



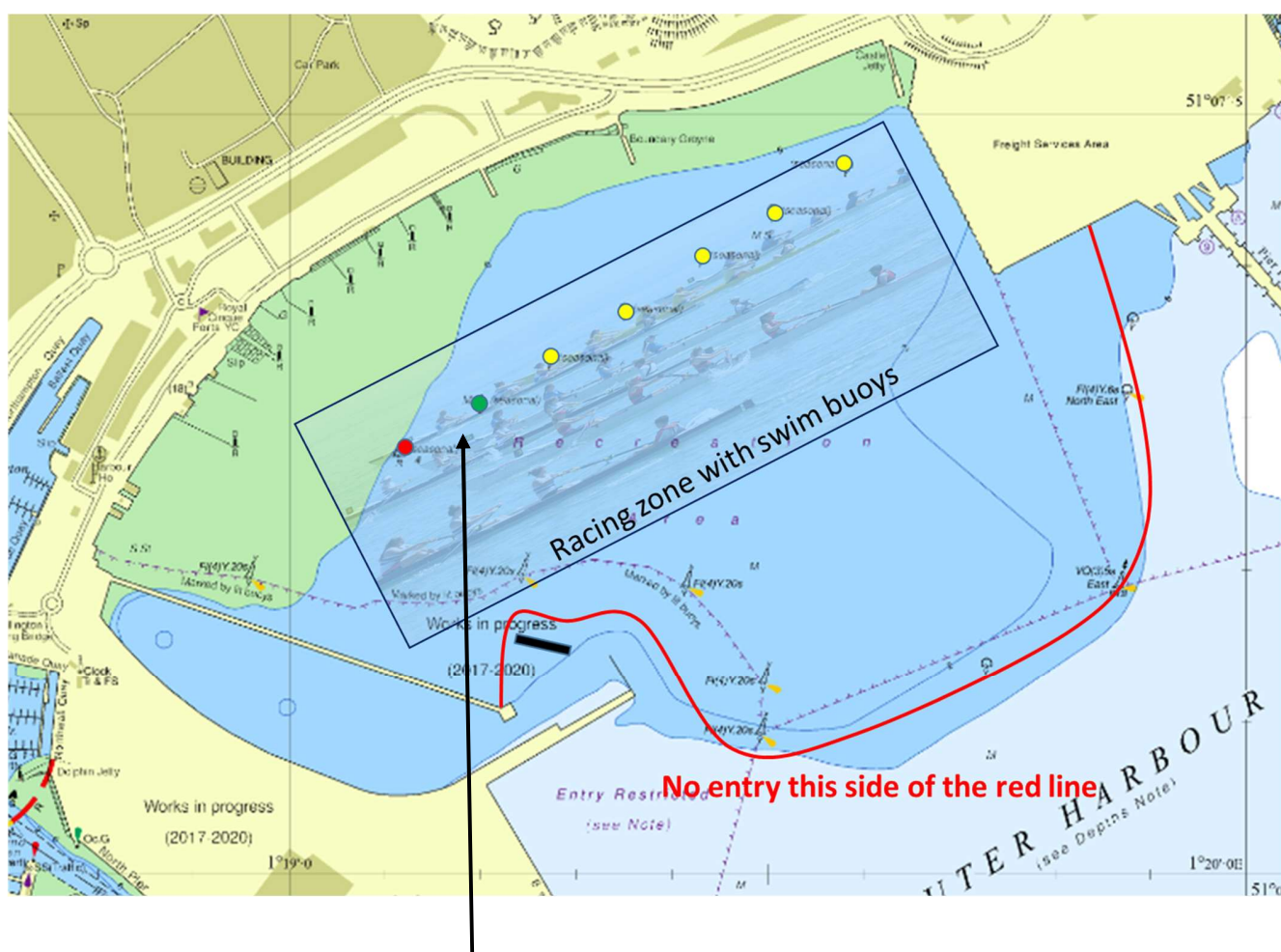
Dover Regatta Safety & Emergency Action Plan 2025

Dover Regatta will take place on Saturday 16th August in Dover Harbour, Esplanade, Dover CT17 9F

The regatta is weather dependent and will be decided upon at or before 6am on the 16th August

There will be 12 lanes for racing and the event is planned to start at 10:30

The race course is detailed below



There are a number of large buoys across the course (red green and yellow) as indicated on the plan.

The area beyond the thick red lines is the shipping lane and it is forbidden to row beyond here

Please note the 'wave barrier' – this should not pose an issue if rowers stay within the racing zone, however those in the outer lanes will need to be mindful of their course. If time permits it would be a good idea for rowers and coxes to walk down the pier and view the course!



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The following events will be offered:

| | | |
|--------------------------------|-------------------------|-----------------------------|
| Open Senior Fours | Open Senior Pairs | Open Novice Sculls |
| Women's Senior Fours | Women's Senior Pairs | Women's Novice Scull |
| Open Junior-Senior Fours | Open Junior Pairs | Women's Double Sculls |
| Open Junior Fours | Women's Junior Pairs | Open Masters Fours 50+ |
| Women's Junior Fours | Open Senior Sculls | Open Masters Fours 40+ |
| Open Novice Fours | Open Junior Sculls | Women's Masters Fours 40+ |
| Women's Novice Fours | Women's Junior Sculls | Open Double Sculls(1 x U18) |
| Mixed J14 Quad Sculls | Open J16 Quad Sculls | Women's J16 Quad Sculls |
| <i>Additional Events 2025:</i> | <i>Open Mixed Fours</i> | |

General Safety provisions

All crews are expected to adhere to the CARA Rules of Racing and all participating Club Captains shall attend a Safety Briefing prior to the start of racing.

There may be times when crews need to navigate with other water users as well as the fixed buoys,

The Event Organisers shall:

- Ensure there is First Aid cover
- Ensure that clubs are provided with parking and unloading information, including a map
- Provide sufficient and proficient marshals to assist on the day
- Ensure that clubs are notified in advance of safety instructions regarding unloading /loading boats and transferring to the beach (wet pedestrian area between seafront and beach which is slippery when wet)
- Communicate with club captains to ensure that no inexperienced coxswains are to be used in rough conditions or with inexperienced crews and no inexperienced scullers / doubles/pairs rowers are to row in rough conditions
- Conduct a site inspection prior to the event and check for hazards such as tripping hazards from wires.
- Ensure that the Regatta Control tent is correctly erected and checked periodically

Safety Boats

There will be two safety boats present with two occupants in each, who have been provided with a copy of the event safety & emergency action plan in advance, and properly briefed and understand

- The load capacity of their boat
- How to provide assistance to rowing boats
- How to minimize wash
- The necessity of staying with each race and noting when races contain inexperienced /novice rowers
- How to summon assistance, including medical attention
- Where to take casualties



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In addition:

- The safety boat driver is preferred to be RYA qualified to level 2, if not, then the driver needs to have proven experience / competence
- Racing is to be halted if safety cover is interrupted
- It is recommended that each safety boat should carry 4 life jackets for crew members requiring rescue.

No rowing boats shall launch until the safety boats are on the water.

Boat and Life Jacket Safety

Clubs shall ensure:

- Correct rigging of the boats
- Heel restraints are strong, secure and durable and the correct length. 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.
- Bow balls should be in good condition and securely fixed
- Fixing screws or bolts should not represent a hazard in the event of an accident. Any sharp protrusions should be covered or removed.
- Buoyancy compartments, seals, hatch covers, boat hull and ventilation bungs must be secure and watertight.
- Life jackets will be checked to ensure
 - Appropriate size for coxswains weight
 - Inflators are present and not corroded
 - There are no holes or degeneration of the material on the folds
- Failures will not go on water and will be reported via incident reports (BR website) with expectation that clubs will update when rectified

Communication

Regatta Control will be situated on the beach at the start/finish line. Regatta Control will have radio contact with the umpires' and safety boats.

Emergency Action Procedures

Medical support

First Aid will be situated in a tent next to Regatta Control (Umpires tent). First Aiders will wear a yellow hi-vis with 'First Aid' written on it. First aiders will be provided by the club and will hold the relevant up to date certification. The Regatta Secretary will be responsible for liaising/communicating with the emergency services, including the Port of Dover Police, for any incidents. A list of emergency numbers will be held at Regatta Control by the Regatta Secretary.

Lightning / Severe weather events

The local weather forecast will be monitored. If there is unexpected lightning / severe weather prior to the outing, race crews will be told NOT to go afloat. If there is unexpected lightning / severe weather



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during the race, or when crews are already afloat, then crews will be told to come ashore and must do so immediately.

Follow the 30/30 rule. If the time between seeing the flash of lightning and hearing the thunder is less than 30 seconds, take shelter. You are in a strike area.

Remain in shelter for 30 minutes after the last flash of lightning.

Actions by crews of Safety Boats

If heading for casualties do so with reasonable haste but consider wash and the possibility of swamping other craft upon approach

Approach slowly, use paddles or throw line for the final approach and watch for people in water

When rescuing those in the water use basic triage, supporting most in need and unable to help themselves before those who are faring better

Hazardous situations

Capsizing

Capsizing is most likely in the single sculls, pairs and double sculls, unless the capsize has been caused by equipment failure or some other incident (like a collision or medical situation). Rower(s) are expected to right their boats and continue racing. The crews' eligibility in the race may be compromised if they receive outside assistance.

Actions shall be:

- On capsizing a crew should do a buddy check and then proceed to right the boat and get rowing as quickly as possible. In most cases this is the most preferable option.
- If a safety boat comes to a crew's assistance and they do not want help, it is important the crew makes it clear that they are OK and do NOT want assistance.
- The safety boat shall assess the situation and take action (unless requested not to by the crew). It shall:-
 - Establish that all persons are accounted for.
 - Standby until the crew is safely back in the boat and continuing to race or returning safely to the beach.
- If the crew needs, or requests, assistance, then:-
 - it is likely that crews from a single, pair or double will board the safety craft, and single sculls will be placed across the RIB inflation tubes. A double/pair will be lashed to the side of the rib
 - in the fours / quads if only one or two rowers need to be rescued, it may be safest to allow the remaining crew to row the boat back to shore.
 - if the whole crew from a four/quad requires rescue, it can be towed (do consider placing a person into the boat to assist in the direction stability and to steer) however the blades should be removed prior to towing.

Swamping

This may be of a rowing boat, a safety launch or an umpires' launch. The vessel may be taking on water due to rough water or to a collision or some structural failure.



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Actions should be:

- Those in the swamped boat should stay with the boat and row, if possible.
- Wait for assistance from safety boat
- The crew involved should raise the alarm by waving to the nearest boat and/or calling for umpire and safety boats by radio
- Safety or another craft will: -
 - Retrieve the casualties from the boat or water
 - Establish that all persons are accounted for
 - Make safe or otherwise retrieve the craft (as above)

Person overboard

A person may fall from any craft into the water. It is likely to be one individual but it is possible that when assisting the recovery of a person overboard or when putting out / retrieving the weighted turns, another individual falls in.

Actions should be:

- Raise the alarm on the safety radio
- Retrieve the casualty from the water
- Establish that all casualties are accounted for
- Take casualty to shore

Fire on-board safety or umpires' launch

Any craft with an engine is capable of catching fire.

Actions should be:

- Raise the alarm on the safety /umpires' radio
- Extinguish the fire using the fire extinguisher on board
- If possible, make way to the shore
- If necessary, make preparations to abandon the craft
- Other craft should lend assistance and possibly retrieve casualties from water as necessary
- CARA officials of the day, shall reassess risk to event as whole due to loss of craft and take appropriate action

Mechanical malfunction on safety or umpires' launch

Any craft with an engine is capable of becoming disabled.

Actions should be:

- Raise the alarm on the event safety/umpires' radio
- Assign a suitable craft (with sufficient power and rope for towing) to assist the disabled craft
- Tow disabled craft to shore
- If resources permit, have second craft on standby to lend further assistance
- CARA officials of the day, shall reassess the risk to event as whole due to loss of craft and take appropriate action



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Emergency Response - Key Steps in the event of an emergency or life-threatening injury

1. **Render assistance**
2. **Make contact** with Regatta control tent
3. **Call for Help & Emergency Medical Attention:**
 - 999 (112)
 - Dover Harbour Board Vessel Traffic System (VTS) [Prev Port Control]: 01304206063
 - Dover Harbour Board Police: 01304216084
4. **Monitor and administer first aid** (*Defibrillator location – In the First Aid tent plus a public AED on the side of the kiosk next to the Dover Sea Sports Centre*)
5. **Send someone** to meet/direct Emergency Services
6. **Transfer** injured to care of Emergency Team
7. **Inform** key people (Regatta control)
8. **Complete an incident report**

Be prepared to tell 999:

- Who you are, your name and call back number
- Current location of injured person
- Description of boats (if requesting on-water help)
- Where you plan to bring injured person ashore
- Age/gender/number of injured people
- Type of injury/situation

Key Contact Details:

Regatta address for emergency services:

Dover Rowing Club, Esplanade, Dover CT17 9FS

What3words - dance.mull.openly

Minor injuries unit

Buckland Hospital
Coombe Valley Road
Dover, Kent
CT17 0HD

Tel: 01304 222621



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Dover Rowing Club Members

| | |
|--|--------------|
| Captain: William Coleman | 07710 673848 |
| Vice-Captain: Jon Cook | 07801 810789 |
| Vice Captain: Emily Harvey | 07720 211868 |
| Regatta Secretary: Jacky Silk | 07557 193798 |
| Welfare Officer: Damion Napier | 07999311928 |
| Water Safety Advisor: Cameron Mackintosh | 07427 919554 |

Dover Harbour Board

| | |
|---|--------------|
| Dover Harbour Board Vessel Traffic System (VTS) [Prev Port Control]: | 01304206063 |
| Dover Harbour Board Police: | 01304 216084 |

Tide times

Tide and sunrise/sunset times for 16th August 2025

| | |
|------------|----------------|
| High Tide: | 04:34 / 6.16 m |
| Low Tide: | 11:31 / 1.54 m |
| High Tide: | 16:58 / 6.23 m |