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       • Map(s) of Local and Temporary Hazards along the course (eg. Fish Shelters)
         (Hazards are marked with * RED stars on the map)
1. Defining the Event

The Boston Marathon is an endurance rowing time trial downstream from Lincoln to Boston (49.2k), on the **third Sunday of September** each year. Within this document, the event day shall be referred to as "Marathon Day".

The Event will attract approximately 200 crews in all available classes, from single scullers to coxed VIII. The Event is held under the Rules of British Rowing and the British Rowing Rules of Racing will apply. First Aid (Lincolnshire Integrated Voluntary Emergency Service) will be provided, and the course monitored at a maximum of 4km between Race Monitors. This Safety Plan is approved by the British Rowing RSA, and a Safety Advisor is appointed for the Event.

Event Organiser: **Boston Rowing Club**  
Contact Details: [bostonrowingclub@gmail.com](mailto:bostonrowingclub@gmail.com)  
Event Venue: **The River Witham, Lincoln to Boston**  
Distance: **49.2 km (30.5miles)**  
Start: **Lincoln Rowing Centre, Spa Road, Lincoln LN2 5TB**  
Finish: **Boston Rowing Club, Carlton Road, Boston, PE218LL**  
Navigation Authority: **Canal & River Trust**

2. Scoping the Contest

Size: Up to 200 boats ranging from singles to eights (coxeds).

Age Range: J15+

Estimated of Competitors: Up to 400

Required Competence: Minimum age of J15+

Expected racing craft: “Fine” racing sculling/rowing boats

Race format: Time trial with crews starting at approximately 1 minute intervals from 0900 hrs (and VIIIs starting at 2 min intervals). Crews start order will be allocated by the Race Committee depending on expected pace for the event. This is to give all competitors as much clear running as possible, and to avoid any overtaking through the first narrow section of the course.

Competition Rules: The Boston Marathon is held under the British Rowing Rules of Racing, and supplemented by local event rules where required.
3. Event Organisation

3.1 Event Organising Committee

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chair</td>
<td>Rob Parker</td>
<td>07960 656 750</td>
<td><a href="mailto:rjparker64@gmail.com">rjparker64@gmail.com</a></td>
</tr>
<tr>
<td>Secretary</td>
<td>Adrian Apletree</td>
<td>07778 232 562</td>
<td><a href="mailto:adrianapletree@btinternet.com">adrianapletree@btinternet.com</a></td>
</tr>
<tr>
<td>Safety Advisor</td>
<td>Nigel Allen</td>
<td>07795 024 172</td>
<td><a href="mailto:n.allen230@btinternet.com">n.allen230@btinternet.com</a></td>
</tr>
<tr>
<td>Event Welfare</td>
<td>Pat Bunyan</td>
<td>07502 144 183</td>
<td><a href="mailto:fruitbatdon@yahoo.co.uk">fruitbatdon@yahoo.co.uk</a></td>
</tr>
</tbody>
</table>


### 4. Communication

#### 4.1 Prior to the Event

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Classification</th>
<th>Contacted by…</th>
</tr>
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<tbody>
<tr>
<td><strong>Navigation</strong></td>
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<td>Canal and River Trust</td>
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<td>Environment Agency</td>
<td>Drainage Authority</td>
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<tr>
<td>Grand Sluice</td>
<td>Lock Keeper</td>
<td>Rodney Bowles</td>
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<td></td>
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<tr>
<td><strong>Emergency Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lincs Police Event Planning</td>
<td>Emergency Service</td>
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<td><strong>Highways/ Land Owners/ Community</strong></td>
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<tr>
<td>Boston Mayflower</td>
<td>Parking</td>
<td>Paula Scrupps</td>
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<td>Lincs Sports Partnership</td>
<td>CSP</td>
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<tr>
<td><strong>Other River Users</strong></td>
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</tr>
<tr>
<td>Brayford Marina (Lincoln)</td>
<td>Water User</td>
<td>Nigel Allen</td>
</tr>
<tr>
<td>Witham Sailing Club</td>
<td>Water User</td>
<td>Rodney Bowles</td>
</tr>
<tr>
<td>Boston and District Angling Club</td>
<td>Water User</td>
<td>Rodney Bowles</td>
</tr>
<tr>
<td>Boston Marina</td>
<td>Water User</td>
<td>Nigel Allen</td>
</tr>
<tr>
<td>Boston Motor Yacht Club</td>
<td>Water User</td>
<td>Rodney Bowles</td>
</tr>
<tr>
<td>Line Waterways Partnership</td>
<td>Water User</td>
<td>Rodney Bowles</td>
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<td><strong>Third Party Services</strong></td>
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<tr>
<td>Lincs Loos</td>
<td>Toilets</td>
<td>Adrian Appleby</td>
</tr>
<tr>
<td>L.I.V.E.S.</td>
<td>First Aid</td>
<td>Nigel Allen</td>
</tr>
<tr>
<td>Fire and Rescue</td>
<td>Emergency Service</td>
<td>Mark Housam</td>
</tr>
<tr>
<td>Radio Lincolnshire</td>
<td>Press</td>
<td>Mark Housam</td>
</tr>
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#### 4.1.1 On the day of the Event

<table>
<thead>
<tr>
<th>Third Party Services</th>
<th>Classification</th>
<th>Contact Number</th>
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<tbody>
<tr>
<td>Lincoln County Hospital</td>
<td>Emergency</td>
<td>01522 512 512</td>
</tr>
<tr>
<td>Pilgrim Hospital (Boston)</td>
<td>Emergency</td>
<td>01205 364 801</td>
</tr>
<tr>
<td>Lincoln / Boston Police</td>
<td>Non Urgent</td>
<td>101</td>
</tr>
<tr>
<td>Ambulance / Police / Fire</td>
<td>Emergency</td>
<td>999</td>
</tr>
</tbody>
</table>
4.2 Communication with participants

The following will be available on the Boston Rowing Club website:

- Boston Marathon Safety Plan, which will include the following:
  - Boston Marathon Risk Assessment
  - Map of Course
  - Map of Start (Lincoln)
  - Map of the Start (Lincoln) and Finish (Boston) circulation plan
  - Bardney Lock circulation plan
  - Boston Site Plan
  - Competitor’s Instructions
  - The Draw

Copies of the Safety Plan can be emailed to competitors upon request.

4.3 Communication in the event of cancellation or curtailment.

The river and weather conditions will be assessed in the days running up to, and monitored on the day of the event. Where possible, this will include photos of the river condition on the Boston Rowing Club website.

A full inspection of the Course will be undertaken on the Thursday before Marathon Day by a Safety Launch driver and the Safety Advisor to ensure risks such as debris and fallen trees can be reported and addressed asap.

The Race Committee will decide upon the appropriate action to be taken if river or weather conditions are deemed to be such that the event has to be cancelled or curtailed.

Decisions made before the day of the race will be communicated to participants on the Boston Rowing Club website and via the contact details submitted via BROE.

Decisions made on the day will be communicated to participants at the boating area in Lincoln (Start) for those not on the water, or via the Race Monitors and Officials for those already afloat.

4.4 Communication with Race Monitor and Officials

4.4.1 Race Monitors

A safety briefing will be undertaken at Boston Rowing Club on the Thursday before Marathon Day at 1900. This briefing will include:

- Roles of individuals
- Timings for the day
- Communication arrangements /mobile phones
- Emergency plan
- Hazards of the course
- Monitors and Marshalls to receive printed instructions and phone numbers
4.4.2 Communication with Safety Launch crews and helpers at the start / finish.

These will receive the same safety briefing as the Race Monitors plus any additional role-related detail.

4.4.3 Backup Plan.

Any persons unable to attend the briefing on the Thursday evening before the event will be briefed at noon the day before the race.

4.4.4 Umpires.

Umpires will be briefed on Marathon Day day, 30 minutes before boating commences - the time depending on the number of entries and the start time of the first boat.

4.4.5 During the Event.

Because of the distance involved in this Event, it is not practical to use radios, so communication will be via mobile phones. The mobile numbers of the Race Monitors, Umpires and Race Officials will be distributed on a paper list to those on the list at the safety briefing on the Thursday before Marathon Day at 1900 hrs.

4.4.6 Post Event

Any feedback post event should be sent in the first instance to:

bostonrowingclub@gmail.com

A wash-up meeting will be held post event once all of the post event jobs have been completed.
5.0 Officials

5.2 Race Monitors / Control Commission - Umpire(s)

5.2.1 In the embarkation area (opposite Lincoln Rowing Centre)

- Marshalls will assist with embarkation.

- Control Commission (British Rowing Umpires) will be monitoring the safety of boats through spot checks. It is the responsibility of competitors to check the worthiness of their boat and equipment (including life jackets/buoyancy as per RowSafe section 7.1 if applicable). Only crews using equipment prepared in accordance with RowSafe shall be allowed to race, and Control Commission reserve the right to refuse crews taking to the water for non-compliance.

5.2.2 Along the course

- see Course Map for location of Race Monitors

- A BR Umpire will be in attendance at Bardney Lock

5.2.3 At the finish (Boston Rowing Club)

- Marshalls will oversee circulation in the finish area (Appendix VI) and oversee disembarkation to ensure maximum efficiency and safety of crews. BR Umpires will be in attendance at the Finish area.

5.2.4 Car Parking

- Car park Marshalls will provide direction to ensure maximum accessibility and safety.

5.3 Safety Boats

- A safety boat will be positioned at Washingborough and the finish area. The boat at Washingborough will follow the last crew along the course to the Finish Line. The passing of this boat will formally close the Event as it passes along the course past each Race Monitor position.
6.0 Accident & Emergency Procedures

6.1 First Aid

LIVES (Lincolnshire Integrated Voluntary Emergency Service) will be providing cover from 8am at Lincoln Rowing Centre, Spa Rd, Lincoln LN2 7FB, and 1pm at Boston Rowing Club’s Boathouse on Carlton Road PE21 8LL on Marathon Day.

They are advised of the numbers expected and the nature of the event, and have risk assessed this Event in conjunction with the Event Safety Advisor. LIVES have approved the Event Safety Plan and Risk Assessment.

In the event of first aid being required, inform the nearest Race Monitor who will use a mobile to alert LIVES personnel / Safety Advisor. In the emergency situation, dial 999 and give your location. Grid reference have been provided for Race Monitor locations.

Competitors are advised to carry the ‘Competitors Instructions’ with them in the boat, and a mobile is strongly suggested in waterproof container, which is attached to the boat.

6.2 Emergency Services

Lincoln County Hospital is located on Greetwell Road Lincoln, two miles from Lincoln Rowing Centre

- Lincoln County Hospital, Greetwell Road, Lincoln, Lincs LN2 5QY. 01522 512512
- Lincoln Police Station, West Parade, Lincoln, Lincs LN1 1YP. 101

Pilgrim Hospital and the Emergency Services are located in Boston, two miles from Boston Rowing Club

- Pilgrim Hospital, Sibsey Road, Boston, Lincs PE21 9QS. 01205 364801
- Boston Police Station, Lincoln Lane, Boston, Lincs PE21 8QS. 101

Or dial 999 in an emergency

6.3 Emergency Access Points

<table>
<thead>
<tr>
<th>Position</th>
<th>Postcode</th>
<th>Grid Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start (Lincoln Rowing Centre)</td>
<td>LN2 5TB</td>
<td>SK98592 71030</td>
</tr>
<tr>
<td>Bardney Lock</td>
<td>LN3 5UN</td>
<td>TF11193 69153</td>
</tr>
<tr>
<td>Kirkstead Bridge (Woodhall Spa)</td>
<td>LN10 6XY</td>
<td>TF17614 62092</td>
</tr>
<tr>
<td>Tattershall Bridge (Tattershall)</td>
<td>LN4 4JU</td>
<td>TF19648 56284</td>
</tr>
<tr>
<td>Langrick Bridge (Langrick)</td>
<td>PE22 7AJ</td>
<td>TF26580 47541</td>
</tr>
<tr>
<td>Anton’s Gowt (3km from Finish)</td>
<td>PE22 7BE</td>
<td>TF 30015 47520</td>
</tr>
<tr>
<td>Witham Cottage, Fenside Rd.</td>
<td>PE21 8LD</td>
<td>TF 30254 47006</td>
</tr>
<tr>
<td>49km sign, Fenside Rd.</td>
<td>PE21 8LA</td>
<td>TF 31220 45683</td>
</tr>
<tr>
<td>Finish (Boston Rowing Club, Carlton Rd.)</td>
<td>PE21 8LL</td>
<td>TF 31861 44969</td>
</tr>
</tbody>
</table>
7 Welfare Plan

7.1 Policy Statement

The organising committee of the Boston Head believes that the welfare and wellbeing of all children and vulnerable adults is paramount. All children and vulnerable adults, regardless of age, sex, ethnicity, religion or ability, have equal rights to safety and protection. All suspicions, concerns and allegations of harm will be taken seriously and responded to swiftly and in an appropriate manner.

A Welfare Officer is appointed for the event. They will act as the point of contact for any concerns or allegations, and can be contacted via Race Control located at Boston Rowing Club.

7.2 Reporting Structure

The Event Organiser has overall responsibility for decisions and disciplinary procedures, and will take advice from the Welfare Officer. The first point of contact during the event will be the Welfare Officer. Any event reported will be discussed forthwith by the Welfare Officer and Event Organiser. If, after due consideration, they decide that the police should be informed, the Welfare Officer will report the matter to Lincolnshire Police.

The Event Organiser and the Welfare Officer will then decide whether the Welfare Officer will report the matter to the British Rowing Child Protection Officer.

7.3 Security

The event organizers brief all helpers on the Welfare Plan, and ask them to report any inappropriate behaviour to Race Control. The event attracts junior competitors, who would usually be under the care of a parent or coach. A name and mobile telephone number is requested by the Event Organiser for each club entering junior crews. The list of contacts is held at Race Control so that the responsible adult can be contacted easily in case of incident. No personal contact details for children are held.

7.4 Photography

As the event takes place in open public areas, control of photography is not feasible. All helpers are briefed to respond to any inappropriate photography and report such to the Event Organiser or Welfare Officer.
8. Key Contacts for the Boston Marathon

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welfare Officer</td>
<td>Pat Bunyan</td>
<td>07502 144 183</td>
</tr>
<tr>
<td>Safety Advisor</td>
<td>Nigel Allen</td>
<td>07795 024 172</td>
</tr>
<tr>
<td>Race Committee Chair</td>
<td>Phil Latka</td>
<td>07960 656 750</td>
</tr>
<tr>
<td>Race Secretary</td>
<td>Adrian Apletree</td>
<td>07778 232 562</td>
</tr>
<tr>
<td>BRC Umpire</td>
<td>Paddy Ibbotson</td>
<td>n/a</td>
</tr>
<tr>
<td>Event Organising Committee</td>
<td>Rob Parker</td>
<td>07960 656 750</td>
</tr>
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</table>

Race Control: Boston Rowing Club, The Boathouse, Carlton Road, Boston. PE21 9BB

Commentary position: Adrian Apletree 07778 232562

9 Documentation

Appendices:

5.1 Documentation

5.1.1 Boston Marathon Risk Assessment  Appendix I
5.1.2 Emergency Response Plan / Plan B  Appendix II
5.1.3 Abandonment Plan                Appendix III
5.1.4 Instructions for Officials      Appendix IV
5.1.5 Competitors Instructions       Appendix V
5.1.6 Course and Circulation Maps     Appendix VI

- Lincoln Map
- Full Course Map
- Start / Embarkation Area
- Bardney Lock Circulation Plan
- Finish Circulation Plan
- Boston Site Plan
10 Appendices

Appendix I  Boston Marathon Event Risk Assessment - See Separate Document

Appendix II  Boston Marathon Emergency Response Plan / Plan B

Emergency Access Points

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<tr>
<td>Finish (Boston Rowing Club, Carlton Rd.)</td>
<td>PE21 8LL</td>
<td>TF 31861 44969</td>
</tr>
</tbody>
</table>

Accidents on Land

- The Safety Advisor will be at the start from 7:30am on Marathon Day, and will travel along the course after the last racing crew has departed.

- All Race Monitors, Umpires and Officials will report all incidents to the Event Safety Advisor who will oversee the appropriate response. Any incidents arising at the Finish will be dealt with by the Boston Coordinator prior to the arrival of the Safety Adviser in the early afternoon.

- First aid will be available at the Start (Lincoln Rowing Centre) from 8am, and at the Finish (Boston Rowing Club Boathouse) from 1pm. First Aid will be provided by L.I.V.E.S. (Lincolnshire Integrated Voluntary Emergency Service).

- Accident and Emergency / Hospitals are situated 2 miles away by road from the Start and Finish:
  1. Pilgrim Hospital, Sibsey Road, Boston, PE21 9QS. 01205 364801
  2. Lincoln County Hospital, Greetwell Road, Lincoln, LN2 5YP. 01522 512512

- Clearing the site – If the boathouse or other areas used need to be cleared, the emergency assembly point will be the area marked on the site plan as “overflow parking for trailers and cars”.
Accidents on the Water

• Assess the risk to the crew in difficulty and determine the necessary action.

• The Race Monitor may, depending on the type of incident and the circumstances, decide if a crew may continue OR be retired from racing.

• Inform the Safety Advisor of any incidents as quickly as possible. The Safety Advisor can then take a view as to the overall picture and direct any other required responses. The Safety Advisor can advise re: the situation below if appropriate.

• Athletes who need to be retrieved from the water or injured – use throw lines to pull crews to the bank, assess for any injuries, call the emergency services if required, inform the Safety Advisor.

  Which course of action to be followed depends on:
  • The nature of the incident
  • The location of the incident
  • The time in the proceedings at which the incident occurs.

• Ring the Safety Advisor to advise of the incident – i.e. Location /type of incident /casualties etc.

• Assess the risk to other crews and advise them accordingly via megaphone or mobile to other Race Monitors upstream or downstream as appropriate. The Race Monitor may decide to remove a crew from racing.

• Provide such assistance as is possible whilst observing other crews.

• Make a written log of the incident details on return to Race Control, making sure that the Safety Advisor is overseeing this entry. The Safety Advisor will ensure that any incident is recorded on the British Rowing On-line Incident Reporting system.

• The Safety Advisor may in addition:
  If necessary, re-organise Race Monitors
  Inform upstream Race Monitors of an incident so they can advise any approaching crews. This may include advising them to steer to either:

  1. Port (Strokeside - the cox’s left)
  2. Starboard (Bowside - the cox’s right)

• Decide to abandon racing – see “Boston Head Abandonment Plan”.

* If a crew is removed from racing by a Race Monitor and/or Safety Advisor, Race Control will be informed. They will then contact the support crew, detailing the crews current position for boat and crew recovery as appropriate.

Plan B

If for whatever reason the above fails or is overwhelmed, the Event Safety Advisor, Organizing Committee Chairman & Race Committee Chairman will work together and cover for each other.
Appendix III  **Boston Marathon Abandonment Plan**

Decisions made before the day of the race will be communicated to participants on the website and via the contact details submitted via BROE.

Decisions made on the day will be communicated to participants at Lincoln Rowing Centre for those not yet on the water or via the Race Monitors and officials for those already afloat.

Actions to be taken if the race is to be abandoned when it’s underway: -

1. Communications to competitors & supporters will be via the Race Monitors and Officials at the start and finish & along the course.

2. Consider if the quickest and safest way to ensure crews are removed from the water is to carry on to the finish.

3. If the situation is temporary, depending on the stage of proceedings crews may be instructed to wait afloat or disembark at the nearest opportunity and resume when the all clear is communicated Eg Thunderstorm

4. If the race needs to be abandoned and continuing to the finish is not feasible the priorities are:
   
   - Stop all crews as they approach a Race Monitor.
   - Remove participants from the water.
   - Remove the boats from the water.
   - Communicate to competitor's support teams at the finish.
   - Race Monitors will inform the Safety Advisor of the boat numbers within their monitoring area. The Safety Advisor will liaise with Race Control / Commentary to inform support crews of the location of their competitors along the course.

The possible scenarios for this are too numerous to cover but experience shows that the competitors and their support crews will work together when required.
Appendix IV

**Instructions for Officials**
(Umpires, Timing teams, Race Monitors, Marshalls, Boating teams)

**Important:** Please read the following information carefully, making sure you clearly understand the instructions, which must be adhered to on the day of the Event.

**Location of Officials:**

- Embarkation area – boating team and Race Control Commission /Umpire(s)
- Start / Timing team – under bridge adjacent to Lincoln Rowing Centre, south bank of River Witham
- Along the Course – Race Monitors
- Bardney Lock, Umpire and Marshalls
- Finish Area, Boston Rowing Club – Timing Team, Umpire(s), Marshalls, boating team

**Safety Launch x2:**

- Safety Boat 1 – Positioned at Washingborough, and will follow the last crew through to the finish at Boston Rowing Club. This is the ‘mop-up’/Event closing boat.
- Safety Boat 2 – Finish Area, Boston Rowing Club

See Course Map for Officials” – **Appendix VI** Boston Marathon Safety Plan.

Start and Finish timing teams must be in position no later than 30 minutes before race start time, and when first crew reaches Langrick Bridge respectively.

When the first crew reaches Langrick Bridge, the Race Monitor will ring the Boston Controller, who will inform the timing team to get into position.

All other Race Monitors and Safety Launches must be in position 30mins before crews arrive in those areas, anticipated timings will be detailed at the Safety Briefing.

Race Monitors will ring the Race Monitor upstream and downstream of their position to confirm that they are in position and to ensure communications are “open”

When the last crew has left the Lincoln boating area, a Race Monitor will ring and confirm this with the Safety Advisor who will proceed along the Course as required.

As the last crew boats, Launch 1 will follow it along the course, making sure it makes progresses at a reasonable speed.

On arrival at their stations, all Officials (Umpires and Race Monitors) will ring the Safety Advisor advising they are in position. (Text message is acceptable)

For those operating the safety launches, make sure your mobile ring is on ‘loud’. Mobiles must not be operated by the person steering the launch. Ensure the ‘kill-cord’ is attached at ALL times. In the event of an emergency, please try to avoid excessive wash.

After the last racing boat has passed your monitor position, inform of its progress via mobile to the next Race Monitor downstream.
The Race Monitor at Southrey and the Race Monitor either side will have a Digital Radio in case of poor mobile signal.

With prior consent, crew members may swap at Bardney Lock and Kirkstead Bridge. Boats that swap crew members are NOT eligible to compete for status, awards or records. Crew members cannot swap seat with the cox, only rowing seats of the original crew.

General Notes

1. Be in your designated position in at least 30mins before the anticipated time of arrival of the first crew.

2. Make sure that you have familiarised yourself with your area and monitor it carefully.

3. Warn crews of potential hazards and any irresponsible behaviour. If crews continue to offend, report the incident to an Umpire / Safety Advisor and downstream Race Monitors if appropriate.

4. Have your list of mobile numbers to hand.

5. In the event of thunderstorms, snowstorms, squalls and other unexpected changes in conditions report them immediately to the Safety Advisor (it may only effect part of the course) and await instructions. The 30/30 Rule will apply, so please familiarise yourself with this.

6. Pull crews in trouble or with equipment failure to the side and warn approaching crews.

7. When responding to an incident DO NOT PUT YOURSELF OR OTHERS AT RISK.

8. Safety boat drivers MUST have ‘kill cords’ attached at all times. This is an absolute requirement and a pre-requisite of taking to the river.

In the event of an incident

- Assess the risk to the crew in difficulty and determine the necessary action.

- Inform the Safety Advisor of any incidents as quickly as possible. The Safety Advisor can then take a view as to the overall picture and direct any other required responses.

- Athletes retrieved from the water or injured. Possible courses of action to be undertaken in consultation with the Safety Adviser include:
  - Throw lines to pull crews to the bank.
  - Ferry to the bank and deposit.

  Which course of action may be followed depends on:
  - The nature of the incident.
  - The location of the incident.
  - The time in the proceedings at which the incident occurs.
• In the event of a capsize, a crew may want to re-embark and continue with the race. **This must be assessed carefully** with an assurance that the competitor(s) are warm, and remain unaffected by the incident. This scenario must be reported to the Safety Advisor and this information (race number) passed down the Course for each Race Monitor to maintain a careful ‘eye’ on that crew. In the advent of a dispute, ring the Safety Advisor who will speak directly to the crew.

• Race Monitors to carefully monitor any adaptive crews in a considerate an unobtrusive manner. Be familiar with their race numbers - identified at Safety Briefing.

• Safety launches responding to an incident must proceed as fast as possible, but in the process making sure they are not endangering others crews around them.

• If necessary, ring Race Control at the boathouse to advise of the incident – i.e. casualty’s arriving so that LIVES are prepared for a casualty.

• Assess the risk to other crews and advise them accordingly.

• Provide such assistance as is possible whilst observing other crews.

• Make a written log of the incident details on return to race control, making sure that the Safety Advisor is overseeing this entry.

• The Safety Advisor may in addition:
  - If necessary re-organise officials to cover any exposed areas.
  - Inform upstream marshals of an incident so they can advise any approaching crews. This may include advising them to steer to either:
    1. Port (Strokeside - the cox’s left)
    2. Starboard (Bowside - the cox’s right)
  - Decide to abandon racing – see “Boston Head Abandonment Plan”.

Equipment

Please ensure you have all of your equipment (and it works) before leaving to take up your position.

**Note:** When you are allocated your equipment **please do not** presume that everything is ok. **Re-check it**

In the event of any item being faulty, seek replacement before leaving to take up your position, keeping the Safety Advisor informed via mobile phone.
Appendix V Competitor's Instructions

Competitors – please ensure you take this in the boat with you

If assistance is required take the following steps:

1. If possible, call to a Race Monitor – Positions detailed below
2. Or call the Safety Advisor on: 07795 024172 (Nigel Allen), Backup 07887 878218
3. Backup phone number 2: 07960 289022 (Race Chair)
4. Backup phone number 3: 07960 656750 (Organising Committee Chair)
5. Seek assistance from another crew.

N.B. Event Welfare: 07502 144183

Race Monitors (in High Vis) will be positioned at the following locations and will be in communication with each other and with the Race Committee & Safety Advisor.

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance (from signage)</th>
<th>Postcode</th>
<th>OS Coordinates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start (Titanic Bridge) Lincoln RC</td>
<td>1.025</td>
<td>LN2 5TB</td>
<td>SK 98592 71030</td>
</tr>
<tr>
<td>Washingborough</td>
<td>4km</td>
<td>LN4 1AA</td>
<td>TF 01569 70984</td>
</tr>
<tr>
<td>Five Mile Lane</td>
<td>8km</td>
<td>LN4 1AF</td>
<td>TF 05834 71500</td>
</tr>
<tr>
<td>Bardney Lock</td>
<td>13.5km</td>
<td>LN3 5UN</td>
<td>TF 1037770026</td>
</tr>
<tr>
<td>Southery</td>
<td>19km</td>
<td>LN3 5TD</td>
<td>TF 13845 66345</td>
</tr>
<tr>
<td>Stixwold</td>
<td>22km</td>
<td>LN10 6XJ</td>
<td>TF 15683 65110</td>
</tr>
<tr>
<td>Kirkstead Bridge (Woodhall Spa)</td>
<td>25.3km</td>
<td>LN10 6XY</td>
<td>TF 17606 62138</td>
</tr>
<tr>
<td>Thorpe Tilney Pumping Station (approx. midway bet Kirkstead and Tattershall Bridge)</td>
<td>*</td>
<td>LN4 3SL</td>
<td>TF 1208 5723</td>
</tr>
<tr>
<td>Tattershall Bridge (Tattershall)</td>
<td>32km</td>
<td>LN4 4JU</td>
<td>TF 19625 56255</td>
</tr>
<tr>
<td>Chapel Hill</td>
<td>35km</td>
<td>LN4 4QB</td>
<td>TF 20759 54068</td>
</tr>
<tr>
<td>Copping Syke Farm</td>
<td>39km</td>
<td></td>
<td>Not a spectator point</td>
</tr>
<tr>
<td>Langrick Bridge (Langrick)</td>
<td>43.5</td>
<td>PE22 7AJ</td>
<td>TF 26525 47599</td>
</tr>
<tr>
<td>Anton's Gowt (3km from Finish)</td>
<td>47km</td>
<td>PE22 7BE</td>
<td>TF 30015 47520</td>
</tr>
<tr>
<td>Finish Boston Rowing Club</td>
<td>50.2km</td>
<td>PE21 8LL</td>
<td>TF 31861 44969</td>
</tr>
</tbody>
</table>
As Race Monitors cannot observe the entire course in this unique event, competing crews are required to offer assistance to any crew in distress or danger and inform Race Monitors and Safety Advisor of incidents.

Any crew withdrawing from the race must inform the nearest Race Monitor who will inform Race Control.

First Aid facilities (via Lincolnshire Integrated Voluntary Emergency Service) are provided at Lincoln and Boston with assistance available via Race Monitors stationed throughout the course, or via the Safety Advisor.

It is strongly suggested that you take (at your own risk) a mobile phone with you in the boat in a waterproof container and secured to the boat.

In the event of a capsize remain with your boat, and move to the nearest bankside or most accessible bank. Seek assistance as outlined above.

If a thunderstorm occurs, use the 30-30 rule to analyse the severity and location of the storm… “Play (…in this case ‘rowing’) shall stop when the flash to bang count is 30 seconds or less and shall not resume until 30 minutes after the last lightning”. Following this rule crews should disembark if necessary and find appropriate shelter, they should then only re-embark when it is safe to do so. Competitors should familiarise themselves with British Rowing’s guidance on lightening and the 30-30 rule before the event. In the event of a thunderstorm it will not be possible to make any allowances in the race timing due to the nature of the event.

Competitors are advised that there could be congestion at Bardney Lock. Consideration is required from all crews. In the absence of sportsman behaviour, the Race Organisers reserve the right to impart a time penalty on the offending crew.

Please familiarize yourselves & comply with British Rowing Guidance on waterborne diseases.

The ‘Event-closing’ boat will follow the last boat on the course from Lincoln, through to Boston.

Remember to take the following in your boat:

- Fluids
- Sun Block
- Blister Kits
- Mobile in Waterproof Container

Please familiarise yourself with the Finish Area circulation pattern, ensuring you circulate around the orange buoy at the entrance to the Marina before coming into the disembarkation stagings.
Appendix VI  Maps

Lincoln Rowing Centre Location Map (Start)
Map of the Course (with Race Monitor positions marked)
Map(s) of Local and Temporary Hazards along the course (eg. Fish Shelters)

(Hazards are marked with * RED stars on the map)