

Head of the Float Saturday 4th December 2021 – Instructions to Competitors and Officials

The Competition / Event will endeavour to provide a safe environment in accordance with British Rowing's "RowSafe", although 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;
- the strict observance of the circulation pattern;
- equipment preparation in accordance with British Rowing's "RowSafe";
- deciding, together with their coaches, whether or not they are competent to compete in the prevailing weather and water conditions; and
- ensuring 'a responsible adult' accompanies juniors competing in the event to assist them 'in loco parentis' and assumes responsibility for their welfare.

Start and Finish

1.1 Competitors will embark and disembark at the steps by Wirral Rowing Centre at the direction of Stage Marshals

1.2 Crews proceeding to the Start will keep to the Birkenhead side of the dock to the Holding Zone and await instructions from the Duke Street Start Marshal and Starter.

1.3 The line of the course does not follow the wall of the dock but has two small corners and then a straight line towards the boathouse. The Penny Bridge Finish is approximately 100m prior to the boathouse.

1.4 On completion of the first leg, crews to proceed to the turning zone and await instructions from the Penny Bridge Start Marshal and Starter. The second leg will follow the same course as the first leg in reverse. Explore boats and crews deemed incapable of completing the second leg will proceed direct to the landing stage under instructions from the Penny Bridge Start Marshal and Stage Marshal

1.5 Crews having completed the second leg must await instructions from the Duke Street Marshal before turning and proceeding to the Wirral Rowing Centre for disembarkation, complying with instructions of the Stage Marshal.

1.6 In the unlikely event of a shipping movement on the dock, Marshals will instruct competitors on whether they will have to stop rowing and return to the boathouse. Racing can only resume when conditions are safe to do so. Crews will not be allowed to be in close proximity to a moving ship, or one that is about to leave its berth.

Equipment

2.1 It is the responsibility of the competitors to ensure that their boats are safe and are prepared in accordance with the standards required by the BR RowSafe Water Safety Code and the BR Rules of Racing.

2.2 Competing crews must be prepared for Control Commission to inspect their boats before proceeding to the Start. Control Commission will be verifying the

condition of heel restraints, bow balls, buoyancy compartments and coxes' lifejackets, etc. (See also below)

2.3 Boats which fail to meet safe standards will not be allowed to race.

Communications

3.1 Emergency telephones are located in the Wirral Rowing Centre (access via Programme Control). All points of the course are under supervision of an Umpire or Marshal who can summon assistance via radio if required

3.2 Umpires and Marshals will communicate by mobile radio. There will also be radio links to the rescue launches.

3.3 In the event of an accident on the water the nearest race official will alert all other officials by saying **"Pan-pan, pan-pan, Control. This is Umpire ?, safety launch required, give concise details and location"**. All other communications must then cease until the problem has been resolved and the nearest race official has clearly indicated that the incident is clear. The Regatta Incident Officer will assume control of the incident and will supervise recovery. In the event of the incident being life-threatening, **"Pan-pan"** will be replaced by **"Mayday, Mayday"**.

Rescue and First Aid

4.1 Rescue launches will be at strategic positions at the dockside, (marked on Circulation pattern)

4.2 A First Aid post will be established in the Wirral Rowing Centre.

4.3 In the event of an immersion of any crew the "warm room" facility will be the changing room showers located on the first floor of the Wirral Rowing Centre.

4.4 The nearest Hospital Accident & Emergency Unit is at Arrowe Park Hospital, Arrowe Park Road, Upton, CH49 5PE [phone (0151) 678 5111]

To reach the Hospital follow the M53 link road from outside the boathouse onto the M53 until junction 3 of the M53. Take the fourth exit on roundabout following the signs to Arrowe Park Hospital. At the traffic lights take the second exit following signs to Arrowe Park Hospital. Hospital entrance is on left at traffic lights after approx 250m.

4.5 For minor injuries there is a 'walk in' centre at the Victoria Central Hospital on Mill Lane in Liscard, CH44 5UF [phone (0151) 604 7296].

Turn right from the boathouse and take the second exit (third exit if driving from the event parking area at Jenkins Shipping) along Mill Lane towards Liscard. At the traffic lights go straight ahead, past the Fire Station and then turn right into the Victoria Central Hospital.

Weather

5.1 The Race Committee will constantly monitor conditions on the course and will determine whether racing needs to be curtailed or limited to specific boat types or experience if necessary.

Telephones (0151 639 0354 and 07792 942215) are located at Regatta Secretary's Office

IMPORTANT SAFETY NOTICE FOR ALL CREWS

The Head of the Float is run under the guidelines laid out in the British Rowing's RowSafe Code and Rules of Racing with regards to the safety standards to which every boat must comply.

All crews are also reminded that it is the responsibility of the competitors to ensure that their boats are safe and are prepared to the standards required by the British Rowing RowSafe Code and the British Rowing Rules of Racing. Any boat that fails to meet the standard shall be excluded.

Regatta Officials may check your boat for the following: -

Bow-balls

Every boat must at all times carry firmly attached to its bows a solid ball (ideally white) of not less than 4cm diameter made of rubber or material of similar resilience. If your bow-ball is not securely fixed your crew will not be allowed to boat. If the bow-ball can be pushed round so it doesn't afford any protection then it will fail! (Rule 7-2-9a.)

Foot Release

In all boats, the foot stretchers, shoes or other devices holding the feet of the rowers shall be of a type which allows the rowers to get clear of the boat with no delay in an emergency. Where shoes or other devices holding the feet will remain in the boat, each shoe or device shall be independently restrained such that when the heel reaches the horizontal position the foot will be released from the shoe. Where shoes or other devices holding the feet will not remain in the boat, each shoe or device must be able to be released by the rower without using their hands or with a single quick hand action of pulling on one easily accessible strap or release device. In addition, where laces, Velcro or similar materials must be opened before the rower can remove their feet from the shoes or other device, all such materials must be able to be released immediately by the rower with a single quick hand action of pulling on one easily accessible strap (Rule 7-2-9b).

Backstays

The forward port and starboard rigger on all boats used at Head of the Float should be protected by a backstay (Rule 7-2-9c).

Condition and General Maintenance of the Boat

This includes the integrity of any buoyancy compartments. If any hatches are missing from buoyancy compartments or any seals or ventilation bungs are missing

you will not be allowed to boat (Rule 7-2-8b.). If, in the official's opinion, your boat is generally in a 'poor' or 'unsafe' condition you will not be allowed to boat.

Coxswains Ability to Escape from Front-Coxed Boats

If you have a front-coxed boat the coxswain must wear a manually operated gas inflation lifejacket (Rule 7-2-7a.)

Remember: If you check all of these items before you boat and resolve any problems you could save yourself a lot of trouble! If the officials on the landing stages exclude your boat or you miss your race because you can't repair your boat in time then it will be your fault

These are **BASIC SAFETY ISSUES** to help protect both you and other competitors:
IF YOUR BOAT ISN'T SAFE HERE, IT WASN'T SAFE "AT HOME" EITHER, AND IT'S YOUR RESPONSIBILITY!

.....AND PLEASE MAKE SURE YOUR COXES KNOW HOW THEIR LIFEJACKETS WORK!

See also Circulation pattern