



# Docklands Head Safety Plan

Sunday 8th November 2026

## Docklands Head Safety

This Safety Plan has been formulated to enable the PBDRC Dockland Head Organising Committee's responsibilities to be met, taking due account of advice from the British Rowing and to operate under and comply with the risk assessment of the London Regatta Centre.

## Head Safety Adviser and Race Committee

The Head Organising Committee has appointed **Nick Paul** as **Docklands Head, Safety Adviser**. He is a full member of the organising committee and the co-author of this document and the Regatta risk assessment. The Committee Secretary is Chris Kendall.

The Race Committee comprises **Zoltan Szotyori** (Chair and co-ordinating umpire), plus others to be advised. The Race Committee will undertake the duties detailed in British Rowing rules; in particular they will decide if weather conditions are too dangerous to permit racing to continue.

## British Rowing "Row Safe"

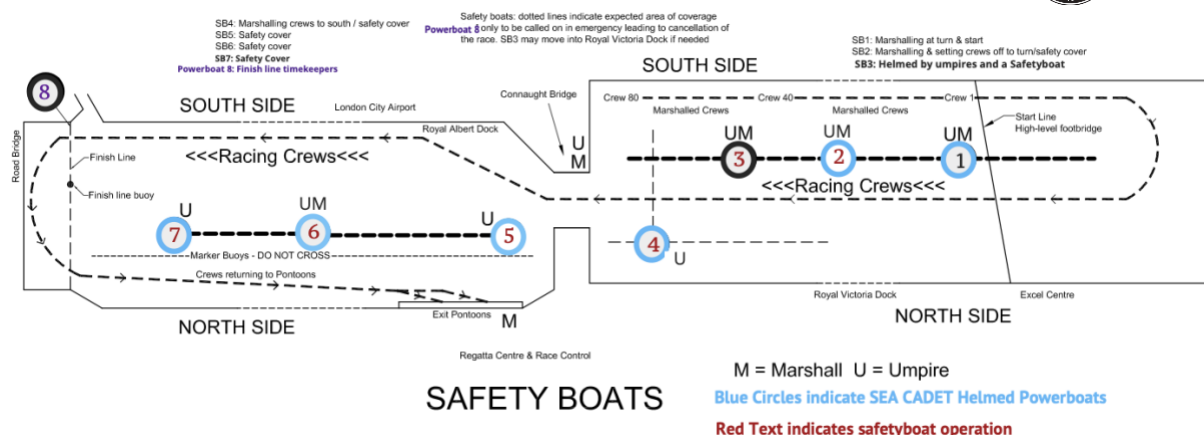
It is mandatory that all crews attending the Docklands Head comply fully with British Rowing Rules of Racing. It must be emphasised that it is the coaches and master of the vessel's responsibility – not that of the Docklands Head – to ensure that they row in equipment that conforms to RowSafe.

The on-site British Rowing Umpires will inspect boats for safety related compliance and in addition boats fitted with hatch covers must have these in place and correctly fitted.

No boats will be allowed on the water unless they pass the safety inspection, and in coxed boats that the coxswain is wearing an appropriate life jacket or buoyancy aid in the correct manner. In "front-loader" boats coxswains must wear manually operated gas inflation life jackets. All crew coaches are to ensure that their crews are correctly briefed on "Row Safe".

## On Water Safety Cover

There will be six safety boats in attendance. They are provided with radios and mobile phones carried by crew. There will also be a marshal under the Connaught Bridge with a megaphone to alert competitors of their approach to the channel between the Royal Victoria Dock and the Royal Albert Dock as seen on the course map.



Safety boats will be stationed in both the Royal Albert and Royal Victoria Docks. Each safety boat will have two people on board, who may be a marshal and an umpire, or a driver and an umpire. Marshals will be posted at the following locations to direct competitors while boating, marshalling, and racing. Marshals will be equipped with loud-hailers:

- Boat yard
- Landing stages
- Start
- Connaught Bridge
- Finish

## What to do in an Emergency

**Any Accident** - Racing will be suspended by race officials until such time that the casualties have been attended to, and the course is clear, safety boats are back on station, and approval is given by Race Control. Race Control or delegated person will make the necessary arrangements with the safety boats, Regatta Medical Team or the Emergency Services and liaise as necessary regarding the incident.

Vehicle access to the site is via the car park on Dockside Road, postcode for access is E16 2QT and what3words **funded.bats.remit**. The emergency exit point from the course itself is via the landing pontoon at **breath.filed.offers**.

**On Water Incident** - The nearest safety boat will provide an immediate response and rescue if required. During racing, other safety boats will remain on station to ensure the safety of other crews and if necessary, change their position to provide cover for the areas allotted to boats involved in the rescue. Should the medics be required to go afloat, life jackets will be made available, and they will be accompanied by an experienced launch driver.

In the case of equipment failure on the way to the start the crew must make known their predicament to a marshal and await instructions.

**Waterside Incident, including Fire** - Response to any incident on or close to the London Regatta Centre land (beige bonded surface) will be coordinated by Race Control and Safety Advisor.

The nearest landline telephone for 999 is located in the London Regatta Centre, behind the main reception desk. Ordnance Survey Grid Reference is 418-808, What3Words access point is **roof.tricky.timing** and postcode is E16 2QT.



## First Aid

Regatta Medical Team will provide First Aid at the Regatta centre and can be contacted by radio, callsign "Medic".

The Safety Boats will carry first aid kits as specified in RowSafe.

## Incident Reporting

Any incident, collision or near-miss must be reported within 24 hours to British Rowing via their online incident reporting system at <https://incidentreporting.britishrowing.org> Incidents must also be reported to RDA via <https://forms.gle/8ov8LTHrNJ3Bsk5W7>

## Weather

**Wind - If the wind direction is easterly or westerly, and gusts or base wind speed exceed 17mph, the Dock will be closed, and no rowing will be permitted.** This is due to the alignment and walled nature of the Dock, meaning that sinking conditions are likely across the full width of the course at such wind speeds.

In the event of deteriorating conditions while crews are already on the water, the Race Committee and the Safety Adviser will recommend a course of action, which shall then be communicated via Race Control. Exact actions will depend on the circumstances. If asked to wait for a safety escort, it is imperative that crews follow such instructions.

**Lightning** - In case of lightning, a standard "30:30" approach will be adopted, where all on- water activity will be suspended for a minimum of 30 minutes following a visible lightning strike that is accompanied less than 30 seconds later by audible thunder.

Crews will be required to clear the Dock as quickly as possible using both pontoons.