

# CITY OF BRISTOL HEAD SAFETY PLAN & INSTRUCTIONS

Thank you for entering this City of Bristol Head, 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 revision of the 'Rules of Racing' and the Row Safe Guide of British Rowing (these being revised from time to time).

These instructions provide information for the duration of the 'HoR' along with instructions for practice sessions outside the normal timetable of racing.

The 'HoR' will endeavour to provide a safe environment within the above mentioned code 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 & on land.
- 2) Ensuring that any equipment (e.g. boats, blades, buoyancy aids etc.) are safe & prepared to the standards as required under the 'Rules of Racing & Row Safe Guide. Any such failure in this standard shall result in exclusion from the event.
- 3) The strict observance of any 'local rule' or traffic/circulation pattern along with the 'Row Safe Guide.
- 4) 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.
- 5) Taking adequate clothing with them as they may be on the water for some time.
- 6) Ensuring that they can swim in accordance with the 'Row Safe Guide'.

All competitors, coaches & participants are also reminded of the following:-

- 1) Practicing on the racing course or within the marshalling area below the start is not permitted whilst racing is in progress nor is it permitted within 25 minutes of the first division or for 25 minutes after the last division of that 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 – a higher standard of care is expected when acting 'in loco parentis'.
- 5) **All** access roads/routes must be kept clear at all times and must not be blocked in any way by vehicles, cycles, chairs or the like.
- 6) When in the boating area, or when boating/de-boating extra care & right of way should be given to other participants & members of the public so as not to cause distress or injury to third parties.
- 7) 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 in the further reaches of the course.
- 8) 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 provided at Registration at the embankment, within each safety boat & within the start & finish areas. With regard to accidents & incidents your attention is drawn towards the 'Row Safe Guide' & how to deal with casualties &/or such incidents.

## Safety and Boating information

All safety information, maps and details will be posted up next to registration. All coxes, coaches and steer persons will be required to read this information before they boat.

Boating shall begin 50 minutes before and shall end 25 minutes before each division.

Singles, doubles and pairs will be asked to boat and return from the wooden landing stages, fours, quads and eights will be asked to boat and return from the harbour front.

Marshalls shall direct all boats after going through Control Commission. Boats failing Control Commission checks shall be reported to British Rowing. (**Figure 1**)

## Traffic/Circulation Pattern

This applies from 25 minutes before the first division & 25 minutes after the last division has finished:-

- 1) All crews must be boated 25 minutes before the start of each division. Failure to do this will result in instant disqualification.
- 2) Once boated, crews should proceed upstream on the Starboard (coxswain's right-hand) side of the harbour towards the start & must be ready to act upon any instructions given by any Race Monitors.

- 3) Adaptive athletes, just before you get to the first bridge, move to the north side of the harbour and marshal in number order. Marshals shall direct crews into position. **(Figure 2)**
- 4) All others, while proceeding to the start area, all crews must stay to the Starboard (coxswain's right-hand) side and give way at all bridges to other river traffic. At Bristol Bridge (third bridge you will go under) you must take the middle arch. No overtaking is permitted through any of the bridges.
- 5) Once within the start marshalling area, marshals shall direct crews into position. Static crews within the marshalling area must be vigilant & not allow their boats to drift or to encroach on the main river course thus impeding passing crews. **(Figure 3)**
- 6) When told to do so by Marshals each crew will proceed through marshalling area towards to start, spinning only when told to do so by marshals. **(Figure 3)**
- 7) When called towards the start crews should proceed through the northern tunnel in numerical order with 30 seconds between each boat & follow marshalling instructions. **(Figure 3)**
- 8) All crews will race on the Starboard (coxswain's right-hand) side of the harbour.
- 9) Overtaking. It is intended that the intervals between crews starting shall be sufficient to not require any overtaking until onto the main part of the docks (after Prince's St. Bridge). Overtaking should not be performed whilst going through bridges. Any crew intending to overtake must only do so when the manoeuvre can be completed before the next bridge and with no danger from on-coming vessels. Approaching a bridge, the crew behind must give way to the crew in front. **(Figure 4)**
- 10) While on the main harbour, all crews must keep to the Starboard (coxswain's right-hand) side. At no point must any crew go on the Port (coxswain's left hand) side of the harbour. Instant disqualification may apply to any crew that breaks this rule.
- 11) On approach to the SS Great Britain there will be three buoys in the middle of the harbour. All crews must proceed to the Starboard (coxswain's right-hand) side of these. Instant disqualification may apply to any crew that breaks this rule. **(Figure 5)**
- 12) Upon completion of their race, crews should continue paddling downstream of the finish so as not to obstruct the finish line & thus cause a danger to any racing crews behind them. **(Figure 6)**
- 13) During racing it is planned that six Safety Boats will be on the course, one will be positioned within the start area, the others spread down the course, there will also be Race Monitor(s) 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:-**

Numbers – One number must be attached to the coxes back, the other paper number to the bow person.

Inclement Conditions:- Due to the timing of this event there is the possibility of severe weather and the following procedure is put in place:-

Inclement 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 & for safety reasons, the Organising Committee reserve the right to either run the event in full, cancel specific categories (e.g. Juniors, novices etc.), cancel one or more specific divisions or cancel the event as a whole. Should any changes be made to the proposed event after the publishing of the timetable then the Organising Committee shall attempt to advise entrants as soon as possible. This may be by direct telephone call, public announcement via <http://www.bristolrowing.co.uk/head.php> or via mobile telephone on 07889 650348 on the evening prior to the event.

#### Key Positions during the HoR :-

Registration – in the club house (underneath the large clock tower)

HoR Treasurer – in the club house (underneath the large clock tower)

First Aid – in the tent next to the boat house

Telephones – Mobile communication is available within the following areas:-Registration, First Aid start & finish, with 'mobile' telephones.

Hospital A & E – Situated towards city centre along Upper Maudlin Street, follow signposts for BRI.

#### Race Committee –

HoR Secretary – Andrew Osborne

Andrew Osborne (Race Control)

Gareth Price (Safety Officer)

Jen Owsley (Welfare Officer)

For contact telephone numbers, see notice within registration

**Parking** Trailers will be asked to park neatly in the car park behind the Marina Office (marshals will direct you). Cars and towing vehicles will be asked to park in the surrounding areas obeying parking rules. Vehicles park at their own risk. **(Figure 1)**



Figure 1: Boating and Parking Details

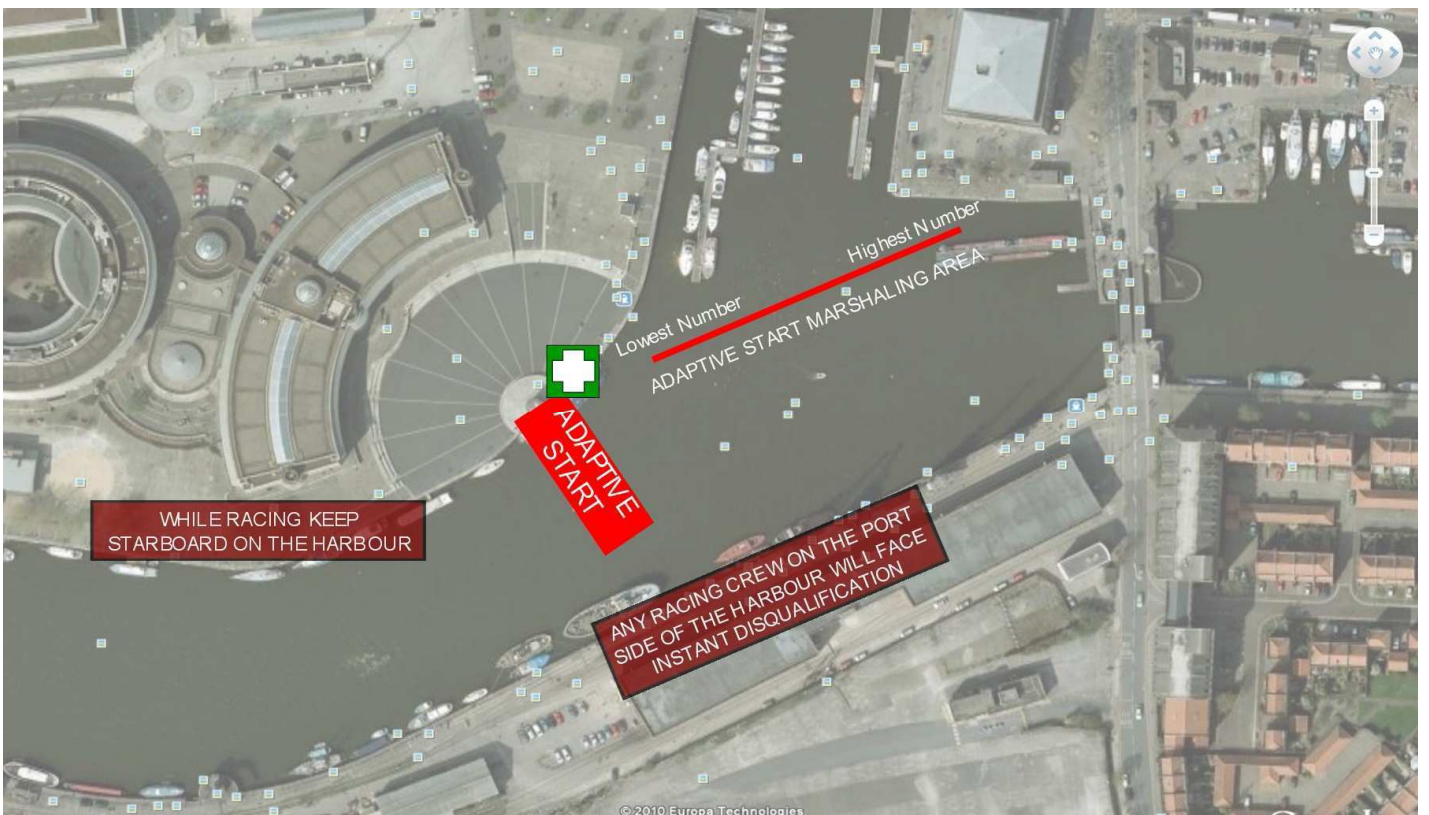


Figure 2: Adaptive Start Marshalling Area

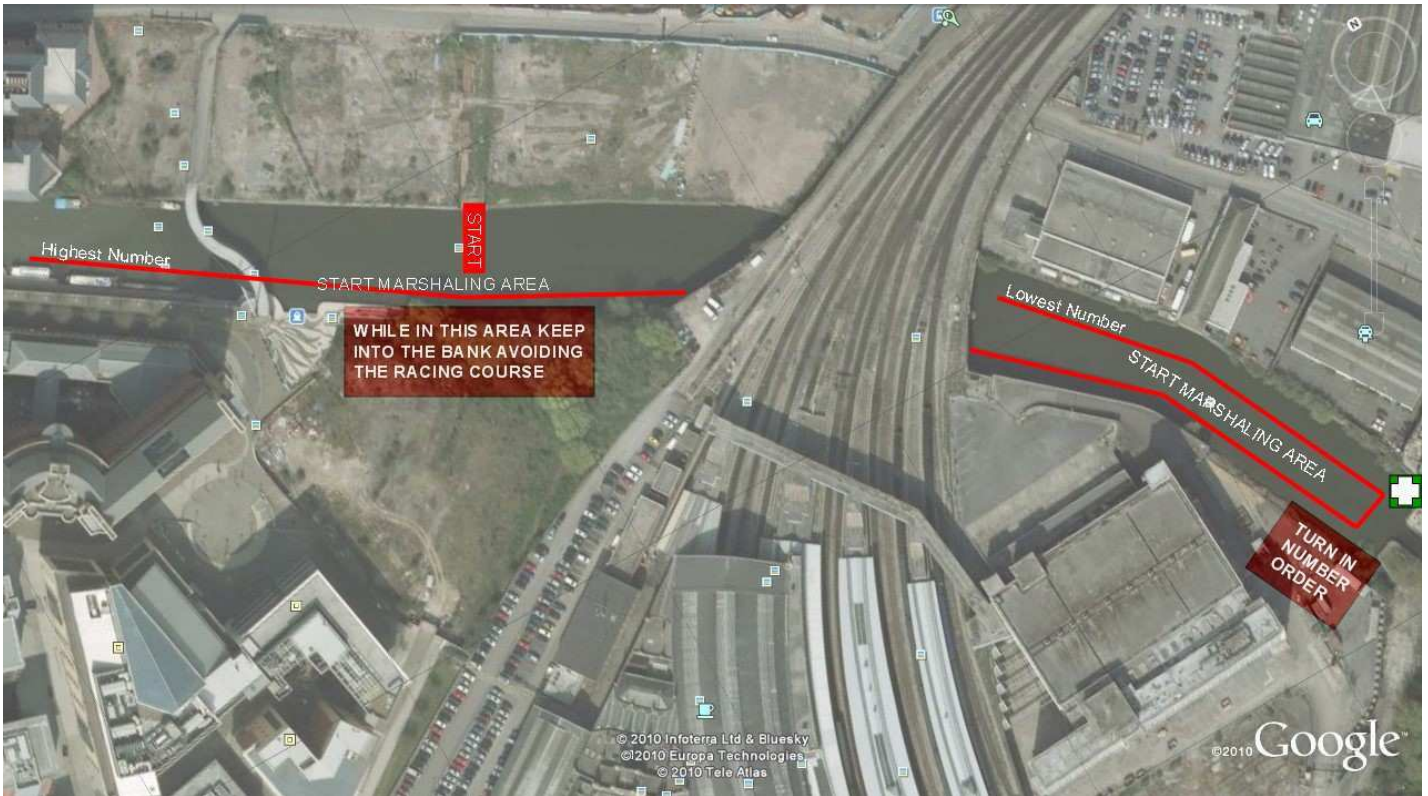


Figure 3: Start and Start marshalling Area

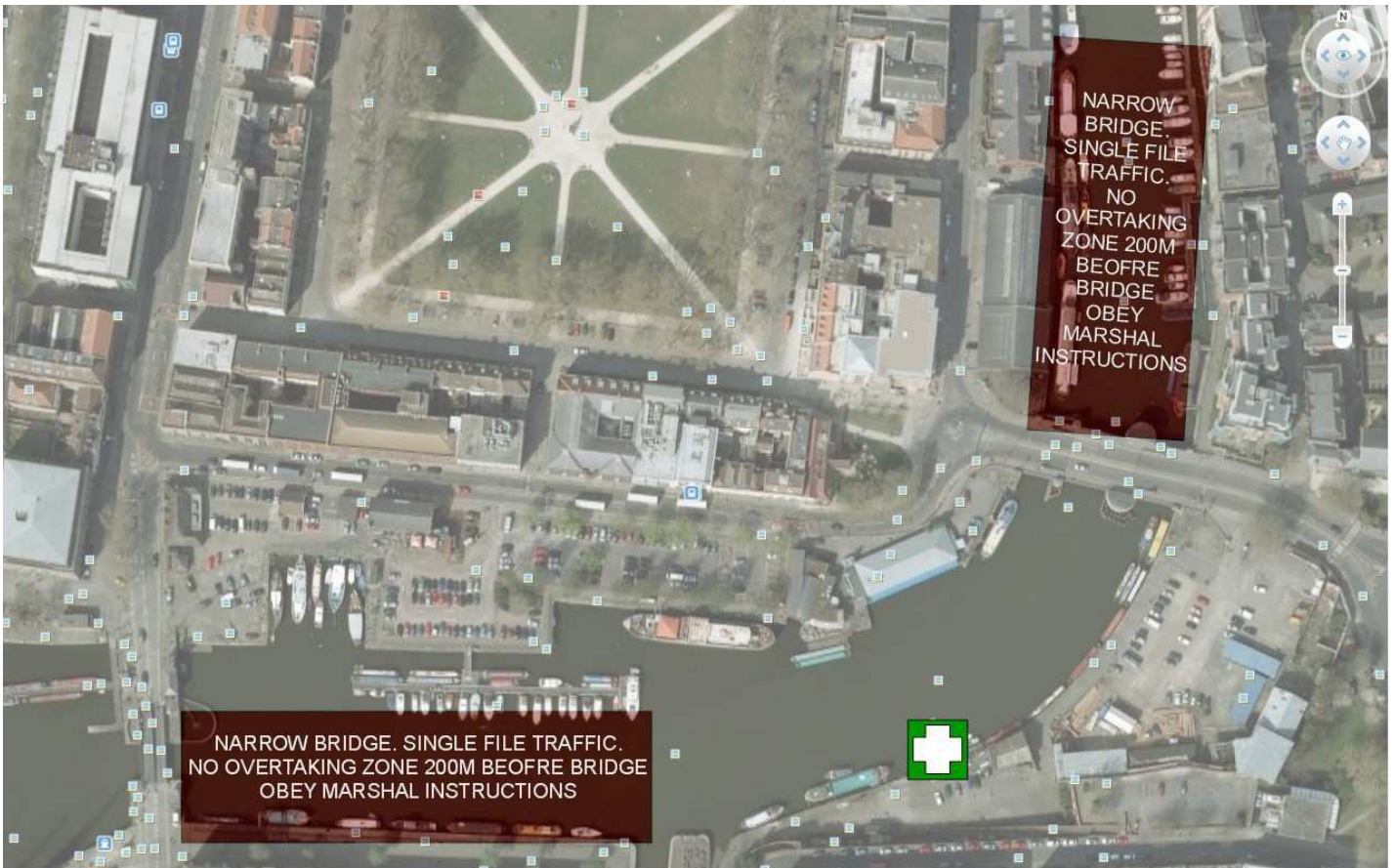


Figure 4: Narrow Bridges, No Overtaking Allowed

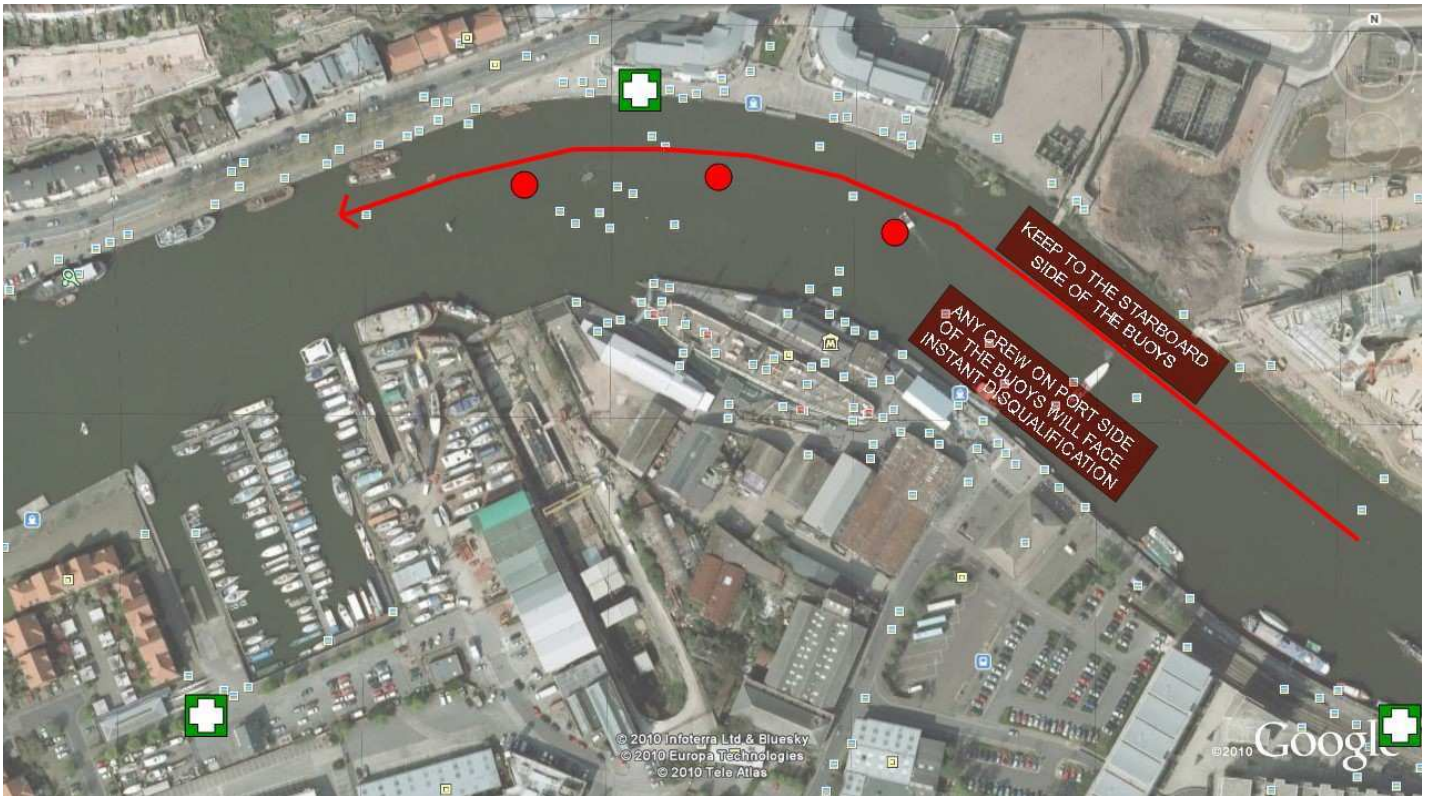


Figure 5: SS Great Britain Bend, Navigation Buoys



Figure 6: Finish and Finish Marshalling Area