

British Rowing Tour 2021

Saturday 4th – Sunday 5th September

The Middle Thames

Henley to Weybridge

Safety Plan

Introduction

The purpose of this Safety Plan is to ensure the safety of all involved in the event, in particular participants, the support team, other water users and the public. It should be read in conjunction with the Risk Assessment for the tour.

About the British Rowing Tour

Each year a tour is organised on different waterways to promote recreational rowing for adults of all ages for fitness and fun in new areas around the country. Touring rowing appeals to all who love the water and is a great way to keep fit at any age, as it is low impact, exercises the whole body and is very social. It is not a competition.

80 people per day, from clubs around the country will take part in the Tour. They are all adults, typically in the age range 40-70. Boats are stable coxed quadruple sculled. These have proved very safe in a wide range of river and canal conditions and in locks.

Organisation

This year's event is being organised under the auspices of the BR Recreational Rowing Committee, with assistance from local rowing clubs, Phyllis Court BC, Eton Excelsior RC, Staines BC and Weyfarers RC. Goring Gap BC are assisting with provision of the Charles Staley sponsored stable quads. Landing facilities will be used at Sir William Borlase GSBC Longridge Activity Centre, Marlow.

As a British Rowing event, the tour will follow BR Safety guidance for touring and is covered by third party liability insurance which provides indemnity up to £5m.

The Tour and Safety Coordinator is John Turnbull, Chairman of the British Rowing Recreational Rowing Committee and of Weyfarers Rowing Club, contact details:

Email: Chairman@Weyfarers.org.uk

Tel: 01932 340108

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The Route

The tour will have 2 stages:

- Phyllis Court to Eton Excelsior
- Eton Excelsior to Weybridge (Weyfarers RC/Weybridge Ladies RC/Elmbridge Canoe Club)

Navigational information such as approaches to locks, location of hazards and rules of the river will be collated and included on maps to be issued to crews.

Passage through locks

The type of boats to be used have all been taken through Thames locks safely with their crews on board many times.

The size of the boats, height of banks and landing stages at locks, usually set for motor craft, makes portage impractical and potentially hazardous compared with taking the boats into the lock.

Boats are equipped with canoe paddles to assist manoeuvring where the sculls cannot be easily used. Where several boats are in the lock together they can be rafted up for extra stability. Crews remain seated and there is no risk of falling out. There have been no instances of capsizing in locks or on open water with these types of boats during any previous touring event.

Locks are manned by EA staff with additional support on hand if needed from a bank party.

Boat Captains

The Organisers will appoint appropriately experienced participants as Boat Captains. Each will be responsible for a nominated boat during the Tour. They will be required to:

- ensure that their boat is in a safe condition at all times
- determine the crew order
- manage crew welfare during rowing by ensuring provision of water, suitable rest periods and checking for injuries
- ensure whoever is coxing navigates the boat in accordance with the local navigation rules and with due regard to hazards and conditions
- communicate with the designated Tour Coordinator in the event of emergencies afloat
- attend briefings daily or as circumstances dictate to receive guidance from the Tour Coordinator on the itinerary, route, hazards and other safety matters.

Captains will be issued with a set of laminated maps for each stage of the tour route, showing waterway information and land access points together with a laminated summary Emergency Procedure and Contact Number card, for use in the boat.

All boats will carry mobile phones and emergency numbers

Captains will be provided with a summary of their duties and emergency procedures

Participants

All participants will be required to:

- be members of British Rowing with related third party insurance cover
- certify that they are fit to cover the distances involved and are competent rowers - verified as appropriate by their Club Captain
- declare any medical conditions that might affect them or require attention
- sign a waiver in relation to any injuries or damage arising from participation
- Comply with any prevailing Covid requirements, in particular provision of evidence of full vaccination or recent negative test

All participants will be provided with joining instructions detailing itinerary, safety instructions and boating venues together with a list of personal items and equipment they should bring with them.

Emergency Procedures

A Safety and Emergency Handbook will be issued to the Tour Support Team and will include the following:

- the itinerary
- list of participants and crews with mobile phone contact numbers
- navigation information and maps
- contact numbers and location information for local medical services
- emergency service contact numbers
- the Risk Assessment

Any accident or emergency on land or on water should be reported to the Tour Coordinator without delay who will liaise with the EA, bank support team and emergency services as appropriate. In the event of a serious medical problem the emergency services can be called directly.

Transport

Participants are responsible for their own transport to the start point for each day's rowing. Locally hired coaches will provide transport back to cars from the finish.

Risk Assessment and Safety Management

The risk assessment will be carried out in accordance with British Rowing requirements.

A Risk Assessment is attached.

From this it is concluded that with the identified barriers and controls all risk areas can be maintained at a safe level.

Assessment Methodology

Hazards have been considered based on the nature of the event and expected conditions. Risks have been assessed using the classification table below:

RISK	SEVERITY				
PROBABILITY	1 (not harmful)	2 (slightly harmful)	3 (moderately harmful)	4 (very harmful)	5 (extremely harmful)
A (Unlikely)	L	L	L	M	M
B (Fairly Likely)	L	L	M	M	H
C (Very Likely)	L	M	M	H	H

Risks shown as L (low) are acceptable (green).

Those shown as M (moderate) are acceptable with mitigation (yellow).

Any risks shown as H (high) are unacceptable and measures to reduce them to a lower category are needed (red).

The assessment for the event is given in the attached spreadsheet.