



Greenwich Head – Safety Plan

Sunday 16th February 2025, start time 9.30 am between Wapping and Greenwich.

Safety policy

This policy is based on the British Rowing Row Safe Document and the Tideway Code. The Organising Committee includes Patrick Boyle (Race Committee Chairman), Harry Salmon, Chris Kendall (Race Secretary), Nick Paul (Safety Adviser), Dr. Jen Watt (First Aid) and Markus Gesmann.

The Safety Adviser is responsible to the committee for the implementation of the following safety plan, which includes:

- Development of Safety Procedures
- Co-ordination of Safety Procedures
- Recording of all incidents and investigation of causes
- Reporting to the Organizing Committee Chairman should any serious mishap need immediate action

Committee member and officials

Every Committee Member and Official will pay constant attention to safety in their area of responsibility and will enforce the Safety Plan. Their safety functions include:

- a) Inspection of the course and surroundings for hazards, suggesting any improvement action that may be necessary
- b) Study of the proposed running of the event for possible hazards and suggesting any improvements
- c) Observing competitors and spectators for any behaviour likely to cause a hazard and taking preventive action
- d) Instituting any changes to safety practices that may be desirable or necessary and reporting same to Organising Committee Chairman
- e) Suggesting any changes that might improve procedures and advising the Safety Advisor
- f) Reporting any urgent or immediate problems on the day of the event to the Organising Committee Chairman and Safety Advisers. This includes recommending the postponement, cancellation or abandonment of the event owing to adverse weather conditions or any other safety-related reason
- g) Submitting a written report of any accident observed or any hazardous actions taking place and reporting to Organising Committee Chairman and Safety Advisers
- h) Ensuring that all Officials are fully aware of appropriate safety practices and that any helpers are fully supervised

Safety training

As the Head takes place on a single day, training in safety can only be carried out to a limited degree mainly with respect to specific hazards. The committee will therefore only use helpers who are competent for their tasks, or under supervision of persons with experience of rowing and boat handling on the Thames at Greenwich.

Medical cover

First-aid cover will be provided by qualified staff who will be based at Poplar, Blackwall and District Rowing Club. Transport will be available to take a person to hospital if required and if the type of injury allows.

The nearest Casualty Departments are at the Queen Elizabeth hospital in Woolwich (South Shore) and The Royal London Hospital, Whitechapel (North Shore).

Telephone 999 for emergency services (including Thames Coastguard).



Main Access points to course:

- Highbridge Drawdock (South Shore)
- Poplar Blackwall and District Rowing Club (North Shore: Race Headquarters)

Communication with Port of London Authority

The PLA has been informed of the event, and their permission obtained. The PLA in turn have placed the event on their website calendar. Thames Clippers, City Cruises, TRS and Rib companies will also be notified. The Metropolitan Police Service Marine Policing Unit., London Ambulance Service, and London Fire Brigade at Lambeth will be notified.

The PLA require that all persons shall comply with the provisions of the International Regulations for the Prevention of Collisions at Sea 1972, the PLA Act 1968, Thames Byelaws 2012, PLA General Directions for Navigation and Notices to mariners. Steering recommendations to competitors will be based on these requirements and as laid out in the Tideway Code, which can be found both on PLA and British Rowing websites.

London VTS will be informed by telephone on 020 3260 7711 prior to the first competitors getting on the river, and once the event has finished. Mobile VHF set to be used to update London VTS and other craft on the river on V.H.F. channel 14.

Responsibility of marshals and umpires

Safety is the prime duty of Umpires and Marshals. They will be stationed in a minimum of six launches at the key points on the course. Other boats will also be deployed at the start and at the finish. The safety launches and any other boat will be equipped with mobile telephones, radios, and loud hailer. Mobile vhf will be with head of the race committee and start umpire. They will also have the appropriate safety equipment including throw lines, thermal blankets etc. All safety boats belonging to the Rowing Clubs will be equipped with the standard British Rowing safety boat equipment¹. Launches from other organisations will be required to have similar equipment or an acceptable alternative.

All launches will have a list of other mobile telephone numbers in use for race purposes.

Umpires and Marshals in safety launches will advise crews on steering as necessary for safety and will render assistance in the event of any accident but always ensuring that their own safety is not compromised.

If help or emergency services are needed the Marshals or Umpires should contact the race control by mobile telephone or radio stating the type and location of the accident that has occurred and the help that is required. A designated telephone is kept clear for emergency use only.

Should action be required to hold up racing boats then the Marshal on the spot will have authority to carry this out and race control should act immediately to determine the nature of the incident and the appropriate action.

Once the last boat has passed a marshals' station going down the course, that marshal's launch will follow the racing crews back to Greenwich

Responsibilities of competitors

Competitors are responsible for ensuring that all racing craft are correctly maintained and equipped to take part in the race. Representatives of the Race Committee will inspect craft before boating, and

¹ A bailer and, for inflatable rubber dinghies, a suitable inflation pump and a spare inflation valve. A sound signalling warning device, capable of attracting attention over a distance of at least 200m.

- a) A grab line at least 15 metres (50 ft) long with a large knot tied in one end to assist throwing
- b) Thermal/exposure blankets.
- c) Lifebuoys and lifejackets.
- d) A basic first aid kit (contents recorded and checked as before).
- e) A sharp knife in carrying sheath.
- f) A paddle.
- g) Simple handholds fixed to the side of launch to give help to any person being rescued and provide self-help should the driver fall overboard.
- h) Engine cut-out lanyard device.
- i) Anchor and line.



have the authority to disqualify a crew from competition if their equipment is in breach of the requirements of British Rowing as laid out in Row Safe Document

All competitors are required to render appropriate assistance to any other crew in difficulty but must exercise their own judgement so as not to compromise their own safety while assisting another.

All crews will be provided with a map of the course with steering course and pointing out the hazards. They should familiarise themselves before going afloat.

Junior competitors and helpers

Officials and representatives of the Clubs involved will be acting in 'Loco Parentis', and supervision will need to be more intense and careful because of the higher degree of risk, and the expectation of a high degree of care by parents and others that are responsible for them. Particular care must be taken to ensure that all equipment is in safe and full working order and that appropriate clothing is worn to provide adequate protection during the event.

Dangerous behaviour

Marshals, Race monitors and Umpires will warn Competitors whose behaviour could impair the safety of others and themselves, and details will be noted. The Organising Committee Chairman will be informed. The Organising Committee reserves the right to refuse any entry or to disqualify on any crew posing a risk.

Accident log

An accident log will be kept by the Organising Committee Chairman and Marshals/Umpires shall provide written evidence to the Organising Committee Chairman of any dangerous occurrence; warnings given etc.

Course safety

The weather forecast on the Friday and Saturday before the event will be consulted to determine if the race should proceed.

The course will be inspected by the Organising Committee or other agreed person or persons prior to the event commencing. Any new hazards identified will be added to the course plan at Race Control. The Organising Committee following the inspection may shorten the course taking into account the weather and river conditions. If it is considered at any time that conditions on the river are inherently unsafe, then the race will be cancelled.

Safety plan distribution

A copy of the Greenwich Head Race Safety Plan will be distributed to each club with their entry details. A coxswains' briefing will be held to highlight areas of risk on the day. All clubs entering should familiarise themselves with the Tideway Code.

The Marshals and Umpires will be briefed on the contents of the plan together with their own specific responsibilities.

Telephones

Communication between race control and marshals will be by mobile telephone and radio.

Race Control is at PBDRC TEL: 07770 633595

Steering instructions

(See diagram overleaf)

There will be a briefing of coxes and steers prior to the race at both Poplar and Globe. All clubs taking part are advised to read appropriate sections of the Tideway Code which lays out the crossing points and the navigational rules.

The race will run from Woods River Services Moorings Wapping to Poplar Blackwall & District Rowing Club Boat House.



Crews proceeding from Greenwich (south side) to the start will cross the river so as to fetch up by Victoria Gardens below PBDRC clubhouse. They will then proceed upriver joining crews boating from PBDRC, on the north shore passing inside the pier at Masthouse, if there is sufficient water, if thought not to have enough water then pass on the outside of the pier but returning to the inshore zone.

They will maintain their course as close as is safe to the shore, navigating inside of the moorings until they reach Chalkstones Crossing which is illustrated on page 114 of the Tideway Code. It is approximately halfway between the final mooring and West India Pier. Reference point tall block of flats with red painted steel girders.

Crews will then cross to the south shore, being vigilant regarding other river traffic, to a point about two hundred yards downriver of Hilton Pier. If there is sufficient water passing inside the pier then pass under the pier, if there is not, then go round the outside of the pier making sure to return to the inshore zone as soon as possible thus avoiding being pushed by the tide out into the fairway.

Crews will continue upriver on the south shore to Surrey Entrance Crossing diagram on page 114 of the Tideway Code. Cross to the north side passing on the outside of Woods pier and the police pier. The Marshalling area is the area above the police pier and workshop.

Crews must remain facing upstream in numerical order until instructed to turn by the marshals. Proceeding down river past the start which will be on Woods Pier.

Racing crews will proceed downriver keeping as close to the starboard (BOWSIDE) side of the fairway as is practicable and safe. **Particular hazards to beware while racing are the post at Cuckolds Point, the ferry crossing point from the Hilton Dockland Pier to Canary Wharf Pier, the Clippers making their way to and from Greenland Pier, Greenwich Ship Tier the yellow buoys at the entrance to Deptford Creek (which is designated as a restricted area on page 115 of the Tideway Code) and vessels to and from Masthouse Pier and the same from Greenwich Pier.**

Particular notice should be made of Clipper services working downstream from Tower Pier to Canary Wharf Pier, then crossing from North to South to make way to Greenland Pier, crossing again from South to North to call at Masthouse Pier and then from North to South side to make way to Greenwich Pier.

Clippers making their way upstream will go from Greenwich Pier (South Side) crossing to Masthouse (North Side) then to Greenland Pier (South Side) to Canary Wharf (North Side) and on North Side up to Tower Pier.

The finish will be at PBDRC and will be marked by a launch with hooter which will hold station on the north side of the fairway in Greenwich Reach, all crews are reminded to finish the race by passing to the SOUTH SIDE of this finish-line launch station. (that is between the launch and Greenwich pier.) Crews once finished will either continue to Globe Rowing Club on the South Shore or turn to the north and make their way back up on the north shore to PBDRC.

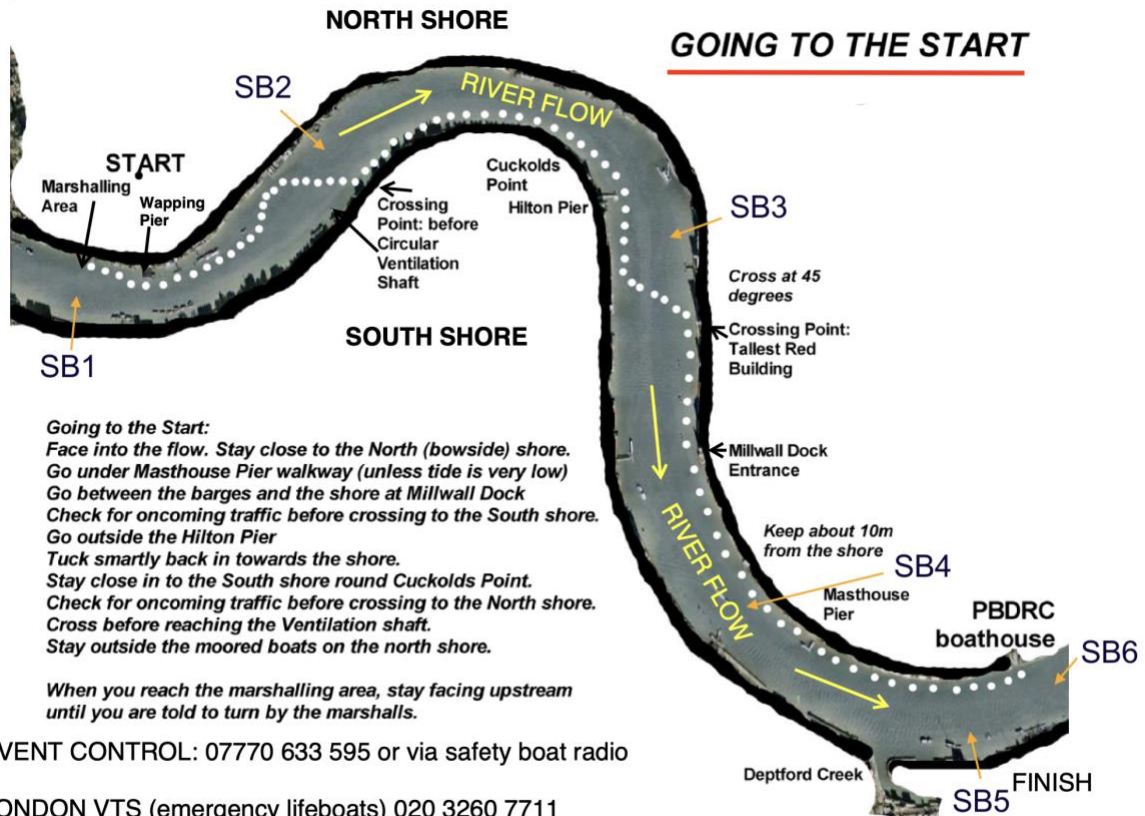
There will be two launches Marshalling at the start. The others will be stationed along the course at Cuckold's Point (marked as shallows on Map), one at the barges near to the entry to Millwall Dock, one between Convoys Wharf and the yellow buoys at the entrance to Deptford Creek, and one at the finish

CAUTION:

- Crews are reminded that the race will take place on a commercial river, and there is restricted manoeuvring space for larger, powered vessels.
- In the case of a "head-on" collision situation, both vessels must steer to Starboard (Bow Side) so as to pass Port side to Port.
- Rowing vessels should cross the river at the agreed crossing zones which are on the chart of the course, in the Tideway Code and will be reiterated at the safety briefing before the start of the race to all coxes and steers persons. Crossings will take place when clear and safe to do so.
- Cox's and Steersman are reminded to give all Piers, Barges Tiers, and other fixed or floating objects a wide berth at all times

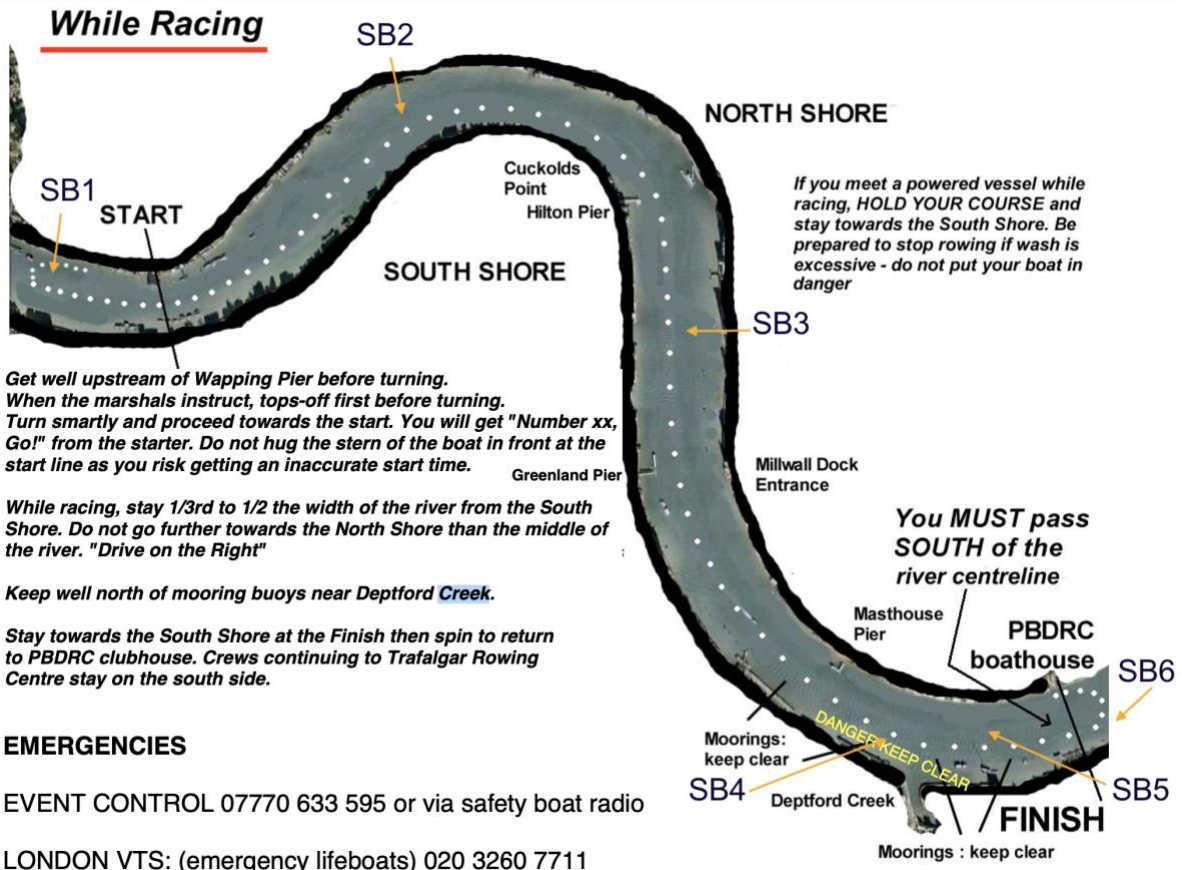


Note: Safety boats 1 – 6 are marked as SB1 – SB6



EVENT CONTROL: 07770 633 595 or via safety boat radio

LONDON VTS (emergency lifeboats) 020 3260 7711



EMERGENCIES

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