



QUINTIN HEAD 2026

SAFETY PLAN

Safety launches

Six rescue craft will be positioned at strategic points along the course with the sole role of providing rescue and first aid for the competitors and for support personnel on the river. All rescue craft will have at least two crew members, with at least one of those trained in First Aid. The craft will initially position themselves in accordance with the accompanying map and will be in position no later than 30 minutes before the start. The final positions will be decided on the day and will depend on the weather and the state of the river. The safety launches will remain in position until the last crew has returned to its boating location.

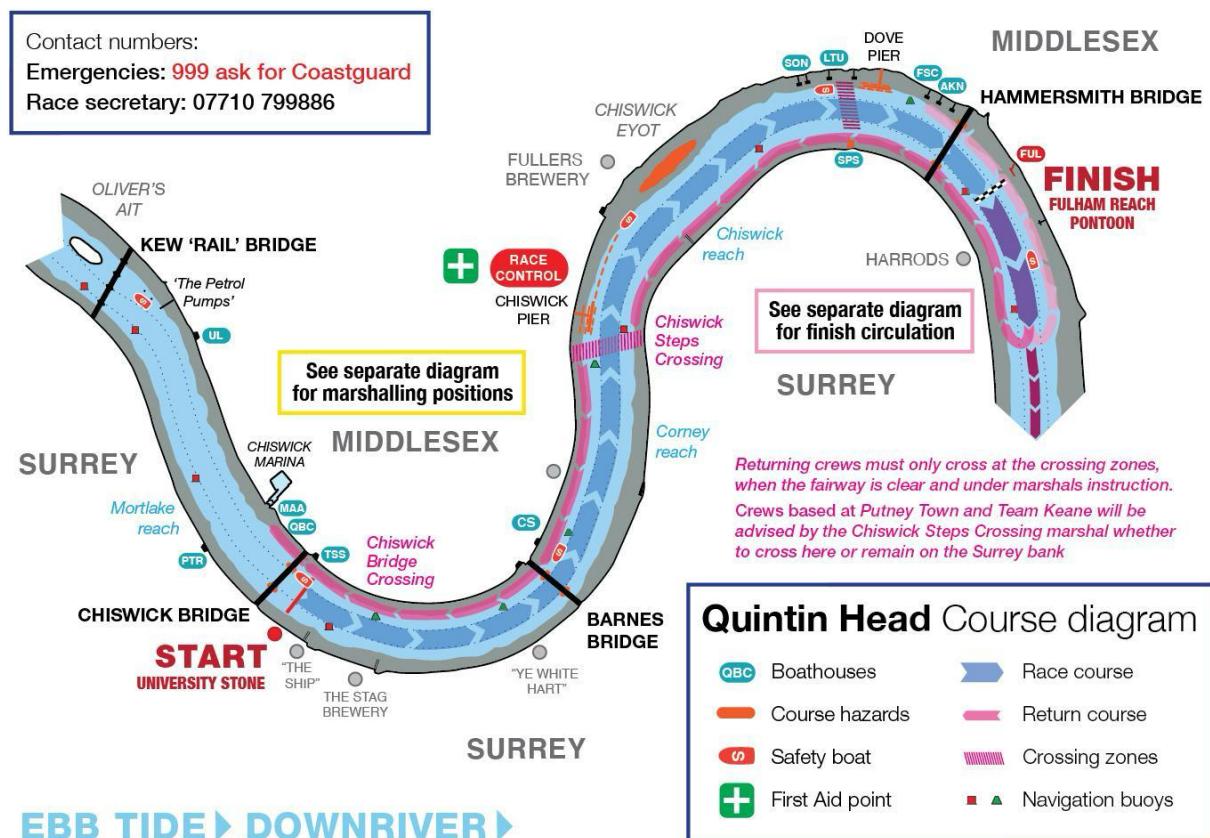
In addition to the rescue craft all race officials' launches will be able to offer some assistance to competitors in an emergency. All launches will carry loud hailers and radios.

The launches will be coordinated by the safety adviser through the radio network. The radios will be used by the monitors and other officials to attract the attention of the rescue craft if needed.

All craft personnel will be briefed before the race, including the Duty commander at the RNLI station at Chiswick Pier.

Briefing safety packs will be carried on each craft. A defibrillator will be carried on some Safety Boats and also be available at the ambulance.

In the event of a medical emergency, competitors rescued by safety launches will be unloaded either at Barnes Bridge Ladies Rowing Club (What Three Words ref: spends.local.parks) or at the RNLI base at Chiswick Pier (where an ambulance will be stationed, WTW Ref: cases.cake.vows). In the event of a more general emergency, rescued competitors will be additionally unloaded at either of these places, at Quintin Boat Club (WTW ref: refers.until.trim), or at St Paul's School boathouse (WTW ref: giant.sadly.leans).



Ambulance

A fully equipped ambulance will be stationed at Chiswick Pier House. This location has a suitable landing area to facilitate the landing or transfer of casualties to the ambulance.

Race communication

Radio coverage will include marshals, start/finish officials, duty station Commander of the RNLI at Chiswick Pier House and the rescue craft. The coverage will be coordinated by race control at Chiswick Pier House. Separate radio channels will be used for safety and marshalling. Mobile telephones will be used as a back-up. Everyone with a radio will be given a list of the relevant mobile numbers.

Emergency services

The PLA, Police, and RNLI (Chiswick Station) will all be informed of the race.

Before the race

The Weather Tool (Appendix A) will be used to ensure conditions are suitable for the event to take place as planned. The chief umpire will be responsible for reviewing the conditions periodically leading up to the race and may if necessary alter the final categories, crew numbers or may cancel the race if the conditions are likely to force abandonment on the day or effect the safety of crews either marshalling or racing.

Before the start of the race the chief umpire will check with the marshals on the course river, weather conditions or unusual obstructions. In the event of serious problems, he will decide whether to delay the start, shorten the course or cancel the race.

After the course review the chief umpire may issue final instructions and directions to the rescue launches and crew.

Accepted national practice is that rowers do not wear lifejacket/buoyancy aids unless the need is specifically identified by individual club safety advisors. This practice is in line with BR 'Row Safe' published guidance. Individual crew members will have satisfied club membership requirement regarding swimming ability. Coxes are required to wear a life jacket/buoyancy aid; this will be checked by control commission. As regards immersion of officials – all will be wearing lifejackets/buoyancy aids. Alarm will be raised by other member of crew (e.g., driver). Line of sight coverage by race officials will be maintained along whole course by safety vessels.

ABANDONMENT PROTOCOL

There are three distinct times that the Chief Umpire /safety adviser may abandon the race:

1) Race abandoned before race day:

All crews will be advised by email (as provided on race entry) and the race website will be clearly updated, X (Twitter) feed also updated.

2) Race abandoned on race day, before race start:

Competitors may be advised not to go afloat as weather conditions have deteriorated faster than predicted in the run up to the race, or otherwise are not clearing up as fast as predicted. Competitors will be advised by marshals who will be sent to each boating location

(either on foot or by launch). Their instructions MUST be complied with. If some competitors are already afloat when their home boating location, or the nearest safe location in the advent of very serious weather. Marshals and possibly safety boats will patrol the course and inform and assist as appropriate. The PLA / RNLI / Regional Safety Advisor will be consulted in the decision making process.

3) Race abandoned after race start:

Non weather factors:

There are non-weather related situations that could lead to a race abandonment, such as a catastrophic incident, or a failure in our safety cover for example. Depending upon the cause of the race abandonment, competitors will be advised what to do by local marshals and umpires. The general rule will be to stop racing when advised, and then proceed to an appropriate location as directed. The rule to remember is: do what you are told by the race marshals. The race officials will have the bigger picture of what is happening. The situation around you may be absolutely fine, but just around the bend, conditions may be very different or a serious incident may have occurred.

Abandonment after the start of the race

The Chief Marshal is in absolute control in the event of abandonment.

Each race official's first responsibility is to the safety of the crews in their part of the course. After the start of the race if a serious incident leads a race official to consider that any further crews entering his/her part of the course cannot safely continue racing, the official will immediately radio the chief umpire. If the chief umpire decides that the race should be stopped, he will radio all officials and the starter with the message:

"ALL STATIONS, ALL STATIONS. STOP THE RACE. I REPEAT. STOP THE RACE".

From this time strict radio silence must be maintained unless a response is requested by the Chief Marshal or a request requiring an immediate safety response is required.

Race officials and the starter will then immediately stop the race in their respective parts of the course using the command "STOP RACING", reinforced using air horns/sirens in continuous short blasts.

All crews must then follow the instructions of officials to return to their respective boating locations if this is possible. Where this is not possible crews will be directed to the nearest evacuation point.

ALL CREWS WILL BE HELD UNTIL INSTRUCTED OTHERWISE BY CHIEF MARSHAL. If there is an immediate safety concern the Marshal/Umpire in the vicinity will contact the Chief Marshal and seek assistance.

Once the cause of abandonment has been ascertained the evacuation process as follows will be implemented, subject to:

- If one or more Divisions is at greater risk than others due to, for example, an obstruction, weather conditions or other difficulty, those Division(s) will be dispersed first, using the same general approach as set out below if safe to do so.
- If there is an obstruction downstream of the marshalling area, requiring a detour past it, the Chief Marshal will relocate enough marshals/umpires to direct any previously racing or returning crews before ordering the dispersal.

- The Chief Marshal may, as an alternative, order a suspension of racing, but this should not normally last more than 10 minutes before abandonment is re-declared or normal marshalling/racing resumes.
- Given the possibility of injury and a need to land crews quickly, the areas around the Barnes and Chiswick clubs to be kept as clear as possible.
- In the event of a radio base-station or relay failure (due to a power cut), handsets will still work on battery power. In this case, the Chief Marshal will pass instructions to the lead marshal for each division for cascading down.

Crews at the lower sections of the marshalling area/river will be dispersed first.

1. Marshalling area below Barnes Bridge

Crews for Hammersmith and below turn and paddle down.

Crews for Barnes and Chiswick area held in position.

2. Marshalling area between Barnes Bridge and Chiswick Bridge.

Crews for Hammersmith and below turn and paddle down.

Crews for Barnes then turned and paddle down.

Crews for Chiswick area held in position.

3. Marshalling area above Chiswick Bridge.

Crews for Hammersmith and below turn and paddle down.

Crews for Barnes then turned and paddle down.

Crews for UL on Surrey held until all crews going down river have gone then they can cross and return to UL.

Crews for Team Keane/Brentford as for UL above.

Other crews for Chiswick area held in position.

When turning and crossing above Chiswick Bridge in (3) has stopped, Surrey crews below Chiswick Bridge will be instructed to cross en bloc to Middlesex so they can proceed to Chiswick boating areas, except for crews returning to PTRC or Team Keane: these crews will return to PTRC on Surrey. Once crews are across, turning above Chiswick Bridge for crews needing to return to Chiswick boating areas can be resumed.

Unless being deployed for an emergency, safety boats will remain on station whilst the course evacuation takes place. They will return to race control at Chiswick Pier House once the entire course is clear.

NB: A collision between two racing crews will not necessarily be a reason for stopping the race.

Appendix A

Adverse conditions Weather Tool

The race may be cancelled if the organisers consider that the conditions might be dangerous to run the event. The organisers will particularly monitor the factors listed in the table below. The race will be cancelled if any factor meets the criteria in column 3. The race will also be cancelled if several factors combine to make the conditions dangerous, even if no single factor meets the column 3 criteria.

	Risk level			
	3	2	1	0
Mean wind speed	Force 5+	Force 3-4	Force 1-2	Force 0
Wind direction		NE, E or SE	N or S	
PLA flag status	Red	Yellow		Green
Met Office precipitation warning	Take action	Be prepared	Be aware	None
Air temperature		<4°C		>8°C
Visibility	<200m	Reduced		Good

Depending on the severity of the expected conditions, participating clubs may be notified of cancellation before the day of the race or on the morning of the race before the crews have boated.