

**Schools Head of the River Race**  
**Friday 17<sup>th</sup> March 1200 Start**  
**Safety Plan**

**Pre – Event**

Weather conditions and the PLA Ebb Tide Warning flags will be monitored prior to the day of the event. If there are significant adverse conditions predicted, the organising committee will review and the possibility of cancelling boat classes or the event will be decided upon in accordance with the event Risk Assessment.

If boat classes are to be excluded that will be by agreement between the Safety Advisor, Event Chairman, Race Committee Chairman, Race Controller and British Rowing Regional Safety Advisor. Slowest and boats of least experience [J15 ]will be excluded first and others dependent upon the conditions.

**Safety Launches**

Eight safety launches are situated at strategic points along the river with the purpose of providing rescue and removal of casualties to the nearest landing place or ambulance point. In addition there will be three guard boats located close to obstructions. They will be positioned in accordance with their marked location on the rule 2.2.3 map.

In addition to the rescue craft there will be a large number of marshal and umpire launches which may be able to offer assistance to competitors in an emergency. All safety launches will carry safety net radios, megaphones and mobile phones.

Co-ordination of the craft will be by radio by the Race Controller at base control in Ranelagh Sailing club, Putney.

Marshal and Umpire launches can attract the attention of the rescue craft by sounding the megaphone siren or by radio via control.

**Ambulance and First aid**

AB Medical Services [07590 542 513](tel:07590542513) will provide an ambulance and crews at:

- Emanuel School Boat House [W4 2SH],
- St.Pauls Boathouse [SW13 9JT] and a fast response medical vehicle on the Putney Embankment [SW15 1LB] .

The event doctor will be located at base control in Ranelagh Sailing Club.

First aid may be summoned by calling to any Marshal or Umpire.

## **Race Communications**

The radio safety net includes all safety craft, PLA, RNLI and Police and is co-ordinated by the Race Controller at Ranelagh Sailing Club, Putney Embankment. Mobiles will be used as back-up. Marshals, umpires, race officials are on a separate radio net but are able to be in contact with safety crews via Race Control.

**If the Emergency Services are required dial 999 and ask for Coastguard and use the nearest landing place post code as a position indicator.**

### **Landing places:**

In addition to the landing places above emergency help may be summoned to:

- Barn Elms Boathouse SW13 0DG
- Lower Mall Hammersmith W6 9DJ
- Corinthian Sailing Club W6 9TA
- Chiswick Pier [RNLI] W4 2UG
- Small Profits dock Barnes SW13 9QG
- TTRC boathouse W4 2SH
- TSS Boathouse W4 2SH
- Ship pub SW14 7QR
- Quintin/MAA boathouses W4 3UJ
- Putney Town RC TW9 4EN
- Univ London BC W4 3TU

## **Procedure in the event of bad weather Pre-boating**

In the event of bad weather, a decision to postpone or cancel the race will be taken by 10.30 This will be announced at Putney and Masters/coaches at the following boathouses will be informed by messages and 'phone by **10.45**:

- Barn Elms
- St Paul's School
- Latymer Upper School
- Emanuel School
- TSS/Quintin/MA&A
- University of London

## **SHORR'23 ABANDONMENT PLAN**

This plan is the result of considerable discussion and consultation between various tideway heads organising members. Hopefully it will never have to be implemented. But just in case please study it.

### **INSTRUCTIONS TO CREWS**

In case the race has to be abandoned at any time while crews are marshalling or racing the following procedure will apply and be strictly adhered to:

Crews, on hearing continuous short blasts on sirens and/or seeing umpires/marshals waving red flags will immediately STOP. They will wait to be instructed on how and where to proceed by a marshal. They must maintain a sharp lookout for other crews in the vicinity who may not have heard or seen the warnings and are continuing with marshalling or racing. If necessary, they must move to avoid any collision with such a crew.

Marshals will wait for instructions from the Chief Marshal / Safety Advisor, who will be in constant communication with Race Control, and once the cause and location of the problem has been determined, he will proceed to put the abandonment plan into operation.

Depending on where crews have boated, whether or not the Race has started and the number of crews still being marshalled, they may be asked to either paddle lightly downstream under the direction of the marshals (if they have boated from downstream of the marshalling area), or turn on to one of the banks and wait to be sent upstream if they boated from one of the clubs at or above Chiswick Bridge.

A crew may be asked to proceed downstream of all marshalling crews before turning on to one of the banks.

### **INSTRUCTIONS TO MARSHALS AND UMPIRES IN EVENT OF ABANDONMENT**

The Chief Marshal is in absolute control in the event of abandonment. He will state over the radio "RACE ABANDONED, RACE ABANDONED, RACE ABANDONED". From this time strict radio silence must be maintained unless a response is requested by the Chief Marshal or a request requiring an immediate safety response is required.

Marshals will immediately sound their megaphone sirens with continuous short blasts, and if possible, wave their red flag at the same time. This will be maintained until every crew has stopped. Care must be taken that any crews coming downstream - especially if they are still racing - do not interfere with other crews still moving who may not have reacted as quickly.

ALL CREWS TO BE HELD UNTIL INSTRUCTED OTHERWISE BY CHIEF MARSHAL. (Unless there is an immediate safety concern in which case the Marshal in the vicinity will contact the Chief Marshal and seek assistance.)

Once the cause of abandonment has been ascertained the evacuation process as follows will be implemented, subject to:

- a) In the case of an obstruction, weather conditions or other difficulty putting one or more Divisions at greater risk than others, those Divisions will be dispersed first - using the same general approach as set out below if safe to do so.
- b) If there is an obstruction downstream of the marshalling area, requiring a detour past it, the Chief Marshal will re-locate enough marshals' and umpires' launches to direct any previously racing, or returning crews before ordering the dispersal.
- c) The Chief Marshal may, as an alternative, order a suspension of racing, but this should not normally last more than 10 minutes before abandonment is declared or normal marshalling/racing resumes.
- d) Given the possibility of injury and a need to land crews quickly, the areas around the Barnes and Chiswick clubs to be kept as clear as possible.
- e) In the event of a radio base-station or relay failure (due to a power cut), handsets will still work on battery power. In this case, the Chief Marshal will pass instructions to the lead marshal for each division for cascading down.

Crews at the lower sections of the marshalling area/river will be dispersed first.

#### Marshalling area below Barnes Bridge.

Crews for Hammersmith and Putney on Surrey turn and proceed downriver.

Crews for Barnes on Surrey held until all crews below Barnes Bridge going to Hammersmith and Putney have gone.

When boating area at Barnes is clear, Surrey crews below Barnes Bridge will be instructed to cross en bloc to Middx so they can proceed to Barnes boating area.

Once crews are across turning above Barnes Bridge can commence.

#### Marshalling area between Barnes Bridge and Chiswick Bridge.

Crews for Hammersmith and Putney on Middx turn and paddle down.

Crews for Hammersmith and Putney on Surrey turn and paddle down.

Crews for Barnes then turned and sent down

Crews for Chiswick on Middx move up and disembark when possible.

Crews for Chiswick on Surrey held until all crews on Middx have disembarked.

When boating area at Chiswick is clear, turning above Chiswick Bridge will be stopped and Surrey crews below Chiswick Bridge will be instructed to cross en bloc to Middx so they can proceed to Chiswick boating areas. Once crews are across turning above Chiswick Bridge can be resumed.

### Marshalling area above Chiswick Bridge.

Crews for Hammersmith and Putney on Middx turn and paddle down.

Crews for Hammersmith and Putney on Surrey turn and paddle down.

Crews for Barnes and Chiswick then turned and sent down

Crews for UL on Middx move up and disembark when possible.

Crews for UL on Surrey held until all crews going down river have gone then they can cross.

### Returning Crews

**Normal post-Race navigation rules and procedures will apply in the absence of instructions to the contrary.** If crews coming down the course are being told to stay on the Surrey bank, it must be stressed to them that returning crews coming up from Putney must be allowed to pass on their starboard side. At the same time, the Chief Marshal will instruct as many umpires' and marshals' launches as possible between the Black Buoy and St. Paul's to take up a position between the lines of crews and keep them apart. Drivers are to be requested to assist the umpires and marshals in a lookout capacity.

## **Schools' Head race contingency maps**

**These show some possible approaches if the full course is not available**

**These should be seen as guidance only.**

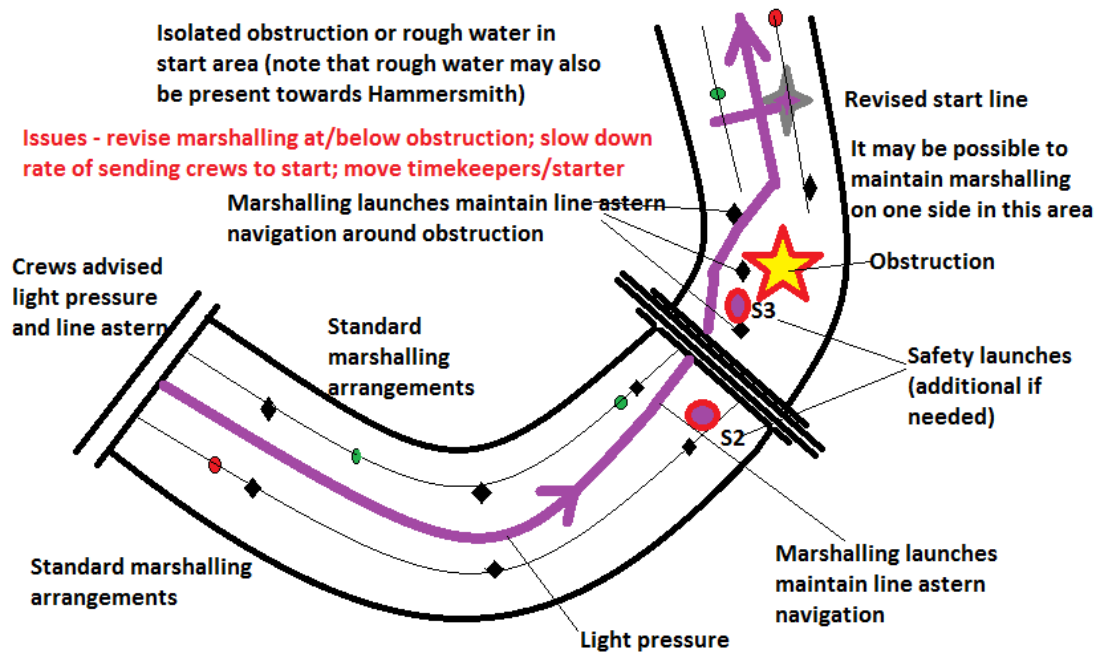
Map 1 – obstruction above Bandstand

Map 2 – obstruction between CPH and Hammersmith (this is likely to be the most difficult scenario to deal with)

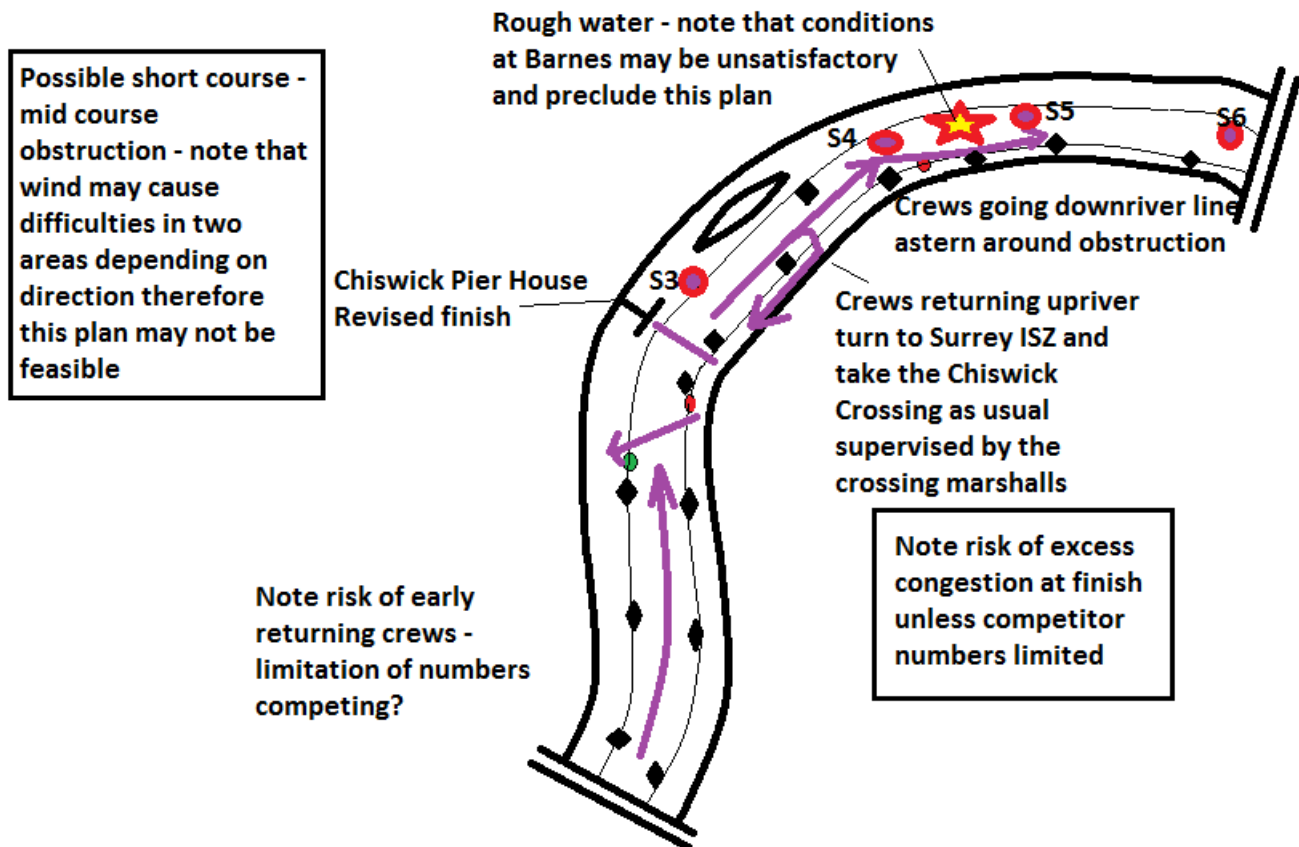
Map 3 – obstruction between Hammersmith and Black Buoy

Reviewed Jan 2023 CDR

## Map 1 – obstruction above Bandstand



## Map 2 - obstruction between CPH and Hammersmith



# Map 3 – Obstruction between Hammersmith and Black Buoy

