Trafford Head of the Bridgewater 2026 – Competition Safety & Emergency Response Plan

Introduction

This document in conjunction with the Competition Risk Assessment identifies the risks involved in the event and outlines the procedures, barriers and controls to be initiated by the organisers, officials and competitors to minimise any risk. It also gives information on local conditions, which will aid crews during the event.

Officials

Position Name

Chair of Organising Committee - Emily Robertson (07960 876 885)
Chair of Race Committee & Chief Umpire - Carrie Turner (07944 706 506)
Entries Secretary - Bamboo and Ben Galbraith (07870 155524)
Welfare Officers - Will Taylor (07752 309 219) Anthony Theakston (07514 771 203)
Safety Advisor/Designated Individual Jane Deane (07771 855 444)
(Deputy Safety Advisor Louis Mellor 07503 161 884
Manpower (Graham and Kate Whistance (07771 577 559)
Umpires British Rowing Officials
Marshalling Trafford Rowing Club members and associated volunteers

A Competition Safety Advisor (CORSA) and Welfare Officer will be appointed in advance. The CoRSA shall successfully complete BR's online Advance Risk Assessment Course before completing the Competition Risk Assessment.

The Safety and Welfare Documentation will be sent to the Regional Rowing Safety Advisor 4 weeks in advance of the competition.

Rules Applying to the Event

1. The event is run under the British Rowing "Rules of Racing 2025."
2. This Safety Plan includes notes for competitors on local conditions and will be sent out with confirmation of entry.
3. British Rowing's "Row Safe" publication is used as the basis for this plan; all competitors will be expected to comply with it.
4. Northwest Umpires Commission will provide umpires, who will be aided by marshals provided by TRC.
5. Welfare/Safeguarding plan/policy will be in accordance with British Rowing's Safeguarding Handbook no 3.

6. The Race Committee will review the projected competition conditions the Thursday before the competition, including those for trailer drivers, and confirm the event will proceed as planned or with alternative arrangements. Competitors will be advised by an email and/or telephone call to the registered club representative, of any amendments or cancellation.

Circulation Plan

Crews will be marshalled at either the Long or Short Start (depending on the race involved). Crews will turn in numerical order on the Marshalls' instructions.

On completion of the course, crews will return immediately to the landing stage. There is therefore no requirement for a circulation plan. The instructions of the Umpires or marshals, should be followed in the case of any unforeseen circumstances.

Weather

The Safety Advisor is registered for the Met Office Weather warnings, and the 5 day lightening warning forecast will be reviewed prior to the event
https://www.metoffice.gov.uk/about-us/guide-to-emails

1. The race is held on the Bridgewater Canal where the water is maintained at a fixed height. There is no stream. Despite a recent breach of the Canal water levels are excellent following interim repairs by the Canal Company.

2. In the event of adverse conditions, racing will then either be:
    a. Held as planned;
    b. Reduced in length with certain boats excluded;
    or
    c. cancelled.
3. Strong winds and gusts can arise which may necessitate a change of racing order. Competitors will be informed through the declared representative or on registration. Any appeals regarding potential changes will be handled by the Race Committee. Safety is our prime concern.

4. A decision on any changes due to weather conditions will be taken prior to each division.

5. Competitors must be suitably clad for the prevailing weather conditions: if not they will be held at Control Commission until wearing suitable clothing. This means ensure that you have enough warm clothing for waiting at the start and that your clothing complies with BR Rowsafe (no hoodies, open pockets, dry robes or long untied hair).

Briefings

Volunteers, Umpires and Marshals

Will be briefed on the Safety Plan, Emergency Response Plan, Radio Protocol and the Alternative Arrangement's Plan, well in advance of the event.

Hazards & Navigation Arrangements

The Navigation Authority has been informed of the event and will be issuing a closure notice for the day of the race.

A course map of the canal is provided **here**.

There may be unforeseen obstructions or debris in the water, although every effort will be made to clear these and inspections take place regularly. Apart from overhanging branches / roots, the canal presents few dangers. The depth of the canal, mostly, is such that if competitors were to fall in, they could stand up and move to the side of the canal. The canal is shallower at the edge. This is not universally the case.

There will be no coxs and scullers briefing on the day. All competitors are expected to have reviewed the **course video** which will also be available to watch at Race Control on the day of the race.

Communications

All race marshals will be provided with radios and are positioned roughly every 250 metres with visibility of previous and subsequent marshalls. Umpires will be based at the Start, Short Start and Finish positions and at specific positions along the course. Marshalls and umpires will be clearly identifiable.

All radios will use the same channel.

In the event of an emergency, the nearest official will call 'Mayday, Mayday" and all other radio users will observe radio silence and follow instructions given by that official.

Control will be provided with a mobile phone (see telephone list). Control will be in radio contact with the start and finish, as well as all marshals.

All Marshals have been briefed ahead of the event. We have also held 2 marshall training events prior to the 2026 Race.

Medical provision

A first aid team will be on hand at the Scout Hut; the nearest Accident & Emergency facilities are at Wythenshawe Hospital. 20 min, 3.5m via Brooklands Road.

AED devices are available at Trafford Rowing Club, Walton Park Sports Centre and Walton Park Playing Fields - these are shown on the course map. In addition a defib is positioned by the Narrows (and Safety Launch) and a mobile AED will be at the start of the Long Course.

A large number of TRC members have completed a Basic Life Saving Course, including the use of an AED.

Competition Emergency Response Plan and Procedures

The Club has agreed all arrangements for the event, including documentation, with the local authority – Trafford Council - and the Navigation authority – Bridgewater Canal Company Limited.

Incident on the Water

Safety boats will only be used as appropriate and for severe incidents.

The Race Committee is not aware of any waterborne diseases. However, participants are reminded to take appropriate precautions to avoid such diseases and hand disinfection is available in the toilet areas.

In the event of competitors being injured, capsizing or being ill, crews should stay with the boat as per BR recommendations. The nearest marshal – either safety and/or umpire – will attend.

Crews will be assisted by the nearest marshal to make their way to the bank.

Marshals are instructed not to enter the water but to use the throw line and flotation devices.

Marshals and First Responders will be fully aware of the Emergency Procedures, including evacuation points and know their area of responsibility.

Each marshall will be provided with space blankets which will be checked for each division. If a rower is responsive and has made their way to the bank, the marshal will ensure that they remain responsive, wrap them in a blanket and escort them to the nearest recovery vehicle to be returned to the Scout Hut where they will be seen by First Aid, which is located at the Scout Hut. First aid vehicles will include warm blankets/dry robes in addition.

There are two competition cars located along the course and multiple road access points, as detailed below, to the course to enable extraction. The marshalls in the vehicles will be in full radio contact.

For extractions where a rower is returned to First Aid by car, the driver will endeavour to keep the individual(s) warm and comfortable and continually monitor responsiveness. If there is any concern, the welfare of the rower is key. If the driver has any concerns, then emergency services will be called. First Aiders will be on stand by to provide assistance.

If the rower(s) is unresponsive or injured then they will be made warm and kept warm whilst the emergency services will be summoned to the nearest extraction point. Any guidance on maintaining the stability of the rower will be sought from the emergency services at the time of the call. No marshal will be expected to administer first aid. A large number of club marshalls and volunteers are first aid or Basic Life Support trained.

Information about the person having the emergency including **their name, age, gender** will be required by the emergency operator will also want to know whether they are injured, breathing normally, responding to voice, touch or pain. They may ask about any medical problems. (It is a good idea to check for a medical alert bracelet or necklace).

As soon as information is known to Race Control, every effort will be made to communicate the matter/incident/arrangements to the appropriate visiting club official.

Incident on Land

Competitors embark and disembark from the landing stages, where the First Aid crew will be based close by..

Incident in the Scout Hut

Safety and fire arrangements for the Scout Hut are subject to and compliance with the regulations of the Scout Association. The Scout Hut has fire extinguishers in the hallway, kitchen and main hall as well as fire blankets.

In the event of an incident in the Scout Hut, people will leave through the fire exits which are located on either side of the building and or the main entrance.

The muster area will be located such that emergency vehicles have adequate access.

The Catering Team will be briefed and aware of any additional fire, safety or evacuation notices for the Scout Hut and will oversee the evacuation of the building as required.

Natasha's Law, signs will be posted stating 'we cannot guarantee these produce are free from food allergens'

Incident in TRC Boathouse

Fire extinguishers are located at either end of the boathouse and in proximity to the exit routes.

Club members are aware of evacuation procedures for the boathouse and it is unlikely that any visiting club members will access the boathouse.

Safety Equipment

Each marshall position will be provided with a radio, a throw line and also sufficient space blankets in the event of a capsize. Each marshal will be identified by a hi-viz jacket. Life jackets will be issued if necessary. Where required, safety equipment will be inspected by the Safety Advisor.
Safety Boats shall comply with Row Safe Section 7.4.

All drivers will be competent to RYA level 2 certification. Safety boat crews will be allocated a Safety Zone and carry copies of the Emergency Response Plan

Service dates will be checked on launch engines.

The Regional Rowing Council, will service and check radios and megaphones.

Fire extinguishers, fire alarms and emergency lighting will be checked.

All AEDs will be checked for battery and pad life and the contents of the preparation bag inspected.

The condition of the landing stages will be checked for damage or slippery surfaces.

Automated External Defibrillator(AED)

An Automated External Defibrillatior is located in the Headquarters - The Scout Hut with the first aiders. An additional defib is also located at the main lobby of Walton Park Sports Centre and on the toilet block adjacent to the play area in Walton Park.
In addition a portable AED will be located at the Long course start point and again at the Short Course start point. An additional public AED is also located adjacent to the towpath 6m north of Manchester Road Bridge by the Radio Rely point.

Incident requiring CPR

All life-threatening incidents must be announced using the radio protocol MayDay MayDay Mayday and then the incident description.

This is a call to action and radio silence for those not directly involved.

Race Control will coordinate the rescue and stop the race.

If the casualty does not require CPR, they should be kept warm and transported to one the Emergency Extraction Points, subject to their injury.
In the event of an athlete being incapacitated while on the water and needing CPR and shock treatment from an AED. The first responder shall report the incident in detail to Race Control via the radio. Race Control shall confirm the responder has called 999 for the ambulance service assistance.
Race control will orchestrate the rescue and instruct Safety Boats to respond.
Following BR's recommendations, the athlete should be promptly moved to the nearest surface, such as the river bank and deep CPR applied promptly. Those in attendance should prepare the casualty for the AED by partially removing clothing but kept warm. A mobilised AED should attend the incident as safely and quickly as possible. Once in place, the responder should carefully follow the AED and Ambulance Service instructions.
Race control shall ensure adequate physical support is provided to the first responder, to help manipulate the casualty to a location where CPR can be applied.
Race Control will confirm via the radio the responder has called 999 and receiving guidance. Then coordinate the extraction with the ambulance service.
As the casualty's chance of survival reduces by 7-10% for every minute the AED is delayed.
If it's not feasible to recover the casualty without placing their chances of recovery and life at risk. CPR and shock recovery should only be applied in the boat as a last resort. Note: AEDs can be applied with the casualty in water or on a metal surface.
Once recovered the casualty should be kept warm and taken to the Emergency Extraction Point, ideally in the recovery position.
Alternatively, depending on the location, Race Control may call for an Air Ambulance. As this maybe more expedient.
The casualty should be made comfortable while waiting for an ambulance.

AED/debribrulators will be stationed at:

- Long Course start
- Short Course Start
- Manchester Rd Bridge (umpire position 1)
- Sport Centre Walton Park/Boathouse building opposite the HQ)

Emergency Procedure

If the emergency services are required, follow this procedure:

The race marshal should contact Race Control and request the service and specify the location, nature of the incident and how many people involved. If radios fail call the mobile at control.

The race controller at Race Control will telephone for the required emergency service using the control mobile and dialling 999.

Where time is critical, the race marshal may telephone directly and then notify Race Control.

Once emergency services have been called, Race Control will announce the reasons for the delay in racing and provide regular updates.

Road access points to the canal are:-

Location Nearest Postcode OS Grid Reference

Start (Atlantic Street) WA14 5ET SJ 758 889

Bowling Green (Davenport Lane) WA14 5FY SJ 759 890

Manchester Road Bridge/ WA14 5PZ SJ 767 891

Halfords Car Park The Narrows (Viaduct Road) WA14 5DU SJ 769 892

Timperley Bridge (Park Road) WA14 5BZ SJ 775 897

Air Cadets, (Walton Road/ M33 4DR SJ778 903 500 metres)
TRC Boathouse (Raglan Road) M33 4AW SJ 782 909

For rowers who are responsive, the marshal will ensure their welfare by providing a space blanket and escorting them to the nearest evacuation point. A vehicle will return them to the Scout Hut to be seen by St Johns Ambulance

Start and Finish

Boating

An Umpire will inspect boats as they embark at the landing stage. The embarkation stage will be clearly identified. Crews should not embark from any other parts of the canal bank, unless specifically agreed with the Race Committee. Control Commission will check all equipment and individuals are adhering to BR rules as stated in "Rules of Racing 2025".

All competitors will be notified of their boating time. Blades should be on the bank prior to boating. Boating will be announced by loud hailer in the area of the boathouse shortly beforehand for each division. To ensure the safe and efficient running of the event, crews which do not report to the landing stage at their allocated boating time will not be allowed to race.

Boats are to be stored on trestles or trailers in the boating area

We welcome adaptive rowers and will liaise directly with the coach/club entering such a

crew/rower and form a tailored plan to ensure safety and inclusivity.

Local safety regulations

The canal is closed to all traffic for the duration of the event. If there is any unforeseen traffic between divisions, you should listen to the instructions from the Marshal. Do not try to pass unless specifically instructed to do so.

Start

Crews will be marshalled prior to the start in race order.

Race marshals will supervise turning and ensure crews are aligned in race order. Crews must heed their instructions.

Crews must be adequately dressed to protect themselves against the weather particularly when proceeding to and waiting at the start. Please note that hoodies are not allowed under BR Rowsafe.

To reduce the amount of time that a competitor is waiting ; Competitors in the short-course events will boat first, turn under instruction and pull into the towpath bank. Once the last long-course boat has gone past Timperley marina, short-course racing should immediately start. Long course crew will be boated in numerical order. As soon as the last long-course boat has cleared the green crane the long-course race can start (subject to confirmation from Timperley that the last short-course crew is adequately clear).

All competitors must familiarise themselves with the event rules.

Alternative Arrangements (exceptional circumstances).

Depending on the prevailing conditions and issues, the decision will decide on whether the course is curtailed or amended, restriction on boats using parts of the canal or restriction on competitors.

If the event is suspended temporarily, competitors will be notified by the course officials. If there are competitors already on the course, they will be marshalled back to the course and return monitored by regular radio communication with Race Control

Officials and marshals will be advised at their respective briefings and further communicated by a general broadcast message via radios by Race Control.

Incidents and Equipment Failure

Details will be recorded and collated by the Club and NWRRC on the British Rowing Reporting System.

Post Event Review

The organising committee will undertake a specific review of safety and other welfare procedures post the event to ensure any lessons learned from the event are applied for subsequent events. Such a review will also involve feedback to the Regional Safety Advisor.

Participants and clubs are welcome to input on the process and any feedback is welcome. Any feedback should be forwarded to chairman@traffordrowing.club

Telephone Numbers

Control : Carrie Turner 07944706506 Radio

Safety Advisor : Jane Deane 07771 855 444 Radio

Asst Safety Advisor : Louis Mellor 07503 161 884 Radio
Welfare Officers : Will Taylor (07752 309 219) Anthony Theakston (07514 771 203)
Start contact : By radio or via control
Finish contact : By radio or via control

Emergency services 999 (works from any mobile)

UHSM Wythenshawe Hospital : 0161 291 6041 (Accident & Emergency) Southmoor Road, Wythenshawe
Manchester M23 9LT

NHS Direct 111

Bridgewater Canal Company 0161 877 3628 (Emergency Number)

Boathouse & Regatta Location Walton Park Sports Centre Raglan Road,Sale, M33 4AW