



AVON COUNTY ROWING CLUB

AVON AUTUMN HEAD

15th November 2025

Held under the rules of British Rowing

Compliant with British Rowing Policy on Safeguarding and Protecting Children and Vulnerable Adults

Safety Plan & Welfare Statement

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Version	AAH 2025 Safety Plan v2.0
Date	26 th September 2025
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AVON AUTUMN HEAD OF THE RIVER RACE

Held under the rules of British Rowing

SAFETY PLAN

(Published – September 2025)

1 Safety Adviser and Welfare Officer

- 1.1 The Safety Adviser is a member of the organising committee and is named on the cover sheet of this Safety Plan & Welfare Statement.
 - Water safety is discussed at each meeting of the Organising Committee
 - Water safety is part of the event review.
- 1.2 The Welfare Officer is a member of the organising committee and is named on the cover sheet of this Safety Plan & Welfare Statement.
 - Welfare and safeguarding is a regular item at meetings of the organising committee.
 - Welfare and safeguarding is part of the event review.
 - The Welfare Statement and Plan is included in Section 14 of this document

2 Risk Assessment

- 2.1 A risk assessment has taken place. A copy is included in **Appendix 1**.
- 2.2 An emergency plan has been drawn up. A copy is included in **Appendix 2**.

3 Scope of the Safety Plan

- 3.1 The safety plan covers the decision-making process for cancellation due to inclement conditions, rules applying to the event, communications, medical and first aid, the safety of other river and bank users, race umpires, instructions to officials and competitors, emergency vehicle access and an accident and emergency action plan.
- 3.2 It is the intention of the organising committee to provide a safe environment in accordance with British Rowing 'Row Safe' guidelines. However, competitors, coaches and clubs are specifically reminded that every person attending the event, including those competing, or officiating, do so entirely at their own risk and are solely responsible for:
 - their own safety;
 - ensuring their boats are safe and are prepared as per the advice and guidance in 'Row Safe' and the BR Rules of Racing. Any boat found failing to meet the standard will be excluded;
 - the strict observance of the circulation pattern and BR Rules of Racing;
 - deciding, together with their coaches, whether or not they are competent and able to compete safely in the prevailing weather and water conditions.
- 3.3 Provision is made for response to possible emergencies. See **Appendix 2**.

4 Abandonment, Restrictions and Hazards

- 4.1 The decision to abandon the race on the day, or restrict entry to certain classes of crews, will be made by the Chair of the Race Committee with advice from the Safety Adviser and Chair of the Organising Committee. This decision will take into account weather and river conditions on the day of the race. Conditions that would typically cause racing not to take place would be frozen water, flooding/high water, high stream speeds, severe winds, poor visibility, lightning and excessive floating debris. All other conditions would usually see some form of racing take place.

- 4.2 Prior to race day, the Chair of the Organising Committee will monitor the forecast for weather and river conditions. If conditions are forecast to be unfavourable the race may be cancelled prior to race day. This decision will be taken by the Chair of the Organising Committee with advice from the Safety Adviser. If the event is to be abandoned in its entirety, this will be determined as soon before the start of the event as possible to reduce inconvenience to clubs who are travelling to the event.
- 4.3 At the start of the day, an assessment will be made by the Chair of the Race Committee, with advice from the Chair of the Organising Committee and the Safety Adviser based on the fixed and variable aspects of the event – i.e. age, experience, category, boat type, boat construction with respect to buoyancy, weather, the course, water conditions and any other external factors. If conditions are moderately poor, but safe for certain categories of boats (e.g. larger boats) and/or more experienced crews (including coxes) the Race Committee may restrict racing to any combination of: boat type; age of crew; experience of crew; and experience of coxswains. All decisions by the race committee will be final, and crews outside these categories will be refused permission to boat for the full period of racing, including before, after and between divisions.
- 4.4 An ongoing assessment will be made during the day by the Chair of the Race Committee with advice from Safety Adviser. A division of the race may be abandoned at any time (before or after the start of a division), or restrictions applied to racing crews, if conditions deteriorate during the time of boating and all crews completing the course. See Emergency Plan, Appendix 2.
- 4.5 Race officials will monitor weather conditions and forecasts during the race day and before. Weather apps will be used for this purpose. Crews will not be boated if a thunder and lightning storm is imminent. Where this has not been predicted, and in the case of severe storm accompanied by thunder and lightning during racing, suspension and resumption of racing should follow the 30/30 rule: racing/boating should stop when the flash-to-bang count is 30 seconds and should not resume until 30 minutes after the last lightning. Crews and officials will be cleared from the course as quickly as possible, aiming to get everyone to shelter in 15 minutes. Race Monitors and Marshals will instruct all athletes, officials and spectators to move under cover.

Competitors and spectators will be advised on what to do in the event of lightning by the Race Monitors, Marshals and other officials. This will include instructions on how the course will be cleared of crews and officials, to seek 'proper shelter' and when the Race Committee will make decisions on racing. See Emergency Plan, Appendix 2.

- 4.6 Prior to race day, the river will be inspected for any hazards – e.g. trapped logs, overhanging trees etc. As many as possible will be removed. On the race day, the course will be inspected for any new hazards. If there are significant hazards identified, these will be communicated to crews as they boat for their division via a safety noticeboard that will be set up near the boating area.

5 Suspension of Racing

- 5.1 In the event of an incident on the water on the course, racing may be stopped if it is deemed unsafe to continue. If the race has been stopped, it will only be restarted by the Chair of Race Committee with advice from the Safety Adviser. In the event of an incident on the water, but off the course, racing may continue if safe to do so. Crews may be warned by Race Monitors as they approach any incident. However, the racing may be stopped, or postponed, if necessary.

6 Medical Support Arrangements

- 6.1 First Aid cover will be supplied by 2 qualified first aiders based at the clubhouse.

- 6.2 The Safety Adviser will ensure that adequate medical services, in the event of injury or illness, are provided during the period of racing. The Safety Adviser will be in charge of handling any medical incidents that may occur.
- 6.3 We shall ensure that competitors and supporters know where to obtain First Aid.
- 6.4 Radios will be available for the Safety Adviser, safety boats and first aiders to summon First Aid to an incident.
- 6.5 The first aiders will call 999 for an emergency ambulance if appropriate. Competitors with minor injuries will make their own way to hospital if necessary.
- 6.6 The local ambulance service does not wish to be advised in advance of the exact locations that ambulances should go to. They would rather we simply dial 999. The locations will be either ACRC or Minerva Rowing Club depending on the site of the accident. Avon County Rowing Club access is at BS31 3JS (ST 68825 66604) and Minerva Rowing Club access is at BA1 3NB (ST 71765 65850). The nearest hospital is the Royal United Hospital in Bath – Coombe Park, Bath Somerset, BA1 3NG (Tel: 01225 428331). What3words location – Avon County RC jelly.musically.headlines – Minerva RC royal.assist.love.
- 6.7 Clear access from the A4 road to the ACRC clubhouse for emergency vehicles will be maintained until racing is finished.

7 Safety Boats

- 7.1 Three adequately equipped safety boats (see Appendix 4) will be deployed to respond to incidents in the area involved in the race, i.e. the course, above the start and the area between the finish and the turning point for returning to the rafts. During boating, paddling to the start, and racing these boats and crews are on constant standby to attend any incidents that might occur on the water. They will provide a rapid response, when called to do so.
- 7.2 The safety boats will be manned by trained and experienced drivers, and another person to assist with rescue.
- 7.3 The safety boats will be in radio contact with the Safety Adviser.
- 7.4 The crews of the safety boats will wear appropriate lifejackets/buoyancy aids and carry rescue equipment.

8 Marshals, Monitors and Umpires

- 8.1 There will be at least two umpires on duty during each division. Umpires are trained and certificated by British Rowing (BR) in 'Rules of Racing' and 'Row Safe'. They will have radios and whistles and flags and maps to show them where other officials are. Their instructions will tell them how to call a safety boat to an incident, how to stop the race if necessary and how to contact the First Aiders.
- 8.2 Race Monitors will be on duty in designated positions during each division to observe the whole race. All will have written instructions. They will have a radio, a whistle, a red flag and a map to show them where other officials are. Their instructions will tell them how to summon a safety boat to an incident, how to stop the race if necessary and how to contact the First Aiders. Race Monitors will report in to the Safety Adviser.
- 8.3 There will be two marshalling launches on the water above the start of each long division. There will be a launch marshal for the short course start and two bank marshals. Bank

marshals will have loudhailers and radios. The drivers of the marshalling launches will be trained launch drivers.

- 8.4 Anyone conveyed, or working in a launch or boat will be required to wear a life jacket or buoyancy aid whilst afloat.

9 Instructions to Officials and Competitors

- 9.1 Instructions that include this Safety Plan, the Welfare Statement, local racing rules, navigation rules, marshalling procedures and identification of local hazards (including navigating the mid-course bridge) will be posted on the event website.
<http://www.avoncountyrowingclub.org.uk>
- 9.2 Competitors will be advised of the actions to be taken in the event of an incident. Emergency numbers will be posted on the noticeboard.
- 9.3 Course officials (umpires, radio hub, marshals and race monitors) will proceed to their positions before, or as, crews proceed to the start. Course officials will be provided with specific instructions regarding their duties, including when they are required to be on station.
- 9.4 Safety launch crews will be instructed to be afloat and ready before crews go onto the water.
- 9.5 The Safety Adviser will tell the Chair of Race Committee when it is safe for racing to commence.
- 9.6 Racing will be stopped for an incident on the advice of the Safety Adviser or any official, if they deem it to be unsafe to continue racing (racing may continue during an incident if it is considered safe to do so). The Chair of the Race Committee, with advice from the Safety Adviser, will allow racing to commence after an incident where racing was suspended.
- 9.7 It is the responsibility of all competitors to make sure their equipment is safe to use and there will be experienced officials who will make spot checks before they launch. Any boats that are deemed to have failed safety checks will not be allowed to launch until they have been made safe and been re-checked.

10 Special Points: Off the water

- 10.1 Parking will be strictly controlled to allow maintenance of an adequate access for emergency vehicles.
- 10.2 When car parking is provided in areas off the A4, appropriate signage will be placed on footpaths (pavements) to warn people using the busy A4 road to and from the club.
- 10.3 Competitors will be advised that care needs to be taken when moving boats down from the car park to the launching rafts.
- 10.4 A dedicated First Aid area will be provided.

11 Special Points: On the water:

- 11.1 During racing there will be a special control zone (SCZ) 100m upstream from and through the bottom bridge. An umpire or experienced race monitor will be positioned at this point. When crews are in the SCZ they must obey any instructions of the umpire/race monitor.
- 11.2 The downstream weir is well signposted and a marshal will ensure that crews turn well before reaching the weir area.

- 11.3 There will be marshals in launches above the start, covering the area where crews wait to be called for their race.
- 11.4 For an incident on the water, the racing may be stopped. If this is the case, no crews will be allowed to boat. The rafts will be cleared for emergency access. The safety boats will attend the incident and will bring the casualty (or casualties) back to the rafts. Radio contact with the first aiders will be maintained and an ambulance called if necessary.

12 Leptospirosis/Weil's Disease

12.1 Good hygiene practice will be maintained. This will be achieved through:

- Including advice (text in **Appendix 3**) in the printed instructions available to each crew on registration and on the event website
- Displaying the advice on the noticeboard in Registration
- Providing antiseptic hand-cleaner
- Race officials will ensure that anyone who falls into the water is offered a shower as soon as possible

13 Other Users of the Area

- 13.1 The race is carried out with Canal & River Trust (CaRT) authorisation & approval. CaRT sends out a navigation notice to all registered river users informing them of the event.
- 13.2 Signs will be placed for other users of the river. The marshals at each end of the event (ie above the start and at the turning point below the boathouse) will inform approaching boats/crafts about the race and will use radios to alert the Safety Adviser. Arrangements will be made for the boats' safe passage through the racing course. The boats will either: be asked to wait for a division to be completed before they proceed along the course; or racing will be postponed to allow their safe access along the course prior to starting the race.
- 13.3 Signs advising the general public using the footpath will be placed at either end of the boating area. Competitors will be advised that they will need to be careful when moving boats on the land.
- 13.4 The boathouse side of the course is a recognised fishing area, controlled by the Bathampton Anglers Association. Anglers are informed in advance via the River Avon Users Committee. Any anglers on the bank of the racing course, will be asked to suspend fishing during the period of a division passing through (approximately 20 minutes per division).
- 13.5 Both marinas on the stretch of the river where the race will take place, the canoe club, dragonboat club and Channel Kayaks will be informed by the organisers.

14 Welfare Statement and Plan

Welfare Statement

- 14.1 The Organising Committee of this Rowing Head Race believes that the welfare and wellbeing of all children (minors under 18) are paramount. This document also covers adults at risk. Adults at risk may choose to identify themselves to the Club Welfare Officer or a member of the Organising Committee.

All children and adults at risk, regardless of age, gender, ethnicity, religion or ability, have equal rights to safety and protection. All suspicions, concerns and allegations of harm will be taken seriously, and responded to swiftly and appropriately.

A competition Welfare Officer will act as the point of contact for any concerns and allegations. Their contact number and other relevant numbers will be posted on the notice board, in the programme, at the registration desk.

Welfare Plan

14.2 Reporting Structure: The first point of contact is the Welfare Officer. The Welfare Officer can be contacted via any Race Official or via a mobile number which will be posted on the notice board, in the programme, at the registration desk. However, if the Welfare Officer is not available due to racing commitments, then incidents should be reported to Registration in the first instance. Registration will then contact the Welfare Officer as soon as possible. If the incident requires immediate action, Registration will contact the Club Captain.

The overall responsibility for decisions lies with the Welfare Officer.

A matter will be reported to the police when appropriate. The Welfare Officer will be responsible for reporting the incident to the British Rowing Child Protection Officer.

14.3 Awareness: The Welfare Statement and Plan will be available on the event website to all participating clubs and event volunteers. It will be displayed at the event. Club entry secretaries are responsible for communicating this and other important documents to their crews before numbers are issued.

All personnel should be aware of the British Rowing information on Safeguarding and Protecting Children and Adults at Risk and the Code of Conduct document.

All officials should be aware of dealing with minors and adults at risk appropriately using the Row Safe document.

The Safety Adviser will be aware of the Welfare Statement and Plan.

14.4 Medical Provision: All the medical staff will be sent the Welfare Statement and Plan, and will be given the contact details of the Welfare Officer.

In an emergency, First Aiders/Safety Adviser may contact the emergency services using 999.

14.5 Appropriate Level of Security: Volunteers and officials may be briefed on being vigilant for anything suspicious, for example:

- someone unknown to the crews hanging around or tampering with equipment
- someone taking photos/videos near or in the changing area

14.6 Missing Persons: If a person has been missing for more than thirty minutes contact Registration, the Welfare Officer or the Safety Adviser. This can be actioned via any official.

14.7 Access to Young People or Their Contact Details: No personal details for juniors will be held. The race will, however, require a contact number for a coach or responsible adult from each club for use in the case of emergency. This must be provided at the registration desk.

Any personnel having unsupervised contact with juniors in an enclosed environment, if they have not had DBS checks performed, must work in pairs. Volunteers and staff in changing room areas must work in pairs.

Anyone who holds personal contact details of minors should be DBS checked.

14.8 Basic Training: All personnel working with children should be familiar with the British Rowing Safeguarding and Protecting Children policy and the information it contains on good practice.

14.9 Photography: A copy of British Rowing's advice on photography (WG 5.1) will be held at Race Control, as well as being on the website. Official photographers should register their details with Registration.

Appendix 1 – Risk Assessment

Appendix 2 – Emergency Plan

Appendix 3 – Weil’s Disease Guidance

Appendix 4 – Launch, Race Monitor and Umpire Map

APPENDIX 1

RISK ASSESSMENT

No.	Hazard	Cause	Persons at Risk	Risk Factor	Mitigation	Resp.
1	Tripping, slipping & falling on rafts or land while manoeuvring boats	Wet, frost, mud, tree roots	Competitors, raft marshals	Low	Supervise launching and assist crews where needed	OC
2	Capsize (including crew getting into difficulty on capsize)	Any, but particularly inexperienced crews Poorly maintained boat or other equipment Weather, and water, conditions could contribute	Competitors	Med	Ability to withdraw competitors if conditions are beyond their experience Adequately equipped safety boats. Monitors on bank. Radio communications Boat checks Cancellation or restrictions to types of competitors due to water, or weather, conditions	OC and coaches OC Umpires OC
3	Collision between racing boats on water	Poor steering, inexperience, poor coxing	Competitors	Med	Clear instructions sent to crews prior to race Race monitors to warn crews in the event of potential incidents Safety boats to attend in the event of major incidents	OC and Coaches OC OC
4	Collision with other craft (narrow boat, RIB, cruiser, Paddle board, canoe) or swimmers	Other river users have the right to navigate/swim in the river during racing. They may not be aware of the racing crew	Competitors and other river users	Med	Inform CaRT of event and ask them to inform other river users Ask pleasure craft to wait or tuck into the bank while a division is in progress Warn crews of any impending collision possibilities ahead	OC Marshals Race Monitors umpires

No.	Hazard	Cause	Persons at Risk	Risk Factor	Mitigation	Resp.
					Stop crews/suspend racing until the course is clear	Race Monitors Umpires Safety Adviser
5	Road accident due to competitors or spectators accessing car park and boat trailers accessing trailer park	A4 is a dangerous road with high traffic volume at speed	Competitors, spectators, officials, helpers and other road users	Low	Clear signage at the access points, and warning signage in advance of the entrances on both the Bath side and the Bristol side of the highway.	OC
6	Crews collide with bank, fallen trees, logs, fishing lines, other obstacles	Failure to follow instructions, poor steering, or unseen obstructions	Competitors	Med	Course checked prior to each division by each race monitor Clear instructions to crews prior to event Race monitors to warn crews who may be off course Safety boats to attend in the event of major incident Umpire positioned close to bottom bridge	Safety Adviser OC OC OC Umpire
7	Lightning strike (see Safety Plan 4.4)	Lightning storm	Competitors and officials	Low	Safety Adviser to check weather conditions and instruct crews to return to landing stage asap, de-boat and seek shelter until conditions improve.	Safety Adviser and all rowers
8	Slips, trips and falls	Muddy conditions, tree roots, trip hazards	Anyone	Med	Advise everyone to keep area tidy – crews to remove shoes, boots from boating area. First Aiders present.	OC, Coaches, crews Safety Adviser

No.	Hazard	Cause	Persons at Risk	Risk Factor	Mitigation	Resp.
9	Moving, or manoeuvring, boats or blades that may hit people	Poor supervision and/or inattention of crew or bystanders	Anyone, including walkers or joggers on towpath (right of way)	Low	Coaches to instruct their crews. All experienced people to warn crews or bystanders if they see potential incidents. Warning signs on towpath	Coaches OC and all rowers OC
10	Officials fall in river or are injured	Slip on getting in/out of boat transport, or on bank or rafts	Officials and helpers	Low	No slippery boots to be worn on rafts or in boats Wear buoyancy aid on rafts if required Briefing to Race Monitors to include safety warning	OC OC Safety Adviser
11	Leptospirosis (Weil's disease) See Safety Plan Appendix 3	Contact with infected water	Competitors and Officials	Low	Showers available in the club house for anyone who falls in river	OC
12	Welfare and safeguarding issues	With a lot of young people at the race there is potential for inappropriate behaviour from adults present	Young people - competitors and spectators	Low	A Welfare Officer is appointed who is a member of the Organising Committee. There is an agreed Welfare Statement Registration will assist with any issues that arise, and contact the Welfare Officer and/or the Safety Adviser, if necessary	Welfare Officer, Officials, OC OC
13	Injury due to loading/unloading boats	Abrasions/bruising caused by hitting boats/riggers/etc. Pulled muscles, falls, bruising due to climbing on trailers or stretching to load/secure boats	Competitors, coaches and helpers	Med	Controlled loading and keeping riggers and seats together in crates Having lots of people to help to get boat on high racks. Extra care when securing	Coaches And all rowers Coaches and all rowers

No.	Hazard	Cause	Persons at Risk	Risk Factor	Mitigation	Resp.
					boats by climbing on trailer	
14	Catering accident	Gas bottle leak resulting in inhaling butane gas or explosion	Catering staff and customers	Med	Connect all bottles correctly. Supervisor to check No smoking in catering area	Catering supervisor Catering staff
15	Catering accident	Hot urn or kettle results in scalds or burns	Catering staff	Med	Caterers trained and supervised	Catering supervisor
16	Catering accident	Windy weather blowing outside equipment around causing scalds or burns	Catering staff and customers	Med	Secure all equipment or move it inside building. Especially hot water urn. First Aiders on site	Catering supervisor OC
17	Catering accident	Cuts from sharp knives	Catering staff	Med	No unauthorised people to use knives Any cuts dealt with quickly by First Aiders	Catering supervisor and catering staff OC
18	Catering – food poisoning of customers	Unhygienic food preparation and serving resulting in contaminated food	Customers	Med	Catering supervisor has food hygiene certificate and training. Ensures all other staff implement basic hygiene rules – gloves, food and money handling, etc.	Catering supervisor and catering staff

Notes:

- Where OC is stated as responsible this will primarily indicate the Head Race Organising Committee, but also all officials and helpers from the Club (and also includes all others who are helping out on the day).

APPENDIX 2

Emergency Plan

It is recognised that there may be an unforeseen emergency during race day, where crews, spectators, officials and members of the public could be put at risk. These situations could be due to resource issues (people, launches, equipment, etc.) or incidents on, or off, the water. Resource issues will be addressed by the Chair of the Organising Committee with assistance from the committee members. During any incidents, where possible, the Safety Adviser and/or the Chair of the Race Committee will take control of the situation and notify all officials of their role and required actions. It is noted that, due to the steepness of the banks along most of the course, it is not possible for crews to disembark safely except at the rowing club pontoons.

Emergency	Response
Unforeseen changes in resources e.g. safety boat, marshals, race monitor or umpire missing from their stations	<p>The Chair of the Organising Committee, with help from committee members, will assess the situation and react accordingly. The race may be delayed while these resource gaps are filled with suitable substitutes, or other compensatory measures may be put in place.</p> <ul style="list-style-type: none">• The loss of a safety boat, or multiple launches, will be covered by a replacement launch. If none are available, there will be a shortening of the course to maintain a 2 minute pick up time and / or operation of a batch system.• The loss of race monitors, marshals and umpires support, or key race officials, will be covered by extended shifts or replacement by other suitably qualified officials and/or persons. Specifically, the Safety Adviser would be replaced by a qualified BR umpire, or the Chair of the Organising Committee.• The loss of medical cover will be covered by a qualified club First Aider.• The loss of radio communications along the course will be covered by the use of personal mobile phones. The phone numbers of race monitors, umpires, Start and Finish teams and the Safety Adviser will be available.

<p>Unforeseen changes in weather, or water, conditions after crews have boated and on the course – examples are torrential rain, high wind gusts, electrical storm, river surge (due to opening of sluice gate)</p>	<p>The weather forecast will be monitored throughout the day. However, there may be a change in conditions that has not been forecast, even at short notice. The Safety Adviser, in consultation with other race officials, will assess how severe these may be and the possible effects on crews. If these are predicted to be a safety risk, a plan will be put into operation and communicated to all officials.</p> <ul style="list-style-type: none"> • Race monitors, umpires and safety boat crews will be informed of the plan so they can instruct rowing crews what the course of action will be • Crews may be instructed to disembark as soon as possible and return to land. If they are racing, they will continue to race as this gets them to land faster. If they are marshalling or navigating below 2500 metres, they will return to Avon County Rowing Club. If they are further upstream they will disembark at Minerva Rowing Club. • Crews may be instructed to seek shelter • Crews may be instructed to brace themselves against rough water or high wind gusts • Safety boats may be deployed to help any crews that are in trouble • Race Monitors will instruct or assist crews where necessary, and observe in case rescue is required
<p>Pleasure craft (narrow boat, RIB, paddle board, canoe or cruiser) proceeding upstream on Avon County RC side after race has commenced and refusing to wait</p>	<p>This is an emergency for the event as the racing line is through the Avon County RC side of the Bottom Bridge (port side of river). The pleasure craft would normally take this arch when travelling upstream, as it is on their starboard. On being informed, the Safety Adviser will:</p> <ul style="list-style-type: none"> • Contact Monitors 5,6,7 and tell them to route all boats through the Minerva side arch at the bottom bridge • Then contact all monitors and advise them of the problem in case they need to warn crews
<p>Crash at Bottom Bridge</p>	<p>This is an emergency as subsequent racing crews will be trying to navigate this arch of the bridge. A Safety Boat is positioned close to the bridge and will be aware of the emergency. Monitor 7 will also be aware of the situation. One of these officials will:</p> <ul style="list-style-type: none"> • Get Safety Boat 3 to help with recovery and assistance to the crew(s) that has/have crashed • Contact Monitors 5,6,7 and tell them to route all boats through the Minerva side arch at the bottom bridge if this is still navigable • If the river is blocked, contact all upstream monitors and the Start Umpire to stop crews racing and hold any crews in the marshalling area that haven't already started • If the river is not fully blocked, contact all monitors and advise them of the problem in case they need to warn crews

<p>Pleasure craft, (narrow boat, RIB, paddle board, canoe or cruiser) that has been moored, or launched, along the course, leaves moorings or bank, and navigates into or across racing course. Wild swimmers who enter the water along the course either from the bank of a boat.</p>	<p>This emergency situation could be hazardous to racing crews as they may find themselves blocked while rowing at full speed on the course. There could also be danger to other river users by a collision from the racing crew. The hazard will be noticed by one of the race monitors or umpires. The observing monitors may:</p> <ul style="list-style-type: none">• Advise all others and Safety Adviser who will decide whether to start/stop racing• If possible, ask/instruct the pleasure craft to move out of the way of racing crews• Use his/her loud hailer to warn crews who are approaching the obstruction• Stop crews from racing until it is safe to continue• Inform all other monitors, umpires, Safety Adviser and the Starter of actions taken and general situation
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APPENDIX 3

Leptospirosis / Weil's Disease

The following advice will be displayed so it is available to all crews and officials.

CAUTION

LEPTOSPIROSIS / WEIL'S DISEASE

Leptospirosis is an infection caught through contact with urine from infected animals (rats, cattle and pigs mainly) in water and soil. It is generally only a problem in slow moving or stagnant water. The organisms enter the skin through cuts and abrasions and also through the mouth, eyes or nose.

Prevention:

Do not swallow river water

Cover cuts and abrasions with plasters before approaching the river

Wash your hands after rowing, especially before eating

Keep your water bottles away from contaminated surfaces including water in the bottom of the boat

Always wear footwear when on the bank

If you fall into the river, the race officials will ask you to take a shower immediately – you are strongly advised to do this

If you feel unwell with 'flu-like' symptoms (vomiting, high temperature, headache, muscular pains) after the rowing event then you should contact your doctor straight away so that the proper treatment may be initiated immediately.

Sources: BR website with link to Environment Agency

APPENDIX 4

Launch, Race Monitor and Umpire Map

ACRC HEAD RACES Launch, Race Monitor and Umpire Map



- M1 – M11** Race Monitor Positions - all positioned on the bank except M3, M6 and M10
 - Monitor 3 is the Safety Boat crew in SB2 launch
 - Monitor 6 is Short Course marshal (in a launch) and SCZ Umpire for the Long Course races
 - Monitor 8 is the Short Course Starter
 - Monitor 9 is the Radio Relay
 - Monitor 10 is the Safety Boat crew half-way down the final straight
 - Monitor 11 is the Umpire at the Finish
- SAFETY BOAT 1 – 4** Safety Boats
 - Safety Boat 1 will position itself at the upstream end of the Minerva straight
 - Safety Boat 2 will position itself at the top of the final straight on the ACRC side
 - Safety Boat 3 will position itself half way down the final straight
- CREW MARSHALLING** On Water Marshals
 - Above Start Marshals (2 in launches) are above the Top Bridge to marshal crews
 - Monitor 6 (in launch) will marshal crews for the short course start