



Weyfarers Rowing Club

Safety Plan

Issued to:

.....Date:

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SAFETY PLAN

Declaration

Weyfarers Rowing Club is committed to keeping members safe when on the water and during land-based training activities. We endeavour to meet this commitment by following British Rowing's Row Safe: A Guide to Good Practice in Rowing, and having a clearly communicated policy that is understood by members, coaches and others in positions of responsibility.

Certificates of Competency and Watermanship

Within a few weeks of joining all new members should be assessed for a Certificate of Competency. This will test their knowledge and practical application of rowing safety to ensure they have addressed their personal safety, know how to use the club's boats and blades safely and that they are aware of the club's Navigation Rules. Competency will be assessed for rowers and for coxes.

At the end of any Learn to Row course all participants must pass the Competency Test before moving up to improver level.

In normal conditions (White Boards) all boats must have at least one experienced member on board who is capable of coaching the crew. In Yellow Board conditions only experienced members or improvers with the permission of a committee member are allowed onto the river. Further information on this aspect can be found in the Risk Assessment section: page 6.

All members are encouraged to take and pass the Certificate of Watermanship: This will test their boat handling skills, their navigational knowledge of the stretch of river as well as their abilities to conduct an appropriate risk assessment before boating.

Also in normal conditions, an authorised Club Coach or Authorised Adult must accompany junior rowers and scullers (those under 18 years old) either in the boat, on the bank or in a coaching launch. J16s-J18s can be awarded a Certificate of Watermanship so that they can boat in normal conditions supervised by an adult with a Certificate of Watermanship in the boat or in an accompanying boat.

The Club Captain will maintain and display the following lists:

- Members who hold a Certificate of Watermanship (authorised Risk Assessors)
- Club Coaches (authorised Risk Assessors; some will also be Authorised Adults)
- Authorised Adults (have a Certificate of Competency, further navigational knowledge, the ability to safely supervise juniors and are CRB cleared)

Swimming standards

All rowers, including beginners, must be in good health and able to swim a minimum of 50 metres in light clothing. By signing a Membership Application Form, and Junior Registration Form signed by a parent or guardian for those under 18, a new member is declaring that he or she can meet the minimum swimming standard. The Club Captain, a Club Coach or Safety Adviser) will have the authority to prevent anyone from going afloat who they believe cannot meet the minimum standard.

Safety Checks (Ref. Row Safe 2.3 Boats & Blades)

Before any outing is undertaken, equipment should be checked to ensure that it is in a safe condition and in working order, including:

- Check for hull damage
- Check buoyancy compartments are sealed
- Check the bow ball is securely fixed
- Check heel restraints (where fitted) are secure and effective, i.e. heels are restrained not to rise more than 7cm above the lowest fixed point of the shoe.

Safety Equipment

- Lifejackets:** All coxswains must wear a lifejacket.
- Safety/Coaching Launch:** Anyone using a launch must wear a lifejacket. A launch safety equipment bag must be carried. The engine 'kill-cord' must be attached to the launch driver. Launches can be manned by qualified juniors under the supervision of a Club Coach under white board conditions only. The Club Captain will maintain a list of members qualified to drive the club's launches.

First aid / Emergency equipment

- First aid boxes** are in the Clubhouse
- Thermal blankets** are in the Clubhouse
- Rescue lines/throw bags** are in the Clubhouse

Compliance with the Rules

Membership Application Forms are used to signal the compliance of the individual with the rules laid down by Weyfarers Rowing Club and British Rowing. Newcomers are to complete a Membership Application Form before first using Club equipment. All rowing novices must successfully complete the club's Learn to Row course before they can use club equipment.

Breaches of BR's Row Safe Guidelines

Notify the Safety Advisor, Club Captain or a member of the Committee if you believe that BR's Row Safe Guidelines have been breached. If appropriate the offender will be advised in writing and given a period for corrections.

Contacting the Environment Agency

Stream Conditions:

A 24-hour EA answer phone giving details of prevailing stream conditions: 0845 988 1188, option 1, then 011131

EA District Navigation Offices during office hours (Shepperton to Sunbury): 01276 454900

Outside office hours: EA Communications Centre 01189 535351

Flood warnings are posted at: <http://riverconditions.visitthames.co.uk/>

Emergency Telephone Numbers:

Police	01932 845544	General	Emergency	999
St Peter's Casualty Department	01932 872000			

Incidents and Equipment Damage

If you have an accident, e.g. a collision, capsized or fall down the stairs, or suffer any equipment failure, even if it is only a broken trestle or ergo, then the date and facts must be recorded. ANY incident must be recorded in the Incident Book in the Clubhouse. This should be completed as soon as possible after you have witnessed or been involved in any rowing incident. You must email the Safety Adviser to alert him/her that you have recorded an incident. You will also need to submit the details directly on BR's website:

<http://incidentreporting.britishrowing.org/>

and click on 'Submit New Incident Report'. A copy will automatically be sent to the Safety Adviser.

The form below provides an example of the sort of information required to report an incident.



Recordable Incident

(An incident that does *not* involve injury and/or serious damage to equipment)

Date of incident:		Time of incident:	
Location of incident:			
Boats/Equipment involved:			
Person(s) involved:			
Reported by:	(Signature)	(NAME)	
Brief description of incident:			

Tick all relevant categories:

Capsize	Swamping through rough water	
Capsize through incompetence	No damage to equipment or individuals	
Capsize through collision	Minor damage to equipment	
Capsize through equipment failure	Minor injury / mild hypothermia	
Collision with static object	Swamping through wash	
No damage to equipment or individuals	No damage to equipment or individuals	
Minor damage to equipment	Minor damage to equipment	
Minor injury	Minor injury	
Minor damage to equipment and minor injury		
Collision with moving object		
No damage to equipment or individuals	Minor injury	
Minor damage to equipment	Minor damage to equipment and minor injury	
Equipment failure	Others	
Blade	Bike	
Boat	Landing stage	
Launch	Towpath tripping hazard	
Trailer	
Indoor Rowing Machine		
Weight Training Equipment		

Location of any damage to a boat:

Name of boat:	Type of boat: (8x4-14+18x16x2x2-1x)	Boat ID:
Damage:		

For Equipment Officer only:	Damage inspected:	Damage entered into Defect Log? (Y/N):	Boat quarantined? (Y/N):
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For CWSA use only: Logged in annual summary:

RISK ASSESSMENT GUIDELINES

It is the responsibility of anyone boating unsupervised or anyone supervising crews to perform a **RISK ASSESSMENT**. This must be based on: river state (particularly the state of the weir stream – if not too sure then go and look), experience and strength of those boating, type of boat, strength and direction of the wind, temperature of the air and water, weather (including likelihood of lightning) and visibility. If there is any doubt about the wisdom of boating - **DON'T**.

Guidelines on boating are to be used by everyone boating from Weybridge Rowing Club. The Club uses the EA River State coloured warning boards, the level of the river at the landing stage, as described below, and other weather information (e.g. fog or lightning) to determine the Rowing State. Only members deemed qualified to make a Risk Assessment should change the rowing state warning boards.

RIVER STATE (EA Boards)	ROWING STATE With indicative river height	GUIDELINES
WHITE	<p style="text-align: center;">WHITE Top of the pontoon level with or below the height of the bottom step.</p>	<p>Seniors with a 'Certificate of Watermanship' can scull/row unsupervised. Seniors without a 'Certificate of Watermanship' must be supervised by a member who has, who could be in the boat, in an accompanying boat or on the bank, or be supervised by a Club Coach.</p> <p>Juniors (under 18 years old) must be supervised by a Club Coach in the boat, or by a Club Coach or Authorised Adult on the bank or in a coaching launch and <i>carrying a throw bag</i>. Exceptionally, J16s-J18s with a 'Certificate of Watermanship' can boat supervised by an adult with a 'Certificate of Watermanship' in the boat or in an accompanying boat.</p>
YELLOW	<p style="text-align: center;">YELLOW Top of the pontoon above the height of the bottom step, but water level below the bottom step.</p>	<p>ALL those boating to have passed their 'Certificate of Competency'.</p> <p>Seniors & Juniors: as for WHITE, but only experienced members should be considered strong enough to boat safely.</p> <p>Single scullers to carefully Risk Assess the weir pool; a minimum response should be to 'buddy' with another sculler or crew.</p>

R	RED/YELLOW Water level over the bottom step.	NO singles or doubles to boat. ALL those boating to have passed their ' Certificate of Competency '. Seniors: only experienced crews (i.e. the majority to have passed their 'Certificate of Watermanship') should be considered strong enough to boat safely. NO J15s and younger to boat. Experienced J16s-J18s with a 'Certificate of Watermanship' can boat supervised by an adult with a 'Certificate of Watermanship' in the boat, or by a Club Coach on the bank or in a coaching launch and carrying a throw bag.
R	RED Water level over the banking downstream of the steps; lightning; fog (very limited visibility).	NO BOATING

SAFETY CHECKS – EVERYONE TO DO THIS AT THE START OF EVERY OUTING: (from British Rowing's 'Row Safe' guidelines). Before *any* outing is undertaken, equipment should be checked to ensure that it is in a safe condition and in working order, including:

- hull damage; buoyancy compartments are sealed
- the bow ball is securely fixed
- heel restraints are secure and effective, i.e. heels are restrained not to more than 7cm above the lowest fixed point of the shoe.

NAVIGATION RULES

These rules have been agreed between the Safety Advisers of all rowing clubs on the Weybridge and Walton stretch of the Thames to help prevent accidents.

General Rules

- Boats from all clubs are to exercise caution at all times and take appropriate measures to avoid collisions.
- Boats steer on the right on the river, i.e. stay on the Surrey side going downstream and the Middlesex side coming upstream, such that boats pass stroke-side to stroke-side.
- Other river users are to be treated with consideration. It is suggested that at least 1.5 metres is left between blade ends and the bank or moored craft to allow canoeists to pass through if necessary.
- Always boat and land upstream.
- If a crew is on a collision course with you or another boat, SHOUT: "LOOK AHEAD" or "LOOK AHEAD SCULL / DOUBLE" (as appropriate).
- If you stop your boat, other rowers or river users may have to take action to avoid you. Stop only

when it is safe to do so.

- No crew has the right to overtake. Only overtake when you are sure it is safe.
- Crews overtaking should move towards the centre of the river; those being overtaken should keep well in to the bank and warn the overtaking steersman of their presence if appropriate.

The numbered points below correspond to points on the river map:

1. D'Oyly Carte Island to be one way traffic, i.e. all rowing boats to pass the island on the Surrey side going downstream, Middlesex side going upstream. Be aware that other river traffic may not follow this rule.
2. The old river loop around Desborough Island may be navigated in both directions but some clubs have chosen to use the old river only when going upstream. Corners should not be cut and normal navigation rules should be followed to allow for other craft.
3. It has become regular practice for crews to rest below D'Oyly Carte Island and turn into the stream towards the Canoe Club before going downstream. It should be noted that safer places are against the Middlesex bank opposite D'Oyly Carte or just below Shepperton Lock. Crews choosing to rest opposite the Canoe Club and then turn into the stream on the Surrey side should do so with extreme caution: this could be dangerous as craft may be going downstream on the Surrey side of D'Oyly Carte Island.
4. Boats should not stop in the Desborough Channel in either direction if there are boats approaching from behind. All boats should proceed in single file except when overtaking. Any stopping should only be done under instruction from a coach on the bank.
5. Boats should not turn immediately below the bottom of Desborough Channel to return upstream. Turns should be made, if required, well below the channel below the public slip at the earliest.
6. Boats should not turn immediately upstream or downstream of any bridge.
7. On the Walton reach from Cowey Sale to Sunbury Weir boats should keep to the right of centre at all times and avoid the tendency to go down the middle.
8. The area around Walton Bridge can be very busy and rowers should exercise caution.
9. Boats should not cut the corner when going downstream at the Sea Cadet Unit "Black Swan" bend. Boats returning to St. George's College BC or Walton RC will continue past the clubs and turn at least 100 metres below the clubs, turning to the Middlesex side. They will then return upstream and "easy" before moving across to the clubs after checking it is safe to do so. Similarly, boats leaving either St. George's College BC or Walton RC will proceed upstream by crossing immediately to the Middlesex side, taking careful note of any boats coming downstream before doing so.
10. If boats want to go downstream from St. George's College BC or Walton RC they should ensure there are no boats coming downstream before turning.
11. Weyfarers Rowing Club's boats shall use the stretch of water downstream from Shepperton Weir to the Canoe Club as a light paddling or warm up area only.
12. Be aware that: Weybridge Ladies RC when boating do so upstream and turn at the mouth of the Wey Navigation to go downstream, approaching the weir with caution. The boats when returning to the club shall lie up adjacent to the Yacht Club on the Middlesex side and move across to their steps at a 45 degree angle when it is safe to do so. They will give way to boats crossing the weir pool going downstream. Weybridge Ladies RC use the water immediately in front of their clubhouse for the instruction of novice and junior scullers.
13. Thames Valley Skiff Club boat from their clubhouse between "The Anglers" and Walton RC. Boats should be cautious when approaching this area as skiffs are launched and recovered at right angles to the bank. Crews should also approach with caution in conditions of slack stream and/or easterly winds as skiffs tend to swing out and remain perpendicular to the bank.

14. Sunbury Lock Cut should not be used for training during lock operating hours (normally 0900-1700). Coxes should keep well over to the Surrey bank going downstream and be prepared to stop to let boats pass. Boats going upstream should check that the river is clear before they exit the Lock Cut so that they can use the middle of the river to avoid getting too close to the weir.

After Dark

Rowing at night is for more experienced rowers only, if you are unsure then discuss with the Club Captain.

- All boats must carry a white light visible through 360° (this is usually achieved by using two torches, one at the front and one at the back, each giving 180° cover). The rear light should flash.
- The club has lights available or you can provide your own. The lights must be securely attached to the boat and in such a way it does not damage it.
- Hi-viz or light coloured clothing should be worn.
- Only coxed boats are allowed and the whole crew must have passed the Certificate of Competency.

RISK ASSESSMENT

The Hazards

These are covered sequentially going downstream from the club and include situations which are hazards when coming upstream. For each hazard there is guidance on Precautions and Actions to be taken. The degree of risk has been assessed assuming that the precautions have been taken by the crew.

Who is at risk?

Unless stated otherwise, the persons at risk are all Weyfarers crew members and crews in other boats on the river.

Who should give instructions?

Each crew must decide who should give instructions in an emergency and this should be clearly understood by all crew members before boating. Normally the cox or steersman should continue to give instructions if he/she is experienced. If not, then the Crew Captain must take charge. For junior crews the Authorised Adult or Club Coach accompanying the crew should give the instructions.

Risk Level Estimator

	Severity of Outcome
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Probability of Accidents	Slightly harmful	Harmful	Extremely harmful
Highly Unlikely	Trivial Risk	Tolerable Risk	Moderate Risk
Unlikely	Tolerable Risk	Moderate Risk	Substantial Risk
Likely	Moderate Risk	Substantial Risk	Intolerable Risk

Risk Based Control Plan

Risk Level	Action and Timescale
1. Trivial	No action required.
2. Tolerable	No additional controls are required. Consideration may be given to a more effective solution or improvement.
3. Moderate	Efforts should be made to reduce the risk. Risk reduction measures should be implemented within a defined time period. Where the moderate risk is associated with harmful/serious consequences further assessment may be necessary to establish more precisely the likelihood of harm as a basis for determining the need for improved control measures.
4. Substantial	The activity should not be started until the risk has been reduced. Considerable resources may have to be allocated to reduce the risk. Where the risk involves activity already in progress, urgent action should be taken.
5. Intolerable	Activity should not be started or continued until the risk has been reduced. If it is not possible to reduce risk even with unlimited resources, activity has to remain prohibited.

Risks on the Weybridge to Walton Reach of the River Thames

Risk	Probability of Accidents HU/U/L	Severity SH/H/EH	Risk Level	Precautions and Actions
Collision between WRC boat leaving the landing stage and a boat or cruiser coming downstream obscured by the bend and trees.	Unlikely	Slightly harmful	2. Tolerable	Steersman to always check upstream before leaving the landing stage.
The cross current from Shepperton Weir takes the WRC boat sideways into the WLARC bank, a moored boat or a crew coming upstream. This can occur at times of high water flow in the river.	Likely	Slightly harmful or <i>Harmful in fast river conditions</i>	3. Moderate 4. <i>Substantial</i>	In the Safety Information there are clear instructions on the precautions to be taken in the event of EA coloured River State boards. All members should be conversant with these rules. The Club Captain is in charge of changing the Rowing State board when the river state changes, this being delegated to Vice-Captains, Club Coaches or CWSA in his/her absence. (<i>See also Notes 1, 2, 3</i>). There should be NO boating if the red board is displayed.
Damage and injury resulting from collision between crews and between crews and fixed objects	Unlikely	Harmful	3. Moderate	<i>A crew should inspect bow balls, heel restraints and buoyancy compartments as a matter of regular routine.</i> All club members over the age of 18 must have been awarded a Certificate of Watermanship before being allowed out on the river unsupervised. All juniors must be accompanied by a suitably qualified adult. The Certificate of Competency indicates an awareness of hazards and knowledge of navigation rules as well as giving confidence to take appropriate actions in the event of capsizing. Action in the event of a collision: Generally crews should stay with their boat, which can provide some buoyancy and protection, and try to swim with it to the nearest bank. An assessment of any injuries should be carried out as a priority and assistance sought if necessary.

A strong stream sweeping a boat onto D'Oyly Carte Island	Unlikely <i>But Likely in strong stream conditions</i>	Slightly harmful	2. Tolerable 3. <i>Moderate</i>	The steersman should keep well to the Surrey bank past the Sailing Club when going downstream and be ready to apply firm pressure with stroke side. (See also Note 4.)
Collision with boats opposite the Elmbridge Canoe Club	Likely	Slightly harmful	3. Moderate	Because this is an area where rowing boats coming upstream cross from the Surrey side of Desborough Island to the Middlesex side of D'Oyly Carte Island, where boats may be turning around the head of Desborough Island to go into or out of the old river, and where crews and canoes congregate before proceeding down the Cut, there is a risk of collision. Crews completing firm pieces up the Cut should therefore <i>wind down to light by the time they pass under the top cut bridge.</i>
Collision with or at Desborough Cut bridges	Unlikely	Slightly harmful	2. Tolerable	The width of the river between the wooden piles under the bridges is narrow and increases the risk of a collision with boats coming from the opposite direction or with the piles. Steersman to keep strictly to the right when approaching a bridge from either direction.
Collision at Cowey Sale	Unlikely	Slightly harmful	2. Tolerable	Where the Cut and the old river meet at Cowey Sale there is an increased risk of collision. Steersmen must be vigilant at this point. The launching ramp at Cowey Sale has a large vertical post each side of it; the river is wide enough at this point for crews not to be too close to the Surrey bank at this point.
Collision with or at Walton Bridge	Likely	Slightly harmful	3. Moderate	The widths of the channel between the supports are narrow. Agreed rules between local rowing clubs are that crews going downstream will use the central span and crews going upstream the Middlesex span. However, cruisers use the central span in both directions; steersmen must check all is clear before proceeding through the central span.
Collision at Walton Marina	Unlikely	Slightly harmful	2. Tolerable	When going downstream there is a risk of a collision with boats moored at the jetty and boats leaving the marina. Steersman must be vigilant at this point.

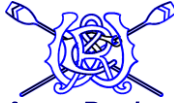
Collision at Shepperton Marina	Unlikely	Slightly harmful	2. Tolerable	Crews coming upstream that have finished the Walton straight and just steered around the bend next to TS Black Swan have the risk of a collision with boats leaving the marina. Steersmen must be vigilant at this point and be prepared to do an emergency stop.
Collision at the Anglers jetty and the Skiff Club	Unlikely	Slightly harmful	2. Tolerable	When going downstream there is a risk of a collision with boats moored at the jetty and with skiffs/punts around the Skiff Club. Steersman to be vigilant.
Crew being unable to avoid Tumbling Bay weir	Highly Unlikely	Extremely harmful	3. Moderate	Crews coming upstream must be aware that there can be an undertow towards the weir in strong stream conditions. Steersmen should steer towards the middle of the river when passing the weir in such conditions but check that it is clear of boats going downstream or give a warning shout. <i>Crews should avoid stopping or turning in the vicinity of the weir in order to avoid any congestion in this area. (See also Note 5.)</i>
Collision at Walton and St George's rowing clubs	Unlikely	Slightly harmful	2. Tolerable	When going downstream there is a risk of a collision with boats around the landing stages of the two clubs. Steersman must be vigilant at this point.
Crew being unable to avoid the Weir above the barges	Highly Unlikely	Extremely harmful	3. Moderate	Crews coming upstream must be aware that there can be an undertow towards the weir in strong stream conditions. Steersmen should steer towards the middle of the river when passing the weir in such conditions but check that it is clear of boats going downstream or giving them a warning shout if necessary. <i>Crews should avoid stopping or turning in the vicinity of the weir in order to avoid any congestion in this area. (See also Note 5.)</i>
Collision at the EA Barges	Unlikely	Slightly harmful	2. Tolerable	The barges moored at the EA Depot on the Middlesex side of the river between Sunbury Weir and Walton RC are usually three abreast; this narrows the navigable channel. Steersmen should keep well in to the right and look out for any boats coming in the opposite direction at this point. <i>When the stream is strong, all crews are to turn well upstream of the barges.</i>

Crew being unable to avoid Sunbury Weir	Highly Unlikely	Extremely harmful	3. Moderate	In normal conditions, crews turning above or just below the barges have sufficient time to get round safely well before the weir presents a risk. However, coaches, crew captains and adults supervising juniors should gauge the strength and competency of their crew and, if there is any doubt about their abilities, must turn the crew well above the barges. (See also Note 5.) When the stream is strong, crews must not proceed down the Lock Cut but must turn well above the barges.
Collision in Sunbury Lock Cut	Likely	Slightly harmful	3. Moderate	In this narrow channel there is risk of collision with cruisers going to or from the lock and with other rowing boats; visibility is also poor. Unless boats are using the lock the Cut should not be used for training during lock operating hours (normally 0900-1700). Steersmen should keep well over to the Surrey bank going downstream and be prepared to stop to let boats pass. Boats going upstream should check that the river is clear before they exit the Lock Cut so that they can use the middle of the river to avoid getting too close to the weir.
Fog/low visibility	Likely	Harmful	4. Substantia I	Thick fog should lead to a Red Board being displayed. A visit to Elmbridge Canoe Club and Cowey Sale to view conditions should be considered before boating. If in doubt, do not boat.
Lightning	Unlikely	Extremely harmful	4. Substantia I	Due to the exposure of rowers on wide stretches of a conducting medium, it is considered unsafe to boat when there is thunder and lightning.

Footnotes:

1. If there is any doubt about the state of the river stream and the danger from crossing Shepperton Weir pool, the following actions should be considered:
 - a. Go by land to Weybridge Ladies RC to study the weir currents and check for any risk of collision with moored boats;
 - b. Go by land to the top of the cut and look at the level of the river at the concrete point of Desborough Island. If the water is level or above the concrete then the river is too dangerous to row on and the Red Board should be displayed at the club.
2. Suggested plans for crossing a strong weir pool downstream:
 - a. Keep to the Surrey (club) side of the river and by ordering bowside to pull the boat round (padding firm) and stroke side to do no work, the cox should be able to navigate a competent crew through a yellow-boarded weir stream.
 - b. Smaller boats: these should go round the weir pool anti-clockwise from the club straight until they reach a position between the Wey Navigation and the River Wey. They should then turn the boat so that it is aiming for the Environment Agency jetty so that as they proceed they are counteracting the stream pushing them towards Weybridge Ladies RC.

3. Crossing the weir pool upstream:
On returning upstream boats should give way to those coming downstream. Boats should position themselves towards the Middlesex bank (next to the Environment Agency jetty) and the weir stream is best negotiated by allowing the boat to be taken by the current but rowing harder with stroke side blades at first and then bow side blades to keep the boat pointing towards the club straight.
4. Navigation around D'Oyly Carte Island:
The rules agreed by local rowing clubs are for crews going downstream to keep to the right of the Surrey side of the Island and crews going upstream to keep to the right of the Middlesex side of the island.
5. Action if washed onto a weir:
If a boat capsizes close into a weir and is then taken towards the weir by the current, the person in charge may consider that there is a risk that the boat could be broken up by the weir. Instructions to the crew may therefore be to hold onto the weir structure rather than onto the breaking boat until a rescue can be effected.



Weyfarers Rowing Club

Certificate of Competency

Weyfarers Rowing Club aim to comply with the British Rowing Row Safe Code. A Club Coach, an Authorised Adult or the Safety Advisor will use this Certificate to ascertain that a new member of the Club is fully conversant with the Club's Safety Information, particularly with regard to their personal safety, and has a working knowledge of the Navigation Rules. Members who have passed the Certificate of Competency are deemed safe to use Club equipment.

Name **Age (if junior)**

Category of Certificate: rowing / coxing (delete as applicable)

- 1. **What to wear**
- 2. **Equipment**
 - o Boat safety checks
 - o Reporting damage
- 3. **Capsize drill**
- 4. **Navigation**
 - o Basic rules of the river
 - o Navigation and hazards on the stretch
 - o Other river users – who and where? How to warn them
- 5. **Warning Boards – restrictions**
- 6. **Safety Equipment**
 - o Lifejackets: location, how to wear them and who should wear them
 - o Location of First Aid boxes
 - o Location of throw lines and lifebuoys
 - o Location of thermal blankets
 - o Location of telephone for emergency aid
- 7. **Incidents and accidents** – how should these be reported?
- 8. **Steering a boat**
- 9. **Lifting, launching and recovering a boat**
- 10. **Basic Watermanship** – crew numbering, sides, correct blade capture, orders, emergency stop procedure

Signature of Assessor

Name of Assessor (capitals) **Date**



Certificate of Watermanship

All members are encouraged to take and pass a Certificate of Watermanship. Experienced seniors and J16-J18s will be awarded a Certificate of Watermanship if they hold a Certificate of Competency, can demonstrate safe boat handling skills in a single scull and have a good knowledge of the Club's Safety Information, Navigation Rules, and Risk Assessment.

Members who have passed a Certificate of Watermanship have delegated responsibility for carrying out an appropriate **risk assessment** on behalf of their crew, or for themselves if in a single scull, before boating. Nominated senior Club Coaches will award the Certificate.

Name **Age** (if junior)

1. Assessment of conditions

- EA River States and how to find out the state
- Stream and the link to Rowing State Warning Boards
- Assessment of lightning, wind, fog and the light

2. Boat safety checks

3. Lifting, launching and recovering a single scull

4. Control of the boat

- Adequate balance
- Steering
- Turning
- Emergency stop

5. Safe crossing of Shepperton weir pool

6. Capsize drill in a single scull

7. How to take charge of a crew in the event of a capsize

8. Navigation

- Rules of the river
- Awareness of all hazards on the stretch
- Procedure for rowing in the dark

9. Incident reporting

10. Actions in the event of injury

Signature of Assessor

Name of Assessor (capitals)

Date