



# High/Low Water Plan

## VERSION CONTROL

REVISION NUMBER	DATE OF REVISION	SUMMARY OF CHANGES	AUTHOR
V1.14	30 March 2012	Pre event review.	NADA
V2.1	15 April 2016	Comprehensive review.	Kim Epton
V2.2	5 July 2016	Minor review, and reformat.	
V2.3	18 February 2017	Update.	Kim Epton
V3.0	5 July 2017	Comprehensive review.	Michael Prosser
V3.1	10 Mar 2020	Update.	Michael Prosser
V3.2	10 Feb 2021	Review.	EO
V3.3	8 August 2021	Updates for high water.	EO
V 4.0	14 May 2022	Rewrite. Confirmation of the Race Control Team's role. Expansion of amended Scheduling, Actions and Notifications. Inclusion of Adventure Class and Mini Jets.	Kim Epton
V 4.1	27 May 2023	Inclusion of; Plan 1A Minijet, Plan 1B Minijet.	Michael Prosser

## **DISTRIBUTION LIST (ACTION BY EXECUTIVE OFFICER)**

Board Members

Race Control Team

EO

Manager, Registration

Power Dinghy Racing Club

Paddling WA

Chief Marshal/Marshalling Team

ADSU

Ranger, Walyunga National Park

Signage Team,

Equipment Contractor

Caterers

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# 1 BACKGROUND

Reviews of this Plan took in to account the collective knowledge, experience and expectations of the power and paddle competitor communities.

Experienced competitors (10+ to 30+ years of racing) were consulted and contributed to the preparation of this document.

The Race Control Team referred to in this document comprises:

- Race Director
- Deputy Race Director - Power
- Deputy Race Director - Paddle
- Manager ADSU

## **2 DETERMINING A LOW OR HIGH WATER EVENT**

A Low Water event is identified by water levels stated in the tables below as they will be expected to be at the start time of each day's racing.

A High Water procedure is identified by assessment of locations determined to be a possible hazard.

The decision to implement High Water actions will be made by the Race Control Team.

The decision to implement Low Water Plan 2 or Plan 3 of this Management Plan will be made by the Race Control Team.

Power dinghy racing and paddling representatives should be consulted in this decision making process, as required.

### 3 HIGH/LOW WATER PLAN

This Plan allows for planning, communication and conduct of the Avon Descent in high or low water levels.

- Arrangements for the race planning to continue as normal until the Monday prior to the event.
- The seven day weather forecast is used as guide only.
- Telemetry site readings are at:  
<http://kumina.water.wa.gov.au/waterinformation/telem/stage.cfm>
- The data displayed is Stage Values, not Water Flow.

## 4 TIMETABLE

The decision to change the race structure for Day One, if implemented, will be made and announced on the Avon Descent website on the Friday morning before the event, and the new course for Day One will be advised at Registration.

The final decision on changes to the race structure for Day Two, if required, will be posted on the Avon Descent website by 2.00 p.m. Day One and will also be available at Cobbler Pool Campsite from that time.

Competitors will be informed of changes at Safety Briefings in the Start Marshalling/Pit Area prior to the Start. No announcement will be made prior to this.

High or Low Water Plans will be communicated to all stakeholders prior to the announcement by the Executive Officer.

## 5 LOW WATER PLANS

### Plan 1 – Normal Water Level

<b>SITUATION</b>	
Water level predicted to be at or greater than these levels on the Department of Water telemetry website.	
<b>Northam Weir</b>	10.056
<b>Toodyay</b>	10.188
<b>Walyunga Pool</b>	10.305 (approximately) / 0.32m (Walyunga Pool gauge). <b>NOTE: The Walyunga Pool gauge value of 0.32 is used as the reference.</b>
<b>SCHEDULE</b>	
The Avon Descent continues as normal.	
The course for the Adventure Class only may be adjusted as necessary by the Race Control Team.	
<b>Fog</b>	
In the event of fog at the start line the start time may be delayed, in units of 30 minutes, with all classes following the first power craft to start with the same time spacing between disciplines as originally specified.	
<b>ACTIONS</b>	
No non standard actions required.	



## Plan 1A Minijets – Normal Water Level

<b>SITUATION</b>	
Water level predicted to be between these levels on the Department of Water telemetry website.	
<b>Walyunga Pool</b>	1.2m to 1.5m  <b>NOTE: The Walyunga Pool gauge is used as the reference.</b>
<b>SCHEDULE</b>	
The Avon Descent continues as normal for all categories with the exception of Minijets as follows;	
<b>Day One – Minijets only</b>	
Northam to Cobbler Pool	
<b>Day Two Minijets only</b>	
Ford Cruncher to Bayswater	
<b>Fog</b>	
In the event of fog at the start line the start time may be delayed, in units of 30 minutes, with all classes following the first power craft to start with the same time spacing between disciplines as originally specified.	
<b>ACTIONS</b>	
Day 2 start time 20 minutes after last dinghy passes Ford Cruncher, OR, 1 hour after the start of the last dinghy, whichever comes first.	
Valley access to be arranged with ADSU Manager for craft drop off with Minijet support crew vehicles returning via campsite ie no valley access.	

## Plan 1B Minijets – Normal Water Level

<b>SITUATION</b>	
Water level predicted to be between these levels on the Department of Water telemetry website.	
<b>Walyunga Pool</b>	0.32m to 1.2m  <b>NOTE: The Walyunga Pool gauge is used as the reference.</b>
<b>SCHEDULE</b>	
The Avon Descent continues as normal for all categories with the exception of Minijets as follows;	
<b>Day One – Minijets only</b>	
Northam to West Toodyay Bridge	
<b>Day Two Minijets only</b>	
Ford Cruncher to Bayswater	
<b>Fog</b>	
In the event of fog at the start line the start time may be delayed, in units of 30 minutes, with all classes following the first power craft to start with the same time spacing between disciplines as originally specified.	
<b>ACTIONS</b>	
Day 1 start procedure as normal.	
Day 1 finish to be arranged with ADSU manager.	
Day 2 start time 20 minutes after last dinghy passes Ford Cruncher, OR, 1 hour after the start of the last dinghy, whichever comes first.	
Valley access to be arranged with ADSU Manager for craft drop off with Minijet support crew vehicles returning via campsite ie no valley access.	

## Plan 2 - Low Water Level, Race Proceeds With Modifications

<b>SITUATION</b>	
Water level predicted to be lower than the figures in Plan 1 'Normal' but higher than these 'cease to flow' levels as recorded on the Department of Water telemetry website.	
<b>Northam Weir</b>	9.994
<b>Toodyay</b>	10.060
<b>Walyunga Pool</b>	9.875 (approximately) / 0.00m (Walyunga Pool gauge).  <b>NOTE: The Walyunga Pool gauge value of 0.00 is used as the reference.</b>
For the event to proceed the water level must be greater than these 'cease to flow' levels.	
<b>SCHEDULE</b>	
<b>Day One - Power</b>	
Sports Class 8.00 a.m. Northam to Cobbler Pool.	
Super Standard follow on from Sports Class Northam to Cobbler Pool.	
Standard Class 8.45 a.m. Katrine to Cobbler Pool.	
Mini Jet Class follow on from Standard Class. Katrine to Cobbler Pool.	
<b>Day One Paddle</b>	
8.30 a.m. Northam to Cobbler Pool.	
<b>Fog</b>	
In the event of fog at the start line the start time may be delayed, in units of 30 minutes, with all classes following the first power craft to start with the same time spacing between disciplines as originally specified.	
<b>Finish/Overnight Camp</b>	
Remains at Cobbler Pool Campsite.	
<b>Day Two Paddle</b>	
7.00 a.m. Cobbler Pool to Bayswater (that is, no change from 'normal').	
<b>Day Two Power</b>	
Sports Class 11.00 a.m. Cobbler Pool to Bayswater.	

Super Standard Class, Standard Class, Adventure Class, Minijets – 1.00 p.m. start. Walyunga to Bayswater. Start Grid times in accordance with elapsed time on Day One.

**ACTIONS**

Toilets, power, start tower, caterers to be arranged at Katrine Bridge and/or Walyunga.

Signage Contractor to adjust signage to accord with revised arrangements.

ADSU to adjust rescue and recovery arrangements.

ADSU personnel to assist with traffic management inside Walyunga National Park.

**EXCEPTIONS**

Power craft competitors may change their class of entry up until Time Trial start without penalty.

Power craft competitors may change their class after Time Trial prior to Friday Registration with the penalty of losing their start grid position.

Power craft competitors may change their class after the Day One start, however, they will be re-entered in Conditional Class.

**NOTIFY**

Executive Officer to advise Ranger at Walyunga National Park.

Executive Officer to advise Emergency Management Group of changes.

Executive Officer to advise changes to timing to all Sponsors, spectators, stakeholders, suppliers, Start Marshalling personnel, short race official, family fun days and other events operating on Avon Descent scheduling times.

**NOTE**

Effectively, this is the Low Water Plan.

## Plan 3 – Water Level Too Low

<b>SITUATION</b>	
Water level predicted to be at or below these 'cease to flow' levels on the Department of Water telemetry website.	
<b>Northam Weir</b>	9.994
<b>Toodyay</b>	10.060
<b>Walyunga Pool</b>	9.875 (approximately) / 0.00m (Walyunga Pool gauge).  <b>NOTE: The Walyunga Pool gauge value of 0.00 is used as the reference.</b>
<b>SCHEDULE / ACTIONS</b>	
Event cancelled.	
<b>NOTIFY</b>	
Executive Officer to advise all Stakeholders.	

## 6 HIGH WATER

Assessment of potential high water levels at locations that could present a hazard are not determined by the gauge levels referred to in the Low Water Plan.

Each location that could present a hazard is to be assessed separately by the Race Control Team (or personnel approved by the Team) with regular monitoring in the lead up to the Friday before the race. The final decision on the action to be taken at the hazard is with the Race Control Team

Determinations of the status of the water level at the locations below is to be made by Race Control Team.

### 6.1 Katrine Bridge

High water level determination – submersion of the bridge and/or inability of a boat to safely pass under the bridge.

Should the water level at Katrine be declared 'high' the location becomes a compulsory portage for all competitors.

The ADSU will mark the alternative course through the location as determined by the Race Control Team.

### 6.2 Bells Rapids Bridge

High water level determination – submersion of the bridge and/or inability of a boat to safely pass under the bridge.

Should the water level at Bells Rapid be declared 'high' the location becomes a compulsory portage for all competitors.

The ADSU will mark the alternative course through the location as determined by the Race Control Team.

### 6.3 Other Areas for Monitoring

All areas of the river will be regularly monitored including but not limited to:

- Dumbarton Bridge
- Walyunga Park/Syds Rapids
- Williamson Weir
- Emu Falls

The Race Control Team will monitor other areas as required.

### 6.4 Race Infrastructure

#### 6.4.1 Cobbler Pool Pit Area

High level water determination – flooding or expected flooding over Pit Area.

The Pit Area is to be moved to the upper bank. Determination of this action is made by Campsite Management Team and Logistics Director on the Friday before the event from monitoring of the water level.

