



# Water Safety Plan

## Rules, Procedures and Guidelines

Reviewed February 2014

### CONTENTS

- 1 Introduction
- 2 DTARC water safety rules
- 3 Emergency information
- 4 Safety equipment
- 5 Local navigation
- 6 Boating and landing procedures
- 7 Risk Assessment
- 8 Safety person on duty (SPOD)
- 9 Special provision for events
- 10 Notes for private scullers and rowers
- 11 Other river users

Appendix A: River Map

Appendix B: Water based activity risk assessment

Appendix C: Adverse condition guidelines

Appendix D: SPOD role and checklist

Appendix E: Sources of safety related information

Appendix F: Summary Rules of the River+

## **1 Introduction**

This document sets out the safety procedures and summarises the codes of practice operated by Dart Totnes ARC and comprises part of the club's duty of care policy.

Safety is everyone's responsibility and is paramount at all times, these procedures apply to all members and visitors to Dart Totnes ARC including users of private equipment.

## 2 DTARC water safety rules

2.1 Rowing at Dart Totnes ARC is carried out in accordance with the guidelines of British Rowing %ROWSAFE+, the International Regulations for Preventing Collisions at Sea (IRPCS) and the Dart Harbour Navigation Authority bylaws.

2.2 During club training sessions, the club captain, vice captains, safety advisor, coaches or other senior person in charge shall assess the river and other conditions and determine the safety status for the session. This is to be indicated by use of the coloured tabs on the outdoor safety box.

The guidelines associated with each code (green, yellow and red) are displayed in the outdoor safety box.

In the event of an assessment leading to a red code being displayed, %Adverse conditions guidelines+are to be adhered to. These are presented in Appendix C of this safety plan.

2.3 Individual crews, scullers and their coaches shall, in addition to the above, conduct their own risk assessment and plan their outing accordingly.

2.4 All crews and scullers must record their details and expected return times on the outings board.

2.5 Beginners must be supervised on the water at all times and must remain in sight of an experienced coach or senior person in charge. Inexperienced rowers or scullers (as defined by judgement of the coach or senior person in charge) shall not go further down the river than the end of Home reach unless accompanied on the water by suitably experienced persons.

2.6 No member under the age of 18 shall go out on the river unless there is a senior person in charge, and shall not go further down the river than the double bends unless accompanied by a competent experienced senior within the crew OR in an accompanying boat.

2.7 Safety features (bow balls, heel restraints, hatch covers etc) on all boats should be present and in good condition in accordance with BR Rowsafe. Individuals and crews are responsible for checking their boats before each outing.

2.8 Accidents that involve third parties or result in injury to club members or damage to club equipment must be recorded as Reportable Incidents, whilst other incidents such as capsizes must be noted as Recordable Incidents, in the Incident Logbook in the boat house.

2.9 Limits of Navigation: In general, club members are not to proceed up-river beyond Steamer Quay due to underwater obstructions, strong eddies and limited space to manoeuvre. Never proceed below Dartmouth Castle.

2.10 Crews must dress for conditions anticipated, should not wear jeans and should always bring a towel and a change of clothes and carry liquid to avoid dehydration.

### 3 Emergency Information

#### 3.1 Emergency phone numbers:

- Ambulance, Fire, Police or Coastguard: 999
- NHS Direct (non-emergency advice): 111
- Doctor (Leatside Surgery, Babbage Road): 01803 862671
- Doctor Catherine House, New Walk: 01803 862073
- Community Hospital (Minor Casualties): 01803 862622
- Dart Harbour Navigation Authority: 01803 832337
- Dart Lifeboat Station: 01803 839224
- Brixham Coastguard: 01803 882704
- Devon & Cornwall Police: 08452 777444
- Environment Agency: 0800 807060
- Torbay Wildlife Rescue Service: 01803 557624

#### 3.2 Emergency Phones:

- Phone in back of boat house (adjacent to weights area).
- Phone behind bar in upstairs club house.
- Safety-Person-On-Duty mobile in safety box or with SPOD.
- Phones in neighbouring industrial units.
- Anybody's mobile.

#### 3.3 Missing Crews Procedure:

If a crew or sculler has not returned by 1 hour after their written up return time, check that the boat is still out and ask if they have been seen, check if their cars or bikes are still at the club and phone their homes. If not accounted for assume they are in difficulty, and:

- Call the Dart Harbour Office, Brixham Coastguard and club Captain.
- Detail one responsible person to remain at the boathouse as a point of contact.
- If available and if you are appropriately qualified and experienced to do so, take the safety launch with safety kit bag, mobile phone and one other person (and inform the Harbour Office/Coastguard) to search the river.

## 4 Safety Equipment

### 4.1 Personal Flotation Devices (PFDs . Lifejackets and Buoyancy Aids):

All coxswains, launch drivers and launch crew must wear a flotation device.

Coxswains in bow-loaders must wear a manually operated inflating lifejacket and NOT a foam buoyancy aid, to reduce the risk of getting trapped in the boat.

PFDs are kept on hooks by the boathouse door. Choose one the correct size for your activity and fit correctly, using the straps and clips provided. Wash and stow correctly after use. Report any damage.

### 4.2 Throw lines are kept on the hooks with the PFDs

In an emergency:

- Get the attention of the casualty, reassure them and explain that you will use the line.
- Position yourself on the bank with a safe footing and with regard to the path the casualty will take as they are pulled in.
- Hold the line by the handle in one hand and throw the bag. Or, if using one of the orange bell-type throw lines, remove the blue plastic end cap, hold on to end of line and throw the orange canister (overarm or underarm).
- If you miss with either device, lay the rope on the ground fill the bag or canister with water and try again.
- Pull the casualty in steadily.
- The casualty should hold the bag and beware of water thrown up into the face when being pulled in.

### 4.3 First Aid Kit:

First aid equipment is located in the red cupboard at the back of the main boat house next to the men's changing rooms. Its contents are checked monthly. Use of the kit should be recorded in the Incident Log Book.

### 4.4 Safety notice board:

The safety notice board is located above the red first aid cupboard adjacent to the men's changing room. The Incident Logbook and Damage & Repair Logbook are kept by this board, a copy of BR Rowsafe is also kept in this area.

Members and volunteers are expected to familiarise themselves with the information and check regularly for updates.

### 4.5 Outings board:

The Outings board is located in the safety box on the outside wall next to the main shed doors. Crews and scullers should record details when they take to the water and should include name, Type of boat, time out and expected time back. On safe return from an outing the entry should be deleted.

Additional safety information may also be found in the outside safety box, including river safety status, water temperature and tide information and pending exceptional hazards.

#### 4.6 Launches:

The club owns three launches with 15hp 4-stroke outboards for coaching and safety boat duties.

Launch drivers, who should ideally hold an RYA Level 2 Powerboat Certificate, must have the club Captain's permission and be familiar with BR Rowsafe guidelines for the use of Rescue Launches, local rules of navigation and the correct use of the safety equipment provided. The launch driver, crew and any passengers must wear buoyancy aids.

Rescue equipment, paddles, bailer and spare fuel should be carried in the launch. The Incident Logbook and Damage & Repair Logbook should be used as necessary, with any problems reported to the Captain or Safety Adviser.

#### 4.7 Incident Reporting:

It is a requirement of British Rowing and the club's insurers that any accident or incident is recorded. It also enables the club to identify areas where safety can be improved.

Accidents that involve third parties or result in injury to club members or damage to club equipment must be recorded as Reportable Incidents, whilst other incidents such as capsizes must be noted as Recordable Incidents in the Incident Logbook in the boat house.

## 5 Local Navigation

### 5.1 Speed:

The speed limit for power driven vessels in most of the river is 6 knots and ~~lead slow~~ in Home Reach. When engaged in rescue operations or escorting a fast moving rowing craft, launch drivers may exceed a speed of 6 knots providing it is safe to do so and with great care with respect to other river users and wildlife.

Rowers and scullers should proceed slowly and with caution along Home Reach and past the Club during Club Juniors and Beginners sessions.

### 5.2 Overtaking:

In normal training circumstances, rowers and scullers should move out towards the middle of the river when overtaking and not cut inside. IRPCS Rule 13 applies ~~any vessel overtaking~~ any other shall keep out of the way of the vessel being overtaken+.

Under head racing conditions, when declared by event organisers or coaches in charge, a crew being overtaken should not impede the progress of the faster boat, however it remains the responsibility of the overtaking boat to pass safely.

### 5.3 Circulation:

The standard circulation pattern is anti-clockwise. All boats should in general keep to starboard and in passing circumstances should always aim to pass port to port.

Note . Craft under oars have no rights of way over powerboats or sailboats.

## **6 Boating and Landing Procedures**

- 6.1 All boat types may boat or land at the club steps. Singles and doubles may also use the slip and are encouraged to do so at busy times.
- 6.2 Crews and scullers boating or landing should in general seek to do so with their bows pointing into the current flowing in the river. Even when the tide is coming in, river water may well cause the direction of the current to flow down river, indeed it is unusual to see significant up river current. Judgements should be made on the basis of observation of the prevailing conditions rather than reliance on tide tables.
- 6.3 Crews and scullers making a judgement to boat or land with their bows pointing down river should recognise and be aware that this will place them against the generally prescribed circulation pattern and may well take them directly into the path of crews heading upriver or waiting to land at the steps or slip.
- 6.4 Boat checks and adjustments should be made before taking the boat to the water, final adjustments to feet should be made away from the steps in order to minimise the time that the boat is at risk of grounding and to minimise waiting times for other crews.
- 6.5 Wellies should be removed as soon as is practicable when going afloat, and should not be put on again ideally until the boat is in water of a depth in which the crew can stand.
- 6.6 Concentration and attention to safety considerations should be maintained throughout the time that the boat is off its rack. The outing starts when the boat is picked up and is not over until the boat is washed and put away.
- 6.7 When carrying boats or positioning them on trestles, members should be aware of the general public walking along the river bank and should take care not to obstruct or inconvenience anyone. Boats should not be left on trestles such that they obstruct the foot path or the entrance to the car park.
- 6.8 Boats should, in general, not be left on trestles for any longer than is necessary to prepare the boat for an outing or wash and check it after an outing.

## 7 Risk Assessment

Coaches, coxswains, crews and scullers should assess the risks before taking to the water. Risk is the probability of an accident assessed in the context of the severity of the outcome. Listed below are some of the basic checks individuals should undertake (and the associated hazards in round brackets) [and actions to take in square brackets]:

- Water conditions: assess wind and tide, likely changes in both and the associated likely affects on the rowing conditions.
- Weather . temperature: is it very hot or very cold? (hypothermia, heat exhaustion) [wear appropriate clothing, take bottled water, and limit duration].
- Weather . wind speed & direction: will it cause adverse wind-against tide? (swamping, capsize) [plan ahead and don't go too far down river].
- Tide: when is high or low water? (grounding) [delay outing or return in good time].
- Boat checks: . (equipment failure, entrapment, sinking) [bow balls, heel restraints and buoyancy compartments in good order].
- Athlete competence? (capsize, collision) [beginners and inexperienced rowers to be accompanied by a coach and make sure you are up-to-date with the Clubs safety plan].
- You should also ask yourself what if+ (e.g. capsize while unaccompanied in cold weather or capsize or injury to a quad full of juniors in your charge) and take whatever precautions are required to minimize the risk.

## **8 Safety Person on Duty (SPOD)**

- 8.1 At times when club activity is greatest (principally weekend mornings) members may be asked to volunteer for the Safety Person on Duty (SPOD) role.
- 8.2 The SPOD is intended to help people comply with these safety guidelines and to work with coaches or other senior and experienced club members to render assistance should an incident occur.
- 8.3 The SPOD is not expected to take responsibility for the safety or actions of others nor should they attempt to undertake a rescue if they are not suitably qualified and experienced.
- 8.4 The SPOD checklist and guidelines cards are kept in the red safety cupboard under the safety notice board. They are also presented as Appendix D of this document.

## **9 Special provision for events**

- 9.1 DTARC organises a regatta (Totnes and Bridgetown Royal Regatta), usually in June or July of each year, and holds a 3000m head race (DTARC Autumn Head) in November or December. The club also cooperates with Dartmouth Amateur Rowing Club in organising the annual Head of the Dart each spring.
- 9.2 Each of the events has its own safety plan and risk assessment, however these may refer to this document for some of the standard safety provisions and considerations.
- 9.3 The club also holds occasional informal time trials and events from time to time. These operate under the general provisions of this safety plan, however organisers may put in place additional measures. Organisers should take care to minimise the risk to other club members engaged in normal club activity, to limit inconvenience to these members and notify them of the intentions for the event.

## **10 Notes for private scullers and rowers**

- 10.1 No less than any other club member, scullers and rowers using their own boats must be aware of all safety rules and duty of care notes. The club does not take any responsibility for personal injury whatsoever, nor does it take responsibility for damage to a member's property.
- 10.2 Boat owners are responsible for ensuring that they have a minimum of third party insurance cover on their boats; boats without third party cover cannot be stored on the club premises.
- 10.3 Boat owners are also responsible for ensuring that their boats are licensed by the Dart Harbour Navigation Authority for use on the Dart
- 10.4 The club strongly recommends that single scullers do not venture onto the water alone. Lone scullers choosing to ignore this recommendation do so at their own risk and should leave word with someone that they are going out on the river.
- 10.5 All crews and scullers must record their details and departure time with expected return time on the Outings Board.

## **11 Other river users**

- 11.1 It is expected that all members will be polite, considerate and (if required) helpful to other river users. In particular, we should all bear in mind the following points:
- 11.2 **OTHER RIVER USERS MAY NOT KNOW OUR RULES.**  
We may be strict within the club about keeping to the right hand side of the river, and indeed this is the generally accepted rule of navigation. However, many other river users do not know this, and if they do, by the time they get this far up what they think is a sleepy Devon river they may forget about it.
- 11.3 **SOME LARGER BOATS MAY BE LIMITED IN WHERE THEY CAN GO.**  
Yachts with deep keels and the ferries have to stay in the deep water channel. If that means they are in your way, you cannot expect them to get out of it!
- 11.4 **MANY PEOPLE WILL MISJUDGE HOW FAST WE ARE GOING.**  
The speed limit on the river is 6 knots and most smaller boats and yachts will be travelling at this speed or slower. A reasonably good rowing crew can cruise easily at 8 knots, and in a racing piece may be doing over 10 knots. Viewed from ahead, many people will not recognise how fast we are going, and therefore how quickly we will close the gap.
- 11.5 **BE CONSIDERATE.**  
Think a little about what other river users may be trying to do and be accommodating if you can.
- 11.6 **BE POLITE.**  
If someone gets in the way or interrupts your piece, bad language or insults are unlikely to help the situation.
- 11.7 **BE HELPFUL.**  
You can help people in potentially close passing situations by making it clear what your intentions are: make a distinct course change and make it early so they can see how you want to pass. The later you leave it, the more likely they are to do something unpredictable. In some circumstances it might be helpful to explain to other river users that we, in general, will keep to the right hand side of the river so they know what they can expect from us. With a bit of luck they will see sense and do the same.
- 11.8 **ON LAND.**  
Boats and other equipment should not be left on trestles such that they obstruct the foot path or are in the way of vehicles moving in and out of the car park. Vehicles with trailers aiming to launch or recover boats from the slip way need sufficient space to turn and manoeuvre.
- 11.9 **BE AWARE OF OUR REPUTATION.**  
We want to be a respected and valued asset to Totnes, and be in a position to benefit from the good will of the town and river authorities. The behaviour of individual members reflects on the club as a whole.



**Appendix B: Water based activity risk assessment**

<i>ACTIVITY</i>	<i>HAZARD</i>	<i>LIKELY INJURY</i>	<i>WHO IS AT RISK</i>	<i>LIKLEHOOD</i>	<i>SEVERITY</i>	<i>RISK</i>	<i>CONTROLS</i>	<i>RESPONSE</i>
Clubhouse	Slips, trips, bumps and falls	Cuts, bruises and fractures	Members, visitors, helpers	Unlikely	Minor	Moderate	Keep boatsheds and all clubhouse areas clean and tidy	Regular cleaning, clear obstructions and projections. Regular safety checks
Access to Water	Slips, trips and falls	Cuts, bruises and fractures	Crews, public, helpers	Possible	Moderate	Significant	Tidy boathouse and surroundings. Keep public routes and steps clear of obstructions	First aid kit and ability to call 999 at boathouse. Safety Person on Duty
Carrying Boats, Boats on trestles	Contact with boats, riggers and blades	Cuts, bruises and fractures	Members, visitors, helpers, public	Possible	Moderate	Significant	Awareness of surroundings and others. Minimise number of boats left on trestles.	Supervision of juniors, regular reminders, Safety Person on Duty
Rowing Outings	Collision with other craft, swimmers or obstructions	Cuts, bruises	Crews, other boat owners, public, ferry passengers, swimmers	Possible	Moderate	Significant	Ensure crews have clear knowledge of navigation and circulation rules.	Ensure safety boats carry required kit.
	Capsize	Drowning, Hypothermia	Crews	Likely	Major	High	All competitors able to swim and using equipment in accordance with BR Safety Code.	Ensure emergency medical cover is accessible.
	Changes in weather	Drowning, hypothermia, collapse, dehydration, asthma, fatigue	Crews, officials, helpers, spectators	Possible	Moderate	Significant	Coxes to wear approved lifejackets.	Encourage cohort/buddy rowing and wearing of high viz clothing
	Sighting	Spotting boats in difficulty	Crews	Likely	Major	High	Decision on red, yellow or green safety status Safety boat crews or SPOD to advise/warn crews.  Use of appropriate clothing, asthma puffers, sun cream, fluid intake.	Advise and remind use of appropriate clothing, asthma puffers, sun cream, fluid intake.  Adequate safety cover and shore sanctuary points  Liaise with other river users.

## **Appendix C: Adverse condition guidelines**

### **CRITERIA** involved in decision making

- water temperature
- air temperature
- wind speed and direction
- tide/stream speed and tide times
- debris or obstructions in river
- wind against tide conditions
- poor visibility
- anticipated changes in conditions
- Dartmoor rainfall
- upper Dart river height
- age of athletes
- experience and supervision of athletes

### **DECISION MAKING**

Club Safety Adviser, Club Captains, Coaches and experienced rowers will assess the conditions. Using the criteria mentioned above a decision will be made whether or not to CANCEL CLUB ROWING or if conditions are less severe to invoke the ADVERSE CONDITIONS GUIDELINES (ACG -code red). If conditions are unfavourable but do not merit invoking ACG then oarsmen may be encouraged to row as a group, buddy up or use a crew boat (code yellow).

In order of precedence in decision making: Safety Advisor, Club Captain, Club Vice-Captains, Coaches and if none of the above available then the most Senior/Experienced rowers present.

### **CONDITION CODES AND ADVERSE CONDITIONS GUIDELINES:**

#### **CODE RED**

- Orange rescue launch to be deployed appropriately to conditions (beside slipway or manned on the river) covering the river between Vire Island and Double Bends.
- An additional launch to accompany any boats proceeding beyond double bends.
- Down-river rowers should be in a single cohort (late comers prohibited).
- Particular care to be taken to maintain proper station (starboard bank, ie Baltic Wharf side when heading down river, club-side heading up river) and when overtaking.
- All scullers /oarsmen to wear suitable clothing (including high visibility top).
- A notice of the Decision displayed on Boating Area will be binding for established Club Events eg Vet Scullers 0830 outings; (re-grouping as individuals is disallowed unless conditions have improved and Guidelines revoked)

#### **CODE YELLOW**

- Rowing Caution, advice to Scullers: row in a crew boat, as a group or buddy up with another sculler.
- Conditions may be expected to deteriorate, be aware of possible changes.

#### **CODE GREEN**

- Conditions good
- Rowing activities may proceed under normal safety guidelines.

## Appendix D: SPOD role and checklist

**DTARC – Saturday and Sunday Safety Duty – SPOD (Safety Person on Duty)  
7.45 -12 noon**

**In this duty you are not solely responsible for safety. All members are mutually responsible for the safety of everyone in the club. Your duty is as a ‘safety overseer’, another pair of eyes, someone who is visibly promoting and enhancing the safety culture of our club**

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### **CHECKLIST**

**Please read details overleaf**

- Agree the safety state, **Green**, **Yellow** or **Red** and display on safety board.
  - Put on high viz SPOD vest
  - Collect the safety mobile phone from boathouse
  - Display safety code, water temperature, air temperature, time of low water/high water and write your name up
  - Check launches . fuel, safety kit
  - Check all throw lines are ready for use
  - Assist and oversee boats from boathouse and launching
  - Walk boathouses, look for hazards, tidy away obstacles, check for dangers
  - Walk to the end of the ranges. Ensure crews are following directional code
  - Check boats back in and off the water
- 
- **IN CASE OF EMERGENCY YOU ARE NOT EXPECTED TO DRIVE THE RESCUE BOAT. IF YOU ARE TRAINED....USE IT....IF NOT, QUICKLY FIND SOMEONE WHO IS OR CAN HELP YOU LAUNCH IT.**
  - **Most important – politely talk to others and make them aware of the club safety rules, tell them what you have done and why and ideally brief the person who will be on duty next. If you spot something you are unsure/unhappy about discuss it with party involved and the advisor of the day. If the party involved is not receptive to your advice, do not argue, simply note it and report it to the advisor**

Your SPOD mobile phone number is:	07929 234919
The number of the clubhouse phone is:	01803 863772
River Dart Harbourmaster:	01803 832337
Emergency Ambulance or Coastguard:	999

## DUTY DETAILS

- Arrive at the club by 7.45am and report to the Safety Adviser to agree the safety state, **Green**, **Yellow** or **Red** and display on safety board. In his absence, refer in order to the Club Captain, Club Vice Captains or most experienced Coach. Otherwise agree by a consensus of most experienced members present.
- Put on high viz vest hung up in boathouse, imprinted SAFETY PERSON ON DUTY (SPOD) and collect the safety mobile phone from boathouse
- Display safety code, record water temperature, air temperature, time of low water/high water and clearly write your name up
- Check **orange launch** is correctly inflated, fuelled up, with kill cord, safety kit and 4 lifejackets and parked at top of slipway. Check **fish+coaching launch** has safety kit, fuel, ladder, kill cord & lifejackets before it is launched
- Check all throw lines are packed correctly and ready for deployment. Check any coach using a bike is carrying a throw line with them
- Assist with and/or oversee:-  
Boats exiting boathouse, boat safety checks, launching of boats to avoid queues, damage or injury, announce safety state a few times at the steps as people disembark, announce any known special conditions. E.g ferries, debris, obstacles, buoy movements, check dress code/buddying up is appropriate for safety code & conditions, asthmatics have their inhalers, ensure every boat launched is recorded on safety board
- After initial high intensity of getting people out in the first hour or so, continue to oversee any boat launches and the matters above. Use **slacktime** to walk boathouses, look for hazards, tidy away obstacles, check racks to ensure no boats are in danger of falling.
- Walk to the end of the ranges. Ensure crews are safe, and following directional code, warn of impending collisions by megaphone or shouting.
- Check boats back in and **off the water** ensure crew deletes their boat/crew from board

## **Appendix E: Sources of safety related information**

### Weather:

<http://www.bbc.co.uk/weather/2635610>  
<http://www.metoffice.gov.uk/public/weather/forecast/totnes-devon>  
<http://www.xcweather.co.uk/>  
<http://www.raintoday.co.uk/>  
[http://www.ffreithwen.co.uk/uk-weather/brack\\_all.htm](http://www.ffreithwen.co.uk/uk-weather/brack_all.htm)

### Tide:

<http://easytide.ukho.gov.uk/easytide/EasyTide/SelectPrediction.aspx?PortID=0023C>  
<http://www.climbers-club.co.uk/tides/ci-tidalinfo.html>

### River level:

<http://www.environment-agency.gov.uk/homeandleisure/floods/riverlevels/120723.aspx?stationId=3216>

### Ferries:

<http://www.dartmouthrailriver.co.uk/days-out/boat-trips-3/river-cruise>  
<http://www.paddlesteamerkc.co.uk/#timesfares>  
<http://greenwayferry.co.uk/2012/totnes-ferry/>

### British Rowing documentation:

<http://www.britishrowing.org/taking-part/staying-safe/rowsafe>  
<https://incidentreporting.britishrowing.org/>  
<http://www.britishrowing.org/taking-part/staying-safe/further-guidance>

## **Appendix F: Summary “Rules of the River”**

The DTARC water rules are in place to ensure all activities are carried out in a safe and responsible manner and all members should at some point read these and do their best to abide by them. As a reminder of the more common bits that affect our use of the river, all should please ingest the three cardinal rules set out below and behave accordingly.

This is about safety, avoidance of damage, and ensuring that we all enjoy and get the best out of our rowing.

### **RULE 1: KEEP TO THE RIGHT**

Boats should pass port to port. Bear in mind however that there is not always sufficient depth of water for the full breadth of the river, so oncoming boats may be more central or indeed be restricted to the buoyed channel. This is particularly the case for the ferries and other larger vessels.

Overtaking crews or scullers, and those training side by side may take up more space. All scullers, coxes and rowers responsible for steering should maintain awareness of the situation ahead of them and make sensible decisions about how to proceed.

### **RULE 2: OVERTAKING BOAT KEEPS CLEAR**

It is your responsibility to overtake other boats or pass obstacles safely. There is no obligation on the part of a boat being overtaken to get out of your way.

If you see a boat coming up behind you however, it is courteous not to obstruct their progress. If you are stopping, pick a safe place, tuck in to the bank if you can and make your intentions clear.

Under head racing conditions, a boat being overtaken is required not to impede the progress of the faster crew. It does however remain the responsibility of an overtaking boat to do so safely. Experienced and wise athletes will manage passing situations so they have minimal effect on the time of both crews.

### **RULE 3: BE CONSIDERATE**

Respect the rights of others to enjoy the river as they choose; the interests of one are no better than those of another. Those who training have no better entitlement or right of way over others.

Give warning to other river users if needed such as calling out to alert scullers to obstructions, and avoid stopping in 'blind spots' such as on bends or at narrow points of the river.

In the event that other river users are behaving in a disruptive or irresponsible manner, it may be appropriate to advise them of your own plans so they are able to avoid disrupting your outing. However under no circumstances is bad language or other abuse acceptable, necessary or helpful in dealing with a situation. Any conduct that gives rise to serious concern should be reported to the Captain who may in turn advise the Harbour Master who is best able to deal with the problem.