Port) station
 - Two rings Saltaire (Starboard) station
- The terms "port" and "starboard" will be used when warning crews who are out of their station.
- All other relevant information can be found on the noticeboard by Event Control.

APPENDIX . Risk assessment and control

Likelihood of harm	Severity of Harm		
	Slight Harm	Moderate Harm	Extreme Harm
Very unlikely	Very low risk	Low risk	Medium risk
Unlikely	Low risk	Medium risk	Medium risk
Likely	Medium risk	High risk	High risk
Very likely	Low risk	High risk	Very high risk

Category of risk	Evaluation of acceptability
Very low risk	Acceptable
Low risk	Risks should be reduced so that they are acceptable – if reasonably practicable to do so
Medium risk	
High risk	
Very high risk	Unacceptable

Risk level	Acceptability; guidance on necessary action and timescale
Very low risk	These risks are considered acceptable. No further action is necessary other than to ensure that the controls are maintained.
Low risk	No additional controls are required unless they can be implemented easily (in terms of time, money and effort). Actions to further reduce these risks are assigned low priority. Arrangements should be made to ensure that the controls are maintained.
Medium risk	Consideration should be given as to whether the risks can be lowered, where applicable, to a tolerable level, and preferably to an acceptable level, but the costs of additional risk reduction measures should be taken into account. The risk reduction measures should be implemented within a defined time period. Arrangements should be made to ensure that the controls are maintained, particularly if the risk levels are associated with harmful consequences.
High risk	Substantial efforts should be made to reduce the risk. Risk reduction measures should be implemented urgently within a defined time period and it might be necessary to consider suspending or restricting the activity, or to apply interim risk control measures, until this has been completed. Considerable resources might have to be allocated to additional control measures. Arrangements should be made to ensure that the controls are maintained, particularly if the risk levels are associated with extremely harmful consequences and very harmful consequences.
Very high risk	These risks are unacceptable. Substantial improvements in risk controls are necessary, so that the risk is reduced to a tolerable or acceptable level. The activity should be halted until risk controls are implemented that reduces the risk so that it is no longer very high. If it is not possible to reduce risk the activity should remain prohibited.

NOTE: Where the risk is associated with extremely harmful consequences, further assessment is necessary to increase confidence in the actual likelihood of harm.

Risk	Probability V/U/L/VL	Severity S / M / E	Risk Level	Planned Action to Control Risk to an acceptable Level
PRE RACE				
Notification				Safety Plan, Safety Maps, Risk Assessment documents posted in a prominent position in Clubhouse and near registration. All race Safety information posted on Bradford ARC Website and emailed to competitors and umpires.
Communication systems				Tested during the week prior to the event. Tested on the day of the event prior to racing.
Debris and sharp objects causing harm.	Likely	Moderate Harm	Medium Risk	Car parking area, trailer area, lawns, landing stages inspected and cleared of any harmful objects. Any mud cleared from landing stages.
Difficult weather or water conditions	Likely	Extreme Harm	High Risk	During the week prior to the event, regular weather forecast updates and river level monitored. Decision made on the afternoon of the day before the event to restrict events or cancel based on predicted river level and wind and weather forecast.
River debris, branches etc.	Very Likely	Moderate Harm	High Risk	Inspect river and remove floating debris, overhanging branches etc which could be a hazard.
Safety launch working order	Likely	Moderate Harm	Medium Risk	Check condition of launch and engine during week prior to event. Check launch on day of event prior to racing for damage, full inflation, full petrol tank (filled outside).
WEATHER AND ENVIRONMENTAL CONDITIONS				
Lightning	Very Unlikely	Moderate Harm	Medium Risk	Action plan involving weather warnings and using the 30/30 rule to delay or cancel as advised in the current Row Safe guide. Competitors and supporters advised to shelter in clubhouse or in their vehicles (windows closed).
Wildlife that may cause injury.	Unlikely	Moderate Harm	Medium Risk	Birds to be gently moved on. Bees and Wasp Nests to be cordoned off and/or removed by experts.
Bio Hazards from immersion	Likely	Moderate Harm	High Risk	Advice to remove contaminated clothing and shower with soap. Any cuts to receive first aid treatment and advised to drink large quantities of clean water.
SAFETY LAUNCH				

Risk	Probability VU/U/L/VL	Severity S / M / E	Risk Level	Planned Action to Control Risk to an acceptable Level
From Boathouse to water	Likely	Moderate Harm	High Risk	Launch on trolley - tethering rope attached to post to prevent overrun and at least two people to manoeuvre and control trolley down landing stage slope. Use of winch to lower launch from trolley to water.
Safety Requirements for Launch.	Likely	Extreme Harm	High Risk	All Launches to carry necessary safety equipment as per the current Row Safe guide and to be fitted with a prop guard. All drivers and passengers to wear lifejackets / buoyancy aids. Drivers to attach kill cord.
Control of Launch.	Likely	Moderate Harm	High Risk	Only RYA Level 2 qualified drivers to drive the launch.
Removing launch from water	Likely	Moderate Harm	High Risk	Launch trolley with tethering rope attached used to winch launch out of water. Minimum of three people used to pull trolley up landing stage. Use of lifting hooks to ease wheels up one step, one side at a time.
VEHICLES AND TRAILERS IN REGATTA AREA				
Injury from moving Vehicles.	Unlikely	Extreme Harm	Medium Risk	Attendants to wear high visibility tabards. Boat trailers and 'car tops' only allowed in regatta grounds and to be guided by attendants.
Access for emergency vehicles.	Unlikely	Moderate Harm	Medium Risk	Attendants to ensure clear pathway for emergency vehicles when parking trailers and 'car tops'. In the event of an emergency to check no boats are blocking access.
BOAT EQUIPMENT CHECKS AND EMBARKATION				
Unsafe competitor's equipment.	Likely	Moderate Harm	High Risk	All boats checked as per BR Rules of Racing by Control Commission – trestles provided for competitors to avoid undue strain whilst waiting and being checked.
Capsize during embarkation from Steps.	Likely	Moderate Harm	High Risk	Ensure Boat is held on steps by at least one person. Ensure Oars fitted correctly in Swivels, and Gates locked.
Competitors in the water.	Likely	Moderate Harm	High Risk	Under Row Safe guidance all competitors must be competent swimmers or wear a PFD. Coxswains must wear life jackets that conform to EN standards, and carry CE mark of approval. Bowloader boats are not permitted at the event. Marshals/monitors issued with throw bags. Safety launch positioned strategically along the course.
PROCEEDING TO THE START.				

Risk	Probability V/U/L/VL	Severity S / M / E	Risk Level	Planned Action to Control Risk to an acceptable Level
Collision with crews racing	Unlikely	Moderate Harm	Medium Risk	Course buoyed to take account of boats embarking. Boat holding area provided and buoyed-off. Mid-Point 2 Umpire instructs crews into this area taking account of racing. Visual and radio contact with start. Crews informed of way to proceed to the start.
START AREA				
Capsize/collision at the start marshalling area.	Unlikely	Moderate Harm	Medium Risk	Start Marshals to direct crews and monitor safety. Radio communication to summon assistance from safety launch. Provision of throw bags.
RACING				
Navigating the course	Unlikely	Moderate Harm	Medium Risk	Course monitored throughout with umpires with loud hailers. Course fully buoyed to help crews and signs to remind them of the bend in the course. Extra buoys placed on the bend and at the start to help steering.
Capsize or injury whilst racing	Likely	Moderate Harm	High Risk	All umpires issued with throw bags and radios to summon the safety launch and medical help. Also issued with a local procedure for assisting crews to reach the bank prior to safety launch arriving.
River debris causing boat damage or capsize.	Likely	Moderate Harm	High Risk	Umpires call safety launch to remove hazard.
RACE FINISH				
Weir close to finish	Unlikely	Moderate Harm	Medium Risk	Finish bell to mark the end of the race. Safety grab rope with bunting attached placed across river at boat level. Landing stage marshals below finish to alert crews.
Collisions/contact between finished crews, and racing crews.	Likely	Slight Harm	Medium Risk	Finish judge and landing stage marshals alert crews who have finished and may be blocking racing crews approaching finish line.
LANDING				
Capsize during landing	Unlikely	Moderate Harm	Medium Risk	Landing stage marshals provide assistance to crews and hold boats.
INJURIES / HEATSTROKE / EXHAUSTION / ASTHMA ATTACKS ETC				
Conditions requiring medical or First Aid treatment	Unlikely	Extreme Harm	Medium Risk	First aider and doctor on site can be summoned by radio from Race Control. Automatic defibrillator available. If emergency services required directions to BARC, including postcode, are in the lobby by the emergency red telephone. Person sent to Coach Road to meet and direct ambulance. Grounds checked to ensure clear access for ambulance.

The above risk assessment allows for additional safety measures to be used if deemed necessary.