

BHA GENERAL INSTRUCTIONS

BHAGI 3.7
Dtd 4 January 2021

To: Managing Executives
From: Chief Executive
Subject: HAZARD WARNINGS AND STOP RACE PROCEDURES (ALL RACES),
FALLS, FENCE ATTENDANTS, BY-PASSING OF FENCES AND
HURDLES

Possible Hazard Warnings and Stop Race Procedures

1. There are specific procedures for indicating where:
 - a) there may be a hazard ahead and/or an obstacle may need to be bypassed, and;
 - b) the race must be stopped.

Possible Hazard Ahead Procedure

- (i) When there is the possibility of a hazard ahead a member of the racecourse staff **MUST** blow a Fox 40 whistle and wave a black and white chequered flag from behind the running rail to signal the presence of such a hazard to oncoming Riders. Care must be taken to ensure the flag is properly unfurled at all times. If necessary (for example, depending on track topography and the start in question), racecourses should have pre-planned procedures in place for the deployment of additional members of racecourse staff with black and white chequered flags (as agreed with the Inspector of Courses). In Flat races, if, for example, the stalls cannot be fully removed from the track when the horses are passing the start again, a member of the Stalls Team will also wave a black and white chequered flag from outside the running rail, as far down the track as possible, to alert oncoming Riders of the possible hazard.

Stop Race Procedure (Rule (F)32)

- (ii) When there is a major hazard ahead which is unable to be avoided and, in the opinion of the Managing Executive, necessitates stopping (and therefore voiding) a race, two tone (Pantone safety Yellow 13-0630TN and Pantone safety Orange 021 C) Stop Race flags must be deployed and should be waved by pre-determined racecourse personnel on the instruction of the Clerk of the Course or nominated representative of the Managing Executive only. In addition, the person(s) deploying the flags must blow a Fox 40 whistle to ensure riders are aware of his presence. Managing Executives are responsible for the specific operating procedures and training that they put in place to optimise the deployment of Stop Race flags. The procedures should attempt to minimise avoidable risks, such as jumping additional obstacles, once the flags are deployed. These procedures must be clearly highlighted in all relevant documentation compiled, circulated and displayed by the Managing Executive.

- Note: - The Stop Race flag always takes precedence in instances where riders may see both types of flags being intentionally waved by different racecourse personnel at the same time.
- Situations may arise that prevent a jockey from seeing more than one Stop Race flag being deployed.
 - There may be some occasions where factors outside the control of the racecourse prevents the deployment of multiple Stop Race flags. However, it should be noted that such circumstances are seen to be very rare and the deployment of multiple flags must be planned for in accordance with the procedure above

Notwithstanding the above, it is recognised that Stop Race procedures will not be deployable in all circumstances where they may have proved beneficial (for example, owing to the suddenness of an incident and its proximity to the oncoming runners). Similarly, it is recognised that the procedures might be deployed in circumstances where it ultimately proved unnecessary to do so. A notice highlighting the significance of the black and white chequered and two tone Stop Race flags and a physical example of each must be conspicuously placed in all weighing and changing rooms.

Falls – Repair of Course

2. When a horse has fallen in a Flat race or in any circumstances other than at an obstacle in a Jump race the ground in the area of the fall is not to be repaired until instructed to be so by the Stewards.

Fence Attendants/Other Personnel

3. During racing members of the racecourse staff (Fence Attendants), not involved in any other duties during racing, are to be stationed at each fence or flight of hurdles. Two Fence Attendants are to be stationed at every fence or hurdle jumped twice in a race, or one such Attendant at a fence or hurdle jumped once.

4. Personnel employed as Fence Attendants are to understand and be physically capable of fulfilling the requirements of the role.

5. In addition, all relevant permanent or casual personnel must be fully conversant with the duties of Fence Attendants laid down in this Instruction and as amended from time to time.

Bypassing of Fences and Hurdles - Training

6. A practical demonstration of the correct use of the bypassing equipment must be carried out before the first Jump meeting of the season and it must be ensured, by a comprehensive question and answer session, that all relevant personnel are aware of their responsibilities. Further practical demonstrations throughout the year are to be carried out as necessary. No Fence Attendant must be given the role without a full briefing.

Bypassing of Fences and Hurdles - General

7. In liaison with the Inspector of Courses, all fences and hurdles must be suitable for bypassing if an obstacle is unsafe to jump . Examples include:

- injured horse or Rider on the take-off or landing side;
- broken section of a fence;
- insufficient time to reinstate a flattened or broken hurdle.

The Managing Executive is to ensure that all bypassable obstacles (and the side on which they are to be bypassed) are clearly known before each fixture. It is also strongly recommended that all obstacles are bypassed on the outer. The information is to be included on a racecourse map and on a separate notice situated in the Weighing Room and changing rooms. In addition, a direction marker (Annex A) (or appropriate A3 laminated colour photograph) is to be displayed in the Weighing Room with the notice set out in Annex B.

Bypassing of Fences and Hurdles - Equipment

8. The Managing Executive is to ensure that:

- a) at every fence or hurdle the following will be provided:
 - (i) a minimum of three 4ft Direction Markers (see Annex A);

Note 1: A further direction marker will be required together with five 30 inch plastic cones of the approved type if the obstacle is by passable on the inner or outer and has an extended lead-in.

Note 2: Racecourses that use the 'One fit' padded hurdles must ensure that when direction markers are deployed, the legs must be of suitable length so that the bottom of the direction markers align with the top of the hurdles when erected at the correct height.

- (ii) one black and white chequered flag;
 - (iii) one orange flag - (veterinary assistance required);
 - (iv) one white flag - (Medical assistance required);
- b) Fence Attendants are provided with a Fox 40 whistle as well as a distinctive tunic for wear during racing.
- c) Racecourse Medical Officers and Racecourse Veterinary Surgeons who are deployed in the racecourse infield are provided with, and wear, tunics/armbands so that they can be clearly identified. Other racecourse staff that may deploy bypassing equipment must also be clearly identifiable (see paragraph 9).

Those Persons other than Fence Attendants who may use the Bypassing Equipment

9. The Head Groundsman, Racecourse Medical Officers, Veterinary Surgeons or any other person at the express discretion of the Clerk of the Course may also, in exceptional circumstances, deploy the bypassing equipment as detailed above if the situation so demands.

Bypassing of Fences and Hurdles - Fence Attendants Duties

10. Fence Attendant(s) are to:

- a) ensure that at the obstacle at which they are stationed, at least three Direction Markers, one black and white chequered flag, one orange flag, and one white flag are present;

Note: An additional direction marker and five approved plastic cones will be required a) if the obstacle is designated bypassable on the inner and has an extended lead-in on the inner, or b) if the obstacle is designated bypassable on the outer and has an extended lead-in on the outer (see Annex C).

- b) as soon as possible after an obstacle becomes unsafe to jump, plant three Direction Markers in the obstacle exactly opposite (or as close as practically possible) to the central position of any obstruction on the take-off or landing side, whether it be an injured horse or Rider, a damaged or flattened obstacle, or any essential equipment of the First Aid organisation dealing with such horse or Rider. As far as possible, no gaps should be left between each of these three Direction Markers;

Note 1: Where an obstacle is preceded by an extended lead-in rail on the inner and is to be bypassed on the inside, the cones and an additional direction marker are to be positioned at the entrance to the lead-in (see Annex C). The same applies where an obstacle is preceded by an extended lead-in rail on the outer and is to be bypassed on the outer.

Note 2: At the discretion of the Managing Executive, additional Direction Markers beyond the minimum of three may also be deployed along the width of obstacles (e.g. at particularly wide obstacles, or obstacles positioned soon after a bend).

- c) proceed further down the course on the opposite side to which the obstacle is being bypassed, and signal to oncoming Riders, by means of the Fox 40 whistle and the black and white chequered flag, the presence of a hazard ahead. The position taken up by the Fence Attendant should ensure that Riders have sufficient time to react to the situation ahead (see Annex C). This distance should be increased if the obstacle is positioned soon after a bend;

Note: Fence Attendants must ensure that they do not obstruct any oncoming Riders' view of the direction markers.

- d) prevent any unauthorised person from planting a Direction Marker, blowing a whistle or waving indicative flags etc;
- e) ensure that all other ground staff involved in the setting-up of the bypassing procedures should subsequently take up a position such that they do not obstruct or distract oncoming Riders;
- f) remove all the direction markers (and cones if applicable) if the obstacle becomes safe to jump prior to the obstacle being jumped on subsequent circuits. However, obstacles should remain as being bypassed if there is any chance that the

safety of the Fence Attendant(s) or participants would be compromised by removing the equipment, or there is insufficient time to remove all the equipment, or to avoid approaching riders having to make sudden manoeuvres to jump the obstacle;

g) if necessary, use the orange flag to signal that a Veterinary Surgeon is required;

h) if necessary, use the white flag to signal that Medical Assistance is required;

i) if necessary, use the black and white chequered flag and Fox 40 whistle to signal the presence of a possible hazard ahead in other circumstances (e.g. a fall on the flat or between obstacles) where the hazard does not necessitate the stopping of the race. The position taken up by the Fence Attendant should ensure that Riders have sufficient time to react to the situation ahead;

j) if necessary, and only if the Fence Attendant is one of the pre-determined personnel specified in paragraph 1b)(ii) and upon instruction from the Clerk of the Course and/or nominated representative of the Managing Executive, use a two tone Stop Race flag and Fox 40 whistle to signal that the race must be stopped and therefore voided.

11. Where the deployable equipment is removed from an obstacle when it becomes safe to jump once again, the Fence Attendant(s) must stop signalling the presence of a hazard ahead.

Alternative Bypassing Route in Exceptional “in-running” Circumstances

12. During a race, and in exceptional circumstances which would otherwise necessitate the deployment of the Stop Race Procedure in paragraph 1b)(ii), Managing Executives may use:

- (i) an alternative bypassing route around an obstacle to that formally displayed in accordance with paragraph 7; and
- (ii) an alternative route around an ‘H’ or ‘C’ Marker.

If Managing Executives wish to take advantage of either of these options they must:

a) initially liaise with their Inspector of Courses to agree any applicable obstacles or part of the course;

b) ensure that there is sufficient width to enable the runners to bypass on the alternative side of the obstacle;

c) ensure that running rail and Markers immediately beyond the obstacle to be bypassed enable a clear and easily understood route by which the runners return to the applicable course;

d) fully document the process and responsibilities involved in implementing such a procedure, which must still utilise black and white chequered flags and Direction Markers as per the normal bypassing protocol;

e) communicate these processes to all relevant raceday staff (including emergency service contractors and photographers) and ensure that Riders are aware that such an option exists at stipulated obstacles at the racecourse or on selected fixture(s) as applicable. This awareness must be achieved by an appropriate explanation on racecourse maps/notices in line with paragraph 7 above and, if considered necessary, a verbal briefing. It must be made clear to Riders that the Direction Markers must still be followed at all times.

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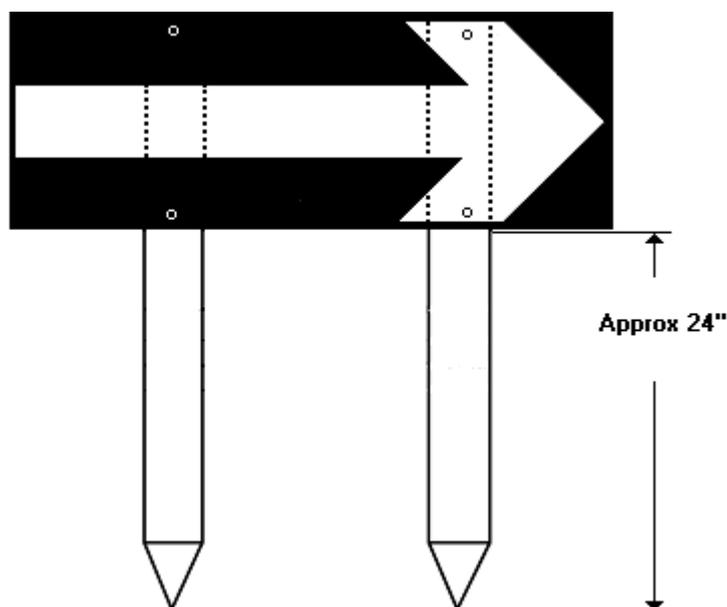
Illustration of Direction Marker & Lists of Hazard &
Related Equipment
Notice to Riders
Illustrations of Procedures when a Fence/Hurdle
is to be Bypassed

Circulation

Stipendiary Stewards
Inspectors of Courses
Racecourse Association
Annex A

Annex B
Annex C

ILLUSTRATION OF DIRECTION MARKER (not to scale)
AND LISTS OF HAZARD & RELATED EQUIPMENT



A Direction Marker consists of a 10mm thick Board 4 feet by 1½ feet with a PVC printed fluorescent yellow arrow on a black background with 2 wooden legs/uprights measuring 2 inches x 1½ inches x 42 inches as attachments.

Each leg/upright is secured to the direction marker by means of two 60mm long x 6mm zinc coated bolts with washers and wing nuts.

There must be approximately 24 inches of leg below the bottom of the direction marker, to allow the marker to be fixed in a fence or hurdle. Racecourses that use the 'One fit' padded hurdles must ensure that the legs are of a suitable length so that the bottom of the direction markers align with the top of the hurdles when erected at the correct height.

HAZARD RELATED EQUIPMENT CHECKLIST

Possible Hazard Ahead	Stop Race	Obstacle Bypassing (Jump Racing)
Fox 40 whistle(s)	Fox 40 whistle(s)	Minimum 3 x Direction Markers
Black and white chequered flag(s)	Two Tone flags (Pantone safety Yellow 13-0630TN and Pantone safety Orange 021 C; 3ft by 3ft)	5 x Approved plastic cones (when extended lead-ins)
		Fox 40 whistle(s)
		Black & white chequered flag(s)

NOTICE TO RIDERS:

MARKING OF FENCES AND HURDLES WHEN OBSTACLES ARE TO BE BYPASSED

1. Three 4 foot direction markers will be planted either in the top of the fence, clear of the top level, or in the hurdle facing the oncoming horses, exactly opposite (or as close as practically possible) to the central position of any obstruction on the take-off or landing side, whether it be an injured horse or Rider, a damaged or flattened hurdle or any essential equipment of the first aid organisation dealing with such horse or Rider. The direction markers will denote around which side the obstacle is to be bypassed.

2. Either one or two Fence Attendants will also stand in a prominent position down the course, but on the opposite side to which the obstacle is to be bypassed, and:

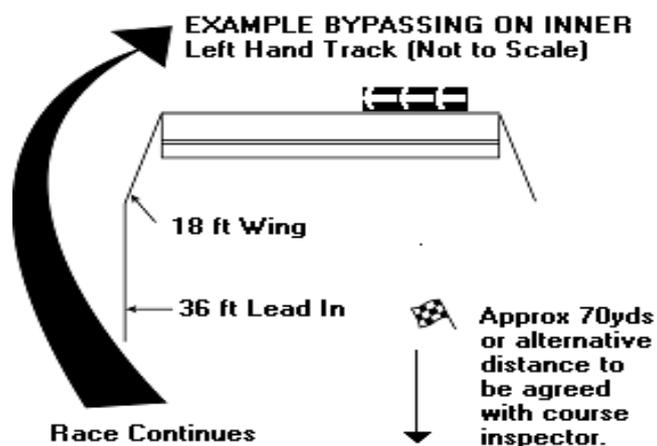
- i) blow a Fox 40 whistle, and;
- ii) wave a black and white chequered flag to indicate the presence of a hazard ahead.

The position taken by the Fence Attendant(s) will be approximately 70 yards ahead of the obstacle.

3. Where a fence or hurdle with an extended lead-in-rail (i.e. more than 36ft) is to be bypassed, five cones must be deployed 5 yards apart and level with the leading edge of the extended lead-in. In addition, another Direction Marker must be inserted at the entrance to the lead-in.

Note 1: In addition to the numbers of Direction Markers stipulated in paras 1. and 3. above, extra Direction Markers may, at the Managing Executive's discretion, be deployed along the width of obstacles (e.g. at particularly wide obstacles, or obstacles positioned soon after a bend).

ILLUSTRATIONS OF PROCEDURES WHEN A FENCE/HURDLE IS BYPASSED

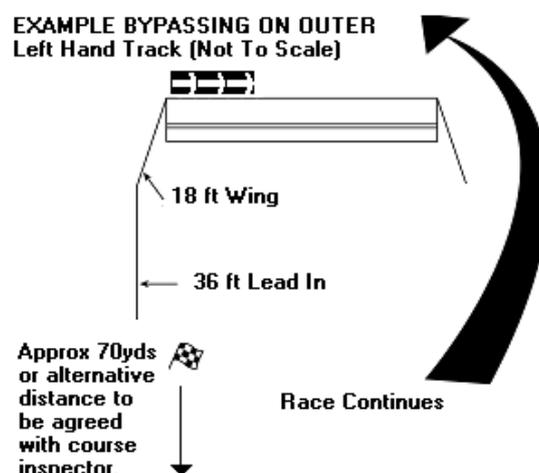


Example:

- Fence/Hurdle bypassable on inner
- Obstruction on outer
- 3 Direction Markers inserted opposite (or as close as practically possible) to the central position of the obstruction
- Additional Direction Markers may be deployed at discretion of racecourse
- Fence Attendant blows Fox 40 whistle and waves chequered flag, ensuring riders have sufficient time to react
- Horses bypass Fence/Hurdle and race continues

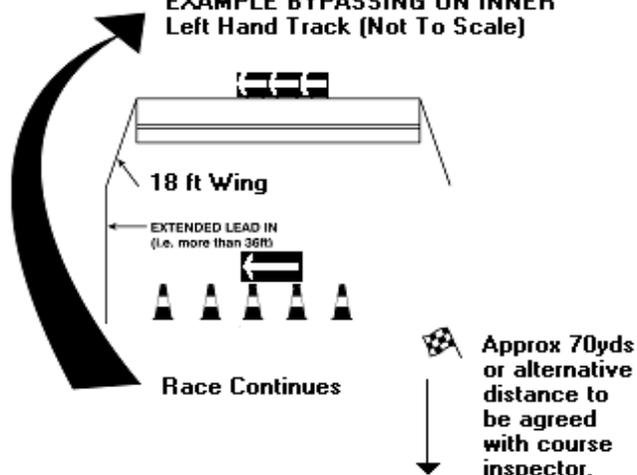
Example:

- Fence/Hurdle bypassable on outer
- Obstruction on inner
- 3 Direction Markers inserted opposite (or as close as practically possible) to the central position of the obstruction
- Additional Direction Markers may be deployed at discretion of racecourse
- Fence Attendant blows Fox 40 whistle and waves chequered flag, ensuring riders have sufficient time to react
- Horses bypass Fence/Hurdle and race continues



OBSTACLES WITH EXTENDED LEAD-INS.

EXAMPLE BYPASSING ON INNER Left Hand Track (Not To Scale)



Example:

- Fence/Hurdle bypassable on inner
- Obstruction in centre
- 3 Direction Markers inserted opposite (or as close as practically possible) to the central position of the obstruction
- Cones 5yds apart, level with leading end of extended lead-in
- Additional direction marker inserted at entrance to lead-in
- Fence Attendant blows Fox 40 whistle and waves chequered flag, ensuring riders have sufficient time to react
- Horses bypass Fence/Hurdle and race continues

Remember: Direction markers in fence/hurdle means:

- Do not jump fence/hurdle
- Continue Racing