

# DEE AUTUMN HEAD

## Sunday 26th October 2025

### Competition SAFETY PLAN

#### 1 PURPOSE

Is to ensure the safety of participants, officials, other water users and the public at large. This Safety Plan describes how officials, participants and others should act in order to ensure a safe competition.

The competition is held under the British Rowing Rules of Racing, Row Safe Guidance, Local Navigation Authority Rules, Adaptive Rowing Safety Guidance for Event Organisers, Safeguarding Handbook no 3 and the NWRRC regional rules.

Authorisation will be sought from the Navigational Authority (CWaC) 8 weeks prior to the event and the Regional Safety Advisor three weeks before the event.

#### 2 ORGANISATION

Entries from participants are collated using BR Online Entry System (BROE) in accordance with the dates indicate on the competition poster. The participating club entries secretary submits crew member identification (BR Number and Name) information. Crew competency is monitored using CRI points system, Contact details for the club entries secretary is also captured with each crew entered, this is the primary communication method with the participants before the day. The event issues crew identification numbers via the Draw, physical numbers and boat stickers are issued at registration. The numbers will be displayed to identify the crews when on the water. Craft also have a boat registration number issued by the owning club, this can be used to identify and trace craft involved in incidents.

##### 2.1 Key Contact Information Organisation Team

|                                |                    |              |
|--------------------------------|--------------------|--------------|
| Race Control                   | Grosvenor RC       | 07734 218788 |
| Event Chairman & Duty Officer  | Ed Bradley         | 07548 991978 |
| Race Safety Advisor            | Brian Chapman      | 07833 594700 |
| Welfare Officer                | Jane Eleri         | 07397 778366 |
| Event Team Manager             | Mike Allwood       | 07875858723  |
| Club Captain                   | Dave Peake         | 07956982820  |
| Chairman of the Race Committee | Dan Clark          | 07734 218788 |
| Catering Manager               | Patricia Brickland | 07841 417769 |
| Social Event Organiser         | Lou Tobias         | 07913 916241 |

### 3 COMMUNICATION

#### 3.1 Radios:

The primary communication channel will be Two-Way Digital Radio Network and agreed radio channel, and operated in accordance with Row Safe's Radio Protocol. These radios are not compatible with Marine VHF radios.

All users will be trained on the radio protocol for the competition.

#### 3.2 Mobile Telephones

The event team will also use mobile telephones if needed to contact event team members who are not issued with a radio.

#### 3.3 Land Line Telephones

There is a telephone in Grosvenor Rowing Club at **Race Control** (07734 218788). Public phone boxes can be found at Royal Chester Rowing Club (01244 322468) and in the Groves. In the event of an emergency Dial 999 clearly request the appropriate emergency service, your location and details of the injury.

Official's telephone details are above.

#### 3.4 Megaphones

Will be used for close communication with the competitors while on the water.

#### 3.5 Pre-event Notifications

Other river users, commercial proprietors and residents will be advised by the Organising Committee.

#### 3.6 Emergency Contacts

We are asking clubs to provide the contact details for responsible adults e.g. Coach or Welfare Officer who are at the event on the day and are off the water i.e. not racing in the same division. We will make contact by mobile phone if their crew are involved in any incidents e.g. capsize or medical attention needed. This information should be provided via the 'Competition Contact' section in the entry for the crew in the BROE system.

### 4 SAFETY

#### 4.1 Risk Assessments (RA)

This Safety Plan is based on a detailed Risk Assessment (RA). A RA will have been undertaken and reviewed before running the competition to assess the hazards and potential risks of running the Competition. Using BR's Template, Barriers and Controls will be put in place to mitigate the hazards and harms identified in the RA.

#### 4.2 Authorisation to proceed

Before the Competition can proceed, the state of the river and prevailing weather conditions on the day, including Met Office weather warnings, Fog, Wind, Squalls, Lightning, River Levels, Barometric Pressure, Tide, Debris and Stream Conditions will be assessed. The Competition Rowing Safety Advisor (CoRSA) and the Chair of the Race Committee authorise the competition to proceed as planned or consider alternative arrangements (Ref section 15). These conditions should be monitored during the previous few days prior to the Competition.

The decision will be made two days prior to the competition. Alternative arrangements will be communicated to competing clubs, officials and volunteers.

#### 4.3 Control

The Duty Officer has overall responsibility for the organization of the competition with the support of the Welfare Officer, Competition Rowing Safety Advisor and Chief Umpire. Control of the race is handed to the Chief Umpire during the racing divisions.

Where necessary, a separate Adaptive Rowing Risk Assessment will be undertaken by the Club's Adaptive Coach, in conjunction with the Rowing Safety Advisor and in accordance with British Rowing's Adaptive Guidance Document and previously agreed procedures.

Cheshire West and Chester Council (CWAC) are the Navigation Authority give permission for the event to run and are supplied with the Risk Assessment, Safety Plan, Course Map and Circulation Pattern. CWAC as a matter of procedure will inform other River Users.

However, the Organising Committee may decide to give prior notice to river users, well in advance of the competition.

#### 4.4 Competitor Instructions

Will be issued and made available on the website and inform Competitors of the Safety Procedures. This information will be supported by the Coxes Briefing Video explaining key elements of the Competition and briefings on the day. This will address the issue of other river users, especially the larger commercial craft, course map (including maneuvering on the start), circulation patterns and possible dangerous obstacles.

#### 4.5 Course Map

As well as illustrating the course, will include the location of the Umpires, Safety Launches, Emergency Access Points, Race Control, First Aid and AED locations and Emergency Reference points for pinpointing the incidents. Emergency reference points are physically marked on the river bank by signs

### 5 MEDICAL AND FIRST AID

St. John Ambulance Service will provide First Aid cover and AED in front of or inside Grosvenor RC (postcode CH1 1SD) contact the Safety Advisor tel: 07833 594700. Minor incidents will be treated; the triage service will indicate further medical care if needed.

Boxed AEDs are located at Sandy Lane and Eccleston, but two mobile AEDs will be required to meet the speed of response for casualties who do not respond.

#### 5.1 Hospital Treatment

All accidents requiring emergency services will be taken to the Countess of Chester Hospital, Liverpool Road, Chester, tel: 01244 365000 (post code CH2 1UL), approximately 3 miles away.

#### 5.2 Adaptive Athletes (Row Safe P61)

All athletes to complete the BR [Pre-Activity Questionnaire](#) and submit to the Grosvenor RC Welfare Officer.

Currently the Competition is only open to coxed adaptive boats, steered by an Able Non Adaptive Cox.

Umpires and Marshalls will be briefed and provided with the numbers for the adaptive crews taking part.

BR's safety guidance will be followed:

<https://www.britishrowing.org/wp-content/uploads/2017/04/Adaptive-Rowing-Safety-Guidance-For-Event-Organisers-2.pdf?41e6e6>

#### 5.3 Welfare

Issues of welfare will be addressed to the Welfare Officer in accordance with the Competition Welfare Plan.

## 6 LAUNCHES

### 6.1 Safety Launches

The safety launch and driver (RYA Level 2) will comply with Row Safe's requirements. Row Safe section 4.4 lists the requirements for Safety Boat Providers. Race marshals with competition radios will accompany safety launch personnel ensuring two people are available for rescue purposes. Rigid Inflatable Boats (RIB) will be used with low freeboards, supplied by Chester Boat Company. Complying with the Adaptive Guidelines.

Safety Launch drivers will be briefed by the CoRSA on the Emergency Procedures, radio use and protocol, areas of responsibility and evacuation points. Adequate time should be provided for the briefing and a guidance note provided to the boat company in advance indicating their responsibilities. The information provided will include map marking the areas of responsibility for each safety launch and copy of the Emergency Response Plan.

Chester Boat Company will provide the appropriate equipment and expertise to undertake a rescue and resuscitate a casualty.

A specific service brief should be issue to the Chester Boat Co...

### 6.2 Umpire and Marshalling Launches

Will comply with the requirements of Row Safe, each will have a RYA Level 2 certification. All Umpire and Marshalling launches will be serviced prior to the competition.

All users, while in the launch, must wear life jackets and use always kill cords. The CoRSA will check the launches are compliant with Row Safe's equipment requirements.

## 7 OFFICIALS

### 7.1 Umpires

Will be provided by the North West Umpires Commission. They will control the race and are located at appropriate positions on the course. Head of the Race Committee will brief Umpires and include any additional safety or health issues, if and as they arise.

### 7.2 Marshals

Marshals will provide additional support to the Umpires. The Marshals will be briefed by the Duty Officer and CoRSA provided with Role Descriptions where appropriate. This should be done in advance of the Competition. Each marshal will be provided with the necessary equipment and will be identified by wearing a Yellow Vest. Radio Users will be trained before the event.

### 7.3 Safety Equipment

Course Map, Launch and Engines, Throw Lines, Lifejackets, High Vis Vests, Megaphones, Radios, AEDs will be in good working order, checked by the CoRSA and issued by the Duty Officer or nominated assistant.

A Job Rota will be issued identifying those members or other volunteers responsible including equipment necessary to complete the activity.

## 8 BOATING, RACING AND LANDING

### 8.1 Competitors Boat Safety Equipment

Equipment is the responsibility of the athletes and competitors, the following will be inspected when considered necessary; Heal Restraints, Bow Balls, Buoyancy, Life Jackets and signs of potential equipment

failure. This will be completed by an Umpire or delegated Marshals and conform to the requirements of Row Safe.

Failures and responsible clubs will be recorded on BR's Control Commission Report.

<https://www.britishrowing.org/wp-content/uploads/2015/12/Control-Commission-Checklist.pdf?41e6e6>

The CoRSA will record these defects on British Rowing's Incident Reporting System.

## 8.2 Embarkation

**All Safety Launches, Marshals and Umpires should be in place before boating time for each division.**

## 8.3 Mobile Landing Stage

A landing stage will need to be located at the bandstand, movement and location will be subcontracted to Chester Boat Co.. This should be inspected by the CoRSA in conjunction with the contractor.

## 8.4 Hazards

Marshals and Umpires are positioned at appropriate places on the Race Course, Start, Finish Circulation, Suspension Bridge and major Commercial Vessels. The Cardinal Buoys must be in place before the Weir. In advance of the race the organising committee will request the removal or marking of any large debris such as trees in the river and floating logs left by high tides.

The course will be inspected the morning of the competition

## 8.5 Start

Bank Marshals and Start Marshals (in launches) will help moor and prepare competitors for the Start. A second Safety Launch will be temporarily located at the start while boats are maneuvering onto their station.

If necessary (larger entry) the Start Umpire and Start Marshal shall agree suitable time gaps between sub-divisions, to avoid congestion at Heron Bridge and the Finish Area.

Boats will remain pointing upstream until authorised to start by the Start or Chief Umpire.

## 8.6 Race

The race will be controlled by the nominated Chief Umpire and supported by the NW Regional Umpires' Commission.

## 8.7 Finish and Boat Circulation Pattern

This will be issued with the Competitors Instructions and is specific to the **finishing area**, to avoid the Safety Buoys protecting the weir and other moorings. This will be controlled by Marshals in launches in the Groves area and a marshal on GRC's landing stage equipped with megaphones and radios

The Finish Marshal will coordinate with the Start Marshal, if congestion looks likely.

# 9 OTHER RIVER USERS

Local Navigation Rules will be agreed with the Navigation Authority and Commercial users. The Competitor Instructions and Safety Brief will include these details. Race Marshals with radios will accompany the large commercial vessels. Other organisations on the river likely to be impacted by the event, will be notified in advance.

# 10 BOAT TRAILERS

Access will be provided to the Bandstand Area of the Groves and a request to the local authority to close Souter's Lane, allowing for easier access and egress. This area will be marshaled

Additional space for parking and trailers will be provided by Queens Park High School

## 11 MINOR INCIDENTS

### 11.1 Water based

If possible, identify the location on the Map, Radio PAN PAN for the nearest safety launch to attend the scene (informing them of the location). If necessary the safety launch will perform a rescue and transport the competitor to Grosvenor Rowing Club for triage and treatment. This is the standard process for a capsized rescue, the safety launch will hand over rescued crews to land based first aiders at the Grosvenor Landing Stage. The Competition Contact from BROE for the crew will be notified of the incident and asked to meet their crew at Grosvenor RC.

If this is a Junior, with no representation from their Club or family, the Competition Welfare Officer may be requested to attend.

### 11.2 Land based

Instruct the person to visit the St John's Ambulance. Race Control (Commission) inform St John's Ambulance personnel of the incident and anticipated arrival

## 12 MAJOR INCIDENTS

Will be covered by the Emergency Response Plan (See Appendix 1)

All incidents will be reported on the BR Incident Reporting System by the CoRSA.

## 13 ALTERNATIVE ARRANGEMENTS

Sometimes the conditions are such that the event cannot safely continue as planned. It may then be appropriate to abandon or suspend the competition or make other alternative arrangements

This could involve shortening the course, removing vulnerable athletes and small boats, reducing the circulation pattern to avoid the weir, timing gaps, coxed boat only, reduce the entry to local clubs if towing is an unacceptable risk and others..... Some of which are detailed below.

### 13.1 Communication of alternate arrangements

- Before race day email communication will be sent to the participating clubs and event team.
- On race day before racing has started verbal briefings will be given at the landing stage locations.
- During racing or when boats are on the water, Marshalls and Umpires will communicate with crews on the water via Megaphone. Stage Marshalls will communicate verbally to crews attempting to boat. Bank Marshalls will be sent out to brief participants that are in the trailer parking areas.

### 13.2 Pre-Event Decision Making

Tides, River and Weather conditions will be considered, The Met Office, Tide Times and River Levels website information will be used. Before the competition the forecast from the sources listed will be reviewed. Areas considered are listed under Section 4 of Row Safe. After the review a decision will be made by the Organising Committee as to whether the Competition should go ahead.

Consideration should be given to those having to tow trailers.

These criteria, individual or combined are likely to instigate a review of the conditions, to be undertaken by the Chair of the Race Committee and the CoRSA.:

1. Met Office Weather Warnings
2. Wind Force 5 (19-24 MPH) crosswind.
3. Wind Force 4 (13- 18 MPH) against the stream
4. Prevailing conditions at the Groves, stronger than the stream.
5. River levels =>5.4M (@Ironbridge)
6. Debris
7. Extreme cold conditions, especially water temperatures =< 5 Deg C.
8. Fog
9. Predicted lightning storm

<https://www.metoffice.gov.uk/>

<https://riverlevels.uk/rivers/dee#.YVWr8JrMJPY>

<https://www.tidetimes.org.uk/chester-tide-times>

<https://www.lightningmaps.org>

### 13.3 Risk level considered to be too high

Abandon the Competition

### 13.4 Incident, Capsize, Collision

If a serious incident occurs and it's recommended the Competition is stopped or there's further risk to the casualty, the CoRSA and Chair of the Racing must contact the start and prevent any further boats from racing and direct Umpires and Marshals to maneuver boats to safety

### 13.5 Weather and River Conditions

If the weather and river conditions deteriorate e.g. wind over tide or increased debris. Prior to the boating starting consider reducing racing boats to coxed boats or cancellation of the event. If the conditions deteriorate during the event when crews are on the water consider abandoning the event. Use the Umpires, Marshals and Safety Launches to facilitate a safe controlled evacuation of the river.

The River Dee catchment area should be considered when predicting the river levels.

If the Met office forecast suggests a period of thunder and lightning during the planned competition, the Competition Organising Committee shall plan accordingly:

Cancel the competition with adequate notice, if the extent of the forecast makes the competition unviable.

Warn clubs of the risk if they attend. Monitor the lightning and plan to include a manageable delay in the race programme or remove a division.

Race Control shall monitor the 'Flash Bang' to determine a) the distance by dividing the time x3 to obtain the distance in kilometers, b) whether the lightning is moving closer or further away.

This can be assessed in conjunction with the website [www.lightningmaps.org](http://www.lightningmaps.org).

The most significant risk is to have large numbers of competitors exposed on the river to a lightning storm.

RoSPA's 30/30 rule will be applied, 30 minutes after the last clap of thunder. Race control will decide how best to proceed.

If someone is hit by lightning, call the Emergency Services immediately. If their breathing or heart has stopped, apply CPR as quickly as possible and request an AED if necessary.

Marshals will encourage people to take cover in safe building structures or their vehicles.

#### 13.6 Increased Stream and Large Entry

If it's safe to move upstream, increase the gap between subdivisions. This will ensure the finish area is not congested with too many crews arriving at the same time.

Move the circulation buoy further up-stream

#### 13.7 Increased Tide and Debris

Move the times of the divisions, race coxed boats only

#### 13.8 Loss of Radio Network

Use mobile phone network

#### 13.9 Loss of Safety or Umpire Launch

Use the spare launch or reshuffle launch allocation, arrange to recover the stranded launch following racing.

### 14 POST EVENT WASH-UP MEETING

Within a few weeks of the event the organiser will host a wash-up meeting to capture feedback and learning points from this year's event. The Race Safety Advisor is to ensure any safety related learnings from the recent event recorded and communicated for discussion at the wash-up meeting.

## DEE AUTUMN HEAD OF THE RIVER

### 15 APPENDIX 1 EMERGENCY RESPONSE PLAN

Minor incidents should be referred to St John's Ambulance personnel.

A capsized boat may develop into a major incident.

The casualty may be capable of recovering the situation, due to training or may need assistance from a safety launch or buddy to continue with the competition. An experienced athlete is likely to mount and straddle the hull.

The response to such an incident should be initiated with a PAN PAN call.

If the capsized boat results in mild hypothermia preventing the casualty from proceeding with the competition, Race Control should instruct the safety launch to transport the casualty to the Club House and First Aid Team.

If severe hypothermia is experienced, Race Control should call 999 and request the Emergency Services attend the Club House at The Groves and provide details of the Extraction Point. The First Aid team should make them comfortable, while waiting on the ambulance.

#### 15.1 Emergency Services the following procedure must be adopted:

1. If an incident is life threatening radio Race Control calling MAYDAY MAYDAY, providing details of the incident.
2. Race control will confirm the Location on the Course Map, Radio for the nearest safety boat to carry out a rescue (informing them of the location) if the incident is on the water.
3. If the casualty is mobile, Race Control will call 999 and request the emergency services to meet the casualty at the specified Emergency Access Point (See Below) and identify type and nature of the incident involved, the number of people involved and how the patient will be moved to the access point.
4. Unless radio users are directly involved in managing the incident, **radio silence should be maintained**, until safe for Race Control to call the ALL CLEAR.
5. If necessary call for the competition to stop, preventing further congestion or collision.
6. Race Control will confirm to the request holder that the appropriate Emergency Service has been requested and if possible provide an approximate arrival time and any additional instructions.
7. In the event of a competitor having a seizure or becoming incapacitated and stops breathing. Those in attendance should contact the Emergency Services directly by dialling 999 and the instructions followed. The casualty should be moved to the river bank immediately and given deep chest compressions (CPR) until an AED arrives. If possible, Race Control should be kept informed of the situation. The response time can be critical, for every 1 minute in delay the casualty will have a 10% less chance of survival.

Spending time getting the casualty out of a boat into a safety launch may take up valuable time.

8. If it's safe to move the casualty. The safety launch shall transport the casualty to the allocated Emergency Access Point. If necessary, the casualty should be kept warm and care should be



provided until the ambulance arrives. This could involve transporting the First Aid Team to this location.

9. If the Request Holder is unable to contact Race Control Commission and relaying messages is not working or has difficulty confirming the request, they should dial 999 themselves if this is practical. Ask for the appropriate Emergency Service. Speak clearly and listen to and respond to the operator's requests carefully.
10. In the event of a land-based seizure or someone becoming incapacitated and stops breathing. Those in attendance should contact the Emergency Services directly by dialling 999 and the instructions followed. If necessary, the casualty should be moved to a safe location, given deep chest compressions (CPR). The First Aid Team should be requested to attend with their AED. If possible, Race Control should be kept informed of the situation.
11. In the event of a fire, evacuate the area immediately and wait at the assembly point. For Grosvenor Rowing club the assembly point is on the lower steps and towpath at the front of the Boathouse.
12. If the fire incident involves a Boat on the water, **follow the procedures from item one above.**
13. When calling 999, Tell them that: 'Grosvenor Rowing Club requires an Ambulance/Fire Service at an Emergency Access Point on the River Dee:' and give details of the appropriate access point as below. You will also be asked to provide details of the nature of the incident and any special needs.
14. All accidents requiring emergency services will be taken to the Countess of Chester Hospital, Liverpool Road, Chester, tel: 01244 365000 (post code CH2 1UL), approximately 3 miles away.

### Emergency Access Points:

Finish Area: The Groves SJ 411 661 pouch.depend.risks

Start Area: Paddock Road, Eccleston SJ 414 621 segmented.caves.rams

Mid-Point of Race Course: Sandy Lane SJ 420660 mugs.actors.robots

Use the nearest