

YORK SMALL BOATS HEAD SAFETY PLAN

2016

This plan is made available to all participating clubs and is on display in York City boathouse and online at www.ycrc.co.uk

GENERAL

Any breaches of these procedures must be notified in the first instance to the registration point. The crew registrar will then notify the Safety Adviser in due course.

This plan concerns safety on the river Ouse between the A64 road bridge and St Peter's School boathouse. On the bank the plan concerns activities at the rowing club boathouses between the same points, the marshalling / start area on the northeast bank at Fulford and the finish area on South Esplanade. Any incidents outside this definition will be dealt with at the discretion of the Head officials if Head safety is not prejudiced.

York Small Boats Head takes place with the full knowledge and co-operation of the York City Council, The Canal & River Trust and the North Yorkshire Police,

This plan must be read in conjunction with the map of the course and surrounding streets. This map is an integral part of the safety plan.

PRE RACE PROVISIONS

The Small Boats Head committee will form a conditions assessment team.

The team will be in contact on the day before the event and review all relevant facts and forecasts. In particular : -

- The current state of the stream.
- The Environment Agency forecast of the river level and flow.
- The Leeds Weather Centre forecast for the time of the event.

The Small Boats Head committee will deputise persons to obtain and have this and any other information considered relevant to hand.

The team will decide on any variations to the event. These variations may be: -

- Cancel the event
- Limit the event to specific experience of competitors
- Limit the number of divisions
- Exclude competitors of specific inexperience.

In the case of cancellation or serious limitation, the team will commence the procedures of communication with those clubs affected.

These procedures will be laid down by the Head Committee when the entry details are known and whether one or many calls have to be made or whether clubs will call the Head Committee on the evening before the event.

At first light on the morning of the event, a member of the assessment team will go to the course and ensure that the forecasts have been accurate. In the case that they have not and that last minute limits have to be applied, the rest of the team will be informed and what communication to competitors can take place will commence.

EMERGENCY SERVICES

First Aid staff will be on continuous alert at York City Rowing Club. Any casualties should be taken there where practical. Further services will be called for at Marshals'.

A minimum of five safety launches each with 2 crew will be on the course whilst crews embark, disembark and during racing. Each safety launch is fitted with a propeller guard and a kill cord, and carries a British Rowing Launch Rescue Kit containing a lifejacket, throw bag, thermal blankets, knife, whistle and first aid kit. A loudhailer and radio communication is also provided for each launch. The crews of the launches are experienced in launch control and understand how to use the kill cord. All safety crew will wear life jackets and the driver will have the kill cord attached. The driver of each launch will be a RYA level 2 powerboat driver or considered sufficiently experienced by the Safety Launch Co-ordinator.

To ensure the availability of launches in the event of equipment failure at least one spare launch and motor will be available.

Marshals at the start and finish will have radio communication and will wear yellow jackets. The chief marshals will carry mobile phones for communicating with start, finish, race control and calling emergency services.

North Yorkshire Fire & Rescue Service launch with paramedic staff can be called as an emergency 999 service. They boat from Kings Staith, near the finish.

Race Monitors are positioned along the course so that between them, they can observe the course in its entirety, certain positions along the river have the monitors in boats (not safety launches). Special instructions are issued to these boats on safety protocols as they cannot extract any crew from the water. They are provided with megaphones and radios to give instructions to crews to avert collisions and to summon rescue if necessary. A Registered Umpire will, where possible, undertake the role of Race Controller. The positioning of Monitors is indicated on the plan of the course.

Emergency Responses are coordinated according to a plan laid down by the River Ouse Safety Advisory Group. Responses are to prearranged Emergency Points. These are numbered and clearly marked on the bank. The official plan is attached. If speaking to the emergency services, these reference numbers should be used. The emergency services will decide the type of response.

CLUBS' AND COMPETITORS' GENERAL RESPONSIBILITIES

It is the competing clubs' responsibility to ensure that their crews and scullers abide by British Rowing Row Safe.

All clubs should ensure:-

- That equipment is safe and secure. Bow balls, heel restraints and other safety measures must be in place. Marshals will be making random checks on boats.
- **That coxswains are suitably dressed for November weather, wear, and know how to operate, adequate lifejackets and are not to wear wellington boots. Only manually operated life jackets must be used in bow loaders.**
- **That all coxswains are sufficiently competent and that inexperienced crews have experienced coxswains.**
- That competitors are aware of the safety rules and the crew instructions and have been instructed in capsize drill.

Any competitors found by marshals or launches to be without safety equipment will be returned to the stage.

Competitors are responsible for proceeding safely, especially to the start and after the finish. Competitors proceeding to the start, returning to a boathouse and DURING RACING must do so on the starboard side of the river and allow other river users to proceed in the opposite direction.

COMPETITORS SHOULD ENSURE THAT AN INCIDENT IS MADE KNOWN TO LAUNCH PERSONNEL OR A MARSHAL AND REPORTED TO RACE CONTROL AS SOON AFTER THE COMPLETION OF THE DIVISION AS POSSIBLE.

IF CREWS BECOME AWARE OF SOMEONE IN DANGER IN THE WATER THEY SHOULD **STOP RACING** TO PROVIDE ASSISTANCE IN THE EVENT THAT A SAFETY LAUNCH IS NOT IN THE VICINITY AND AWARE OF THE INCIDENT.

Crews providing such assistance will have the opportunity to re-row the course if they wish and will not be penalised for providing assistance.

START MARSHALS

Marshals will ensure that crews turn below the start and arrange competitors in safe positions facing upstream. All crews should be turned before the start commences. Late arrivals must not be allowed to prejudice the safety of any competitor.

LAUNCHES

For each of the launches a procedure will be drawn up when the entry and the sizes of the divisions are known. The procedure will ensure that:-

- Crews proceeding to the start allow room for each other and will give suitable instructions to any competitor so as to maintain safe passage
- That the start marshalling and boating area is covered and that the course is swept after each division to ensure that all competitors have completed safely
- During racing launches will monitor the progress of competitors and give suitable instructions to competitors being overtaken so as to maintain safety and a clear course for the overtaker.

FINISH MARSHALS

The finish Marshals will direct all competitors to proceed past the finish and to carry on to the landing stages. Any competitor who needs to turn to return to the University of York boathouse must do so well above the finish line and beyond the point at which crews will have racing speed. Competitors using the University of York boathouse must wait until the division is finished before returning.

PROCEDURES IN CASE OF NEED

CONTACT THE NEAREST OFFICIAL OR CALL FOR A LAUNCH

Telephone numbers of emergency services & other relevant officials

- 1) EMERGENCY - 999 or 112
- 2) WATER RESCUE UNIT launched from King's Staith, York - 999, or 112
- 3) York City Rowing Club 01904 623959
- 4) Ambulance Headquarters - 01904 666000.
- 5) Fire Brigade Headquarters - 01609 780150 (non emergency).
- 6) Police Headquarters, Fulford Road, York YO1 4BY - 0845 60 60 247
- 7) York District Hospital, Wiggington Road, York, YO3 7HE - 01904 631313
- 8) York City RC Events Secretary, Anne Homa 07772 195136
- 9) Head Secretary, Roger Snelson 07891 242205
- 10) Event Safety Adviser, Hilary Howe, Mobile 07769 298941
- 11) Event Medical Officer Duty Phone 07927 605671
- 12) Yorkshire Rowing Council, Regional Safety Advisor : Alec Gilchrist 07521 269116
- 13) Canal and Rivers Trust, Ferns Wharfe, Neptune Street, Leeds LS9 8PB - 0800 4799947
- 14) National Electricity Grid, emergency no. 0800 404090
- 15) Rail Authority - 01904 644252
- 16) NEDL - 0800 668877
- 17) York Boat Company - 01904 628324

Radio Communications: to ensure that adequate radio reception is effective from all parts of the course, a marshal with a radio shall be located at the Millennium footbridge to relay messages if needed.

EMERGENCY PROCEDURES

In all cases the place of the incident and the best place of access must be clearly stated. The map gives the preplanned reference numbers, which are also marked on the bank. These should be used.

ON HEARING AN EMERGENCY CALL, ALL RADIO USERS MUST MAINTAIN RADIO SILENCE until the emergency is cleared unless providing material facts. However, the nearest Marshal will decide on the need or otherwise to suspend racing. If he/she so decides all launches and Marshals must immediately stop any crews downstream of the emergency.

The nearest chief marshals will use the mobile phone to inform other marshals and race control and/or to request assistance.

INCIDENTS ON THE WATER

It is the responsibility of those involved in incidents to ensure that a report is made via the incident recording system on the BR Website. This should be done as soon as possible after the event.

In general all incidents on the water should be dealt with by the attendance of a launch. When the launch has arrived at the incident, the launch driver will be regarded as "in charge" of that incident.

- a) If the competitor(s) are capable they may be allowed to continue racing.
- b) The boat and competitors may be taken by launch to a suitably equipped place for recovery.

Note Safety launches are not for boat recovery. Once safety of personnel is assured, the equipment must be left until the launch is free.

- c) Land help may be called to a place of access.
- d) Emergency services may be called to the place. In which case the Chief Marshall nearest the incident will call for the service and be responsible for passing on the site of access to the incident

In all cases the launch should inform other officials of the outcome and when ready to do so "clear" the radio.

INCIDENTS ON THE BANK

The nearest marshal will call for any advice and assistance necessary. At the start or finish, the chief marshal will be "in charge" of the incident. At other places the relevant marshal will be. At boathouses where there is no marshal contact must be made to summon help by land or launch as appropriate.

Ambulance service to the York district hospital must be called for from the York Ambulance Trust by calling 999. Paramedic service in the Fire & Rescue launch is also called by 999. Both these are public emergency services and should only be used in case of or risk of injury. The Fire & Rescue launch will also approach at high speed and with wash. It would almost certainly cause problems with racing.

ENCROACHING VESSEL

Launches or Marshals should ensure that other officials know of any vessels not part of the Head which appear on the course during racing. If possible they should be requested to keep off the line of racing till the division has past.

It is likely that York Boat will still be operating cruises on this Sunday. They will not need to manoeuvre in the marshalling or racing areas. However they will do so above the finish. The signals they use are as follows

One short blast	The signal made by a vessel intending to turn to the starboard.
Two blasts	The signal made by a vessel intending to turn to the port.
Three blasts	The signal made by a vessel running engines in reverse.

OTHER POSSIBLE HAZARDS

Waterborne Diseases - Leptospirosis, Bugs or Blooms, Algae, Bio Hazards. Keep water and skin contact to minimum, remove contaminated clothing and wash contacted skin areas. If in doubt seek first aid attention.

Footwear - Due to the event taking place in public areas, it is strongly advised that suitable footwear should be worn to avoid an accident.

All competitors must be familiar with the instruction to competitors, safety plan and any potential hazards and be able to act upon them.

All officials and volunteers to be familiar with this Safety Plan, Competitors Instructions and Circulation Plan. Clothing and footwear must be appropriate for the role and weather conditions. Designated Team Leaders to be responsible for ensuring wellbeing of all members of their team. Alcohol consumption will not take place by race officials until such time as their duties are complete.