

British Rowing Tour 2024

Friday 30th August – Sunday 1st September

The Upper Thames

Bablock Hythe to Mapledurham

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 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 Falcon Boat BC. Landing facilities will be used at The Ferryman Inn Bablock Hythe, St Edwards School BC, Radley College BC, Clifton Hampden public space, Oxford University BC and Mapledurham Estate Country Park.

Goring Gap BC and Isle of Ely BC are assisting with provision of the Charles Stanley sponsored stable quads with other boats and equipment provided by Broxbourne RC, Weyfarers RC and Maidstone RC.

The tour will follow BR Row Safe guidance

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

Email: chairman@recrowing.org.uk

Mob: 07771 807993

The Route

The tour will have 3 stages:

- Bablock Hythe to Radley College
- Radley College to Oxford University BC (Wallingford)
- OUBC to Mapledurham Estate

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 capsizes 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
- 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

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 bank 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 hotel where the group are staying. Locally hired coaches or taxis will provide transport between the hotel and boating locations.

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				
	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.