

City of Cambridge Winter Head to Head: Safety Plan & Event Guide 25 January 2020

This safety plan incorporates the key points of the **Row Safe: A Guide to Good Practice in Rowing** and we ask that each cox and crew member takes the time to read it and study the attached map.

Key Positions

Control	City of Cambridge Boathouse Collect numbers/make any final payments here. Control will be open from 7:45am Results will be posted here
Start leg 1	Railway Bridge
Finish leg 1	A14 bridge
Start leg 2	A14 bridge
Finish leg 2	Railway bridge
Marshals	Individuals will be based along the course (identified by their yellow tabards) All with access to throw lines/radios/thermal blankets/megaphones/mobile phones
Hospital	Accident and Emergency at Addenbrooke's Hospital, Hill's Road, Cambridge. tel: 01223 217118
Emergency	Fire, Police, Ambulance. Tel: 999

Key Personnel

Events Secretary	Mark Glasspool	07769 945994
Control Desk	Steve Wyborn, Mark Glasspool	07769 945994

The personnel above may also be contacted through Event Control Desk

Competitors' Responsibilities

City of Cambridge rowing club personnel will endeavour at all times to ensure a safe event, but all competitors must follow marshals' instructions and be alert at all times to the safety of themselves and others.

All competing Clubs have the responsibility to ensure that their crews and scullers abide by the **Row Safe: A Guide to Good Practice in Rowing**. In particular, all Clubs must ensure that:

- Inexperienced crews have experienced coxswains.
- Coaches of novice/junior crews evaluate the ability of these crews and consider whether they require an individual bank party on a bicycle, carrying a throwbag, to escort them before, during and after the race. All junior 15s & under in small boats MUST have a bank party on a bicycle, carrying a throwbag.
- Competitors are aware of the BR Rowsafe Code, the event safety plan & guide and have been instructed in capsizing drill.
- Competitors are competent to take part in the event without putting other people at risk.

- Competitors are responsible for proceeding safely at all times, especially to the start and after the finish.
- The row safe guide can be found at <http://www.britishrowing.org/publication/rowsafeleaflet>

EQUIPMENT

It is the responsibility of each crew to ensure that the equipment they are using is safe and compliant with the requirements of the **BR Rules of Racing** and **Row Safe: A Guide to Good Practice in Rowing**. In particular spot checks will be made to check on bow ball, heel quick-release mechanisms, rudder lines and coxes' lifejackets. Coxes arriving at the start without a suitable lifejacket or buoyancy aid will be disqualified. Random checks will be carried out on boats during the day. Any boat deemed unsafe will be disqualified and asked to return to its boat house with its crew.

SWIMMING ABILITY

Every competitor is expected to be in good health and must be able to swim a minimum of 100 metres in their kit. The river is relatively narrow and shallow in most places, and there is good access from the bank along the majority of the river, however all crews should make due allowance for the stream and for points of the river which have increased depth or where navigation is more difficult. Please note there is restricted access to the river, and a number of moored narrowboats between Churchill Boathouse and the edge of Stourbridge Common (adjacent to Riverside – there is a high concrete wall abutting the roadside). Please take extra care when rowing through this section (approximately 300 metres) until clear of the Green Dragon Bridge.

Juniors

Coaches of novice/junior crews must evaluate the ability of these crews and consider whether they require an individual bank party on a bicycle to escort them before, during and after the race. All junior 15s & under in small boats MUST have a bank party on a bicycle.

ACCIDENTS

If you see an accident, give assistance if required. A marshal will take action or alert the rescue services by radio or phone as necessary. The whole course is visible to marshals, and there will be marshals with throw lines along the course. In the event of capsize please stay with your boat, check for the safety of all members of your crew and await assistance from marshals.

INSURANCE

All crews must have adequate third party insurance.

HEALTH INFORMATION

Competitors are reminded that the Cam water is likely to contain the Leptospirosis (Weil's Disease) bacterium, and should ensure that pre-existing cuts, blisters etc. are covered with a suitable waterproof dressing before going afloat. Cuts, blisters etc. sustained during the race should be thoroughly washed immediately upon return to the boathouse. Should you be unlucky enough to fall in please ensure you shower at the earliest possible opportunity.

It is recommended that water bottles (including those with a "sports top") are placed in a waterproof plastic bag, rather than loose in the bottom of the boat, to reduce the risk of infection from drinking from a bottle which has been in contact with river water.

MARSHALLING

The marshals will stop the race if an unsafe situation arises. Allow plenty of time to boat before the scheduled start time. Please ensure that you marshal between the Pike and Eel (Penny Ferry) and the railway bridge AT LEAST 20 MINUTES before your division is due to start, to allow adequate time to be marshalled to your starting position before the division start time. Any crew not passing the Penny Ferry 20 minutes prior to the start time will be turned back. **Any crew arriving late (after the division start time) at the start will be awarded a time penalty and may be refused permission to race from race officials.**

After the finish of leg 1 at the A14 bridge, all crews should continue to row downstream to the marshalling point approximately 100m upstream of Baits Bite Lock, where they will be directed to spin by the marshals. Only after crews have spun and been marshalled into the start order for leg 2 should crews make any changes to their kit and/or take on water. All boats should spin well upstream of the weir.

After the final boat has completed leg 1, crews will be immediately marshalled to the start for leg 2. The first 10 boats in each division should be aware of when they need to prepare for the start of leg 2.

Competitors and coaches are reminded of the need for courtesy to other river users, including walkers and anglers.

OVERTAKING

Crews overtaking have priority on the racing line (i.e. the inside line on any corner). Any crew impeding another during an overtaking manoeuvre will be awarded a time penalty. Claims of impedance must be reported to the finish immediately after the division.

FINISH of leg 2

All crews must keep rowing after the finish, until they have passed the white new houses building site (where the Pike and Eel pub used to stand), to prevent the river becoming blocked for following crews.

THE SAFETY ADVISOR/UMPIRE MAY AMEND THIS PLAN IF WEATHER OR CONDITIONS ON THE DAY MAKE THIS NECESSARY. COMPETITORS WILL BE NOTIFIED OF CHANGES AT CITY OF CAMBRIDGE R.C BOATHOUSE (race control) AND BY MARSHALS ON THE COURSE.

GPS/Postcode information.

All GPS positions in Degrees East and North. In general the tow path is not suitable for rapid vehicle access.

A. City of Cambridge Rowing Club Boat House, Kimberley Road. CB4 1JH

E: 0.12958; N: 52.21164

B. Vehicle access to western (nearest to Cambridge) tow path (code locked, vehicular access); Also coordinates for Penny Ferry (formerly Pike & Eel Public House) CB4 1PA

E: 0.15052; N:52.21885

C. Vehicle tow path access near rail way bridge. Gated, code locked (code available from control), vehicular access to tow path near railway crossing over river Cam.

Pedestrian access.

E: 0.15523; N: 52.22034

D. Car park at Towpath for access to Baites Bite lock & weir, (code locked) (code available from control) eastern section of Tow path and start point. CB24 6AF

Car Park

E: 0.17803; N: 52.23757

E. Vehicle access to Ditton Corner (south, non-tow path side) at end of Long Reach., near Ditton CB5 8ST

E: 0.16779; N: 52.22271

F. Vehicle access to First post corner (east, non-towpath side) north of Fen Ditton

E: 0.17068; N: 52.22795