

TWRC Safety Summary



ALL members of TWRC agree to:

- Be able to swim 100m in rowing kit, or wear a lifejacket on the water at all times.
- Read the Boating Safety Plan before getting in a boat or on the erg.
- Not use a boat without permission.
- Be aware of the responsibilities of their cox, steer and coach.
- Know what to do in event of an incident, on or off the water.

All Coxes, Steers and Scullers must

- Be signed off by the Rowing Committee.
- Only go out in conditions they are signed off for, with supervision as appropriate.
- Write their outings onto the Outings Board and remove on return.
- Make sure their boats are properly lit.
- Make sure all safety equipment (bow ball, heel restraints, hatch covers, lifejacket, cox box, launch kit...) is in working order.
- Perform a risk assessment before and during every outing.

Seen someone misbehaving?

Crews or launches on the wrong side of the river? Coaches washing you down? Report them asap to safety@twickenhamrc.co.uk

Risk Assessments

Before every outing, consider the risks that day. This is a list of things you should think about, but it is by no means exhaustive!

USE THE RISK ASSESSMENT TABLE

The Water

- What are the conditions like? Is it windy; is it choppy; is it dark; is the stream running very fast; is the tide very high or very low?
- Is there ice on the hard or fog so bad you <https://www.twickenhamrc.co.uk/key-docscan> can't see the Eel Pie bridge? If so, don't go out.

The Crew and Coaches

- Is your coach and cox or steer certificated to handle the conditions?
- Does your cox have a lifejacket with crotch strap and working cox box?
- Is everyone appropriately dressed?
- Is anyone sick or injured?

The Equipment

- Do you have a bow ball, all heel restraints at 50-70mm and all hatch covers?
- Are your boat, buttons and blades in good condition?
- Do your boat and launch have appropriate lights?
- Does your launch have all its safety equipment (launch kit, bailer, paddle etc.), enough petrol, a kill cord and a lifejacket with crotch strap for the driver?

Lights for rowing boats

- White lights at both ends, front one flashing and visible through at least 180°.
- Must be attached to the boat, with a permanent bracket and not to the crew or rigger.
- Must carry a spare and a means of fixing it to the boat.
- Must be Safety Sub-Committee approved lights.
- Wear light or reflective clothing.

If there is an accident...

- If you fall out, stay with your boat. Get as much of your body out of the water as possible, and paddle your boat to the bank with your hands.
- If your boat gets damaged, tell your coach, tell the Captain or Director of Rowing, and report it to the Safety Advisor within 24 hours..
- If you have or see an incident, anything out of the normal that could pose a risk, email the Safety Advisor and or tell a member of the Rowing Committee immediately. They will help you prepare the necessary reports for THEM to forward to BR.
- If you see an accident happen, offer what help you can, but do not put yourself at risk.
- Use the emergency numbers below to call for help. (Save the numbers in your phone now!)

Sound Signals

Large cruisers will sometimes use sound signals to let you know what they're doing...

- I am steering right
- I am steering left
- What the ****?

Please DO NOT...

- leave damage unreported. It can't be fixed if no-one knows about it!
- steal parts off other boats.
- go into the workshop uninvited.
- leave one single sculler to lock up the whole boathouse and put all the trestles away.
- leave buckets, trestles and other equipment lying on the hard to float away in the high tide.
- use equipment that is not allocated to you without getting permission first.
- Go below Richmond Lock without Level 3 sign-off and having passed the Tideway Code test.

Sign-off Levels for Coxes, Steers and Scullers

Please talk to any member of the Rowing Committee for further details.

Level	Competency
0	Minimis
1	Competent
2	Advanced
3	Expert/Tideway

Conditions	Coaching		
	1-1	Group	None
Normal	L0	L0	L1
Challenging	L1	L1	L2
Dark or 2x Challenging	L1	L1	L2
Dark and Challenging	L1	L2	L3

Emergency Stop: "Hold it Hard!"

- Put the blade flat on the water at hands away – straight arms body upright.
- Carefully rotate the handle slightly (5°) towards you until the blade enters the water.
- With the blade parallel to the surface of the water, raise your hands progressively until the water is half way up the loom.
- If you haven't stopped yet, keep rotating the handle towards you VERY SLOWLY until the blade is at 90° to the water (backing position).
- Keep control of the handle as it comes towards your chest.

Basic Tool Kit

- 10mm and 13mm spanners
- Flat head and cross head screwdrivers
- 5m tape measure
- Permanent marker pen
- Duct tape or electrical tape
- Spare nuts, washers and shoe laces

Launch Essentials

- A paddle, in case of engine failure
- A bailing device
- A water-proof safety box containing: an anchor, throw line, thermal blankets, safety knife, first aid kit, rigger jigger and a whistle
- Kill cord for the driver
- Enough petrol for the outing
- Lifejacket or buoyancy aid for the driver
- Proper (PLA compliant) lighting at night
- A driver certificated by the Safety Committee!

Emergency Phone Numbers

Emergency services, including Lifeboat 999 or 112
 Connor 07591 088381 / Tony A 07824 884342 / Doug D 07785 957 620 / Helen B 07979 913 717
 Teddington Lifeboat Station (non-emergency) 020 8995 5534

"IT'S BETTER TO BE ON LAND WISHING YOU WERE ON THE WATER THAN ON THE WATER WISHING YOU WERE ON LAND"