



TRANSPORT CANADA
OFFICE OF BOATING SAFETY
620 - 800 Burrard Street
Vancouver, BC V6Z 2J8

Attention Tim McCann

By email: timothy.mccann@tc.gc.ca

December 15, 2010

Dear Mr McCann,

RE: Application to hold a sporting event: False Creek Rowing Club Regatta

“Head Up The Creek” March 13th, 2011

As per your request for a more details safety plan I hope that the following is acceptable to you.

Safety

With rowing events, there are basically there are two different types of problems:

On shore: we plan to have a first aid attendant and vehicle onsite (St John’s Ambulance) to handle any emergencies. In the past regattas I have been to, basic first aid has been contusions and bruises from people not being aware of boats moving about. 9-1-1 provides better support than anything we could organize beyond that.

On water: we will have 5 to 6 safety boats located in False Creek so that all parts of the course are visible to someone in a powered vessel at all times. The officials track, if they can, rowing boats launching to make sure they know which boats are or are not launched and whether they have bow balls and their shoes conform to Rowing Canada safety standards (the heel of the shoes in the boat need to be tied off so that they allow a person to get out of them should the boat capsize). The bow ball is to avoid bows of boats causing excessive harm to people in the event of a collision.

As per Rowing BC and Rowing Canada Aviron sanctioned regattas, all the safety boats will have VHF radios in them and all drivers will have their pleasure craft operators card and a cell phone for backup as well as a map indicating all the public docks where ambulance service would be accessible (generally the ferry service docks owned by the city).

In the event of a capsize, rowers are told to stay with the boat. False Creek isn't so wide that you couldn't swim the boat to shore. Alternatively, when a safety boat approaches, they can either assist people getting back into the boat, or get them to shore/first aid.

Weather Conditions

The event will be cancelled in the event of fog that limits visibility to an unsafe degree or snow/ice/freezing temperatures. Hail is not an obstacle, unless combined with low temperatures.

Specific Environmental Situations

There are two big issues for False Creek: large swells at the entrance to False Creek, making launching impossible (therefore cancelling the regatta) and windstorms (from East or West) which cause whitecaps (and therefore boat swamping) in the East Basin. The national weather service maintains meteorological information that has been useful in Ontario and the Prairies for approaching thunderstorms. That will be checked in advance as well.

Other sources of safety assistance

I would also like to think that perhaps I can work with the ferry operators in False Creek to help out in the event of an emergency. Providing them with a finder's fee for assisting rowers in the water (that the ferry operators actions didn't put there) might help with that.

Insurance

The event coverage is a fairly blanket coverage that Rowing Canada Aviron has with Allsport Insurance (Sport BC's captive insurance company). At this time we are not technically insured for this event because we have not received sanction for the event (along with any other 2011 event). The event will not be run without Sanction as the Vancouver Parks Board permits would not allow this, nor does the event organizer have any authority to do so under our membership with Rowing Canada Aviron. When the False Creek Rowing Club receives Rowing Canada Aviron sanction they will add the City of Vancouver to the list of indemnified (I think that language is correct) on the policy.

Anchoring

Actually, I understand that the False Creek Yacht Club is responsible for the temporary permits. I was going to approach them 30 days out (they have received notice already) to inquire if they could tell new permit holders via an update/flyer. Also, I was going to borrow a safety boat from the Vancouver College to go visit the yachts while putting up the buoys at the end of the course. I don't expect them to move entirely (I can dream) but there are really good spots for them to be, and not to be. I was also hoping to

connect with the Vancouver Police Department to see if they would be able to visit people in advance on their boat.

I trust that this meets your needs in terms of an adequate safety plan, and the other questions that arose from your review of our application.

If you have further questions, please contact me at your convenience.

Best regards,

A handwritten signature in black ink that reads "Simon Litherland". The signature is written in a cursive style with a large, sweeping flourish at the end.

Simon Litherland

Regatta Chair

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