



## **ROWING SA SAFETY & TRAINING POLICY**

Approved 19/11/2019

**Please Note: Some additional elements of this policy are still being finalised, these are highlighted within the document.**

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# 1. INTRODUCTION

Rowing is a safe and enjoyable sport – if the risks inherent to sport generally, and particularly those conducted on, or within the vicinity of water, are effectively understood and addressed.

The majority of the SA rowing community conducts its rowing activities on protected waterways, namely the Torrens Lake and West Lakes, where there is limited interaction with commercial watercraft and little exposure to tide, wash, current, and the effects of extreme weather events. However, the risks include limited access to on water safety and coaching boats, a high density of rowers accessing these waterways, and coaches utilising shared paths. This coupled with the very central and public nature of these waterways creates an environment that differs to many other waterways used for rowing in Australia. There are also a number of SA Rowing Clubs based on semi-protected waterways and, whether through participation in Rowing SA Regattas or club training days or camps, it is likely that most clubs and their members will take part in rowing activities on these waterways at some point. As such it is imperative that all clubs understand the risks and requirements associated with all types of waterways and the measures that must be in place to protect their members and ensure the continued safe access to these waterways.

The aim of this document is to draw together relevant resources, recommendations, and requirements from National bodies (including Rowing Australia), State Government Departments, and Local Councils in order to create a comprehensive centralised Rowing SA Safety & Training Policy that addresses:

- Safety generally
- Safety and rules relating to the use of SA waterways for rowing and rowing activities specifically
- The requisite obligations and operating conditions relevant to the continued use and access to waterways for rowing and rowing activities

Furthermore, this document will serve as an accessible resource to guide and aid clubs in their assessment and development of adequate safety and compliance procedures for their members and individuals accessing their club.

This document should be read in conjunction with:

- Rowing Australia “On-Water Code of Conduct”
- Rowing Australia “On-Water Safety Guidelines”
- Rowing South Australia “Regulations for Boat Racing”
- Rowing South Australia “Code of Conduct”
- Rowing South Australia “By-Laws”
- Rowing South Australia “Weather and Condition Management Recommendations & Competition Day Policy”

On occasions where there are conflicts between these documents the local rules, policies and procedures shall take precedence. Where local rules, policies and procedures are silent the National documents shall take effect.

This policy applies to all members of, and all individuals involved with, any club affiliated with Rowing SA and any staff, volunteers or direct members of Rowing SA.

## 2. DIVISION OF ROLES AND RESPONSIBILITIES

Safety is everyone's responsibility. However, Rowing SA, its affiliate Clubs, and all individuals involved in the sport, have varying roles to play in guaranteeing the safety of all participants and the continued use of SA waterways.

Rowing SA and its' clubs should be constantly vigilant and proactive in recognising and addressing issues that have the potential to cause harm to a member of the rowing community or member of the public through our rowing activities.

The below division of roles and responsibilities aims to give some guidance on the important roles played by each group in identifying and managing the risks associated with rowing.

### **2.1. Rowing South Australia**

Rowing SA is responsible for fostering a culture of safe practice and its responsibilities to address the key risk factors, rules and compliance requirements that apply through South Australia are:

- Keep apprised of national best practices in safety and particularly rowing safety.
- Communicate any revisions and updates of this document to all members.
- Maintain a register of Incidents & Near Misses and create a yearly report to assist in identifying and rectifying high risk areas or practices.
- Assist Clubs in facilitating the creation, implementation and appraisal of safety procedures.
- Liaise with Local Council and Waterway Authorities to determine rules of use for protected waterways.
- Liaise with other sports and organisations to coordinate activities and share information to minimise hazards associated with shared use.
- Where possible monitor and take action against any club or individual jeopardising the safety of any other individual, or the continued access to South Australian waterways.
- Take all necessary steps to ensure a safe environment, on and off the water, for all participants in the sport and attendees of any Rowing SA Regatta or event.

### **2.2. Clubs & Schools**

Clubs are the frontline for educating members and monitoring compliance and are held responsible for any breaches of this policy committed by their members.

Clubs are responsible for:

- Ensuring all club members are aware of and comply all traffic, rules and safety requirements of relevant waterways.
- Ensuring all club members are competent and capable of managing the conditions on any given waterway prior to entering that waterway, and are aware of, and practiced in, capsize and rescue procedures.
- Creating, implementing and regularly reviewing safety and compliance procedures and practices within their club.
- Appointing a Club Safety Officer (see section 2.2.1).
- Maintaining a visible copy of the relevant traffic rules and emergency phone numbers in all boatsheds.
- Ensuring all equipment being used for all rowing and training activities is safe and fit for purpose.
- Ensuring appropriate supervision is in place during all rowing and training activities.

It is recommended that clubs have a risk management framework in place for training, competitions, camps, and tours, and take steps to put in place a 'log book' or 'buddy system' for instances when athletes will be training on their own and with limited or no supervision.

More information and recommendations from Rowing Australia on developing procedures to manage safety at a club level, including a Safety Assessment Checklist, can be found here <http://rowingaustralia.com.au/ra-on-water-safety-code-and-guidelines/>

### **2.2.1. Club Safety Officers**

From October, 2019, each club will be required to appoint a Club Safety Officer and notify Rowing SA each season.

Club Safety Officers will:

- Ensure Club Coaches and Athletes are aware of rules and safety requirements (including club or shed rules).
- Ensure relevant rules and safety signage and course maps are displayed around the Club.
- Monitor and improve compliance with all rules and safety policies and procedures within the club.
- Ensure all members are familiar with incident reporting procedures and obligations.
- Report hazards, incidents, and near misses to the club and to Rowing South Australia.
- Be the main point of contact between the club and Rowing SA regarding safety and rules issues (including breaches, general updates, communication).

### **2.3. Individuals**

All members of the rowing community have a responsibility to ensure their actions, both on and off the water, do not compromise the safety of themselves or others.

All individuals must familiarise themselves with relevant course and waterway maps and be sufficiently capable of manoeuvring their craft in accordance with those course or waterway maps, and any prevailing conditions, prior to conducting any rowing activities on that waterway.

Coaches are responsible for the athletes in their charge (particularly so for underage athletes). Coaches must ensure they are informed of all safety procedures and rules, and abide by them at all times. Coaches should be aware of the weather forecast and should evaluate the environmental conditions before deciding, in light of the rowers' capabilities and limitations, whether it is safe for rowers to go out on the water.

Individuals must take all reasonable action to avoid a crash or collision when on any waterway or any shared path.

All individuals should report any concerns, incidents, or near misses to their Club, Club Safety Officer, or directly to Rowing SA. Please see Section 5 of this document for further information on Incident Reporting.

## 3. GENERAL SAFETY & COMPLIANCE INFORMATION

### 3.1. Safe Equipment & Safety Equipment

Clubs must ensure that all equipment used for rowing, coaching, and all training activities is safe and maintained in good order.

Every rowing shell in use on any waterway in any capacity must have:

- a white ball of not less than 4cm diameter made of rubber or material of similar consistency on its bow, unless the construction or nature of the boat is such that the bow is properly protected or its shape does not represent a hazard.
- Heel restraints that allow 'hands-free' release of feet
- 'Quick release' mechanisms that are in effective working order in all boats equipped with fitted shoes.
- Lights as required by maritime law or the body managing the waterway the boat is to be used on.

Clubs should ensure a basic first aid kit is readily available at all times and locations where training will take place, and all participants are familiar with, or have access to, relevant emergency contact information.

Where Coach Boats/Safety Boats are in use (given that coaching boats will often also perform the function of safety boats) they must be equipped with all safety equipment in accordance with the local rules of the waterway (see below links), and any relevant additional items (e.g. first aid kits, thermal blankets, spare lights, spare life jackets).

All coach/safety boats should provide for easy entry from the water (e.g. step, ladder, or handhold) and be fitted with a kill switch.

The South Australian Recreational Boating Safety Handbook is available from here:

<https://www.sa.gov.au/topics/boating-and-marine/marine-publications/recreational-boating-handbook>

The chapter of this handbook that deals with Safety Equipment specifically is available from here:

[https://www.sa.gov.au/\\_data/assets/pdf\\_file/0011/7220/Chapter-4-Safety-equipment-SA\\_boating\\_handbook\\_Sept\\_2018\\_WEB-2.pdf](https://www.sa.gov.au/_data/assets/pdf_file/0011/7220/Chapter-4-Safety-equipment-SA_boating_handbook_Sept_2018_WEB-2.pdf)

For more information of South Australian Laws and Regulations around the use of boats visit

<https://www.sa.gov.au/topics/boating-and-marine>

All trailers must be maintained, operated, and comply with all stipulations of the 'Road Traffic Act 1961 – Rear Overhang Exemptions for Trailers Transporting Rowing Boats, Canoes or Kayaks'. This can be accessed here

[https://www.sa.gov.au/\\_data/assets/pdf\\_file/0015/113604/DOCS\\_AND\\_FILES-7160249-v1-Rear\\_Overhang\\_Exemption\\_for\\_Trailers\\_Transporting\\_Rowing\\_Boats\\_Canoes\\_or\\_Kayaks\\_-\\_gazette\\_notice\\_.pdf](https://www.sa.gov.au/_data/assets/pdf_file/0015/113604/DOCS_AND_FILES-7160249-v1-Rear_Overhang_Exemption_for_Trailers_Transporting_Rowing_Boats_Canoes_or_Kayaks_-_gazette_notice_.pdf)

### 3.2. Swimming Ability and General Mobility

All active members partaking in on-water rowing activities of any type should:

- Be capable of releasing themselves from the boat.
- Be able to swim 50m in light clothing and be sufficiently at ease in the water not to panic and to be able to keep themselves afloat.

If any member is unable to meet this requirement for any reason additional flotation aids, either on the person or within easy reach in the boat, or modifications to the equipment must be considered in conjunction with additional supervision and rescue plans.

If a safe alternative cannot be found the athlete should not be permitted on the water.

These conditions are particularly relevant for Para Athletes, athletes with reduced or limited mobility, athletes with limited swimming ability, and inexperienced athletes.

### **3.3. Capsizes & Rescues**

All active members should learn and practice capsizing and accident drills.

In the event of a capsize, rowers and coxswains should be instructed to stay with the boat rather than attempt to swim to safety. The boat, unless seriously damaged, can be considered a life raft. If the water is cold rowers and coxswains should be instructed to get as much of their body out of the water as possible by draping themselves over the upturned hull, if necessary turning the boat over for this purpose. Rowers and coxswains should also be instructed to “buddy-up”, with two people holding on to each other until rescued to provide mutual support and to help ensure that all are accounted for.

If the boat cannot be righted or athletes cannot be returned to the boat and a rescue boat is not present, rowers and coxswains should hold on to the boat and kick with their legs to move the boat towards the nearest shore, keeping vigilant for other boat traffic.

When conducting a rescue from a powered rescue boat the engine must be switched off before coming into proximity of anyone in the water. Consideration must be given to the distribution of weight in the rescue boat and the point of entry when retrieving individuals from the water so as not to capsize the rescue boat.

A rowing boat can also be used as a rescue boat if required. An instructional video on this can be found here <https://www.youtube.com/watch?v=yfmEpdP2KDo&feature=youtu.be>.

### **3.4. Boat Lighting**

All crews rowing on any South Australian waterway must show light(s) if operating between sunset and sunrise or in periods of low light or restricted visibility.

This includes:

- Periods of low visibility, such as heavy rain or periods of fog.
- Periods of low light, such as overcast skies.
- The period immediately before and after sunrise and sunset.

The minimum requirements for the set-up of lights are:

- Two all-round white lights; one attached to the boat at or near the bow end and one attached to the boat at or near the stern end. A red light is considered acceptable as an alternative on the stern end of the boat only.
- A continuous light is considered acceptable if it is visible in clear conditions from a distance of 1 kilometre.
- A flashing light is considered acceptable if it flashes at least once per second and is visible in clear conditions from a distance of 1 kilometre.
- Notwithstanding the above, it is considered acceptable for a light to be masked so as not to interfere with the vision of the vessel's occupants, provided at least one light is visible from any direction.

Lights may be mounted on the bow number holder or secured to the hull.

### **3.5. Use of Bikes**

Due to the high dependency on bikes and cycling, particularly on shared 'off-road' paths, to carry out coaching activities the below information, originating from the DPTI publication 'Cycling and the Law (July, 2017), has been included. This information outlines the legal requirements of cycling equipment and use of shared paths, such as those adjacent West Lakes and the Torrens Lake, and should be considered as Rowing SA's policy on the use of bikes.

All bikes must:

- Be properly constructed and equipped, as well as properly maintained so that it does not present any danger to the rider or other road users and pedestrians.
- Have at least one effective brake.
- Have a functioning warning device within easy reach.

When visibility is reduced (in low light, after sunset, before sunrise, or in hazardous weather conditions) all bikes or riders must have:

- A flashing or steady white light that is clearly visible at least 200 metres from the front of the bicycle.
- A flashing or steady red tail light that is clearly visible at least 200 metres from the rear of the bicycle.
- A red rear reflector that is clearly visible for at least 50 metres from the rear of the bicycle when light is projected on to it by a vehicle's headlight on low beam.

All individuals operating a bike on a shared path must:

- Exercise due care and consideration for pedestrians and other users.
- Give warning to pedestrians or other users by sounding a bell or a horn or by other means, if necessary for the purpose of averting danger.
- Keep to the left of any oncoming bicycle rider.
- Wear an approved bicycle helmet that is properly secured and fastened.
- Keep to the left of the path unless it is impracticable to do so.
- Give way to any pedestrians.

For more information on cycling laws and regulations within South Australia the full publication can be found here [https://www.sa.gov.au/\\_data/assets/pdf\\_file/0020/23438/DPTI-Cycling-and-the-Law-Booklet.pdf](https://www.sa.gov.au/_data/assets/pdf_file/0020/23438/DPTI-Cycling-and-the-Law-Booklet.pdf)

Further to the above, the use of bikes is not permitted on shared paths adjacent any course being utilised for a Rowing SA Regatta for the duration of that regatta, unless explicit permission has been granted by the Regatta Referee.

## 4. VENUE SPECIFIC TRAINING & SAFETY INFORMATION

### 4.1. West Lakes

Rowing SA is fortunate to own the facility at West Lakes, have a home on the A.M. Ramsay Regatta Course, and good access to the West Lakes waterway generally. However, this fortunate position comes with the added responsibility of being a good neighbour and member of the local community. Much of the future of our sport and our clubs depends on maintaining full access to the Lake and the Course for training and regattas. This depends upon us fulfilling our obligations to the Council and residents of West Lakes, and implementing the highest safety standards on West Lakes to avoid accidents and unnecessary risks to our members or other users.

West Lakes and the A.M Ramsay Regatta course is a public waterway and a shared facility used by other sports for training and competition, as well as residents and recreational users. While the course (lanes and pontoons) may be booked for various events, it is important to note that the Lake itself is rarely completely closed to the public, and there is a high likelihood of encountering other users on the Lake. Similarly, the path alongside the lake is a popular walking and running track for members of the public. It is imperative that coaches utilising this path on bike or foot, are aware of their obligations to other users, comply with all rules of use, and are constantly vigilant.

Rowing SA is granted a permit for the use of West Lakes by the Charles Sturt Council covering the use of the Lake and adjacent footpath by our affiliate members, regardless of the location of their boatshed. All clubs and members should be aware that when they are engaged in activities associated with rowing on West Lakes they are bound by the conditions of the permit, which contains obligations that may differ to those of private citizens. Any act by a coach, athlete, spectator, official, or volunteer of any club or school that jeopardises this permit, and in turn, the reputation and future of our sport, will be treated in the most serious manner.

The relevant conditions of use as stated in the West Lakes Permit for Aquatic Activities are:

- **Times of Use**

Permit activities are restricted to the hours of 0600 hours to 2000 hours Monday to Saturday, and 0700 hours to 2000 hours on Sunday.

- **Local Nuisance**

Activities carried out by persons operating under this permit must comply with the provisions of the Local Nuisance and Litter Control Act 2016

(<https://legislation.sa.gov.au/LZ/C/A/LOCAL%20NUISANCE%20AND%20LITTER%20CONTROL%20ACT%202016.aspx>) in relation to local nuisances.

- **Use of Amplification Devices**

The use of voice amplification devices for general coaching purposes is prohibited. The use of 2-way radios, or similar devices, is necessary to communicate from the shoreline to crew members of water to minimise any noise disturbance.

Voice amplification in boats (i.e cox box systems) is permitted between 0600 hours and 2000 hours Monday to Saturday and 0700 hours and 2000 hours on Sunday provided they are set to a level to be heard within the boat only, thereby minimising any noise disturbance to residents in the area.

- **Low Light Safety Equipment**

Persons engaged in water activities before daylight or after dark must use lighting equipment as required by the South Australian Department of Planning, Transport and Infrastructure.

- **Use of Bicycles or any other Small Wheeled Vehicles**

Where bicycles are utilised for coaching purposes, riders are required to comply with all State based legislation, including the wearing of helmets, bicycles to have functional bells and lighting, in addition to riders being respectful and giving way to pedestrians and being considerate to local residents by keeping noise to a minimum.

- **Sale of Food & Beverages**

The sale of any food or beverage is prohibited on Local Government Land unless written approval has been granted by Council. In addition to the written approval, notification in the form of an application must be given to Council's Environmental Health Department. Failure to do so is an offence under the Food Act 2001 and an expiation notice may be issued.

- **Vehicle Access to Local Government Land**

Vehicle access to Local Government Land is only allowed where stipulated as a permitted activity by this permit, or where a separate vehicle access permit has been issued.

All restricted parking areas that are set out by signage, in addition to the Australian Road Rules and Council By-Laws must be complied with.

Please see below for further information relating to Training and Safety at West Lakes specifically.

#### **4.1.1. Noise Restrictions**

Given the above conditions relating to Local Nuisance, Rowing SA has developed the following rules pertaining to noise for Lake and path users.

**At all times:**

- Amplification devices (e.g. megaphones) for coaching purposes are not permitted.
- Cox Box Systems (and similar) are permitted but must be set to a level to be heard in the boat only.
- Excessive noise and offensive language is not permitted.

**Before 7:00am and after 6:00pm:**

- Instruction to crews only permitted from Reserves along the Lake (not in front of residences).
- All on water athletes (including coxswains) must keep all noise to a minimum.
- All path users and coaches must keep all noise to an absolute minimum.

#### **4.1.2. Coach Identification**

In conjunction with the City of Charles Sturt Council, Rowing SA Board require rowing coaches (& support personnel) using bikes on the path at West Lakes to adhere to the following rules, enabling them to be clearly visible to others on the path, demonstrating that the rowing community is committed to co-existing with the wider community in a professional and co-operative manner:

- All Individuals using a bike on the shared path adjacent West Lakes and engaged in rowing activities must wear a High-Vis Vest with a clearly visible number identifying the Club/School.
- Sets of standard, numbered High-Vis Vests will be supplied at cost price by Rowing SA, based on the numbers provided by each Club/School to satisfy their maximum number of vests required for any given training session.
- Each Club/School will be allocated a unique identifying number that will be applied to their Vests, which will assist with identification for any issues or queries

- The ‘Club Safety Officer’ will be responsible to ensure all coaches and support personnel comply with this policy, and Rowing SA/Council will be monitoring adherence to the policy.

#### 4.1.3. Compliance Monitoring & Breaches of Rules

For all breaches of the Rowing SA Safety & Training Policy relating to West Lakes, including but not limited to – failure to follow traffic flow, breach of council noise restrictions, accessing the lake outside permit hours, non-compliance with lighting requirements or rules for bicycles on paths.

The penalties listed below will be in place for all offences arising from verifiable complaints from RSA staff/volunteers, residents, other clubs, or random checks (either RSA Security Camera footage, or physical checks by RSA personnel). The RSA Office may review penalties in the light of extenuating circumstances.

Serious offences that are considered to significantly jeopardise either the safety of an athlete, coach, recreational lake user, pedestrian, or the RSA’s Permit for Aquatic Activities at West Lakes from the city of Charles Sturt, will be escalated to the 3<sup>rd</sup> Offence Level. Subsequent offences will be treated as a 2<sup>nd</sup> Offence and will escalate from there.

Accumulation of offences will reset at the beginning of October (for the summer season), and the beginning of April (for the winter season).

Rowing SA will issue fines to the club not the athlete, on the basis that it is the clubs responsibility to ensure all members are aware of and comply with relevant rules and safety procedures.

All Action Schedule items will be conducted in addition to Fines and Actions from previous offences. All Action Schedule items will include or be accompanied by communication that clearly outlines the offence, action required to be taken by the Club, and next steps should another offence occur.

OFFENCE NUMBER	FINE AMOUNT	ACTION SCHEDULE
1 <sup>st</sup> Offence	\$50	Warning to Athlete/Crew (where possible) Email to Club & Safety Officer
2 <sup>nd</sup> Offence	\$100	Email sent to Club/Safety Officer requesting Club-wide action to be taken and RSA to be included in any communication
3 <sup>rd</sup> Offence	\$200	Communication sent to School Sport Director Meeting with Club’s Safety Officer called to immediately address Club’s compliance procedures & plans for addressing issues
4 <sup>th</sup> Offence	\$500	Communication sent to School Principal Meeting required with Club Committee Suspension of whole club from competition (at Board’s discretion)
5 <sup>th</sup> Offence	\$500	Suspension of Aquatic Use Permit Temporary (at Board’s discretion) Meeting required with all Club Members
Beyond	\$500	Suspension of Affiliation (at Board’s discretion)

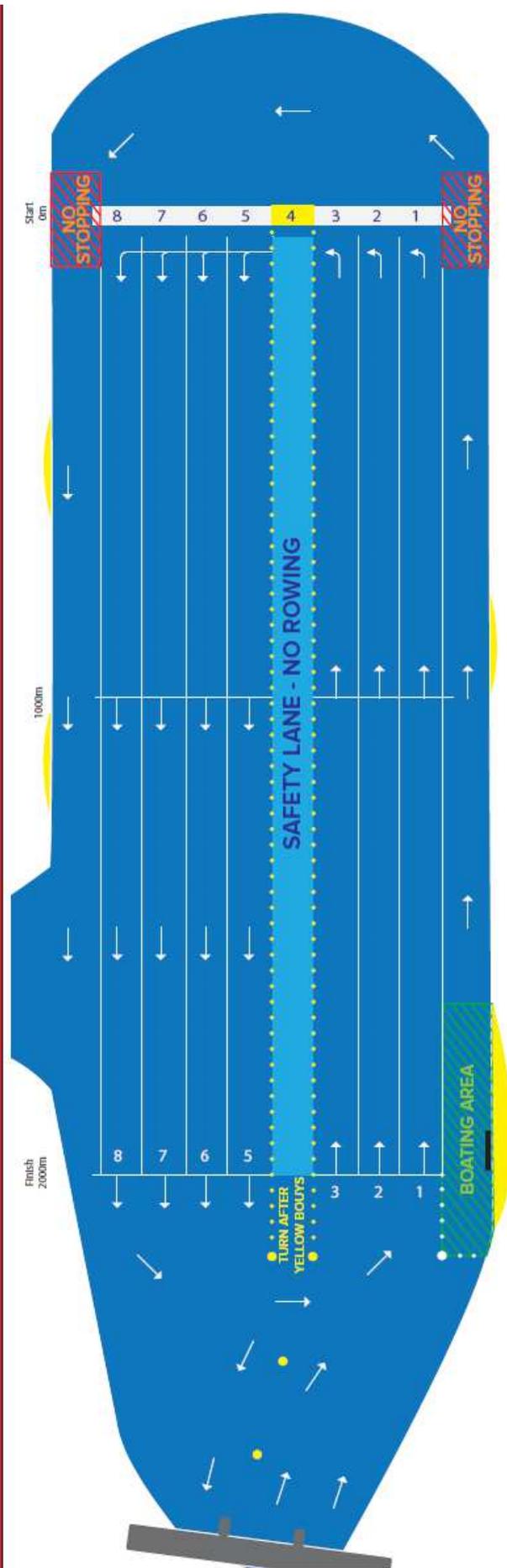
#### **4.1.4. First Aid & Emergency Contacts**

Details of First Aid (including defib locations and Action Plans) and Emergency Contact information is currently being finalised and will be added to this document and available in printable format for display in boat sheds shortly.

#### 4.1.5. West Lakes Training Map (A.M Ramsay Regatta Course)

# TRAINING MAP

## A.M. RAMSAY ROWING COURSE, WEST LAKES



#### GENERAL COURSE RULES

- Stationary or slower boats must give way to overtaking boats by moving out of their lane (except in the designated 'BOATING AREA' and the outer lanes, 0 & 9)
- When turning, crews must row directly across the course and give way to all oncoming traffic
- It's the duty of ALL crews to ensure that they avoid collisions
- Use your voice and warn other crews of any approaching hazards
- All boats must have lights on both the bow and stern from dusk till dawn

#### BOATING AREA (Lane 0, 1750m- 2050m)

- Crews boating ON or OFF the course have right of way in this area
  - Crews rowing through this area should slow down and expect to be impeded, or preferably choose Lanes 1, 2 or 3 to travel past this area
  - 3 minute time limit on finish pontoon if other crews are waiting to utilise
- #### SAFETY LANE (Rowing Lane 4)
- No rowing in this lane marked by yellow buoys
  - Can only be used to cross the course or if avoiding collisions

#### CYCLING for coaches only

- **EXTREME CAUTION**
- Many children and residents use this path
- Pedestrians have right of way
- Light, bell and helmet are mandatory, as per normal DPTI Rules

#### NO STOPPING ZONES

- Due to the restricted area adjacent to the Starting Pontoon, no stopping within 30m of the eastern or western ends of the Start Pontoon

#### NOISE RESTRICTIONS

- ALL rowers/coaches must obey local 'noise' regulations.
- Keep noise to a minimum before 7am
- No power megaphones at any time

**IT'S EVERYONE'S RESPONSIBILITY TO FOLLOW AND POLICE THESE RULES; THEY ARE TO ENSURE EVERYONE'S SAFETY ON THE WATER**

Report any infractions and incidents to [course@rowingsa.asn.au](mailto:course@rowingsa.asn.au)

For more information, please refer to WEST LAKES SAFETY POLICY on the Rowing SA Website

4.1.6. West Lakes Training Map (West Lakes Basin & Around the Island)

# BASIN TRAINING MAP

AQUATIC RESERVE, WEST LAKES

**DRAGON BOAT/CANOE COURSE**  
This area is designated for Dragon Boat and Canoe users on the lake as these boats have reserved use within this area.

**AQUATIC BASIN TRAINING LOOP**  
Follow direction of the purple arrows  
- Northern turn: round red buoy  
- Southern turn: round western yellow warning buoy  
**RETURN TO SHEDS FROM MAIN COURSE**  
Follow direction of the Red arrows  
- Round western yellow warning buoy before returning to beach  
- When travelling through bridges, keep a lookout for other crews and crafts- especially in the centre arches

**AROUND THE ISLAND TRAINING LOOP**  
Follow direction of the Orange arrows  
- Keep to your bowside of the lake when travelling around the Island  
- When travelling anticlockwise, you must travel around the western yellow warning buoy  
- When travelling through bridges, keep a lookout for other crews and crafts- especially in the centre arches

**MERGING ZONE**  
Pay special attention when approaching and travelling through the Merging Zone

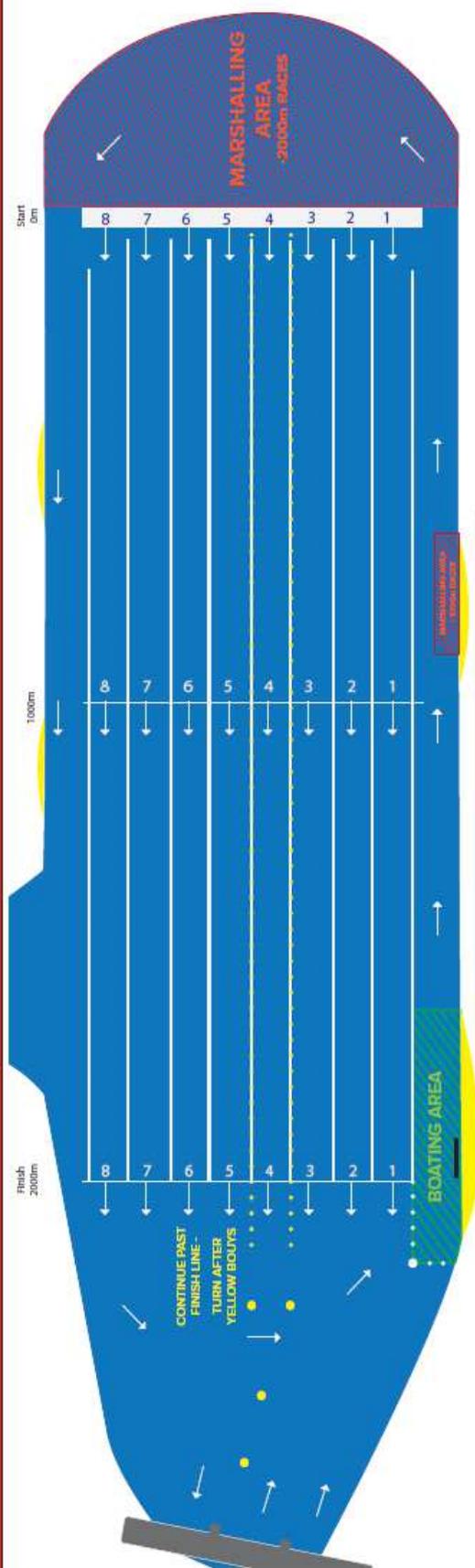
**BOATING AREA**

**IT'S EVERYONE'S RESPONSIBILITY TO FOLLOW AND POLICE THESE RULES; THEY ARE TO ENSURE EVERYONE'S SAFETY ON THE WATER**  
Report any infractions and incidents to [course@rowingsa.asn.au](mailto:course@rowingsa.asn.au)  
For more information, please refer to WEST LAKES SAFETY POLICY on the Rowing SA Website

#### 4.1.7. West Lakes Racing Map (A.M Ramsay Regatta Course)

# RACING MAP

## A.M. RAMSAY ROWING COURSE, WEST LAKES



### BOATING AREA

- Crews are only permitted to launch from and return to the beaches, the pontoon is reserved for para athletes only
- Once crews have launched, begin moving as quickly as possible to avoid congestion along the beach
- Winning crews must stop briefly at the pontoon for scrutineering
- Crews travelling through the bridge toward the course, may travel through the western or middle arches only and continue on the western side of the yellow buoys

### WARM UP LANE:

- All crews must travel to the start line in lane zero and give way to faster crews
- Move slowly and carefully past the marshalling zones
- Do not cross the start line when a race is being started
- Do not practise race starts or move at pace when a race is approaching, or if other crews are in close quarters

### CREWS MUST BE IN THE MARSHALLING AREA AT LEAST 5 MINUTES BEFORE SCHEDULED RACE START TIME

#### 2000M MARSHALLING AREA:

- Move past and around the starting pontoon
- Line up in ascending bow number order in preparation to move onto the course when instructed to do so
- Crew must not practise race starts within the marshalling area
- Should a crew miss the start of their race, they must row back to the finish line in lane 9 (travel lane), when instructed

#### 1000M & 1500M RACES - NON-HELD START:

- Row past and follow the instructions from the BRO in the Marshall boat (large Red/Yellow boat)
- Give way to crews continuing through to the 2000m start when waiting to be marshalled onto the course
- Only enter the course when instructed to do so by a BRO

### FINISH LINE PROCEDURE:

- Crews must continue past the yellow buoys before turning after the finish line (approx. 50m)
- Crews must move away from the finish line as soon as possible following a race
- Be aware of other crews crossing the finish line when turning towards Lane 0
- Crews continuing through the bridge, must use the eastern arch only

### CROSSING THE COURSE

- Crews may cross the course past the rocks only (1750m).
- Crews must not sit and wait for a gap, but should keep rowing slowly up the course until the course is clear, then begin turning
- When appropriate, cross the course at 90 degrees
- Crews are not permitted to pass the finish line when another race is finishing
- Crews must use the eastern arch only when passing the bridge

### FOLLOW ALL INTRUCTIONS FROM BOAT RACE OFFICIALS

For more information, please refer to WEST LAKES SAFETY POLICY on the Rowing SA Website

#### 4.1.8. West Lakes Racing Map (Time Trial Course)

Travelling to the Start



4800m Race Course



Bower Road/Aquatic Reserve Traffic Pattern (Time Trials)



## **4.2. Torrens River and Lake**

The Torrens is an invaluable waterway where many clubs have their 'home' shed, and it is the primary training venue for a large number of young athletes and athletes learning to row. At peak times, traffic on the water and at launching/landing areas can be exceptionally dense. The nature of the course, with bends, bridges, blind spots, and without fixed markers separating traffic, coupled with the presence of other commercial craft (Popeye, Paddleboats, BBQ Bouys), and large numbers of often inexperienced athletes makes the Torrens River a very unique and complex waterway for rowing activities.

All clubs regularly utilising the Torrens Lake, including those subleasing boatshed space, must have a current Aquatic Activity Permit from the Adelaide City Council (Rowing SA does not hold a permit with the Council of behalf of all affiliates, with the exception of Rowing SA Regattas held on the Torrens). However, the Council will often engage Rowing SA, as the peak body for the sport in South Australia, regarding issues arising on the Torrens Lake and the management of rowing activities. Any resolution as a part of this process is considered binding for our affiliate members.

### **4.2.1. First Aid & Emergency Contacts**

Details of First Aid (including defib locations and Action Plans) and Emergency Contact information is currently being finalised and will be added to this document and available in printable format for display in boat sheds shortly.

# TORRENS LAKE - CIRCULATION PATTERN



## ★ DESIGNATED COACHING AREA

### On water traffic rules:

- Stay to the crew's right-hand (starboard) side of the river
- Give way to overtaking crews & larger boats (e.g. The Popeye)
- No stopping under any bridge
- If you are turning before either end of the course, do not obstruct the path of other river users
- Crews may only stop at the designated coaching areas
- Two all-round white lights attached to stern and bow end must be used in low visibility conditions. A red stern light is also acceptable.

### Turning after the footbridge:

- Travel through the bridge and turn just before the Popeye landing
- Travel under the small arch of the footbridge and stay close to the bank if your crew is stopping for coaching
- Travel through their right-hand side of the main arch when continuing though without stopping

### Turning at the weir:

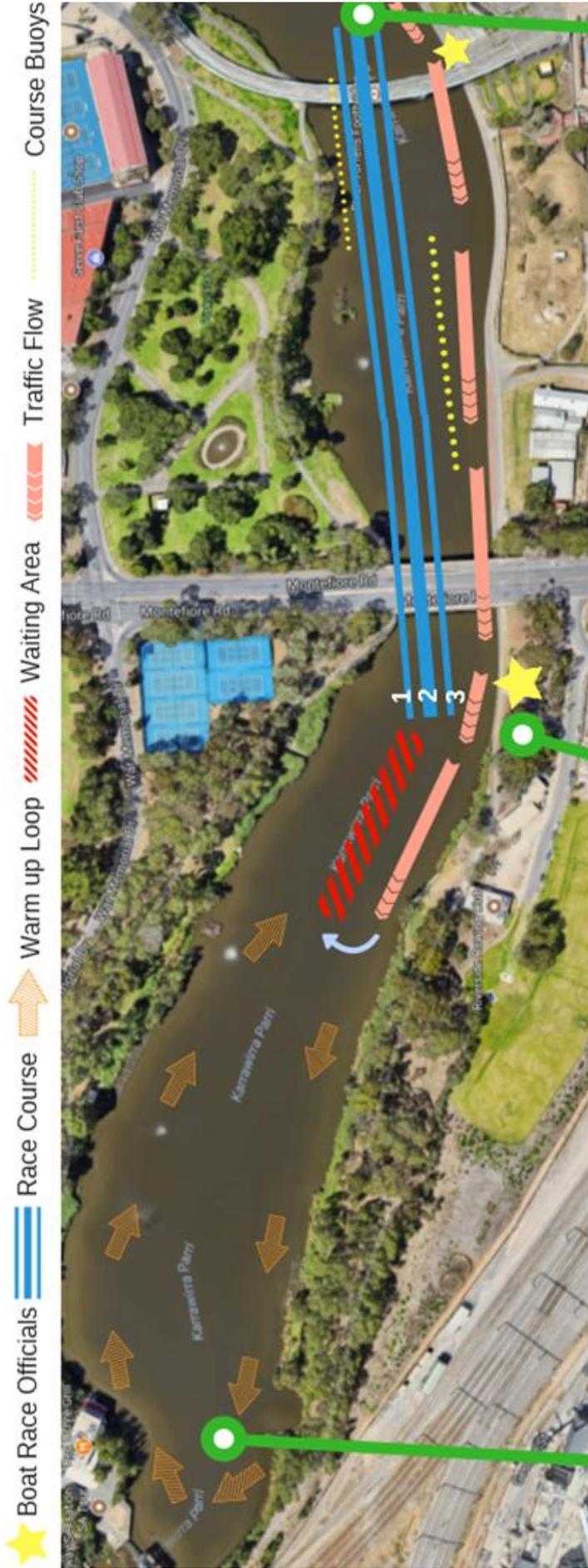
- Turn around the weather station if you are stopping for coaching or turn in front of the weather station if you are continuing through
- Be vigilant not to turn in front of other crews
- When there are other crews waiting to turn you should row off as quickly as possible after turning

### Launching/landing area on Festival Drive:

- When returning, slowly approach at a shallow angle and have no more than half of the
- crew lightly row the boat into land
- Oars and shoes should be neatly left in the landing area, away from the footpath
- Give way to cyclists and pedestrians using the footpath when carrying boats between the boathouses and the launch area

# TORRENS REGATTA COURSE (350m)

## 4.2.3. Torrens Racing Map (Short Course)



- ★ Boat Race Officials
- ▬ Race Course
- ➡ Warm up Loop
- ▨ Waiting Area
- ➡ Traffic Flow
- ⋯ Course Buoys



- The warm up loop may be used rather than turning directly into the waiting area.
- You may only turn when you've reached the weir
- When rowing towards the waiting area, look out for crews turning directly from the other side of the course



- Row past the Riverside Rowing Club landing and turn your boat when safe to do so.
- Wait in the red zone until called by the Boat Race Officials.
- Line up in your lane, and listen to the Boat Race Officials instructions.



- Look out for other traffic.
- Turn your boat.
- Row back in the transit lane, staying close to the bank.

#### 4.2.4. Torrens Racing Map (Long Course)

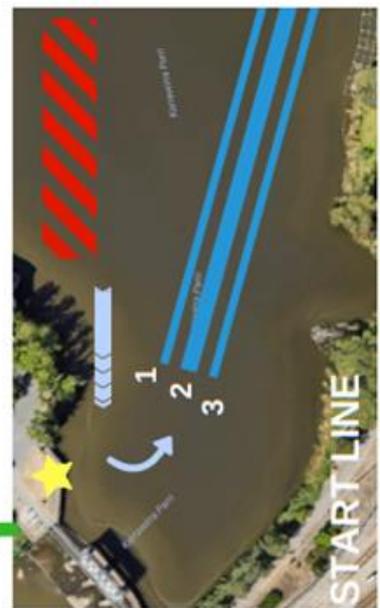
# TORRENS REGATTA COURSE (800m)



- Look out for other traffic.
- Turn your boat.
- Row back in the transit lane, staying close to the bank.



- Wait in the red zone until the course is clear and the Boat Race Official directs you to cross the course.
- Row straight across the course and continue to the start line.
- DO NOT cross the course if a race is coming.



- Wait in the red zone until called by the Boat Race Officials.
- Row towards the Weir and turn your boat.
- Line up in your lane, and listen to the Boat Race Officials instructions.

### **4.3. Other Venues (Port River/Murray River)**

#### **4.3.1. Port River**

The Port River is a tidal estuary featuring a functioning commercial port and shipping channel on the main Port Adelaide River, and the North Arm and Barker Inlet areas (including the waters surrounding Garden Island and Torrens Island) comprised of channels and creeks bordered by mangroves, mudflats and saltmarshes. It is also covered by the Adelaide Dolphin Sanctuary – a fully protected marine park.

Clubs, Coaches, Crews, and Athletes undertaking rowing activities in the Port River should be aware of the following:

- The entire area is impacted by tidal movements and conditions can change rapidly, particularly when tidal flow and wind direction interact.
- Tidal movements can also quickly expose shallow areas and submerged obstacles, particularly in areas through the North Arm and along the banks of the Port Adelaide River.
- The Port Adelaide River is bordered mostly by steep banks and wharfs with very few places to land a boat or exit the water.
- The Port and Shipping Channel are used by a wide variety of boats and care must be taken around all, however this is especially so for the large commercial shipping vessels that are common in the port. These can be up to 300m long, weigh 100, 000 tonnes, have a blind spot of up to 1000m in front of them, and have very limited manoeuvrability.
- The Port River is classed as a Semi-Protected Waterway and therefore the equipment required to be carried in Safety Boats may vary slightly.
- All boats must keep 50m away from any dolphin and 150m away from any calf or injured animal.

Recommended resources for rowing activities on the Port River:

Crews, Coaches and Athletes conducting rowing activities on the Port River should check the weather and tidal forecasts for the day, and familiarise themselves with a map of the waterway.

It is strongly recommended that clubs contact the Port Adelaide Rowing Club for local information on rowing in the area. Contact details are available from Rowing SA or from their website <http://portadelaiderowingclub.com/>

The Port and Shipping Channel is operated by Flinders Ports. Information specific to boating in this area can be found here <https://www.flindersports.com.au/safeonthewater/> and the schedule of expected ship movements can be found here <https://portmis.flindersports.com.au/#>

For the areas around the North Arm and Barker Inlet, information, safety recommendations, and maps can be found here [https://www.parks.sa.gov.au/find-a-park/Browse\\_by\\_region/Adelaide/adelaide-dolphin-sanctuary#about](https://www.parks.sa.gov.au/find-a-park/Browse_by_region/Adelaide/adelaide-dolphin-sanctuary#about)

#### **4.3.2. Murray River (Various locations)**

Details and resources for Murray River locations are currently being finalised and will be added to this document shortly.

## 5. INCIDENT REPORTING

Clubs must ensure that all members have access to and are educated and aware of their individual responsibilities to report incidents using the relevant incident reporting procedures.

Rowing SA's incident reporting form may be accessed via the Rowing SA website, or here [https://rowingsa.asn.au/wp-content/uploads/2019/11/INCIDENT-REPORT-FORM\\_2019-Update.docx](https://rowingsa.asn.au/wp-content/uploads/2019/11/INCIDENT-REPORT-FORM_2019-Update.docx), and may be submitted to a member of the Rowing SA staff as is appropriate to the incident.

All incident reports shall be appropriately filed and managed by Rowing SA.

A yearly summary of incidents, with any identifying details redacted, will be produced by Rowing SA to help identify high risk areas that need to be addressed and reinforce safety and compliance messages.

### 5.1. On-Water Incidents & Near Misses

Incidents or near misses can be defined as including but not limited to, an event either causing or involving, or potentially causing or involving the following:

- the loss of a person from a boat
- the death of, or grievous bodily harm to, a person caused by a boat's operations
- the loss or presumed loss or abandonment of a boat
- a collision with a boat
- the stranding of a boat
- material damage to a boat
- material damage caused by a boat's operations
- danger to a person caused by a boat's operations
- danger of serious damage to a boat
- danger of serious damage to a structure caused by a boat's operation

### 5.2. Off-Water Incidents

Incidents or near misses off the water can be defined as including but not limited to, an event either causing or involving, or potentially causing or involving the following:

- equipment damage at a Rowing SA site or venue
- injury or accident at a Rowing SA site or venue
- identification of potential site hazards at a Rowing SA site or venue
- breaches of Rowing SA Rules or Policies
- Member Protection complaints (ie. breaches of the Rowing SA Code of Conduct and/or Member Protection Policy)