



Devil's Elbow Rowing Club Water Safety Plan

Introduction

Almost any sport, and certainly any water sport, involves some risk. In order to ensure that all members of Devil's Elbow Rowing Club (DERC) and affiliated rowers can enjoy rowing in safety, and to comply with the British Rowing's (BR) Water Safety Audit, it is necessary for the club to have a Water Safety Plan.

All members and visitors to DERC shall comply with the requirements of the Water Safety Plan and other referenced and appended documents which may be in force at the time (as notified by the DERC committee).

DERC is committed to the safety of its members and guests. Safety should always be the number one priority for everyone whilst engaging in activities around the boathouse, rowing or travelling with the club to/from events.

The aim of this plan is to ensure care for the club members, other water users and the public at large by identifying potential risks and to ensure plans are in place to limit those risks.

Responsibilities

All members are personally responsible for and have a duty of care to ensure that their actions, both on and off the water, are conducted in a manner that does not compromise the safety of themselves or others. All members are expected to comply with the requirements of the British Rowing RowSafe Guide, this Safety Plan and any other instructions issued by the Club, in respect of safety.

The complete British Rowing RowSafe guide can be found here:

<https://www.britishrowing.org/about-us/policies-guidance/rowsafe/>

Swimming Ability

The Club offers an opportunity to undertake an annual swim test and to complete a capsize drill in an indoor environment.

Members who join the club having not completed a learn to row course will need to self-certify that they can meet the requirements of the swim test until they have the opportunity to take the test.

The requirements are:

Swim at least 50 metres in light clothing (rowing kit).

Tread water for at least 2 minutes.

Swim under water for at least 5 metres.

Anyone unable to demonstrate this ability should wear a Personal Flotation Device (PFD) when in a boat.

River Safety

All members should familiarise themselves with the map (appendix C) of the stretches of river we row on. The map shows the hazards to watch out for when rowing.

The local navigation rules apply:

- Rowers should row on the right-hand side of the river leaving enough room to comfortably avoid tree branches, snags and people fishing.
- Overtaking boats must do so by moving towards the centre of the river.
- Overtaking boats must keep clear of the boat being overtaken.
- The boat being overtaken must maintain their course and speed. (they may slow down if the overtaking boat is well clear).
- When passing under the railway bridge use the large right-hand (heading upstream) span, keeping to the right-hand side of the span.
- Boats coming downstream have priority passing through the bridge.

When approaching the bridge travelling upstream be aware the current will take you out towards the middle of the river and you will need to correct your course accordingly.

Crews should be mindful of other river traffic immediately upstream and downstream of the bridge that may be moving slowly or turning.

The rules described above apply to all craft using the river but members should be mindful that not all river users are aware of navigation rules or speed limits.

Rowing boats are small and vulnerable to swamping, capsize and collision damage - we therefore need to be extra vigilant regarding the actions of other river users and take appropriate actions to avoid incidents - even if we are following the rules.

When turning, boats should stop and have a good check to make sure they are not going to impede other traffic.

For coxless boats it is important to have a good look ahead every 5 strokes and to alternate which shoulder you look over.

Please ensure you wear bright coloured tops when rowing – dark colours and white are often difficult to see when looking over your shoulder in a coxless boat. Hi-viz colours are preferable.

Rowers in singles and doubles should carefully consider their skill level and the prevailing weather and river conditions before passing upstream of the railway bridge. This is especially important when there is no launch accompanying rowers.

If you see an oncoming boat straying into your path – shout out to make them aware.

It is recommended not to row alone - always have a rowing buddy with you.

Never stop on a bend or busy parts of the river: junctions, near lock, near the scout centre.

Always make sure it is safe to turn and then do so as quickly as possible.

Rowing and Sculling After Sunset or in Reduced Visibility

All rowing/sculling boats must show lights after sunset. A white light, mounted on the boat to both bow and stern must be shown. The bow light will be flashing so as to distinguish direction of travel.

Lights should not be fixed to the riggers as they can be obscured when negotiating bends and turning.

Hi-Viz and Reflective tops worn by all. This is a requirement. If you are not wearing a Hi-Viz top you will not be allowed on the water.

Navigation Rules:

Where practicable all boats should be traveling in the same direction. This requires that boats wait at the turning points for all other boats to arrive, before heading in the opposite direction.

Boats rowing at night should be accompanied by the launch with an experienced driver.

Boats to keep more towards the centre of the river to avoid the river bank.

Overtaking boats move towards the centre. Boats being passed moves towards the bowside bank.

Lights (see above)

No turning directly above the railway bridge. If you go through the bridge, row up to the end before turning.

Any other restrictions are “conditions” dependant.

Only crews with the appropriate level of experience in the boat allowed to row at night.

All conditions to be assessed to determine whether it is suitable to row.

These include:

- Visibility,
- Rain,
- Wind,
- Air Temperature,
- Water Temperature,
- Speed of Stream,
- Water Surface Condition,
- Debris in the River,
- Level of experience of the crew and Type of boat.

Options:

- No rowing,

- restrict rowing to experienced crews only,
- restrict rowing to coxed boats only,
- restrict rowing to specified parts of the river.

All boats, rowing boats and launch, to carry emergency radios and members instructed in their use.

Coxswains and Steersman

In coxed boats, the coxswain is deemed responsible for the overall safety of the boat and crew, both on the land and on the water. In coxless boats, the person occupying the bow seat or the person controlling the rudder (when fitted) is deemed responsible for the overall safety of the boat and the crew.

The only exception to the above being when the coxswain, or the steersman, is a beginner, in which case responsibility will be transferred to the coach or to the person providing the direct instruction and supervision.

Coaches

Those coaching at the club should have an appropriate degree of knowledge and experience for the level of coaching undertaken

Coaches are to ensure that: -

- Crews are aware of the appropriate safety procedures.
- Crews use safe rowing/sculling equipment.
- The outing is conducted appropriate to the prevailing weather and water conditions. Consideration is shown to other water users.
- Crews are appropriately dressed for the session.
- The coach is to be particularly alert for symptoms of hypothermia and heat stroke/ dehydration.
- In particular, when coaching young children, the whole crew should be dressed suitably.
- When coaching coxed boats, care must also be taken to ensure that the cox is properly dressed.
- Particular attention is paid to the coaching of coxes as their competence is essential to water safety as well as the crew's success.

The coach/athlete ratio for junior athletes should be one coach to no more than 12 junior athletes. Furthermore, on the water, each coach should only look after a maximum of 4 boats, which should not contain more than 12 junior athletes e.g. 3 quads, 2 quads and 2 doubles, 4 singles etc.

Junior athletes under the age of 18 are not allowed on the water unless under supervision.

Safety Equipment

DERC provides the following safety equipment: -

Life Jackets / Buoyancy Aids: -

- The wearing of a lifejacket or buoyancy aid is compulsory for all coxswains. Coxswains of front loading/bow coxed boats must only use Manual inflating jackets
- The wearing of a lifejacket or buoyancy aid is compulsory for all drivers and passengers of the launches undertaking coaching and safety duties.
- Where participants are not members and so have not declared they can swim to the sufficient standard, lifejackets/buoyancy aids should be offered.

Throw Lines (bags): -

Any person providing coaching or safety cover from the bank should carry a throw line

Thermal Exposure Blankets: -

Any person providing coaching or safety cover from the bank should carry sufficient thermal exposure blankets. The thermal exposure blankets are stored in the first aid bag and in the launch bag.

First Aid

First Aid box is located on a hook and on the wall just inside the stewards kitchen upstairs in the TVSC clubhouse and a first aid bag on the rack at the rear of the boat house (when not on the launch).

River and Weather Conditions

- In difficult conditions Captains will assess the combined risks of river flow & level/temperature/crew ability/visibility/boat size and type/river traffic.

- When the river is above the bank on the Cranfleet side, serious consideration should be given to the safety of putting boats on the water. Only experienced crews will be allowed out following a dynamic risk assessment of condition on the water and the safe launch and recovery of the boats. If the risks are deemed acceptable each crew member must explicitly agree with the decision to row.
- When the mean wind speed is above 20mph a dynamic risk assessment should be carried out as per last point.
- All 'on water' activity should be assessed when temperatures are close to or below freezing
- In difficult conditions Juniors may only go out with permission of the Junior coordinator or mens/women's Captain.
- All members should be aware of the local weather forecast when planning outings, particularly when thunderstorms have been predicted.

Thunder

If thunder is heard and/or lightning observed before the outing has commenced, individuals and crews must remain at the club.

Rowers already out on the water, coaches/helpers on the bank or coaches planning on putting crews out should use the '30 - 30 Rule'. When you see lightning, count the time until you hear the thunder.

- If it is 30 seconds (approx. 10 km away) or less, seek 'proper shelter' – see below.
- If you can't see the lightning, just hearing the thunder is a good back-up rule for it being time to seek 'proper shelter' – see below.
- Wait a minimum of 30 minutes after the last lightning or thunder before leaving shelter.
- On average a typical storm moves at about 40 km/h giving approx. 15 minutes to seek 'proper shelter'. This is a long enough time for any crew to get from the furthest part of our river back to the boathouse.
- Proper shelter for us means back at the boathouse.
- Proper shelter IS NOT: -
 - Open spaces - field, lake or river.
 - Underneath canopies, small rain shelters, trees, umbrellas, tents & marquees.
 - Close vicinity to the tallest structure in an area.
 - Near metal or carbon objects - riggers, boats, blades, trailers, launches, etc.
 - Using electrical appliances or plumbing such as water taps, sinks etc.

Fog

Fog can sit over the river at certain times of the year. When these conditions exist, only supervised crews should go out but this should be determined by the Coach/Captain. Visibility needs to be at least 200m and lights need to be used.

Boats and Equipment

Prior to use, all equipment is to be checked to ensure that it is serviceable and appropriate for the purpose for which it is intended. Do not use a boat that is tagged/marked as not for use on the booking out system. If a boat is not fit for use after an outing, register the issue on the booking out system when the boat is booked back in so other people know.

Always fit hatches before an outing. The boat will not be buoyant if they are missing. This means the boat could sink if it was to capsize.

Always remove hatches after an outing when the boat is placed on the rack. This allows any moisture to dry out when the boat is on the rack.

Always check the bow ball before an outing. Never use a boat that has a missing or damaged bow ball. Always check the shoes: single release Velcro and heel restraints. Never use a boat that has faulty heel restraints.

Always check the boat over for any damage e.g. the shell for holes, make sure the fin is not bent. Never use a boat that shows any signs of damage.

Report any damage you find to the Club Captain. Do NOT borrow parts from one boat to repair another. If the boat is not marked as *not for use* on the booking out system, mark it as so (book it out, then in and log the damage) for the benefit of other users.

Launches

Launches are to be used only by drivers with an RYA Level 2 Powerboat certificate. The Safety Adviser maintains the list of current approved drivers. All drivers are to wear a lifejacket and have the kill cord connected at all times. The driver is responsible for ensuring that the launch rescue kit has the required items and that a paddle is present. Any items used or missing are to be notified to the Safety Adviser as soon as possible.

All launch drivers are to ensure that the launches are handled with consideration to other river users and in accordance with the British Rowing RowSafe Guide and the CRT Regulations.

All launch drivers to carry a mobile phone.

Please refer to Appendix B for equipment to be carried on the launch.

Incident Reporting

All members are responsible for reporting all accidents, incidents and near incidents that they have knowledge of or witness within 24 hours of the event, via the British Rowing online incident reporting system to satisfy the requirements of the British Rowing RowSafe Guide.

A link to the incident reporting system can be found here: -

<http://incidentreporting.britishrowing.org/?q=incidentreporting>

In addition to the online system, members are to bring the incident to the attention of the Rowing Safety Advisor, their coach or squad/Club Captain.

All accidents and incidents will be reviewed by the Water Safety Adviser, and these will be discussed at committee level, along with any additional control measures that are deemed necessary to avoid any future repetition.

Water Bourne diseases and Contamination

Members should be aware of the possibility of Weils disease, blue/green algae and possible contamination on home water and at race venues.

After rowing all equipment should be washed down.

Members should thoroughly wash hands before consuming food or drink.

Emergency Response

Please ensure you have read the Emergency Response Plan.

Emergency Services are to be contacted by the best means possible as appropriate to any accident or emergency situation.

Emergency services can given locations using the What 3 Words app..

DERC **W3W: promoting.catchers.wishes**

River bank outside Trent Lock Pub **W3W: plank.stable.quiz**

Sawley Lock **W3W: portable.zoom.hologram**

Off Water Safety

Boat care and handling

Rowing boats are delicate pieces of equipment and must be treated as such.

- When carrying the boat watch the riggers. Be aware of where the bow and stern are too, especially when turning.
- Be aware of slippery conditions on the stage, particularly in winter when they can be icy.
- Never drop or throw anything into a boat e.g. drinks bottle. This could easily punch a hole into the shell.

- When getting into or out of a boat, always stand on the part designed to be stood on (structural). Never stand on the shell of the boat as you are likely to damage it.
- Never leave a boat that is on the water at the stage unattended as it could be easily carried away by the rivers current.
- Always ensure that if the boat is placed on trestles/slings, it is placed correctly.
- Be aware that in windy conditions, boats can get blown off trestles/slings – so make sure that they are secured.

Rowing machines and Weights

Junior members are not permitted to use the equipment (rowing machines, free weights) unless supervised by a person deemed responsible by the committee.

Boat Transportation

Drivers

Only individuals authorised by the Club are to drive the club vehicle and tow the trailer. All drivers are to be conversant with the British Rowing code for the Towing of Boat Trailers, a copy of which can be found here: <https://www.britishrowing.org/about-us/policies-guidance/rowsafe/>

Boat Loading

When boats are being taken to events on the trailer, the person towing the boats will agree the trailer loading plan then communicate that to the participants. The driver is to ensure that all boats and equipment are safely secured prior to departure and that the necessary requirements for front/rear projections and lighting are observed.

Appendix A: EMERGENCY ACTION PLAN

In The Event of a Serious Incident/Cardiac Arrest

- IN A MEDICAL EMERGENCY, INCLUDING A CREW MEMBER BEING TAKEN SERIOUSLY ILL OR BECOMING UNRESPONSIVE, IMMEDIATELY: -
- Use a mobile phone to dial 999 (or 112 from a mobile) for emergency assistance.
- Club location is: Trent Valley Sailing Club, Trent Lane, Long Eaton, **NG10 2FY**.

W3W promoting.catchers.wishes OSGR: E449285 N331071

- Raise the alarm with the launch and/or with other boats if available.
- If you come across someone who is not breathing or breathing erratically, the most important thing is to dial 999/112 and start CPR to keep the blood flowing around the body. An AED machine is available at the club

- **Capsize**

The following guidelines should be followed if a capsize occurs: -

- STAY with the boat – use it as your buoyancy and wait for help to arrive.
- If the water is cold, get as much of your body out of the water as soon as possible, draping yourself over the upturned hull and try to attract attention immediately.
- If you have to stay in the water, retain warmth by keeping arms and knees tucked into the body.
- Stay calm and breathe deeply.
- Other boats in the vicinity should fetch help or a launch if one is available. **DO NOT ATTEMPT TO RESCUE FROM ANOTHER ROWING SCULL** - you are likely to capsize too, putting more people in the water with no one to get help.
- Crews in distress should use their radio to summon help.

Cold Water Immersion

Cold water immersion is the result of entering cold water from a capsize or fall from the bank etc. It should not be underestimated – IT CAN KILL as breathing and circulation are immediately affected before hypothermia sets in. The effects of the cold water mean that even healthy individuals, who are good swimmers, can still drown within a short period of time, often only a few feet from the bank.

Any of the following may occur after immersion: -

- Cold shock response (the effects of this will pass, so stay calm!! Float to survive.).
- Dry drowning.
- Cold incapacitation and swim failure.
- Circum-rescue collapse after immersion.

Adopt the “1 minute, 1 degree rule” so you know and can plan a rescue time. A winter water temperature of 4°C means you have 4 minutes of useful time to get out of the water.

Hypothermia (cold)

The symptoms of hypothermia depend on how cold the environment is and how long you are exposed for. Severe hypothermia needs urgent medical treatment in hospital. Shivering is a good guide to how severe the condition is. If the person can stop shivering on their own, the hypothermia is mild, but if they cannot stop shivering, it is moderate to severe.

Although hypothermia is defined as occurring when the body temperature drops below 35°C, mild hypothermia can start at higher body temperatures.

Treating hypothermia

As hypothermia can be a life-threatening condition, seek medical attention as soon as possible.

Hypothermia is treated by preventing further heat being lost and by gently warming the patient.

If you are treating someone with mild hypothermia, or waiting for medical treatment to arrive, follow the advice below to prevent further loss of heat.

Things to do for hypothermia: -

- Move the person indoors, or somewhere warm, as soon as possible.
- Once sheltered, gently remove any wet clothing and dry the person.
- Wrap them in blankets, towels, coats (whatever you have), protecting the head and torso first.
- Your own body heat can help someone with hypothermia. Hug them gently.

- Increase activity if possible, but not to the point where sweating occurs, as that cools the skin down again.
- If possible, give the person warm drinks (but not alcohol) or high energy foods, such as chocolate, to help warm them up.
- Once body temperature has increased, keep the person warm and dry.

It is important to handle anyone that has hypothermia very gently and carefully.

Things you should NOT do: - .

- Don't apply direct heat (hot water or a heating pad, for example) to the arms and legs, as this forces cold blood back to the major organs, making the condition worse
- Don't give the person alcohol to drink, as this will decrease the body's ability to retain heat.
- Don't rub or massage the person's skin, as this can cause the blood vessels to widen and decrease the body's ability to retain heat. In severe cases of hypothermia there is also a risk of heart attack.

Hyperthermia (Hot)

Heat Exhaustion – This is caused by the loss of salt and water from the body from excessive sweating. This can happen through exercise in hot weather where rowers are not used to hot and humid conditions and fail to rehydrate during exercise. Heat exhaustion can develop gradually with the person becoming more unwell. Symptoms include:

Headache, dizziness, confusion

Loss of appetite, nausea

Sweating with cold clammy skin

Cramps

Rapid weakening pulse and breathing.

Treatment – move to cool shady place, give plenty of fluid/isotonic drinks, monitor levels of response and advise to seek medical attention, If condition worsens call 999/112.

Heatstroke – This is a failure of the thermostat in the brain which regulates body temperature and the body becomes dangerously hot (above 40°C). Heatstroke can follow heat exhaustion when sweating ceases and the body cannot be cooled by evaporation of sweat. Symptoms:

Headache, dizziness, discomfort

Restlessness, confusion

Hot flushed dry skin

Rapid deterioration of level of response

Full bounding pulse

Treatment – Lower the body temperature as quickly as possible and arrange for urgent removal to hospital.

In order to avoid hyperthermia coxes should ensure that crews that are training or racing in hot weather should have adequate drinks available in the boat and ensure rest stops are taken frequently. Coxes should be aware of crew members responses and be alert for changes in behaviour.

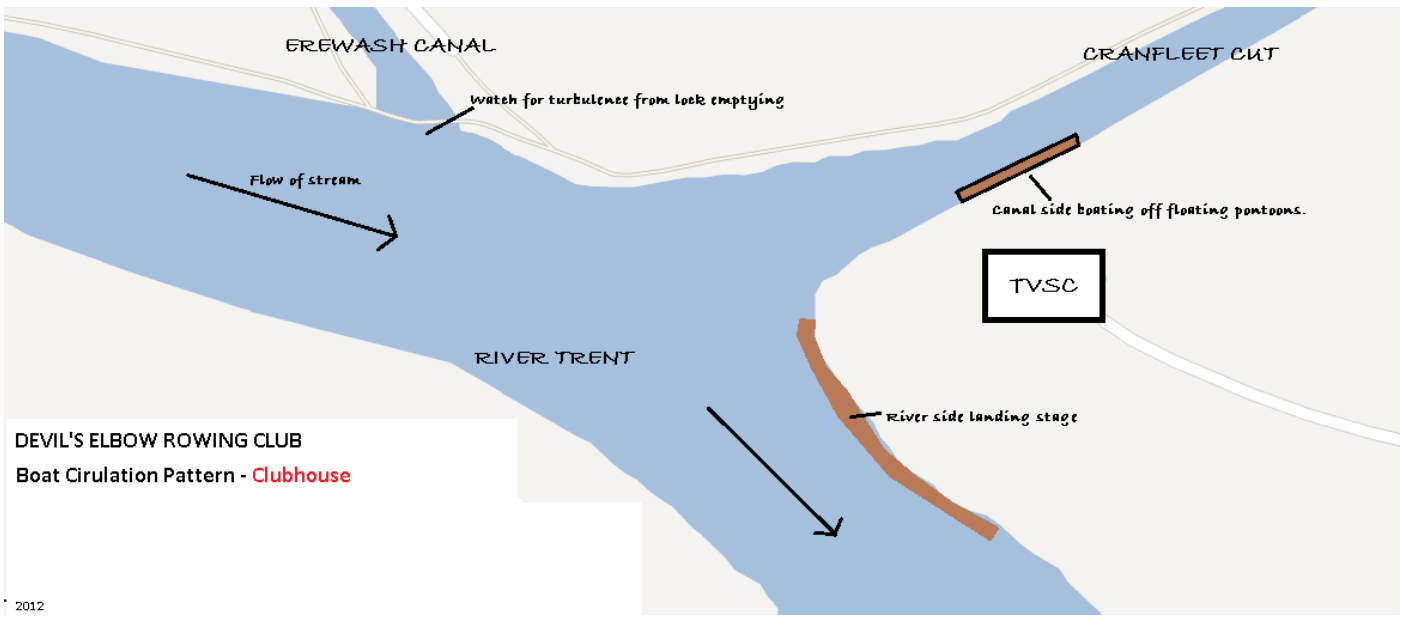
Appendix B Launch Equipment

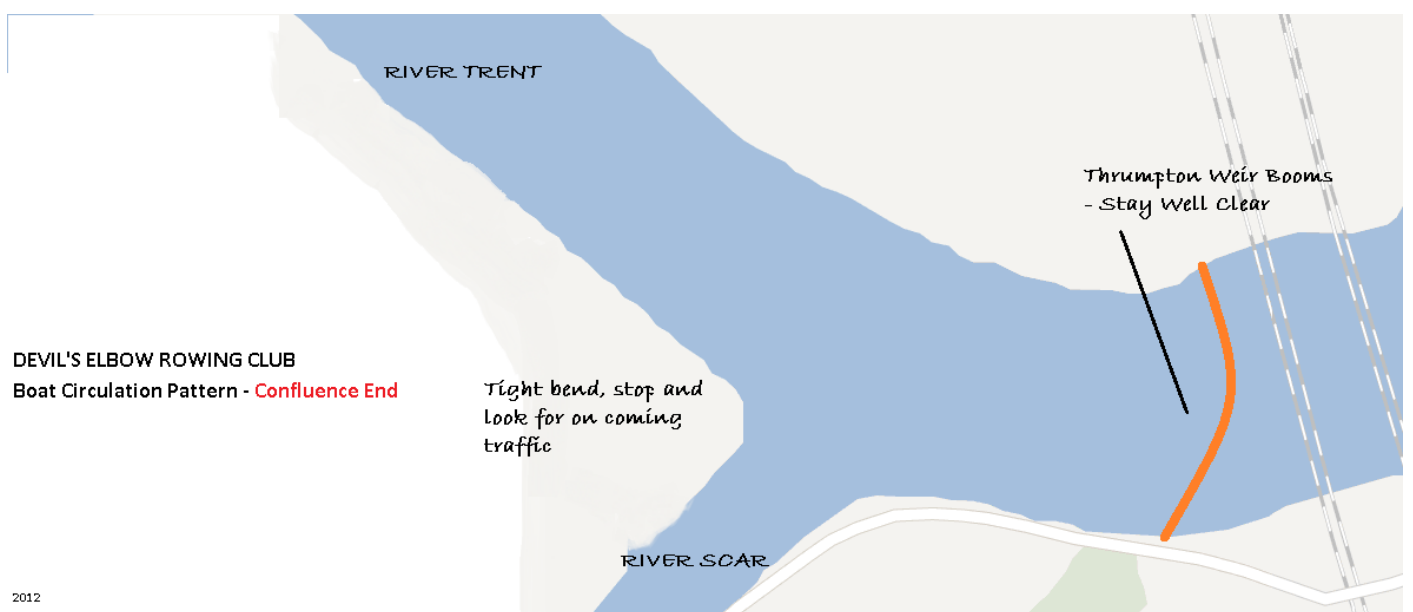
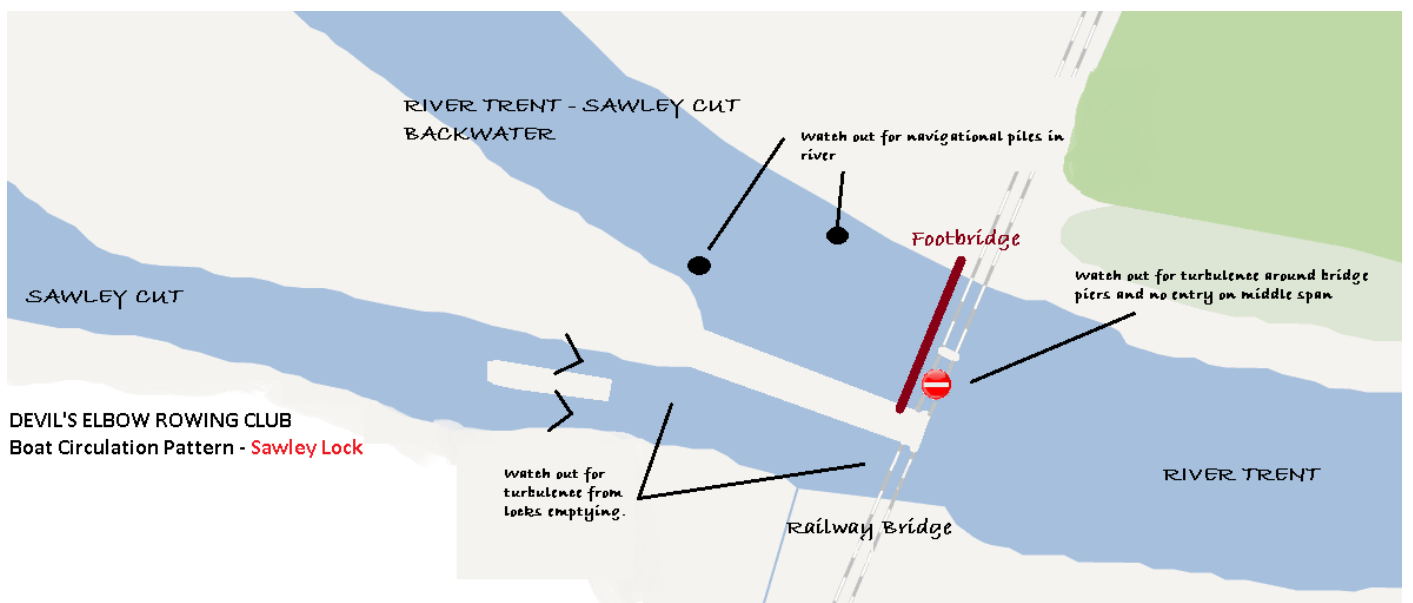
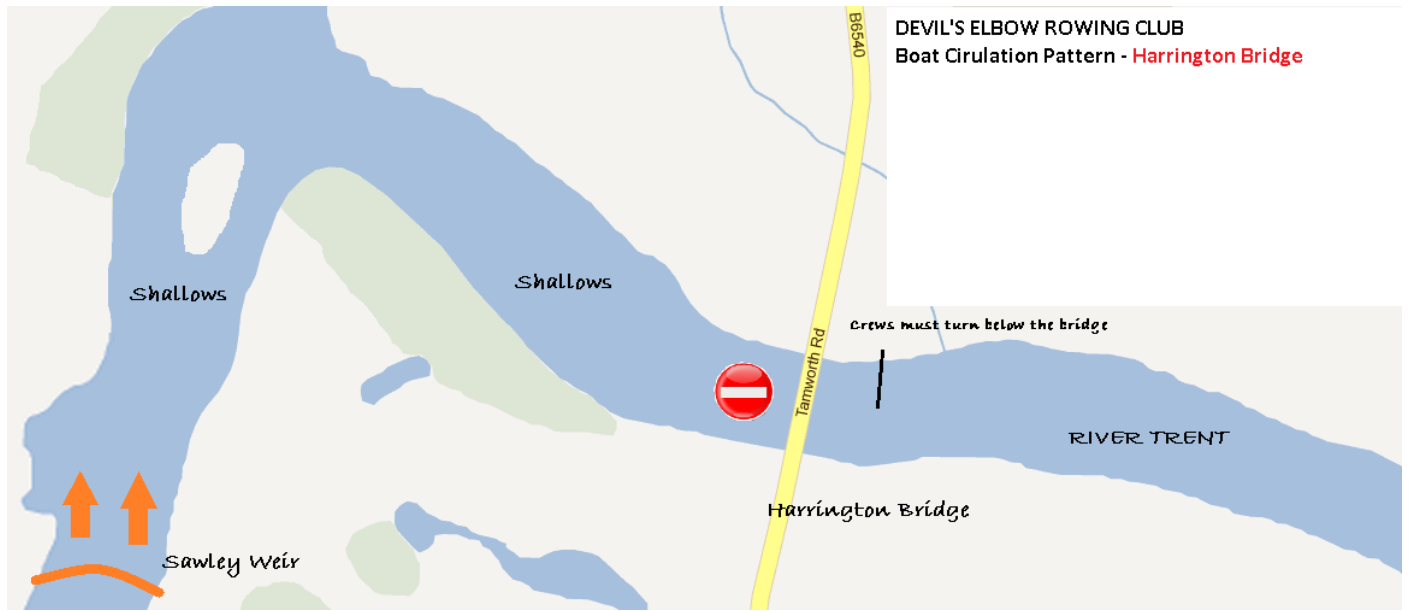
The following checks should be made and equipment should be present when taking the launch out:

- Check sufficient fuel
- Paddle
- Anchor
- Throw bag
- First Aid Bag
- Launch Bag (thermal blankets, safety knife, spare kill cord torch)
- Throw flotation device.
- radio
- mobile phone
- phone numbers of emergency services

APPENDIX C

Overview of Rowing Area





DEVIL'S ELBOW ROWING CLUB
Boat Circulation Pattern - Redhill Flood Lock

