DEE AUTUMN HEAD
SUNDAY 18TH OCTOBER 2026
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 event is held under the British Rowing Rules of Racing, British Rowing Guide to Good Practice in Rowing (RowSafe), Safeguarding Handbook 3 for Competitions, Adaptive Rowing Safety Guidance for Event Organisers, Local Navigation Authority and NWRRC Local Rules, and any relevant Government Guidelines at the time (eg COVID),.

2 ORGANISATION

Entries from participants are collated using BR Online Entry System (BROE) in accordance with the dates indicate on the event 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.

The Event Chair will appoint a Competition Welfare Officer (CWO) and Competition Rowing Safety Advisor (CoRSA) in advance of the event. The CWO will comply with the latest safeguarding policy and the CoRSA will complete the necessary online training and comply with RowSafe.

Key Contact Information Organisation Team

Chairman of the Race Committee (Race Control Main Contact & Coordinating Umpire)	Daniel Clark	07734 218788
Event Chairman & Duty Officer	Debbie Knight	07812 202794
Race Safety Advisor	Colin Davies	07919 593049
Welfare Officer	Tanith Allwood	07976 457246
Event Team Manager	Mike Allwood	07875858723
BROE and Racing Coordinator	Brian Chapman	07833 594700
Club Captain	Dave Peake	07595 265091
Catering Manager	Pat Brickland	07841 417769
Grosvenor Rowing Club	Land Line	01244 311231

3. COMMUNICATION

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 prior to the event.

4. Mobile Telephones

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

5. Land Line Telephones

There is a telephone in Grosvenor Rowing Club at **Race Control** (01244 311231). 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.

Officials' telephone details are above.

6. Megaphones

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

7. Pre-event Notifications

Generally, Cheshire and West Cheshire (CWaC) will inform river users.

The organising committee will inform the River Dee Users Forum and commercial proprietors and residents in advance.

Emergency Contacts

We are asking clubs to provide the contact details for responsible adults eg 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 eg 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.

8. SAFETY

Weather Forecasting

The organising Committee will sign up to the Met. Office Weather Warnings

Risk Assessments (RA)

this Safety Plan is based on a detailed Risk Assessment. A RA will have been undertaken and reviewed before running the competition to assess the hazards and potential risks of running the Competition. Barriers and Controls will be put in place to mitigate the hazards and harms identified in the RA.

9. Authorisation to proceed

Before the Competition can proceed, the state of the river and prevailing weather conditions on the day, including Fog, Wind, Squalls, Barometric Pressure, Tide, Debris and Stream conditions will be assessed. The Competition Safety Advisor, Competition Duty Officer and Coordinating umpire will authorize the Competition to proceed as planned or consider

alternative arrangements. These conditions should be monitored during the previous few days prior to the Competition.

10. Control

The Duty Officer has overall responsibility for the Competition with the support of the Welfare Officer, Rowing Safety Advisor and Coordinating Umpire. Control of the course is handed to the Coordinating 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.

11. 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 Course This will address the issue of other river users, especially the larger commercial craft, course map (including manoeuvring on the start), circulation patterns and possible dangerous obstacles.

12. Course Map

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

13. Medical and First Aid

St. John Ambulance Service will provide First Aid cover and Automated External Defibrilator (AED) in front of or inside Grosvenor RC (postcode CH1 1SD) contact tel: 01244 311231. Minor incidents will be treated; the triage service will indicate further medical care if needed. The First Aid Team will be located at Grosvenor Rowing Club.

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.

14. 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

15. Welfare

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

16. Launches

Safety Launches

The safety launch and driver (RYA Level 2) will comply with Row Safe's requirements. 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 CRSA 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.

The safety launch operators will provide the appropriate equipment and expertise to undertake a rescue and resuscitate a casualty.

The Event Organising Committee will also mobilise Grosvenor RC's AED, it will be transferred from its permanent locationed in the gym to one of the safety launches in close proximity to the race course on the river.

17. Umpire and Marshalling Launches

Will comply with the requirements of Row Safe, each will have a RYA Level 2 certified or experienced and competent driver. All Umpire and Marshalling launches will be serviced prior to the Competition.

All users, while in the launch, must wear life jackets and use kill cords at all times.

18.Officials

Umpires

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

19.Marshals

Marshals will provide additional support to the Umpires. The Marshals will be briefed by the Duty Officer and 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 warring a Yellow Vest. Radio Users will be trained before the event.

20.Safety Equipment

Course Map, Marshalling Launch and Engines, Throw Lines, Lifejackets, High Vis Vests, Megaphones, Radios, AEDs will be in good working order, checked by the CRSA 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.

21.Boating Racing and Landing

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 Safety Advisor will record these defects on British Rowing's Incident Reporting System.

22.Embarkation

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

23.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.

24.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 manoeuvring 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 Coordinating Umpire.

25Race

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

26.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 both on the bridge and supported by the Finish Marshal Launch.

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

27.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.

28.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 marshalled

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

29.Minor Incidents

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 capsize 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.

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

30.Major Incidents

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

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

31.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

31.1Communication 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 Marshals will be sent out to brief participants that are in the trailer parking areas.

31.2Pre-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. Weather warnings should be monitored and included in the pre-event decision making process. Communicate decisions to the participants with adequate notice, aim to avoid unnecessary travel to the event. Keep the participants informed about the expected conditions and the risks that may result in the event being cancelled or scaled down. 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..

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

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

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

https://www.lightningmaps.org

31.3Risk level considered to be too high

Abandon the Competition

31.4Incident, Capsize, Collision

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

31.5Weather 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.

31.6Thunder and Lightning

If there is a short notice change in the Met office forecast or visible conditions and it suggests a period of thunder and lightning during the planned competition, the Competition Organising Committee shall plan accordingly:

- If the forecast is severe and prolonged consider Cancelling 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 kilometres, b) whether the lightening is moving closer or further away.
- This can be assessed in conjunction with the website 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.

31.7Increased Stream and Large Entry

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

31.8Increased Tide and Debris

Move the times of the divisions, race coxed boats only

31.9Loss of Radio Network

Use mobile phone network

31.10 Loss of Safety or Umpire Launch

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

32 Post Race Wash-Up Review

Within a few weeks of the event the organiser will host a wash-up meeting to capture feedback and learning points from this years 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.

Appendix 1

Criteria for Abandonment, Suspension or Alteration

Parameter	Abandonment	Suspension	Alteration
Tail Wind / Head Wind	Base wind speed >18mph (F5), moderate waves and many white caps with no improvement forecast.	Base wind speed >18mph (F5), moderate waves and many white caps but with improvement forecast.	Base wind speed >12mph (F4), small waves and some white caps.
Wind from other directions	Base wind speed >18mph (F5), moderate waves and many white caps with no improvement forecast.	Base wind speed >18mph (F5), moderate waves and many white caps but with improvement forecast.	Base wind speed >12mph (F4), small waves and some white caps, or a crosswind generating unfair conditions across the racing lanes.
Lightning	Audible thunder within 30s of visible lightning with no improvement forecast.	Audible thunder within 30s of visible lightning but with improvement forecast.	N/A.
Reduced Visibility (fog/heavy rain)	Visibility of less than 500m with no improvement forecast.	Temporary reduction in visibility to 500m or less, e.g. due to heavy rain.	Reduction in visibility to less than 1000m but more than 500m.
Major Medical Incident	Major incident involving death or potential life-altering injuries.	Major incident requiring external assistance from emergency services.	N/A.
High Tide > 3.5M	Move to an alternative date	Suspend Racing or start earlier to avoid tide	Only One division
Freezing Temperatures	➢ - 5 Deg C	N/A	N/A
River Height	➢ 6.0 m	N/A	<= 5.6 m
Terrorist Threat	Any event resulting in advice from the emergency services to clear the area for an	Any event resulting in advice from the emergency services to temporarily clear the area	N/A.

	unspecified period of time or to otherwise abandon the event.	or suspend the event for a short enough period of time which would allow the event to be concluded during the hours of daylight.	

Note: **All** criteria stated in each box above must be met for abandonment, suspension or alteration to be triggered.

Alterations to Competition

Parameter	**Reducing boat types**	**Restricting participant types**	**Changing course length**
Base wind speed >12mph (F4), small waves and some white caps	Depending on conditions, smaller boats may be excluded.	Athletes who are not able to make good headway against the wind/stream, e.g. Junior and Novice, may be excluded depending on conditions.	Course may be shortened by any amount depending on rowable conditions.
High water levels and fast stream			Greater gaps between boats
Reduced visibility of 500-1000m	Coxless boats may be excluded depending on conditions.	Junior and Novice participants may be excluded depending on conditions.	Course may be shortened by any amount depending on visibility at each end of course.

DEE AUTUMN HEAD OF THE RIVER

15. APPENDIX 2

EMERGENCY RESPONSE PLAN

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

A capsize 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 capsize 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 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.

1. Emergency Services the following procedure must be adopted:

1. Identify the Location on the Map if possible, Radio for the nearest safety boat to carry out a rescue (informing them of the location) if the incident is on the water.
2. If an incident is life threatening Radio Race Control calling MAYDAY MAYDAY (Commission), providing details of the incident.
3. 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.
4. If the casualty is mobile, Race Control with call 999 and request the and ask for the emergency services to meet the casualty attend an incident 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.
5. 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.
6. If necessary, call for the competition to a stop, preventing further congestion or collision
7. Race Control (Commission) will telephone 999 and ask for the emergency service to attend at the appropriate Emergency Access Point.
8. 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.
9. 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.

10. 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.
11. If the Request Holder is unable to contact Race Control Commission and relaying messages is not workingn 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.
12. 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.
13. 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.
14. If the fire incident involves a Boat on the water**, follow the procedures from item one above.**
15. 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.
16. 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