



UNIVERSITY OF BRISTOL HEAD RACE SAFETY PLAN.



General

The University of Bristol Boat Club (UBBC) Head Race will take place on the 19th November 2011. It is being run under BUCS affiliation, and competitors are insured under their own clubs insurance. In addition there is also Bristol University Public Liability Insurance covering the event. All clubs will be asked to sign a disclaimer to declare that all competitors are members of their club.

Although the head race is not run under British Rowing rules of racing these rules are used as a guide in running the event.

It is the responsibility of clubs, athletes and coaches to ensure that boats comply with the Row Safe and that all competitors are adequately clothed for the conditions. Boats that fail to comply with the Row Safe will be excluded from the event and competitors who are inadequately clothed may also be excluded from the event.

On the race day there will be a dedicated safety launch, with a fully trained and qualified first aider onboard

Marshals will be sited along the length of the course. These have been members of the club and know the river well. The most experienced will be placed at key points along the course which have been identified as accident black spots. Those at designated black spots will wear high visibility vests and carry megaphones. They will also be in contact with Race Control and the Safety Launches via two way radio and mobile phones. Five black spots have been identified as follows:

- The marshalling position for divisions 1 upstream of the start position.
- The first bend after the A4 road bridge which is a black spot due to its sharpness.
- The last bridge of the course which is tricky to navigate.
- The marshalling position for division 2 upstream of the start position.
- The spinning area downstream of the finish.

Measures will be taken at these areas to ensure safe racing as is detailed above and below.

St. John's Ambulance will be providing first aid cover in the main boating area at the UBBC boathouses. A tent will be provided for treatment to take place in.

The nearest ambulance station is at the Royal United Hospital Bath and should the need arise, then a 999 call will be made by the Event Organiser, there will be no ambulance on site. The Avon Ambulance Service have been informed and are happy with the arrangements.

All competing clubs have been asked to enter only experienced coxwains, oarsmen and women to take part on the long course, the short course for inexperienced crews will be held on a straight course with extra marshals along its length to give assistance if required.

Local clubs have been informed of the event and have been asked not to use the river while racing is in progress. Other river users have been informed through the River Avon Users Consultative Committee

Should there be inclement weather (fog, wind, fast stream, high water etc.) a decision as to the continuation of the event will be taken between the event coordinator, BUCS representatives and the Event Safety Officer.

Precautions for boats while on the river.

All steersmen and coxwains are to be briefed about the local hazards on the stretch of the river at a briefing before they go afloat. They have also been given written instructions on the course with all identified black spots highlighted and explained.

The boating period has been divided into 5 minute intervals so boats can go afloat in the correct order. This will avoid overtaking and hence congestion during the paddle to the start. No warming up is allowed in the area where boats are to be held before starting.

Umpires will be checking all boats before they go afloat to ensure that they have heel restraints bow balls etc, in the event that a boat is deemed unsafe by the umpire it will be removed from the race.

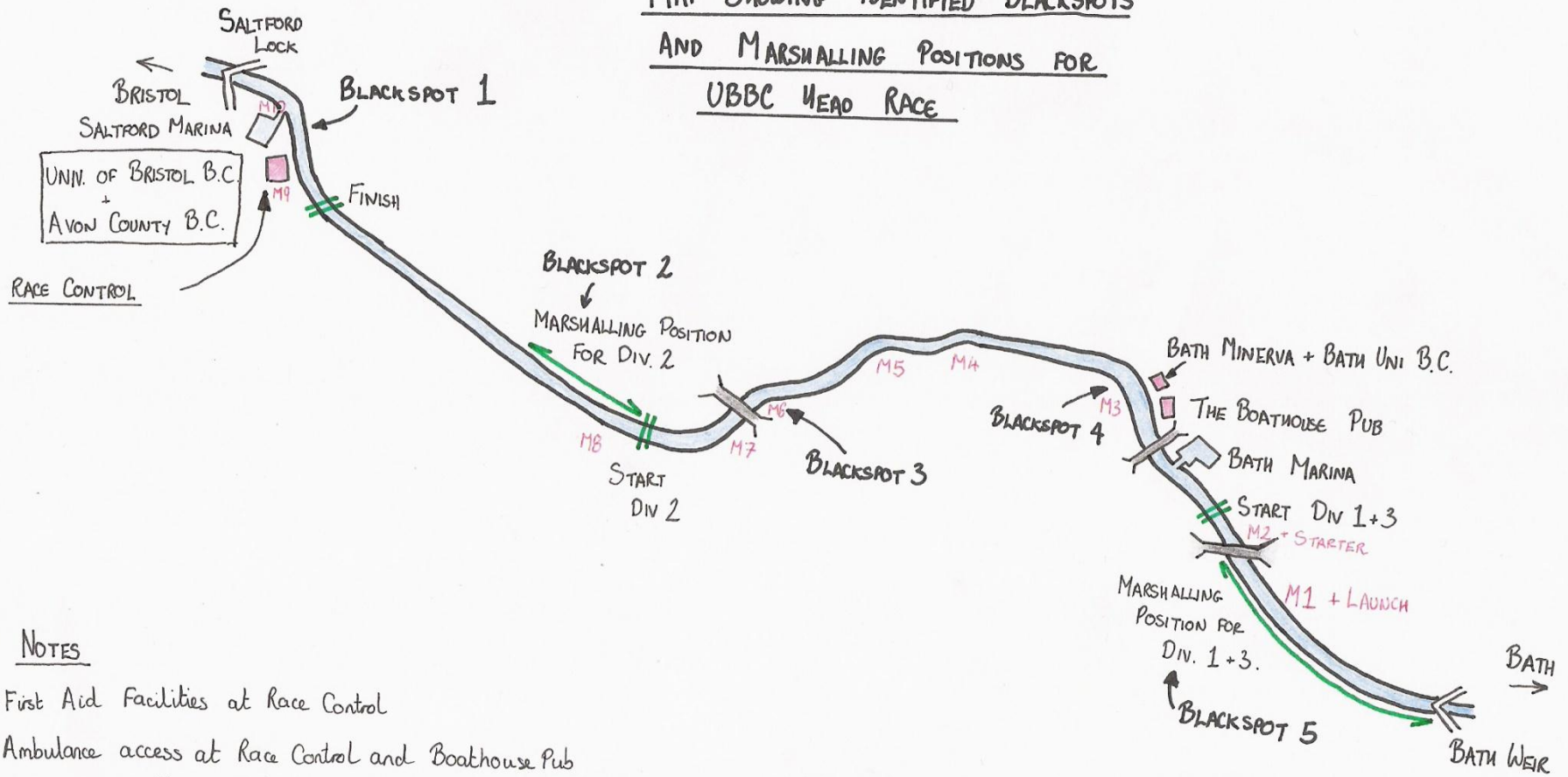
Before boating one launch will be present at the start position and one will be present along the course to give advice to any crews and keep Control aware of any problems.

Gaps between boats are being kept long to try and reduce overtaking until the straight at the end of the course, overtaking through the twisty section of the river is difficult and can be dangerous, these points have been identified and are being marshalled.

Once boats have finished they have been told to await instruction about spinning and landing, boats will be held above the landing stages until there is room for them to proceed and turn safely. 2 marshals will be present to instruct crews about spinning for Division 1 and, this number will be increased for the novice division (Div. 2). Division 2 will have even greater gaps between boats to ensure that there is time for the boats to spin without impeding one another.

For further information please refer to the UBBC Head Race Risk Assessment or contact David Pollard (Event Organiser) on 07738 908 410 or ubbcheadrace@hotmail.co.uk, all information that has been made available is published on www.ubbcheadrace.co.uk. The map overleaf indicates the position of marshals in all three divisions.

MAP SHOWING IDENTIFIED BLACKSPOTS
AND MARSHALLING POSITIONS FOR
UBCC HEAD RACE



NOTES

- First Aid Facilities at Race Control
- Ambulance access at Race Control and Boathouse Pub
- See Safety Plan + Risk Assessment where Blackspots are discussed.