

HEAD OF THE NENE 2010 SAFETY PLAN & INSTRUCTIONS

Thank you for entering this Head of the Nene, in order to make the event safe and enjoyable for all parties concerned please note the following:

This 'HoR' will be run according to the latest revisions of the 'Rules of Racing' and 'Row Safe: A Guide to Good Practice in Rowing' of British Rowing (these being revised from time to time).

These instructions provide information for the duration of the Head of the Nene Race, along with instructions for practice sessions outside the normal timetable of racing.

The Event Organisers will endeavour to provide a safe environment within the above mentioned Row Safe Guide although competitors, coxswains & coaches are specifically reminded that persons using this local water course do so entirely at their own risk & are solely responsible for:

- 1) Their own safety, remembering that they have a duty of care to themselves & any third party both on the water and on land.
- 2) Ensuring that any equipment (e.g. boats, blades, buoyancy aids, etc.) are safe and prepared to the standards as required under the 'Rules of Racing' and 'RowSafe'.
- 3) Ensuring that their boats comply with the **buoyancy requirements** of section 2.3 of 'Row Safe'.
- 4) The strict observance of any 'local rule' or traffic/circulation pattern along with 'RowSafe' provisions.
- 5) Deciding whether or not they are competent to use the water course in the prevailing weather conditions; this decision may be taken by the individual or with their coach/crew.
- 6) Ensuring that they can swim in accordance with the requirements of 'RowSafe'.
- 7) Ensuring that they have their **Racing Licences** with them and that these are complete and up to date, in compliance with the rules of BR.

Any failure to meet these standards shall result in exclusion from the event.

All competitors, coaches and other participants are also reminded of the following:

- 1) Practising on the racing course or within the marshalling area beyond the start is not permitted whilst racing is in progress nor is it permitted within 30 minutes of the first division or for 30 minutes after the last division of the day.
- 2) During the hours of non-racing there will **not** be an event safety boat on the river.
- 3) They must make their own safety arrangements before & after the day's racing.
- 4) They must supervise juniors with a high degree of vigilance & anticipation – the highest standard of care is expected when acting *'in loco parentis'*.
- 5) During the race, crews should keep generally to the right-hand side (road side) of the river and crews needing to overtake should do so on the left. All crews should remain vigilant and aware of other crews in their vicinity at all times. Crews being overtaken should give way if necessary (eg in situations of multiple overtaking).
- 6) **All** access roads/routes must be kept clear at all times & the river towpath must not be blocked in any way by vehicles, cycles, chairs or the like.
- 7) When in the boating area, or when boating/de-boating, extra care is needed and right of way should be given to other participants and members of the public so as not to cause inconvenience, distress or injury to third parties.
- 8) **Each crew must carry with it a mobile telephone number, to enable Officials to contact its coach/trailer driver in case of any need to summon assistance to the further reaches of the course. This number shall be written on the reverse of the bowman's number.**
- 9) Any accident should be drawn to the attention of the nearest Official as soon as possible, who will be able to summon the emergency services/assistance. Manned First Aid cover is **not** provided although first aid kits are available at PCRC clubhouse, within Registration at the embankment, within each safety boat and within the start and finish areas. With regard to accidents and incidents, your attention is drawn towards the requirements of 'RowSafe', notably sections 1.8 and 1.9 which deal with cold water immersion, hypothermia and swamping, and section 4.1 which specifies the reporting procedures for accidents/incidents.

Key Positions during the HoR: Registration – in mobile office on embankment.
HoR Treasurer – in mobile office on embankment.
First Aid – as noted in 9 above.
Telephones – Mobile communication is available within the following areas:-Registration, start and finish, with landline telephones

available in the Key Theatre and adjacent to the Grain Barge restaurant, in the clubhouse foyer, and in the foyer of the Ramada Hotel.

Hospital A & E – Situated towards city centre along Thorpe Road, (follow signposts).

For contact telephone numbers, see notice within registration & by clubhouse telephone.

HoR Secretary – John Canton

Race Committee – Chris Gill (Chairman/Event Safety Adviser), Nick Hubble (Chief Marshal/Umpire), Julian Popple & Dan Smith.

PCRC Safety Adviser – Peter Dalby

Traffic/Circulation Pattern

This is set out below and applies from 30 minutes before the first division & 30 minutes after the last division has finished:

- 1) Once boated, crews should proceed downstream, keeping to the coxswain's right-hand side of the river, towards the start and must be ready to act upon any instructions given by any Race Official.
- 2) When beyond the start and within the marshalling area, crews should continue downstream until they reach a **bank number** that approximates to their crew number. The crew should then stop safely, turn immediately and pull into the bank on the North Bank (roadside) of the river and await further marshalling instructions. Static crews within the marshalling area must be vigilant and not allow their boats to drift or to encroach on the main river course in a way that would impede passing crews.
- 3) When called towards the start crews should proceed in number order with a safe distance between each boat and follow marshalling/starting instructions.
- 4) Upon completion of their race, crews should continue paddling upstream of the finish so as not to obstruct the finish line or cause a danger to any racing crews behind them.
- 5) During racing it is planned that two Safety Boats will be on the course. One will be positioned within the start area and the other positioned mid-course. There will also be Race Monitors along the course should assistance be required.

Failure to comply with these rules may lead to the removal of crew or club from the event.

General Points to note:-

Incident Conditions

Owing to the time of year, there is the possibility of severe weather and flood conditions, although the event has had to be cancelled on only two occasions within the last thirty years. However because of this the following procedure is in place:

Flood – The Organising Committee has many years' experience of the local river conditions and is in close contact with the local meteorological centre at RAF Wittering, the Environment Agency and the local Lock Keeper and will hope to predict the river conditions with a high degree of accuracy.

Weather – Local weather forecasts are obtained on a daily basis leading up to the event in order to attempt to foresee potential difficulties.

With the above in mind and for safety reasons, the Organising Committee reserves the right either to run the event in full, to cancel specific categories (e.g. Juniors, Novices, etc.), to cancel one or more specific divisions, to alter the course or to cancel the event as a whole. Should any changes be made to the proposed event after the publication of the timetable, then the Organising Committee will attempt to advise entrants as soon as possible. This may be by direct telephone call, public announcement via www.peterboroughcityrowing.co.uk or via a recorded telephone message on 01733 310346 on the evening prior to the event.

PLEASE ENSURE THAT ALL COMPETITORS ARE FULLY CONVERSANT WITH THE ABOVE INSTRUCTIONS