Totnes and Bridgetown Royal Regatta Sat 1st & Sun 2nd June 2024

Regatta Water Safety Plan

V.1 22 May 2024

Contents

1 Totnes & Bridgetown Regatta 1

2 Influenza & Other Transferable Illnesses 1

3 Event Description, Course & Circulation pattern 1

4 Boat checks for competitors 2

5 Safety co-ordination and communications 2

6 Rescue, marshalling craft and Spotters 2

7 First Aid and Evacuation of casualties 3

8 Incident procedures for rescue team 3

9. Rescue Procedure for Competitors (Capsize, swamping etc) 4

10 Racing conditions 4

11 Control Procedures & Comms with other river users 4

Appendix A: 500m and 1000m Course Map and Circulation 6

Appendix B: Regatta supplemental risk assessment 7

Appendix C: Rescue Boat minimum equipment list 8

Appendix D: Boat and competitor safety check list *(to be communicated to competitor clubs)* 9

Appendix E: *Approximate* Schedule for Saturday 1st June 2024 11

Approximate Schedule for Sunday 2nd June 2024 12

1 Totnes & Bridgetown Regatta

1.1 This document sets out the special safety procedures and arrangements to be put in place for the annual Totnes & Bridgetown Royal Regatta. It contains several important appendices.

1.2 The event is run under the guidelines set out by British Rowing, presented in the RowSafe documentation which may be viewed on the BR website: https://www.britishrowing.org/

1.3 This document is additional to, and should be read in conjunction with, the Water Safety Plan for Dart Totnes ARC which accompanies this document or may be accessed here: https://darttotnes.co.uk/resources-and-documents/

1.4 Races over the 1000m Championship course are held under West of England ARA (WEARA) rules whilst 500m races are held using WEARA Status Rules. All races are overseen by qualified WEARA umpires.

2 Influenza & Public Health

Safety at our Regatta depends on each and every attendee:

- being aware of current health guidance,
- actively taking responsibility for their own actions
- showing due consideration and respect for others.

3 Event Description, Course & Circulation pattern

3.1 Totnes & Bridgetown Royal Regatta is a regatta format event, involving multiple WEARA championship races over a 1000m distance on Saturday, and further non-championship races over a shortened 500m on the Sunday.

3.2 The racing course is contained within Home Reach of the river Dart, with craft racing in up to three lanes side by side.

3.3 A map of the course is presented as **Appendix A.**

3.4 **Prevent Collision:** all competitors MUST obey the circulation pattern and follow the circulation pattern at all times including in the WARM UP AREA.

3.5 **Prevent Collision:** all competitors MUST keep a good look out at all times.

3.6 **Warm up:** crews should not commence warm up until they pass DOWNSTREAM OF START MARSHALLING area (see course map – **Appendix A**)

4 Boat Checks for Competitors

4.1 All competing rowing craft must be safety checked before going onto the water. **This is the responsibility of the competing clubs.**

4.2 For this purpose, a boat and competitor safety checklist is presented in **Appendix D** and will be communicated to competing clubs in advance of the race days.

4.3 Representatives from the host club, DTARC, may also perform spot checks to cover the elements outlined within BR Rowsafe.

4.4 Boats failing inspection will not be allowed to row in the Regatta. The Club's Representatives will be in contact with the Regatta Safety Adviser, whose decision will be final.

NB. These inspections do not reduce the responsibility of competing clubs to ensure their boats and equipment are adequate to withstand the conditions of the day.

5 Safety Co-ordination & Communications

5.1 The safety team will be coordinated from **Race Control** at the DTARC club house.

5.2 Communication will be as follows:

Contacting Whom?	Communication Method
Race CONTROL	VHF, Direct, Visual
Safety Boats	VHF, Direct, Visual
First Aid Team	Direct, PA
Umpires	VHF, Direct, Visual
Marshalls	Direct, Visual, PA
Competitors	Direct, Visual, PA
Emergency Services	999

Definition of communication methods:

Direct	Direct verbal communication, alert, megaphone, PA, etc
PA	Via public address system
VHF	Licensed VHF radio transceiver
Visual	Visual signal, waving etc
999	Landline/ mobile

6 Rescue, Marshalling Craft & Spotters

6.1 Rescue Boats (RB) and Marshall craft will be stationed as shown on the course map presented in Appendix A and as follows:

ID	*Location*
RB1	*Finish area*
RB2	Lower end of Baltic Wharf
Marshall	*End of tow path to hole in the wall*

6.2 Rescue Boats will be suitably crewed (minimum of two appropriately qualified or experienced adults, one of whom to have first aid training).

6.3 All Rescue Boats and Marshall craft will be of a suitable type and size and will be equipped with at least the items indicated in Appendix D.

6.4 Rescue Boats as noted in 3.1 above and race umpires will maintain a full view of all craft on the water involved in the regatta. Additional spotters may also be placed along the course as required on the day.

7 First Aid & Evacuation of Casualties

7.1 First aid will be provided by a suitable provider (eg St Johns Ambulance or other First Aid Services) stationed in Longmarsh car-park close to the boatshed doors of DTARC club house.

7.2 Defibrillators / AED:

- First Aid provider will have own equipment
- BUT also available outside clubhouse, riverside wall. Tear down posters with access code are placed around club house/ changing rooms

7.2 In general, all casualties will be returned to the Longmarsh slipway - **but see 7.3**.

7.3 **Action on collapse of competitor/ official AFLOAT:**

- Do not delay - do not attempt resuscitation afloat.
- Immediately transfer casualty to dry land on path side or slipway, or steps to allow effective CPR etc.
- Safety team must judge if rowing or transfer to rescue boat is more efficient.
- **Call 999**
- Alert Race Control

8 Incident Procedures for Rescue Team

8.1 **Autonomy of Safety Team**
All members of the safety team are empowered to act autonomously should the situation dictate: eg. In the event of communication failure.
All active team members should remain vigilant at all times.

8.2 Minor Incidents
Safety team members will exercise their own judgements in handling minor incidents. **Race Control** is to be kept informed of minor incidents and other notable occurrences

8.3 **Serious Incidents & Escalation**
i.e. Incidents involving multiple competitors or where competitors or members of the safety team are judged to be at significant risk of harm:
Nearest safety team member will assess if external (emergency 999) assistance is required.

8.4 Course Obstructions
Any incident that results in the course being obstructed must be speedily communicated to umpires. Umpires may choose to suspend racing until the course is cleared.

9. Rescue Procedure for Competitors (Capsize, Swamping etc)

9.1 Do not panic – help will come.
9.2 In the event of ***capsize***:

A. **SHOUT OUT, or BANG loudly on the hull 2-3 times if already upside down to attract attention.**
B. **FREE your feet and EXIT the boat– being careful to avoid oars and riggers**
C. **STAY WITH and HANG ON TO your boat**
D. **STAY CALM – TAKE CONTROL of your breathing**
E. **Try to get your body out of the water onto or into the hull.**

NOTE: If you are ***EXTREMELY CLOSE*** (1 boat length) to a safe landing point (slip way or steps) AND have attracted attention from the bank, you may either:

i) Attempt a "straddle and paddle" or

ii) Move to the bow and use leg kick to tow your boat to the safe landing point.

9.3 **SHOUT OUT** again if you need to attract attention.
9.4 **AWAIT RESCUE**.
9.5 **FOLLOW INSTRUCTIONS FROM THE RESCUE CREW**.

10 Racing Conditions

10.1 **Weather, River Flow & Tide Conditions**
Conditions will be monitored by umpires and experienced members of the Regatta team.

10.2 Deterioration of Conditions
In the event of deterioration of conditions during the event, umpires and race control may decide to suspend or cancel racing at any time.
In this situation, all crews will be directed to return to the slipway and steps and to their trailers.

10.3 Thunder & Lightning
In the event of thunder and lightning, racing will be suspended.
All crews on land must return their boats to trailers or racks, leaving the slips and steps clear.
All crews on the water must return immediately to land and take appropriate shelter.

11 Control Procedures & Comms with Other River Users

11.1 It is anticipated that commercial and pleasure traffic will be using the river during the event.

11.2 Commercial riverboat and boat hire operators: will be consulted prior to the event and the timing of arrivals and departures of ferries from Steamer Quay will be communicated to umpires on the day. (Dartmouth Ferry need to warn customers of car park closures). The race programme will be adapted in consideration of these timings.

11.3 Masters of commercial vessels: will be given contact details of Race Control prior to the event and will be asked to advise when they are about to depart Steamer Quay.

11.4 **Light Traffic:**

Masters of individual yachts, motor boats, other craft adjudged to constitute light traffic, approaching the course from up river or down river, will be hailed by the nearest rescue boat or start marshal and advised that a rowing event is in progress.

Cooperation will be sought from those intending to continue to pass through the course. This shall include instruction on the safe circulation convention (down river on Baltic Wharf side, up river on clubhouse side - keep a good watch).

11.5 **Commercial or Busy Pleasure Traffic Approaching the Start Area (from down river):**

- Racing will be suspended to allow safe passage of the course.
- Start umpires will be advised by Race Control when the course is clear.

11.6 **Commercial or Busy Pleasure Traffic approaching the Finish Area (from up river):**

- Masters of craft will be asked to wait until any race in progress has finished.
- Start umpires will be instructed by race control to suspend racing.
- Racing will resume when the start umpires can verify the course is clear.

11.7 In the event of pleasure craft refusing to cooperate with the requests of marshals, rescue boat crews, spotters and umpires, are all to be advised of the situation so that crews on course can be warned.

Start or mid-course umpires may decide to halt a race in progress if they perceive significant risk to competitors or the public exists.

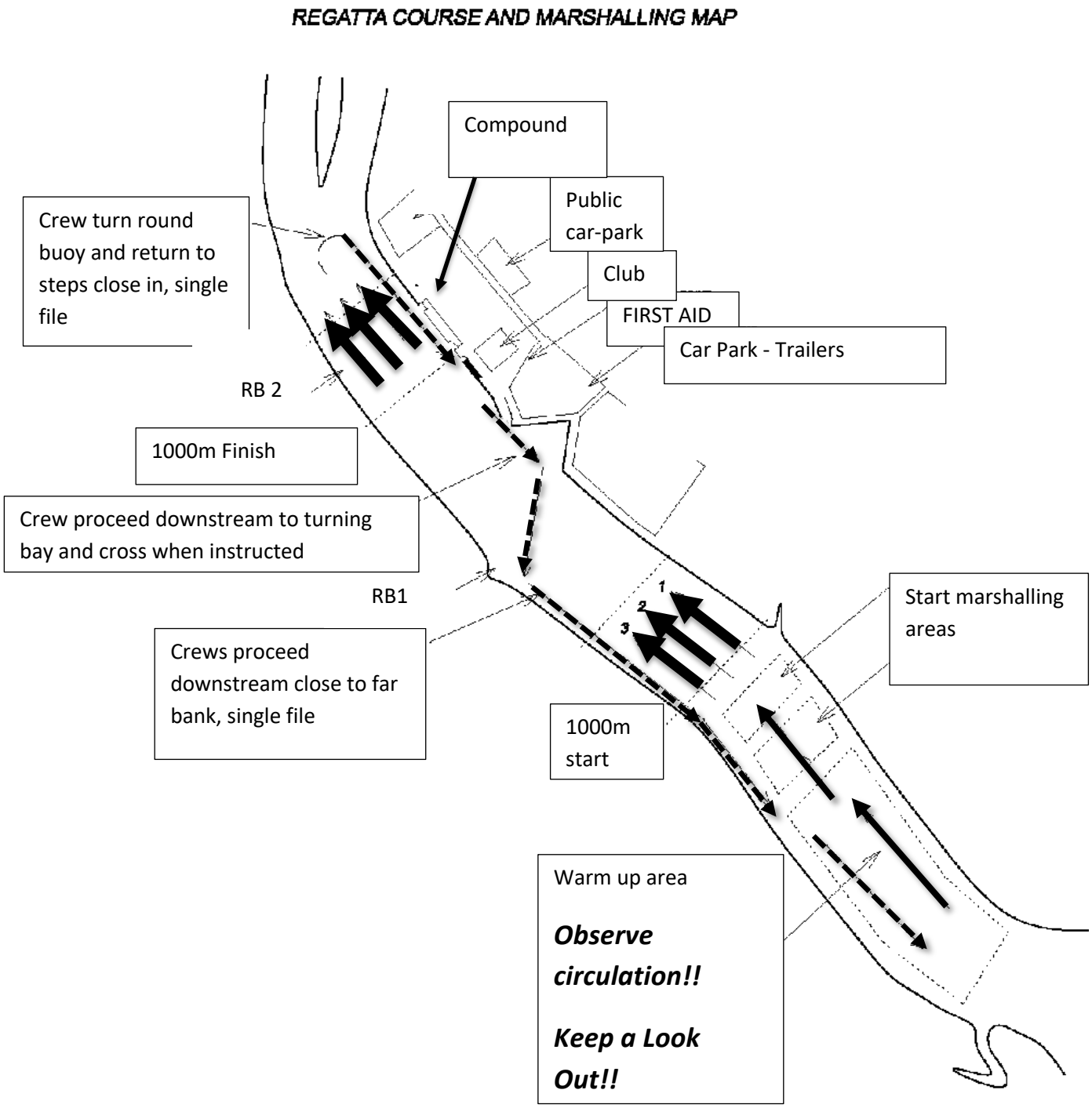
11.8 Wildrun Swim – racing will be suspended to allow the start of the Wildrun Swim. Boating onto the water will halt in time to ensure that, once the last race is completed before the swim start, there are no Regatta competitors on the course. Once all competitors off the water, the cleared course will be advised to Wildrun so that they may commence the swim.

Once all swimmers have passed the clubhouse, boating onto the water may commence again, with all competitors and rescue/marshall boats taking care to remain behind the swimming group and its safety team as they proceed down river.

Top Tips for a Good Race:

- Do your gates up!
- Walk the course first.
- Bring sunscreen and hand sanitiser.
- **Keep a good look out at all times – ESPECIALLY IN WARM UP AREA.**

Appendix A: 500m & 1000m Course Map & Circulation



Appendix B: Regatta Supplemental Risk Assessment

Activity	*Hazard*	*Likely Outcome*	*Who is at risk*	*Likelihood*	*Severity*	*Risk= likelihood x severity*	*CONTROLS*	*RESPONSE*
Pre start	Racing crews on course	Collision, capsize	Competitors	Possible	Moderate	Significant	Emphasize CIRCULATION PATTERN in briefing. Marshalling at crossing point. "Keep a Look Out"	Brief competitors, ensure sufficient marshals are in place.
During racing	Race exertion	Exhaustion, dehydration, asthma, collapse	Competitors	Possible	Moderate	Significant	Adequate preparation of competitors and carriage of water and normal medication: eg inhalers and epi-pens by crew.	Ensure adequate rescue and first aid provision. **Collapsed casualties to be treated on land**
	Boats proceeding to start	Collision, capsize	Competitors	Possible	Moderate	Significant	Adequate marshalling of non-racing crews, warnings from umpires.	Ensure sufficient marshals are in place.
	Other river users on course	Confusion, damage, disappointment	Other river users	Unlikely	Minor	Moderate	Pro-active engagement and cooperation.	Brief marshalls, contact other river user groups
		Collision, capsize, swamping.	Competitors	Unlikely	Moderate	Moderate	Suspend racing whilst other river users on course. Ferry timetable.	Brief umpires, communicate course status.
Post finish	Racing crews on course	Collision, capsize	Competitors	Possible	Moderate	Significant	Adequate briefing and marshalling at finish.	Brief competitors, ensure sufficient marshals are in place.
General on water	Deterioration of conditions	Swamping, sinking, capsize, exhaustion	Competitors	Possible	Moderate	Significant	Procedures for cancellation of event and provision of refuge points.	Ensure safety team are suitably experienced and appropriately briefed.
	Dartmouth-Totnes Ferry	Swamping, sinking, capsize. Damage / injury at slip and steps.	Competitors, marshals	Possible	Moderate	Significant	Suspend racing and minimise number of crews on water.	Liaise with operators, plan extended break in program of racing.

Appendix C: Rescue Boat Minimum Equipment List

a. Bagged throw line
b. Bailer
c. Appropriate PFD for each crew member
d. Safety knife with rope cutter
e. Foil blankets/bivvy bags x9 for an 8 plus cox
f. Foil blankets for safety crew
g. Length of spare rope
h. Spare kill cord
i. Fog horn/claxon
j. 2 paddles
k. Boat hook
l. Adequate fuel
m. Duct tape/electrical tape
n. Radio/mobile phone
o. High vis jackets
p. Provisions for the rescue boat crew e.g. clothing, drinks etc
q. First Aid Box:-
    i. Guidance leaflet
    ii. 2 small dressings
    iii. 2 medium dressings
    iv. 2 large dressings
    v. 2 non-stick dressings
    vi. 2 eye pads
    vii. Scissors
    viii. 10 saline wipes
    ix. 4 non-sterile gloves
    x. Cold pack
    xi. Burn gel
    xii. Plasters
    xiii. Resuscitation mask

Appendix D: Boat & Competitor Safety Check List *(to be communicated to competitor clubs)*

A. **Buoyancy**

check that the following are secure and watertight:

- buoyancy compartments
- seals
- hatch covers
- boat hull and
- ventilation bungs

B. **Bow Balls**

check that:

- all racing boats have a bow ball securely fixed over the bow
- bow ball fixing screws do not represent a further hazard.

C. **Fittings**

check that the following are secure and operating freely:

- swivels
- gates
- seats
- stretchers
- outriggers

*NB: WEARA **currently allows the absence of backstays** in bow positions on crew boats. The possibility of collision is considered to be mitigated through additional vigilance and the number of lookouts along the regatta course.*

D. **Heel Restraints**

check that heel restraints:

- are adequate and secure
- do not allow the heels to rise higher than 7cm (ROWSAFE).

E. **Steering Equipment**

check the following are secure and working:

- rudder lines,
- steering mechanisms,
- rudder and
- fin

F. **Oars & Sculls:**

check:

- not damaged
- 'buttons' are secure

G. **Boat Suitability**

check:

- suitable design for the situation: e.g. crew weight

H. **Rowing Competitors**

check that rowers:

- are suitably dressed for rowing or coxing, carrying suitable extra clothing in the boat
- appear to be fit for the event and have attended the race briefing
- have sufficient drinking water in the boat

- Long hair MUST be tied up.
- have informed their crew, attending club member or coach, or race official if they have any medical condition that might exceptionally require treatment.
- carry appropriate emergency medication for any such medical condition in their boat; e.g. asthma inhalers, epi-pens, diabetic medicines etc.
- have ensured that specific details of any such medical conditions are held for them by their crew, attending club member or coach, and are available if they might require medical treatment.

I. **Coxes**

ensure that coxes:

- carry a course map (head races only)
- wear a buoyancy aid or lifejacket with crotch-straps properly fitted if appropriate to the design.

  NB coxes in **bow loaders** MUST ONLY wear **manual inflation** life jackets to allow egress when capsized.
- are suitably dressed for the conditions
- carry sufficient drinking water

J. **Precaution for Rough Conditions**

ensure that:

- competitors carry bailers/ sponges
- splash boards are fitted to craft, where normally appropriate.

  NB If the *exceptional* fitting of splash boards is considered necessary then abandonment of the race should be given strong consideration.

Appendix E: *Approximate* Schedule for Saturday 1st June 2024

Time	*Competitors*	*Regatta team*	*External* *NB Kinsgwear Castle & Dart Riverboats*[1]
9:30		Conditions Check/ Umpires brief	
9:45		Boat Checks	
10:00		Safety Crews on water	
10:15	Crews Launch	Umpires Ready	
10:30	RACING STARTS	RACING STARTS	
10:45			
11:00			
11:15			Ferry @ "double bends"
11:30			Ferry arr. Totnes (11:30)
11:45			Ferry dep.Totnes (11:45)
12:00		Safety crew change	
12:15			
12:30			
12:45			
13:00			
13:15			
13:30			
13:45			
14:00		Safety crew change	
14:15			
14:30			
14:45			Wild Runner Swim
15:00			Wild Runner Swim
15:15			
15:30			
15:45			
16:00		Safety crew change	
16:15			Ferry @ "double bends"
16:30			Ferry arr. Totnes (16:30)
16:45			Ferry dep.Totnes (16:45)
17:00			
17:15			
17:30			
17:45			
18:00	All crews off water	Umpires & Safety crews stand down	

LW: 07:59 HW: 14:38 LW: 20:11

[1] https://www.dartmouthrailriver.co.uk/tours/dartmouth-totnes-river-cruise
https://www.paddlesteamerkc.co.uk/

Approximate Schedule for Sunday 2nd June 2024

Time	*Competitors*	*Regatta team*	*External* *NB Kinsgwear Castle & Dart Riverboats*[2]
9:30		Conditions Check/ Umpires brief	NO FERRY TODAY
9:45		Boat Checks	
10:00		Safety Crews on water	
10:15	Crews Launch	Umpires Ready	
10:30	RACING STARTS	RACING STARTS	
10:45			
11:00			
11:15			
11:30			
11:45			
12:00		Safety crew change	
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14:00		Safety crew change	
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15:15			
15:30			
15:45			
16:00		Safety crew change	
16:15			
16:30			
16:45			
17:00			
17:15			
17:30			
17:45			
18:00	All crews off water	Umpires & Safety crews stand down	

LW: 09:06, HW: 15:45 LW: 21:16

[2] https://www.dartmouthrailriver.co.uk/tours/dartmouth-totnes-river-cruise
https://www.paddlesteamerkc.co.uk/