DARTMOUTH AMATEUR ROWING CLUB

DTARC

Dart Totnes Amateur Rowing Club

THE HEAD OF THE DART

ROWED IN ACCORDANCE WITH BRITISH ROWING

WATER SAFETY PLAN

SATURDAY

11th OCTOBER 2025

Issue No: 1 Rev.1
Created by S.Wallis DARC
Issue Date: 1st July 2025

The Head of the Dart | Water Safety Plan

Organised by: Dart Totnes ARC and Dartmouth ARC

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1 Introduction to this Safety Plan

1.1 This document sets out the special safety procedures and arrangements to be put in place for the annual "Head of the Dart" race.

1.2 The race event is run in accordance with the British Rowing safety guidelines, ***Row- Safe***: http://www.britishrowing.org/taking-part/staying-safe/rowsafe

1.3 The event is co organised between the 2 clubs residing of the River Dart

Dart Totnes Rowing Club . Accessible here:
http://www.darttotnes.co.uk

Dartmouth Amateur Rowing Club . Accessible here:

http://www.dartmouthrowingclub.co.uk

NB. An event for Stand Up Paddle boards is held on a separate day. Organisation, safety provision and insurance for this event is handled separately and independently and has its own water safety plan.

This safety plan is designed to ensure that all competing oarsmen and oarswomen row under safe and controlled conditions in so far as practicably achievable given the nature of our sport and physical location of this regatta.
Being a tidal location several factors can affect conditions at any time during the regatta that may not be encountered on non tidal rivers and inland based regattas, hence the need for the utmost cooperation from all competing clubs.
This regatta is rowed under the guidance of the
BRITISH ROWING WATER ROWSAFE CODE and it is assumed that all competitors are fully conversant with this document. RowSafe - British Rowing
www.britishrowing.org/about-us/policies-guidance/rowsafe/

Expectations

Everyone is expected to:
• Take responsibility for their own safety both on and off the water. • Ensure that their actions both on and off the water do not put others at risk.
• Examine their own actions if they are involved in an incident and identify opportunities for improvement.
• Ensure that they have prepared for the activity that they are about to undertake, including having eaten appropriately and have sufficient drinking water.
• Ensure that they are dressed appropriately for the conditions and that their hair, if long, is restrained such that it does not interfere with their rowing.
• Be aware of, and abide by, the Club Safety Rules.
• Follow the guidance in the Club/Regatta Safety Plans.
• Report all incidents both within the club and to British Rowing.

Water Safety Advisor: on Behalf of Head of Dart Committee
Steven Wallis – 184 Britannia Ave Dartmouth Devon TQ6 9LG.
Tel No: 01803 833420 email: ee9saw@hotmail.com
Mob:07899847240 or 07855804324

2 Race Course and Event Description

2.1 The Head of the Dart is a 15km processional "head" race for all types of rowing craft. Entries are also accepted for K2 and K4 racing kayaks.

2.2 The race runs between Totnes and Dartmouth, the direction alternating at the decision of the committee. If rowed upstream (start in Dartmouth, finish in Totnes). Safety provision remains broadly similar for each direction, any differences are indicated in this plan.

2.3 This stretch of the River Dart is tidal. The tide times will be used to determine the race timetable, utilising the tide heights depending on the direction of the course

2.4 A map of the course, as provided to competitors, is presented as **Appendix A**.

2.5 Starting point in Totnes is just after rowing club downstream towards the end of Baltic Wharf.

2.6 Finish point of the race is just off the green marker boy just south of Noss on Dart Marina.

2.7 Competitors should be fully aware of the position of Higher ferry as and ensure that you do not bring your boat into the path of the ferry as it transverse the river between the Dartmouth slipway and Kingswear. After completing the course, competitor's boats should take route pass the higher ferry on the Kingswear side to approx. 100m pass and then do a loop across the river towards the Dartmouth slipway. Follow the course in single file keeping in close to the outer most Dartmouth side Pontoons. Please be aware that finishers will still be taking place, and following in from behind.

2.8 Parking for trailers is made available on the north embankment road next to coronation park, on coronation park in the designated area, although particular attention should be used to keep access route for the RNLI inshore lifeboat to access the water.

3 Rescue Craft

Safety boats will positioned along the course during the Head will display the relative flag. There will be Eight safety boats.
2 boats will be on standby in case of breakdown and refuelling duties.

Type	*Number*	*Operator*	*Responsibilities*
Safety boats	4	Dart Totnes ARC	Stations **SB1-4**
Safety boats	1	Stoke Gabriel Sailing Club	Station **SB5**
Safety boat	2	Dittisham Sailing Club	standby
Safety boat	4	Dartmouth ARC	Stations **SB6-9**

Table 1 Rescue/ safety craft & vehicles (not emergency services)

Marshall Boats carrying the regatta umpires will be identified with a displayed flag. Either you be called to the start by the start boat, or a marshal boat will call you up to the start. Do not go too far away in warm up area as you may miss your race.

All Safety Boats and Marshall Boats will carry a Launch rescue Kit containing the minimum required equipment in accordance with the A.R.A. Water Safety Code and be operated by personnel trained to RYA2 standard

In the event of absent safety craft, emergency contact will go out across the senior team to review the safety of the event and potential to stop all craft and pause the race is the primary course of action.

Rescue craft will be stationed as follows (**Table** 1) as shown on the safety coordination chart (**Appendix C).**

Number	Location	Lat/Long	Post Code
S B1	Totnes Start/Finish Area	50 ° 25.56' N 3 ° 40.82' W	**TQ9 5AL**
S B2	Upper end Fleet Mill Reach	50 ° 24.65' N 3 ° 39.51' W	
S B3	Sharpham Point (No.12 Bouy)	50 ° 24.64' N 3 ° 38.59' W	
S B4	Duncannon	50 ° 24.40' N 3 ° 38.70' W	**TQ9 7EQ**
S B5	Stoke Gabriel	50 ° 23.71' N 3 ° 37.48' W	**TQ9 6RD**
S B6	Gurrow Point	50 ° 23.64' N 3 ° 35.71' W	**TQ9 7HQ**
S B7	Anchor Stone	50 ° 22.52' N 3 ° 35.10' W	**TQ5 0ES**
S B8	Noss	50 ° 21.92' N 3 ° 35.10' W	**TQ6 0EA**
S B9	Dartmouth Finish/Start area	50 ° 21.40' N 3 ° 34.67' W	**TQ6 9PQ**

Table 2 Rescue craft locations

All rescue craft will be suitably crewed: *minimum* of 2 appropriately qualified or experienced adults, 1 of whom to have first aid training

All rescue craft will be of a suitable type and size and will be equipped with at least the items indicated in **Appendix D.**

4 Spotter and Refuge Locations

Spotter locations (**SP**) are selected to ensure all points of the course are observed by at least one member of the safety team (Table 2).

Some spotter locations also serve as refuge points where rescue craft can deliver casualties for continued care and/or evacuation.

	Type-Location	Lat/Long					
Sp1	Spotter – end of ranges	**50 °**	**25.51'**	**N**	**03 °**	**40.21'**	**W**
Sp2	Spotter – bottom of Home Reach	**50 °**	**24.86'**	**N**	**03 °**	**39.58'**	**W**
Sp3	Spotter / refuge - Sharpham	**50 °**	**24.44'**	**N**	**03 °**	**38.97'**	**W**
Sp4	Spotter / course boat – Langham Wood	**50 °**	**24.30'**	**N**	**03 °**	**38.12'**	**W**
Sp5	Spotter / refuge – Blackness Point	**50 °**	**23.35'**	**N**	**03 °**	**36.55'**	**W**
A2	Refuge point - Dittisham	**50 °**	**23.35'**	**N**	**03 °**	**36.55'**	**W**

Table 3 Spotter & refuge locations

These are shown on the *Safety Coordination Chart* (**Appendix C**).

5 First aid and Evacuation Points

First aid and evacuation points (**Table 4**) are as follows and as shown on the safety coordination chart presented in **Appendix C.**

	Location - Description	Lat/Long		OS ref.
H1	Helicopter landing point	**50 °** 25.41' N	**03 °** 40.49' W	SX 812 595
A1	*Ambulance - DTARC*	**50 °** 25.51' N	**03 °** 40.64' W	
H2	Helicopter landing point	**50 °** 24.60' N	**03 °** 38.72' W	SX 832 580
H3	Helicopter landing point	**50 °** 24.29' N	**03 °** 38.11' W	SX 839 574
A2	*First aid team – Dittisham*	**50 °** 23.35' N	**03 °** 36.55' W	
H4	Helicopter landing point	**50 °** 23.30 'N	**03 °** 36.56' W	SX 865 550
H5	Helicopter landing point	**50 °** 23.03' N	**03 °** 35.86' W	
A3	*First aid team - Dartmouth*	**50 °** 21.32' N	**03 °** 34.67' W	
H6	Helicopter landing point	**50 °** 21 32' N	**03 °** 34.67' W	

EMERGENCY FACILITIES & CONTACT NUMBERS

For ambulance, fire, police and coastguard dial 999 and ask for the service required.
Nearest Major A&E Casualty Dept: Torbay Hospital, Lawes Bridge, Torquay – 01803654003

Dart Harbour & Navigation Authority	01803832337
Weather Call	09068505304
Marine Centre	09068505358

At present Totnes Hospital is the nearest minor injuries unit situated 13 miles from Dartmouth and approx ½ mile from Dart Totnes Rowing Club.
Dartmouth also has an inshore B & D-Class lifeboat which can be afloat in minutes. The Dart lifeboat station is situated on the North embankment on Coronation Park.

HOD Water Safety Advisor: Steven Wallis

All Safety Boats will carry First Aid Kits. First Aid will also be in DARC Clubhouse and Dart Totnes Clubhouse



There will be fully manned static first aid units to be provided by DEMS (Devon Emergency Medical Services.) These will be operated by fully trained Emergency Medical Services personnel. PLEASE DO NOT DIAL 999 UNLESS IT IS AN EMERGENCY. Please also see a full list of Defib sites in town and surrounding area on the next page

Defibrillator sites in the Dartmouth area.

Dartmouth - centre
- Marks & Spencers
- The Guildhall - Victoria Rd
- Warfleet, near letterbox
- Higher Ferry
- Smith St, next to Devon Air Ambulance Shop
- Victoria Place (outside GP Surgery)
- Embankment Road (next to Bushalls) - in the Red Telephone Box
- The Flavel (1st floor)
- the Ship in the Dock (only daytime opening hrs)
- phone box, School crt, Victoria rd
- Dartmouth Castle, phone box, public toilets.
- Dartmouth rowing club (Sandquay rd)
- Dartmouth Bowling Club, 71 Victoria Rd (inside building, so only when open)

Dartmouth - upper
- Spar - Mayflower Close
- Dartmouth Leisure Centre
- BP garage
- Townstal Community Hall

Kingswear
- Post office
- Darthaven marina
- Higher Coutour Rd in Tel box

Dittisham
- The Ferry Boat Inn
- The Red Lion Inn



Details of the First Aid Services being provided are given in Appendix H of this document

6 Safety co-ordination and Communications

The safety team will be coordinated from two control points:

Downhill	***Contact***	***Location***
Primary Control:	Tess Preston	FINISH / Dartmouth ARC
Secondary Control:	Jordan Hall	START/ Dart Totnes ARC

A coordinated **pre- race safety crew briefing** will be held for safety boat crews at both DTARC and DARC clubhouses.

A communications check between safety crews and between Primary and Secondary control will form part of the preparation on race days.

The following Table indicates the possible channels of communication between the safety officials with the various safety personnel and organisations.

Who	How to contact					Comments
	Mobile	***VHF***	***visual***	***Landline***	***999***	
Primary & Secondary CONTROL	**X**	**X**	**X**	**X**		
Safety Boats	**X**	**X**	**X**			
Rescue Boat (RNLI)		**(X)**	**(X)**		**X**	Monitoring CH 16
Coast Guard		**(X)**			**X**	Monitoring Marine Band 71
Harbour Master launches		**X**	**X**			VHD Callsign: DartNav Operating CH 11
Spotter	**X**		**X**			
Marshals	**X**		**X**			
Competitors			**X**			

In an emergency: dial 999 for: ambulance, police, fire, coastguard

Table 5 Communication means

NB Mobile phones should be monitored for direct call, voicemail or text messages. Mobile phone signal strength for various locations on the course is shown on the safety coordination chart

COMMUNICATION FACILITIES

All safety boats and marshal boats MUST be equipped with a VHF radio set and also the regatta control VHF. Also, safety boats should carry a backup communication device. I.e. Mobile Phone

Safety Boats and Marshall Boats will operate on separate channels however both will be contactable by the Head control/water safety adviser. Channels to be advised on the day of the Head.
A register of mobile phone numbers will be held by Head control in the event of radio communication difficulties

A list of contact numbers and VHF radio bands (**Appendix G) will be provided during the safety crew briefing.**

Additionally each safety boat will also be issued with a multi- channel mobile phone. These phones enable the user to automatically switch between mobile provider channels ensuring full comms cover across the entire course.

7 Pre start & boat checks

A safety briefing will be given to all crews before the race at the START location. This will include a reading of the risk assessment in **Appendix B.**

Safety checks will aim to ensure that all craft are fit for purpose and that all competitors are aware of and prepared for the conditions they may encounter during the event.

Equipment Checklist

A thorough boat and equipment check includes the following:
• **No visible signs of damage to the hull, for example scrapes or cracks.**
• **Buoyancy compartments, seals, hatch covers, boat hull and ventilation bungs are secure and watertight. Buoyancy Bags are fully inflated and installed if no under-seat buoyancy compartments are fitted.**
• **Bow ball is in good condition and securely fixed (where the construction of the boat, or its composition, is such that the bow is properly protected or its shape does not present a hazard in the event of a collision, then this requirement need not apply).**
• Fixing screws or bolts do not represent a hazard in the event of an accident. Any sharp protrusions should be covered or removed.
• In all boats the foot stretchers, shoes or other devices holding the feet of the rowers shall be a type which allows the rowers to get clear of the boat with no delay in an emergency.
• **Heel restraints are strong, secure and durable and the correct length (laces and cable ties are not appropriate).** See Safety Alert – Heel Restraints. •
• **Shoes shall be in good condition so that they do not break or become partially detached from the boat in the event of a rower trying to remove their feet during a capsize.**
• Where shoes or other devices holding the feet will remain in the boat, each shoe or device shall be independently restrained such that when the heel reaches the horizontal position the foot will be released from the shoe.
• Shoe fastenings such as laces or Velcro or similar materials should not be too tight and must be able to be released immediately by the rower with a single quick hand action of pulling on one easily accessible strap.
• Where shoes or other devices holding the feet will not remain in the boat, each shoe or device must be able to be released by the rower without using their hands or with a single quick hand action of pulling on one easily accessible strap or release device
• No part of the rigger, or any other structure, restricts the ability of rowers to remove their feet from the shoes in an emergency.
• Rudder lines, steering mechanisms and rudder (where fitted) and fin, are secure and in good working order. • Outriggers, swivels, gates, seats, runners and stretchers are secure and operating correctly and show no signs of cracking or fatigue.

• The forward port and starboard rigger on all boats, other than single sculls, should be protected by a backstay. See Safety Alert - Backstays.
• Thole pins are in good condition, correctly placed (hard forward, soft astern) and spares are carried. • Self-bailers (if fitted) are secure and working correctly.
• Blades are undamaged and buttons are secure and properly set.
• The boat is suitable for the situation in which it is to be used, for example maximum crew weight.
• Lighting, if required, is suitable for the outing and working correctly (see Safety Alert - Lights on Rowing Boats).
• Consider the use of "splash boards" if the water conditions are difficult.

Would all clubs please ensure that boats meet the minimum requirement in all areas, particular with correctly adjusted heal restraints of appropriate material?
Just remember if the boat ever capsized the correct operation of the heal restraint will be better in aiding a rower to reach the surface rather than broken or incorrectly adjusted ones

Clubs to ensure all lifejackets to be used, have serviceable gas cylinders (free of salt corrosion), and not to be already set off. Material in good clean condition, and safety clips etc all in position.

For rowing craft other than fine racing shells, it is accepted that the provision of fixed buoyancy may not be considered necessary

Competitors in stable boats which are less likely to capsize but are nonetheless susceptible to swamping will be asked to demonstrate an effective means of clearing water from the boat

8 Incident procedures for rescue team

Safety team members will exercise their own judgements in handling minor incidents that occur before, during and after the event.

Primary or Secondary ***Control*** is to be kept informed of minor incidents or other notable occurrences.

Incidents that require more than one element of the safety team to be involved or that will cause a rescue boat to be off station for more than a few minutes are to be reported to control at the earliest opportunity.

In the event of one or more elements of the safety team being occupied with an incident for more than a few minutes, control may retask or extend the range of coverage of adjacent team members.

All members of the safety team will be aware of the possibility of a failure in communications and will act autonomously should the situation dictate. All team members should remain vigilant at all times.

9 Major incidents, adverse condition, cancellation and late arrival

In the event of any emergency arising during the regatta all radio communications are to switch to the rescue boat channel and any situation reported to the Head control where the water safety advisor can coordinate the appropriate services.

Incidents involving more than one boat should be reported to **race primary control** at the earliest opportunity, or failing that, **secondary control.**

Incidents involving multiple competitors, or where it is judged that competitors or members of the safety team have suffered or are at risk of serious injury or harm are to be reported to the **emergency services and race control** at the earliest opportunity.

Conditions for the race will be assessed as near to the start time as possible by experienced members of the organising team on the water.

Members of the safety team stationed at points where conditions are likely to be worst will be selected for their experience and ability to make judgements as to the safety of competitors.

In the event of deterioration of conditions during the race, rescue boats may instruct competitors to stop racing and make for the nearest safe landing site. This will ideally be a noted point of refuge, but *in extremis* may be any place considered appropriate.

On receiving information from members of the safety team, race control may decide to cancel racing at any time. In this situation all crews will be directed and or escorted to an appropriate landing site.

A cut-off time will be determined from the state of tide.

Competitors boating late or arriving late on the start after the cut-off time will be instructed not to race.

10 Insurance

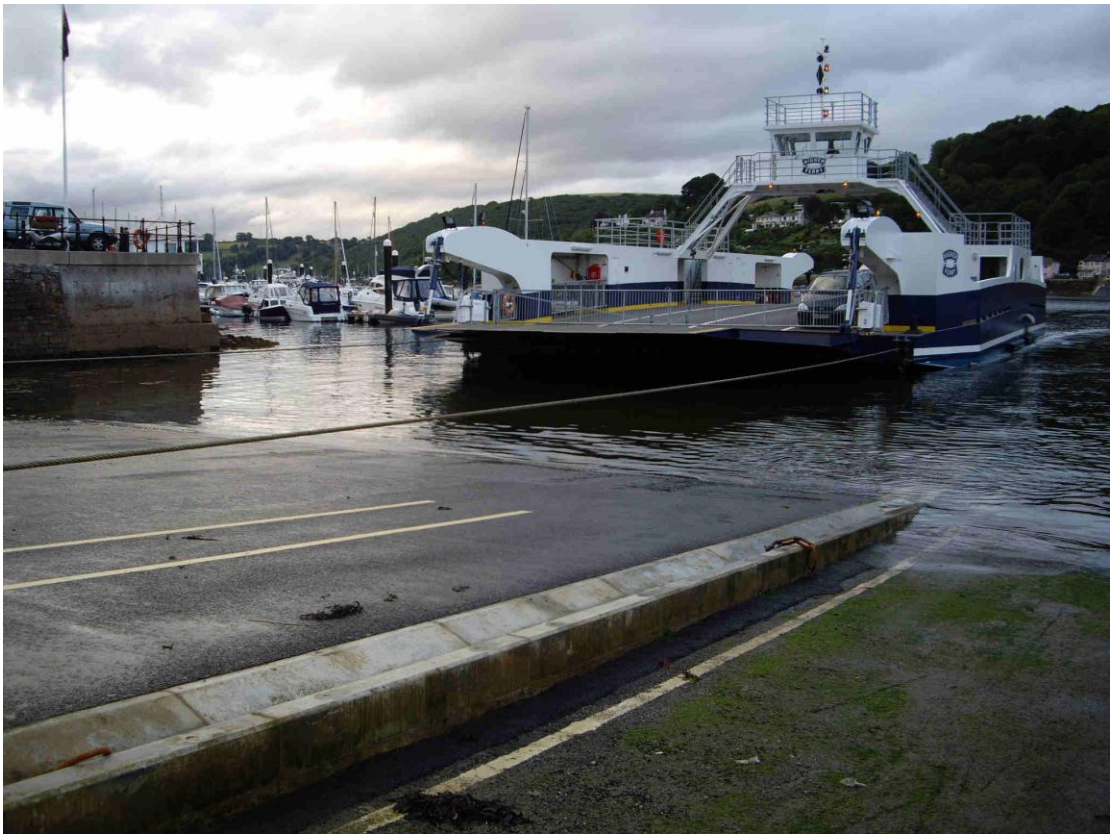
Insurance for the event is arranged by the HOD committee through insurance broker, sufficient for the number of attendees and competitors.

The certificate of insurance will be in place prior to the start of the event.

11 Launching and Recovering.

LAUNCHING Recovery FROM THE Dartmouth SLIPWAY

There is a large commercial car ferry, known as the higher ferry which transports cars from the private slipway at Dartmouth over to Kingswear. The public slipway is available for launching boats to the right-hand side of the ferry slipway.



Ferry Operations

The higher ferry uses 2 cables to cross the river except by way of pulling itself across the river and onto the slipway. There is very little wash created by this ferry but it is advisable that care should still be taken thou when launching off the public slipway when the ferry is approaching and leaving the main slipway.

Rowers are permitted to launch from the higher ferry main slipway only on the regatta day under strict instruction by the boat launching marshals. As water safety advisor I do stress that this area has limited time available in between ferry crossings and rowers need to be vigilant as to position of the ferry and listen to marshals on the slipway very carefully. Launch Marshalls will strictly control launching off the higher ferry ramp.



Shown is the higher ferry approaching the Dartmouth slipway. When the ferry is approaching this point in the river NO launching of skiffs should be attempted from the main car slipway which is to the left of the concrete gulley and public slipway.

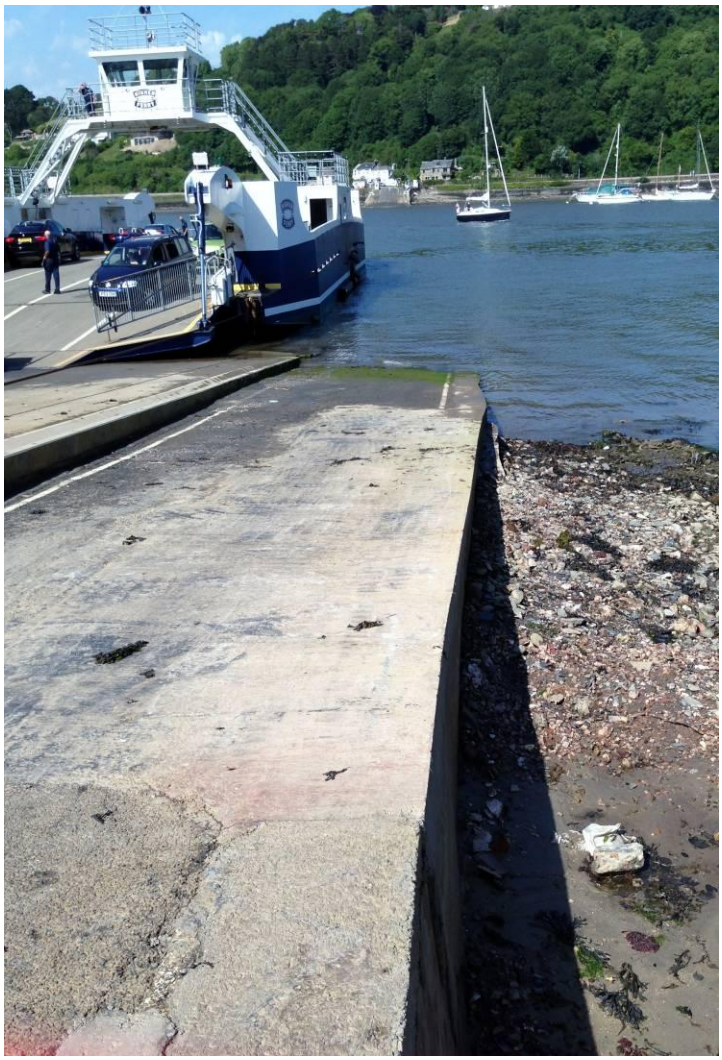
Also EVERYBODY should be clear of the cables anchored to the top of the slipway. They will move and rise out of the water as shown in first photo(page 6) when it is approaching the slipway. This also applies when on the water in your boats!!!

No equipment meaning oars should be left on the main slipway to the left of the concrete gulley. There will be possibility of them being damaged by moving cable and you also put your personal health and safety at risk. All oars are not permitted to be left on the slipway. These should be brought with your boat when you are ready to launch and recovered immediately after your boat is off the water. The public slipway needs to be clear enough still for launching of Dartmouth Inshore Lifeboat in event of emergency call.

The ferry will unload and load at the same time with the aid of the new traffic light system at the top of the slipway. Crossings are approximately 3 minutes from 1 slipway to the other. Generally the ferry will do a complete cycle in 15 minutes.



A recent photo shown below shows the lower end of the slip when the tide is out.



The photo on page 16 shows the middle curvy part of slipway. Currently there is no fendering material on the concrete side of the slipway and edges may be rough and depths may be unequal proportion.

The surface of the slipway has been improved also but take care under foot.

Every rower will need to take care when the tide is this low. Launch Marshals will be on the slipway assisting launch and recovery of boats.

The slipway can also be covered in green vegetation (as shown on photo on page 15) which can make it slippery. Everybody using the slip is reminded to take care and watch there footing.

Everybody needs to be sensible when launching and recovering their boats and themselves. Think about where you are, traffic on approach roads, the ferry, using the slipway and making sure you have everything you need before getting the boat on the water.

EXCLUSION ZONES

There is a **PRIVATE** beach situated to the left-hand side of the ferry slipway Dartmouth side, and rowers are reminded that this area is not to be used for launching or recovering boats from!!

REF MAP
Parking for boat trailers should be available in a designated area of Coronation Park set out by the port of Dartmouth Royal Regatta organisers.
There is no racking or Boat storage available other than storing on your club trailers!

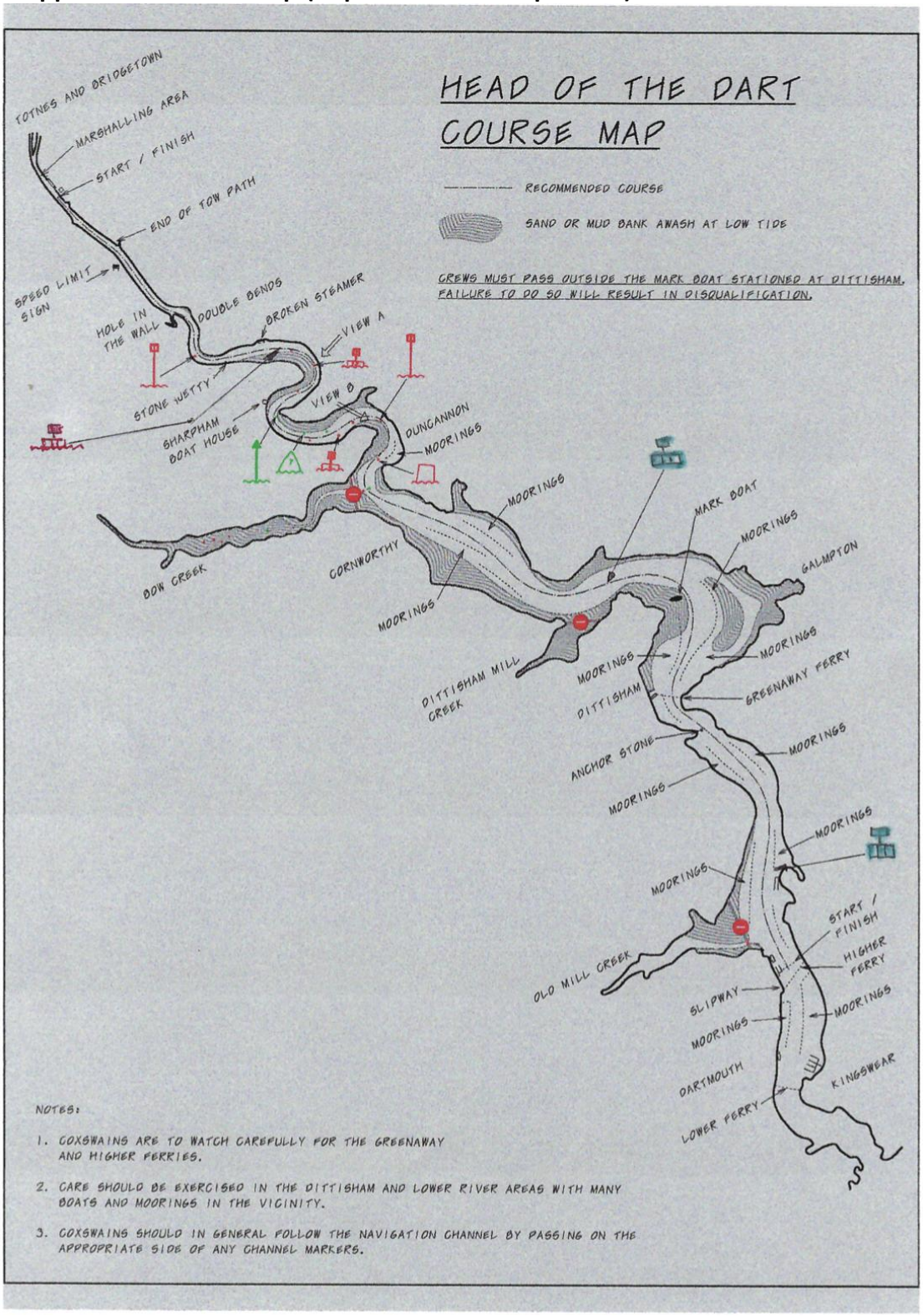
On coronation park, there is a set route for the DART RNLI from their boathouse to the double wooden gates, which in an event of RNLI emergency, will be used by the launch tractor to tow the Inshore Lifeboat to the water. This route is next to the tennis court and putting green.
NO boats or equipment or vehicles are permitted to obstruct or block this route.
Rowers will hopefully be vigilant when near these areas or on the slipway in an event of a RNLI emergency.

LAUNCHING Recovery FROM THE Totnes SLIPWAY/steps

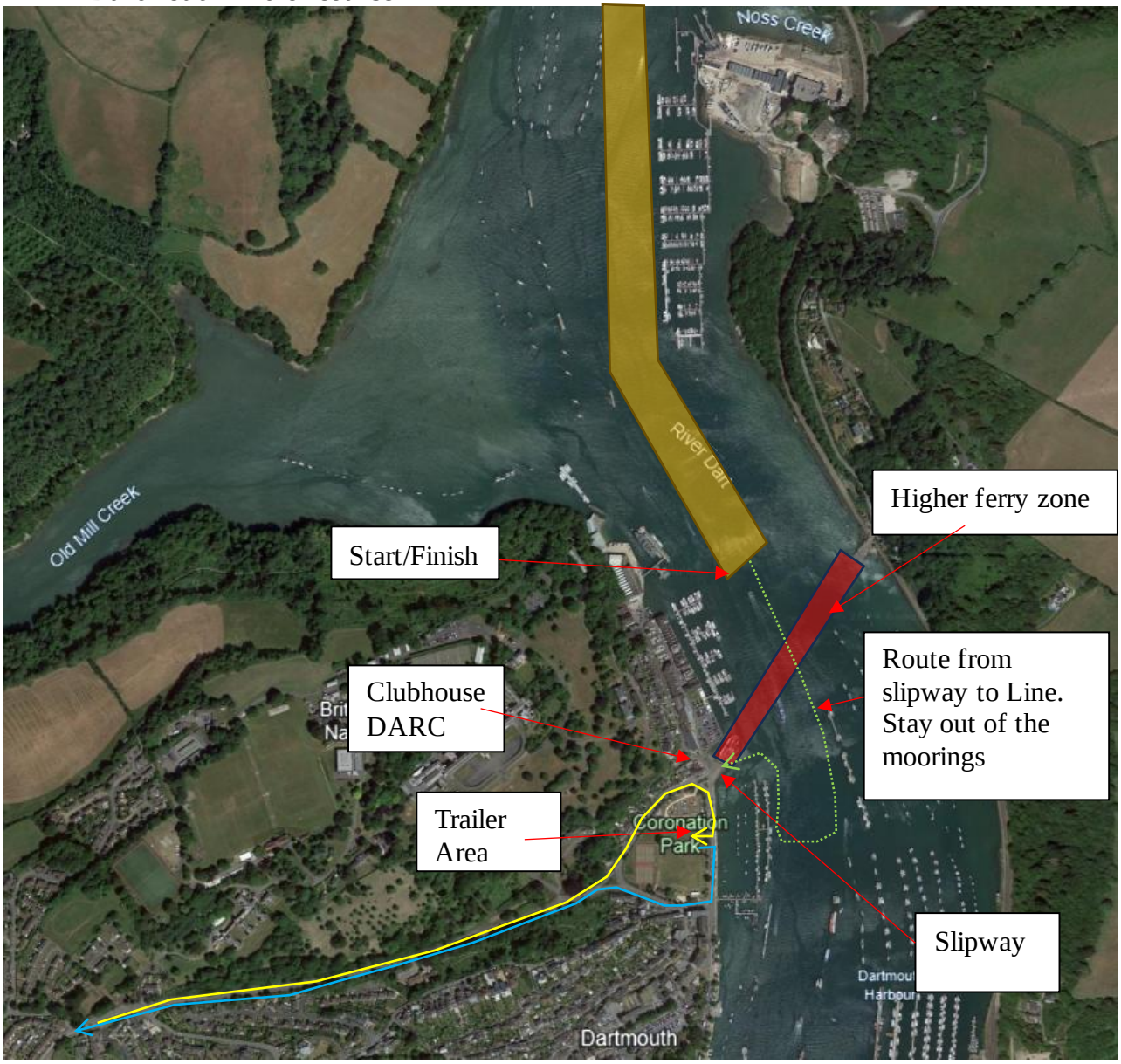
Marine traffic is a lot quieter at Totnes end of the river but crews should always keep a good look out.

Launching is from the steps positioned directly outside the Dart Totnes Rowing Club, with the addition of small slipway to the south of the clubhouse.

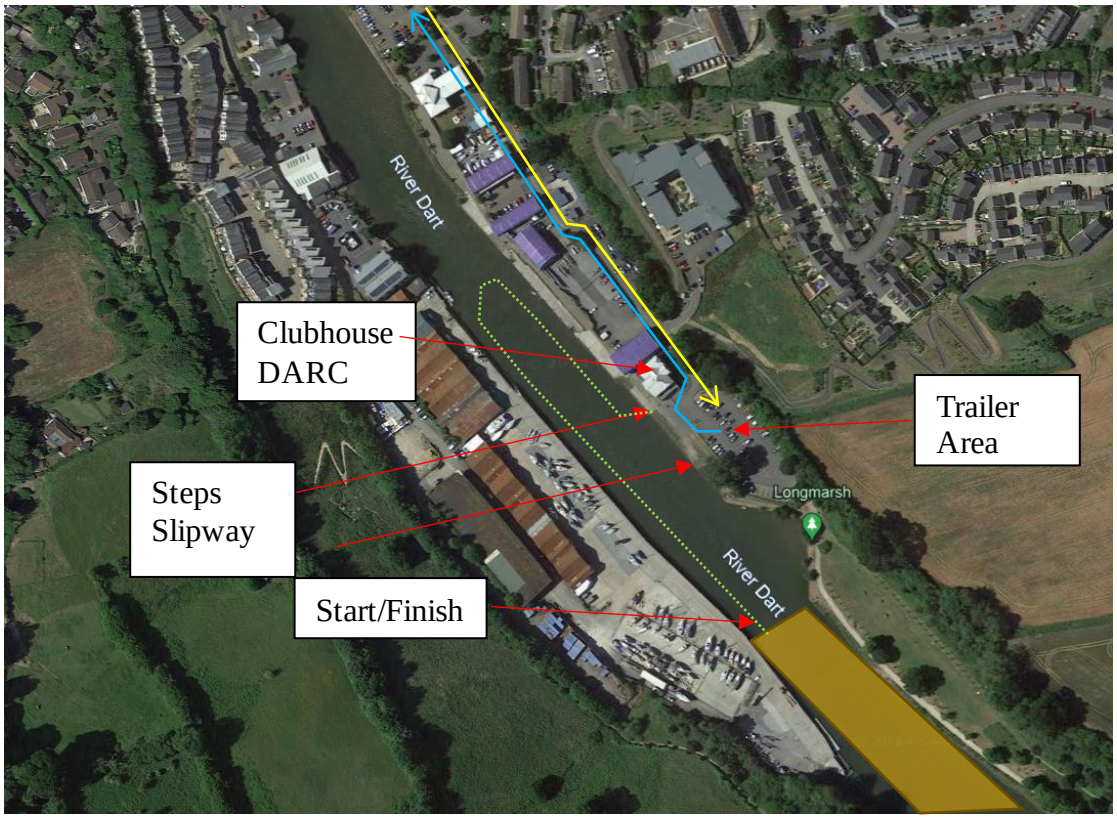
Appendix A Course Map (as provided to competitors)



Dartmouth End of course



Dart Totnes Rowing Club end of the course



Appendix B: **HoD supplemental risk assessment (to be read at safety briefing)**	Issue No: 1 Rev.1	
	Issue Date: 1st July 2025	
	Issued By: Steven Wallis	

			Potential Consequences				
			L6	L5	L4	L3	L2
			Minor injuries or discomfort. No medical treatment or measureable physical effects.	Injuries or illness requiring medical treatment. Temporary impairment.	Injuries or illness requiring hospital admission.	Injury or illness resulting in permanent impairment.	Fatality
			Not Significant	**Minor**	**Moderate**	**Major**	**Severe**
Likelihood	Expected to occur regularly under normal circumstances	**Almost Certain**	**Medium**	**High**	**Very High**	**Very High**	**Very High**
	Expected to occur at some time	**Likely**	**Medium**	**High**	**High**	**Very High**	**Very High**
	May occur at some time	**Possible**	**Low**	**Medium**	**High**	**High**	**Very High**
	Not likely to occur in normal circumstances	**Unlikely**	**Low**	**Low**	**Medium**	**Medium**	**High**
	Could happen, but probably never will	**Rare**	**Low**	**Low**	**Low**	**Low**	**Medium**

Hazards Identified	Potential Outcome	Likelihood/ Potential	Control Measures	Review & Audit Measures	Overall
Access and Egress to clubhouse	Collision with vehicle, potential physical damage to people and vehicles	**Very High**	Use footpaths to clubhouse. Avoid walking in the road.	Signage to warn of pedestrians likely crossing roads	**LOW**
Trips, Slips and falls	Minor bumps and cuts. Sprains	**High**	Boat house and surroundings to be kept tidy, oars and sculling blades to be kept clear of public footpaths and access points. 1st aid kits available for minor bumps and cuts.		**LOW**
Launch and recovery of boats	Injury to rowers from falling off public slipway, trip on ferry cables, blades, collision with car etc while transporting boat on road	**Very High**	Rowers to use public slipway, not to launch recover while higher ferry is incoming. Make sure look out while transporting boat from boathouse to water. Follow Marshall instructions	Blades etc left on slipway to be left in safe place while boating. Better Bring blades when boating	**Medium**
Launching from the ferry slip way after ferry has left	Damage to boat from ferry cables or being struck on the slipway with cables up	**High**	Slipway marshals to instruct crew when main slipway is suitable for launching a boat safety	Have all equipment and yourselves ready so you are not on the slipway for a long amount of time	**Low**

Hazards Identified	Potential Outcome	Likelihood/ Potential	Control Measures	Review & Audit Measures	Overall
Walking on the public slipway	Injury to rowers or marshals on public slipway due to slipping on river vegetation	**Medium**	As duty of care, South Hams District Council need to clean it prior to regatta	Notify SHDC to have cleaned prior to event.	**Low**
Walking on the Ferry slipway	Injury to persons from cables used for the ferry	**High**	All rowers should not walk near the cable on the slipway or place equipment near the cables even if they are on the ground, as they could move at any time. Marshalls on hand.	Keep out of the area between concrete trough and yellow pedestrian line	**Medium**
Collision and General Water Safety	Injury to rowers and damage to equipment	**High**	Rowers to abide by British Rowing, Dart Harbour navigation rules (keep good lookout at all times, keep right and give way to deep draft vessels). Bow balls to be in good condition. Safety motor boat equipped and manned Safety boat to carry throw-lines and carry mobile phone and VHF radio throughout.	Person in charge of boat to be vigilant of others around	**Medium**

Hazards Identified	Potential Outcome	Likelihood/ Potential	Control Measures	Review & Audit Measures	Overall
Capsize due to rough seas or collision	Potential hypothermia	**High**	River conditions to be assessed before outing, safety boat are on the water during regatta. Buoyancy of craft to comply with British Rowing ROWSAFE Code and be safety checked.	Water safety check on boat prior to it going on the water. No safety check sticker no rowing in that boat!!!	**Low**
Overhanging trees on the river, debris in the river	Potential hypothermia if capsize, damage to boat	**High**	Stay away from river banks, Person in charge of boat i.e. Cox to look ahead.	Safety boat to check river conditions and look and main water path	**Low**
Cruisers, long boats, ferries and other river traffic	Injury to rowers, damage to boats	**Very High**	Abide by local navigation rules, pass port to port, and give way to river traffic crossing the river. Follow set routes as defined in plan, Familarity	Control of river boats by DHNA with significant amount of wash	**Medium**
Exposure due to capsize	Potential hypothermia	**High**	Risk dependant on conditions prevailing. All rowers to be familiar with capsize drill and consequences of immersion in cold water in accordance with British Rowing Rowsafe Code. Provision Safety Boats.	Safety boats on standby to help capsize boats	**Low**

Hazards Identified	Potential Outcome	Likelihood/ Potential	Control Measures	Review & Audit Measures	Overall
Exposure due to cold weather	Potential hypothermia or mild colds etc	**Medium**	Rowers to be dressed appropriately for the training and to have a towel and change of cloths available at the finish. Thermal blankets in safety boat kit bags. Warm showers in clubhouse.	Splash tops could be worn when stopped on the river. Assess weather prior to going on the water	**Low**
Heat exhaustion and sun-burn	Potential Heat Stroke, Sun Burn, Dehydration	**Medium**	Provision of bottled water/isotonic drinks. Rowers to be made aware of need to take adequate fluids and use sun-block, hats and dark glasses as necessary depending on conditions.	Rowers take water bottles with them	**Low**
Drowning	Potential Death	**Very High**	All coxswains, Safety Boat drivers and crews to wear correctly fitting buoyancy aids / life jackets. All competitors to be familiar with capsize drill. Buoyancy of craft to comply with British Rowing Rowsafe Code. fitted with correctly adjusted heel restraints.	Rowers to be able to swim minimum of 50m. Lifejackets should be usable and fully working.	**Low**

Hazards Identified	Potential Outcome	Likelihood/ Potential	Control Measures	Review & Audit Measures	Overall
Weather Squalls, heavy rain, sleet, snow, fog, severe crosswinds, etc	Severe injury, death or damage to equipment and structures.	**Medium**	Club captain or coaches to check weather forecasts, tides and river conditions		**Low**
Thunder Storms Lightning	Severe injury, death or damage to equipment and structures.	**Medium**	Race Committee to apply 30 second / 10 minute rule. When gap between visible lightning and thunder is 30 seconds or less, racing to be stopped, water to be cleared.	All clear when lightning gap / thunder exceeds 30 seconds for 10 minutes.	**Very Low**
Collision hazard due to trailers, boats and cars	Injury to rowers and/or damage to boats	**Medium**	Car park marshals to ensure trailers and cars are parked to allow adequate space to manoeuvre boats & people and that no speeding is allowed	Traffic to trailer park buildings is restricted to trailers and cars with boats.	**Low**
Collision with traffic while crossing road from trailer area coronation park	Injury to rowers and/or damage to boats	**High**	Rowers to ensure route clear before crossing and if so have their own banksman i.e. coxswain	Safety signage could be erected prior to this part of the road warning drivers	**Medium**

Hazards Identified	Potential Outcome	Likelihood/ Potential	Control Measures	Review & Audit Measures	Overall
Collision with other boats on way to start or in starting vicinity on the water	Injury to rowers and/or damage to boats	**Medium**	On water safety to be provided 30 min prior to start of Head. Traffic rules are circulated to athletes prior to the event, non-compliance may lead to race penalties being applied	Reliance on competency of crews & coaches, and compliance with WSC.	**Low**
Collision after finishing race.	Injury to rowers and/or damage to boats	**Medium**	Rowers and coxswain to ensure boat is clear of finish line and follow route close to Dartmouth pontoons back to slipway. Thus avoiding collisions with other boats racing	Reliance on crews to get off the water as quick and safely as possible	**Low**
Delays while on water prior to start of race	Potential for hypothermia	**Medium**	Rowers to ensure they choose right time to go on the water. Rowers to ensure that they take appropriate clothing to warm up and row in.	Reliance on competency of crews and coaches supported by British Rowing Coach education programme	**Low**
Collision with private boats using river during a race	Injury to rowers and/or damage to boats	**High**	Safety boats to ensure course is clear for race. Private boat users to be considerate and be advised of racing by DHNA	Cooperation between all parties using the river that day. Pre announcements by DHNA	**Low**

Hazards Identified	Potential Outcome	Likelihood/ Potential	Control Measures	Review & Audit Measures	Overall
Fall hazard while unloading boats	Injury to rowers and/or damage to boats	**Medium**	Reliance on competency of crews and coaches. The British Rowing provides guidelines on trailers and towing.	Caution to be taken while unloading boats off trailers on the public highway.	**Low**
Exhaustion following completion of race	Injury to rower from being exhausted/ falling in water	**Very High**	Safety boats to be aware of the potential for rowers to be exhausted following racing.	Communication and quick response from safety boat to come and assist rowers in need of help	**Medium**
Endurance length event	Exhaustion, dehydration, breathing, collapse	**High**	Safety checklist for competitors. DEMS BR adult rowers only.	Unwell, unfit rowers will be not permitted to compete.	**Medium**
Deterioration of conditions: Squalls/ strong wind - rough water Lightning	Swamping, sinking, capsize, exhaustion	**High**	Established procedures for cancellation of event. Identification of refuge points. Alert to procedure for lightening.	Competitors need to be prepared to accept cancellation just before, or during the event. Competitors may have to seek refuge.	**Medium**

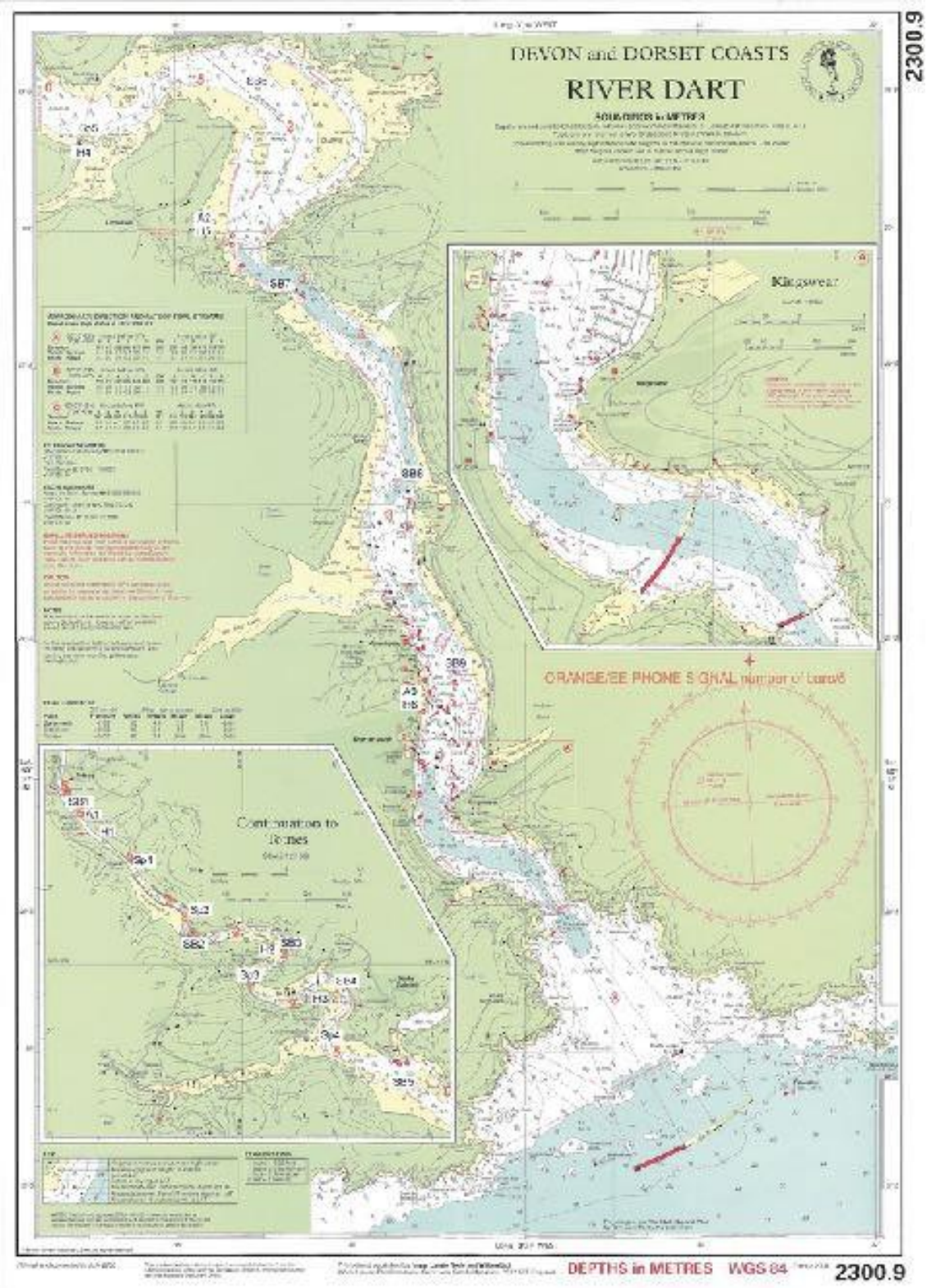
Hazards Identified	Potential Outcome	Likelihood/ Potential	Control Measures	Review & Audit Measures	Overall
Navigation errors	Extended time on water Isolation from safety cover Stranded on Mud flat	**Medium**	Competitor briefing to include course description. Marshalling provided. Notify RNLI and Coastguard including the mud rescue team of the event taking place.	Competitors must attend briefing Competitors must take course map. Sufficient marshals and spotters to ensure course is fully overlooked.	**Low**
Collision with competing boats	Damage, injury, incapacity	**Medium**	Adequate briefing and marshalling, Respect between crews.	Competitors to be respectful. Advise slower crews to give way to faster crews.	**Low**
Crew competence	Sinking, running aground collision etc	**Medium**	Safety check list. Marshalling. Insist on BR membership	Marshalls to prevent a crew from competing if behaving in incompetent or dangerous manner.	**Low**

Hazards Identified	Potential Outcome	Likelihood/ Potential	Control Measures	Review & Audit Measures	Overall
Weils Disease	Rash, conjunctivitis Muscle Pain, Loss of appetite Nausea and Vomitting Headaches, High Temperature	**High**	• Rodents and other vermin may be, or may have been present in the water area resulting in a risk of Leptospirosis contamination from their urine. • Hands are to be washed before eating or drinking and after leaving the water. • If during or following rowing, any rower has flu like symptoms then he or she must attend the day surgery at their registered doctors surgery and inform the doctor of their work activities.	Should any persons have cuts, abrasions, or breaks in the skin, these are to be covered with waterproof plasters.	**Low**

CRITICAL INFORMATION FOR ALL COMPETING CLUBS

The water safety briefing will take place at the Dart Totnes clubhouse on the morning of the Head Race prior to racing. A representative MUST be at this briefing (club captain, senior rower preferably) in order to understand conditions on the day and important information on the day, plus sign for numbers)

Appendix C: Safety Coordination Chart



Appendix D: Rescue Craft minimum equipment list

For the rescue boat: -

a. Bagged throwline

b. Bailer

c.Appropriate PFD for each crew member

d. Safety knife with rope cutter

e. Foil blankets/bivy 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. First aid kit as below

p. High vis jackets

q. Provisions for the rescue boat crew e.g., clothing, drinks etc.

r. 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 E: Safety check list for competitors and 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:

- outriggers,
- swivels,
- gates,
- seats
- stretchers

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, carrying suitable extra clothing in the boat
- appear to be fit for the event and that have attended the race briefing
- have sufficient drinking water in the boat
- 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
- wear lifejackets with crotch-straps fitted as appropriate.
- are suitably dressed for the conditions
- carry sufficient drinking water

J. Precaution for Rough Conditions

ensure that:

- competitors carry bailers
- splash boards are fitted, where this is normal practice for the craft.

NOTE: if the exceptional fitting of splash boards is being considered, then the risk in starting the race at all must be carefully assessed.

Appendix F: Insurance Certificate

Note: Event Insurance will be provided by HOD committee acquired event insurance and details of this will be inserted into this document prior to commencement of the event.

Details of Third-Party Liability have been provided to South Hams District Council and Dartmouth Town Council by Dart Totnes Amateur Rowing Club and Dartmouth Amateur Rowing Club respectively.

Appendix G: Contacts List

To be completed and distributed on the day of the event

Role/ location	Name (s)	Contact number(s)

Appendix H: Details of First Aid and Emergency Medical Cover.

For this year's event it has been agreed that First Aid and Emergency Medical Cover be undertaken by Devon Emergency Medical Services (DEMS) Details being as below:

- For the event, DEMS will act as overall authority and single point contact with the HoD Committee (a coordinator will be nominated by the Committee).
- DEMS will have its first vehicle located at Totnes which will be the primary base station and command for the operation. Upon the race starting and boats departing Totnes, this will become the transfer ambulance, should it be required from somewhere along the course of the race.
- The second DEMS vehicle will be located at course the finish in Dartmouth.
- DEMS will supply a Response / Transfer Ambulance: providing the facility to transfer a patient to hospital where this is necessary so as to minimise NHS waiting times in the case where hospital treatment is necessary. This will also have the capability to provide resuscitation and medical gases. (see above)
- The course midpoint is considered to be Blackness Point.
- Both DEMS vehicles will have warm room capability.
- DEMS will also have three personnel trained to First Response Emergency Care 3 (FREC 3- pre-hospital emergency care) in each vehicle and additionally at least one First Aid Technician will be located aboard one of the safety boats to provide first aid support immediately a casualty has been identified on the water. They will also carry resuscitation gases.