



Whitby Coastal Rowing Club Safety Plan

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Introduction

It is a myth that “health and safety” is all about stopping people from enjoying themselves. We recognise that, in the real world, there is some risk associated with every activity. A little thought can go a long way to ensuring that the level of risk is acceptable. Rowsafe, British Rowing.

At Whitby Coastal Rowing Club, our goal is to foster a constructive safety culture by providing information, education, and practical implementation. The Safety Policy outlines the standards expected from each member of the club. Additionally, the club's Risk Assessments focus on evaluating potential hazards and associated events that may arise. Lastly, this Safety Plan aims to communicate the measures and controls put in place to reduce the probability and consequences of such incidents.

Responsibilities

All members must take personal responsibility to ensure that their actions, on and off the water, prioritize the safety of themselves and 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/>

Contact information for the Chairman, Club Rowing Safety Advisor, Equipment Manager, Captain, instructors and Welfare can be found on the club website.

Rowing Safety

When checking any weather or water forecasts, it is important that the forecasted conditions up to a minimum of one hour after the scheduled end of the session are considered. The interaction of weather and water conditions and how these will affect boats on the water should also be considered.

All forecasts should be recorded on the dynamic risk assessment (Appendix 5) for the session without fail, a visual inspection should also be carried out and every member briefed on what to expect. It is also strongly recommended to complete a visual in person inspection from the cliff tops / piers if going out to sea and a walk along from Coates Marine if river or harbour based. If conditions or forecasts are deemed unsafe, the session will be cancelled.

It is every member's responsibility to carry out their own risk assessment (considering any medical preconditions, particularly related to the heart) and decide whether it is safe to go out. If in doubt, don't go out! Remember, you are responsible for your own safety, if something doesn't feel safe, do not do it.



Weather Conditions and Visibility

Wind Speed

Maximum gusts have been set at 40mph, no on the water activity should take place if the forecast exceeds this. Wind speed and gusts forecasted for the duration of the session should be checked using either the Met Office app/website¹, or preferably Windy.app², and recorded on the dynamic risk assessment before each session. In the event of strong winds, boat selections, abilities, locations and wind direction will be reviewed per our risk assessments by the Captain, instructor or senior rower and the session will be limited accordingly. Guidance on wind directions, speeds and how they impact our activities can be found in appendix 4.

Visibility due to fog or rain

Do not row at sea if visibility is impaired due to fog or rain. An in person inspection from the cliff tops is highly valuable in this instance, as fog can usually be seen at sea long before it reaches land. If there is a forecast of heavy rain or fog, where visibility is or may be substantially reduced, no boats should be allowed out to sea. Further barriers must be implemented using the club risk assessment as deemed appropriate by the Captain, instructor or senior rower.

Visibility due to darkness

No rowing is permitted up the river (past the new bridge), or out to sea, outside of daylight hours. Prior to each session, the first and last light times will be checked as part of the dynamic risk assessment and discussed with all participants. If appropriate, lights will be fitted to both the front and back of the boats and turned on before going afloat. All rowers must wear high visibility clothing as this has proven to be more useful than lights when within the lit harbour area.

Extreme cold

All rowers are to take responsibility for their own wellbeing and ensure they are adequately prepared according to their personal comfort zones, this includes appropriate clothing both during and after the session. The Captain, instructors and senior rowers leading sessions will encourage efficient equipment set up and plan sessions accordingly to minimise long periods of inactivity. Foil blankets will retain body heat and protect from the elements, these are in the green 2L safety dry bags and should be attached to every boat.

Extreme heat

All rowers are responsible for assessing their own capabilities in extreme heat, everyone copes with heat in different ways and tolerance levels vary greatly. If especially hot temperatures are forecast, the session plans will be adjusted accordingly to limit overexertion and remain close to base.

All rowers are expected to be appropriately dressed and adequately prepared with drinking water, sunscreen, hat or visor and sunglasses. Eye protection is particularly important due to the reflection off the water which can be harmful but also make it very difficult to see. If at any point a rower feels unwell, the crew(s) must assess the situation and if possible return to base as soon as possible or

¹ <https://www.metoffice.gov.uk/>

² <https://windy.app/>



moor the boat in a suitable location and walk back. Foil blankets, located in the green 2L safety drybags, will reflect heat in the event of someone overheating and needing shade on the water.

Electrical storms

No on the water activity should take place if there is an active electrical storm or if lightning is forecast up to an hour after the session is planned to end. If an electrical storm develops during a session, use the 30-30 rule: count the time between the lightning flash and the thunder, if it is 30 seconds or less, seek shelter, otherwise continue to monitor the storm and head back to base. If sheltering, 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'. Although no place is absolutely safe from lightning some are safer than others and 'proper shelter' can be:

- An enclosed substantial building with electric and telephone wiring and plumbing to provide a safe pathway for the current to earth to the ground.
- A fully enclosed metal vehicle with windows shut. This acts as a Faraday cage and guides the lightning around the passengers - mini-buses are an excellent shelter for large groups of people.

Unsafe locations and situations are:

- Open spaces - field, lake, 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.

Water conditions

Rough and fast flowing water

Large swells and high winds can lead to rough water both at sea and in the harbour. Swell and surf height, in addition to current sea conditions via webcam can be checked on the Surfline app.

Large differences in tide heights can lead to strong tides which can be difficult to row against. Tide tables are available on the Surfline app.

Excessive rainfall can lead to fast flowing river water. River water levels, including flow, height and trend can be checked here: <https://check-for-flooding.service.gov.uk/river-and-sea-levels>. The river Esk data should be taken from Briggswath, as opposed to Whitby, due to the tidal nature of the Esk. No rowing when the river is in active flood, caution should be taken after a period of flooding as there is likely to be lots of debris in the river. If significant debris (has potential to cause damage to boats or a capsized) is visible in the water, the session must be cancelled.

These conditions will be recorded in the dynamic risk assessment and all rowers briefed before the session. Captain, instructor or senior rower will make boat and crew selections based on these conditions and the club risk assessments. In general, in rough water, larger, more stable, boats will be utilised and a minimum ability set for partaking in the session. No solo CO1x or CO2x at sea in rough conditions. Further guidance can be found in appendix 4.



Cold water

No rowing is permitted when there is visible ice on the river or harbour.

Advice for cold water shock can be found in the emergency action plan (Appendix 1), however when water and air temperatures are low, rowers must take extra precautions to prevent a capsizing incident. If rowing in extremely cold conditions, the entire session should remain close to base, larger more stable boats used where possible and a minimum ability set for partaking in the session. No solo boats or CO1x will be allowed on the water in conditions below 3°C.

Navigation

Low water

Visuals on low water in the harbour and up river can be found on our website:

<https://www.wcrc.uk/navigation>

As our waters are tidal, it is important that all rowers and coxswains acquaint themselves with the features of the river and harbour. Even at high tide, it is still essential that everyone is aware of shallower areas and how to avoid them.

Positioning

All boats should, where possible, navigate on the right-hand side of the river (in the direction of travel/from the coxswain's point of view).

When we are rowing, we are travelling backwards, so we travel to the rowers left hand side.

When rowing on the right not possible due to obstacles, return to the right hand side as soon as it is safe to do so.

Overtaking

Care is to be taken overtaking slower moving vessels, use of the left hand side only when there is no oncoming traffic. Boats must ensure that they do not 'cut up' the other boat and leave a length of clear water before returning to the right.

Mooring the boat

Should you wish to moor the boat, try to find an area of soft sand without stones or other debris for example Tate Hill beach. Only ever ground the boat at the bow (so as not to snap the fin). This also applies when returning to the slipway at Coates Marine, if possible work together and catch each other's boats.

Turning in the harbour must be done using caution and common-sense.

Do not turn the boat on a bend or in heavily trafficked areas.

Do not turn across the bow of oncoming vessels.

Peak times

Warm weather, school holidays and weekends all increase the tourist footfall in Whitby, which means a big increase in river traffic, with fishing and pleasure trips and other recreational boat users. Use extra caution during these times and plan activities accordingly.



Activity Tracking and VHF Usage

All rowers and coxswains are encouraged to think about their own safety and possible ways they can maximise this. Examples of positive safety actions are setting up smart watches as SOS beacons, using the Safetrx app or sending Strava live tracking to emergency contacts, see appendix 3 for more useful ideas and links.

Activity tracking

Any boats going afloat as solo boats or in a group of two, must ensure they have shared their activity tracking and session plan with the WhatsApp safety group or a pre-agreed responsible member of the committee group. Individuals tasked with monitoring tracking must be located within the Whitby area and, if necessary, possess the ability to reach the water's edge promptly.

VHF

The VHF radio is located in the storage box, the Captain, Instructor or senior rower is to ensure it is charged, taken out on each session and kept in the protective case. All users of the VHF radio must hold a short range certificate together with the club license.

If a session is based in Collier Hope (lower harbour, Tate hill area), it is best practice to use the VHF to notify the watch keepers channel 11 of the planned activity.

If going to sea, rowers must use the VHF to notify the watch of the number of boats heading out and expected time back, if this changes during the session, the watch should be updated using the VHF. Once back at base, again confirm all boats are back. Full guidance on operation and correct use of the VHF radio is contained within appendix 2.

Safety Launches

Launches are to be used only by skippers with an RYA Level 2 Powerboat certificate. The Safety Advisor 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 and boat hook are 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 harbour rules. All launch drivers to carry a mobile phone.

First Aid Kits and Safety Equipment

First aid kit

The large first aid kit is located in the storage box next to the boat racking. If you use anything, please report to the club Safety Advisor so that the provision can be restocked. The kit is checked periodically by the Safety Advisor throughout the year.

Foil blankets

Foil blankets and line cutters are located in 2L green drybags in the storage box, one bag must be attached to each boat on every session.

Throw lines

Throw lines are located in the storage box and one should be attached in an easily accessible location (not in hatches), on every boat in every session.



Lifejackets

Lifejackets and PFDs are located in storage box, every rower is responsible for sizing their lifejacket and attaching it to their boat, in an accessible location (not in hatches), ahead of every session. All coxswains and skippers must wear a life jacket on the water.

Nominated First Aiders: **An up to date list will be displayed in the Safety Section of the Club website**

Equipment and Fitclub

A booking system is in operation and is accessed via the FitClub³ portal. Members will only be able to book out equipment that fits with their competence as determined by club instructors. The crews may only take out a boat that has been booked by them for that time and must return it before the next booked time. Anyone wishing to race in a Club boat must first obtain permission from the Club Captain.

Crews must take care when handling boats, oars and seats. Boats should be lifted, not slid, off the racks, and placed correctly on trestles and racks so the weight is taken by ribs and not by the skin or riggers.

Boats and equipment should be checked prior to and after use, and the boat and equipment checklist must be completed (Appendix 6). Any boat or equipment that is found not be satisfactory should be marked as quarantined until remedial action is taken and reported to the Club Captain or Club Safety Officer(s) via fitclub.

Particularly important points to note:

- Check the hatches before every outing. The boat will not be buoyant if they are missing, this means the boat could sink in the event of a capsize.
- Always check the shoes and heel restraints. Never use a boat which has faulty heel restraints.
- If a boat is damaged during a session and is unsafe to be rowed back to base, the boat should be moored in a suitable location and advice sought from the Captain, an instructor, senior rower or the Equipment Manager.
- Boats must be washed down before being housed. When the conditions are sufficiently cold to create a risk of ice forming additional care must be taken to avoid any water spillage by simply wiping boats down with a damp cloth.
- Always remove hatches when the boat is placed on a rack, this allows water to drain and moisture to dry out during storage. If the boat is stored on a trailer, covers should be fitted and hatches left in place to prevent the boat filling with water during storage.

Essential Rowing Kit

Whilst we appreciate rowing can become an expensive sport, and we are keen to keep it accessible to all, there are some essential items that every member is expected to have to ensure they are safe whilst taking part. Items we have deemed essential are:

³ <https://www.fitclub.me/home> Fitclub is used to book boats and manage equipment. All rowers must create a profile on fitclub and use it to report any damage to equipment, a notification will then be sent to the Equipment Manager and instructors alerting to the damage. If you need help navigating fitclub, please speak to an instructor.



- Wet shoes to protect feet when launching and mooring boats. Due to the nature of our club and small numbers, wellies are not currently a viable option. Slider or flip flops are also not suitable due to the mud on the slipway.
- Tight fitting clothing with no pockets that ensures there is no risk of blade handles becoming caught.
- Sunglasses if steering in sunny conditions.

Competence on the water

Swim tests

It is important that rowers who find themselves in the water do not panic and are able to respond so that they can keep themselves safe. As a minimum we expect rowers to complete swim test, shortly after joining the club, comprising of:

- Swim at least 200m in rowing kit
- Swim under water for at least 5 metres
- Tread water for at least 2 minutes
- Float unaided for at least 5 minutes

Since the ability to swim in a pool does not guarantee the ability to swim in cold, exposed waters, we also aim to provide opportunities to partake in cold water swimming through periodic sessions with a local open water swimming club.

Anyone unable to complete the swim test must actively work to improve and wear a life jacket in the boat at all times.

Capsize drills

Periodic capsize drills will be arranged by the club, with the expectation that everyone partakes. Any member unwilling or unable to complete the capsize drill will not be allowed to row at sea in a CO1x or CO2x.

Rescue drills

Alongside the capsize drills, we will also hold periodic safety skills sessions in which we practice essential competencies including, but not limited to, throw line use and storage, buddy rescue and towing another boat.

Incident Reporting

Everyone can help to improve safety by reporting incidents and near misses.

Incidents that cause harm or damage, however trivial, should be reported as well as those where an injury, health issue or damage has occurred. Near misses should also be reported as these can provide useful information that may help someone to avoid a serious incident. Any incident or near miss should be reported to the club through this form as soon as possible after the event:

<https://forms.gle/ThWmACNJ74BJKL746>

Incidents should also be reported within 24 hours on the British Rowing Incident Reporting System: <https://incidentreporting.britishrowing.org/> This confidential reporting system is for everyone; clubs, individuals (members and non-members) and competitions to report an incident or concern.



Waterborne Diseases

It is important that everyone is aware of potential illnesses as a result of contact with the river, harbour or sea water. These range from mild stomach upsets and skin infections to the more severe such as Weil's disease (Leptospira).

To minimise the risk of infection, river users should:

- Cover all wounds with waterproof dressings, plasters can be found in the first aid kit at Coates Marine.
- Wash any new cuts, broken blisters with clean water and soap. There are handwashing facilities at Coates Marine or warm showers and toilets in the harbour facilities, please retrieve the fob from the key safe on the boat rack to access these.
- Avoid contact with river water, mud etc., especially swallowing and in the mouth, nose and eyes.
- Wash hands before handling food and drink
- Wash damp kit immediately

Weil's disease (Leptospira) is rare but serious. The first stages are flu-like symptoms in 2 to 20 days: if these appear, mention to your doctor that you have been in contact with open water.

Land Training

In the event of unsafe conditions on the water, sessions may be moved indoors to comprise of ergo work and strength and conditioning circuits.

Use of equipment and participation is at your own risk. Do not exercise if you're feeling unwell.

Medical Conditions and General Fitness

All members or guests must complete a pre activity questionnaire (PAR-Q) before participating in any activity. Members must inform the Captain or Safety Advisor if there are any significant changes in their health and complete a new PAR-Q. If relevant, a G.P. note may be requested by the Captain or Safety Advisor, addressing suitability of the activity in relation to the condition. If you are at risk from heart failure or stroke then you should only train within limits set by your G.P.

You should neither train nor compete if you are:

- Carrying an injury that might worsen through activity
- Suffering a virus or other illness
- Dehydrated
- Still have alcohol in your blood

Any medication required to treat or prevent a condition, which could result in an emergency on the water, must be carried in the boat. The green 2L dry bags, containing the foil blankets and line cutters, can be used for this purpose.

All members must be aware of their own fitness capabilities and work within their safe limits. A good level of general fitness and strength is desirable and low levels may affect your ability to participate on the water in adverse conditions.



All beginners and improvers should work on improving technique. Poor technique will affect your ability to participate on the water in adverse conditions.

For any advice on improving fitness or technique outside of sessions, please speak to the Captain or an instructor. There are also lots of videos available online covering sculling technique, please see 'Online Learning' for further information.

Online Learning

RowHow

As a minimum, all rowers must create a login for British Rowing's RowHow⁴, and complete the following modules:

- Safety Basics - Understanding and Managing Risk
- Cold Water & Hypothermia
- Capsize Drill

Please send completion certificates to an instructor so we can update our competency tracker. Not having completed these may affect your ability to participate in a session.

Rower development guide

The Rower Development Guide⁵ is an excellent tool from British Rowing, which the club instructors use to monitor individual progression. All members should create a login, please speak to an instructor if you have any difficulties getting set up.

The guide is split up into four levels each covering the same four areas: technical development / fitness / athleticism / knowledge / understanding and application / ethos and behaviours.

Further learning

A basic run down of sculling technique can be found in the member's area of our website⁶, please ask the Captain or an instructor for the password. There are also lots of videos on YouTube, again please ask the Captain or an instructor for recommendations.

⁴ <https://www.rowhow.org/login/>

⁵ <https://www.britishrowing.org/knowledge/rower-development/rower-development-guide/>

⁶ <https://www.wcrc.uk/sculling-technique>



Appendix 1: Emergency Action Plan

Summoning Assistance in the Case of Emergency

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** for emergency assistance.
- The VHF radio can be used to summon assistance from the coastguard on **Channel 16**. See Appendix 2 for full procedure.
- Raise the alarm with a launch 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 or 112 from a mobile and start CPR to keep the blood flowing around the body. Instructions for CPR can be found are shown on the poster inside the storage box. If resuscitation is required then be confident and do it.

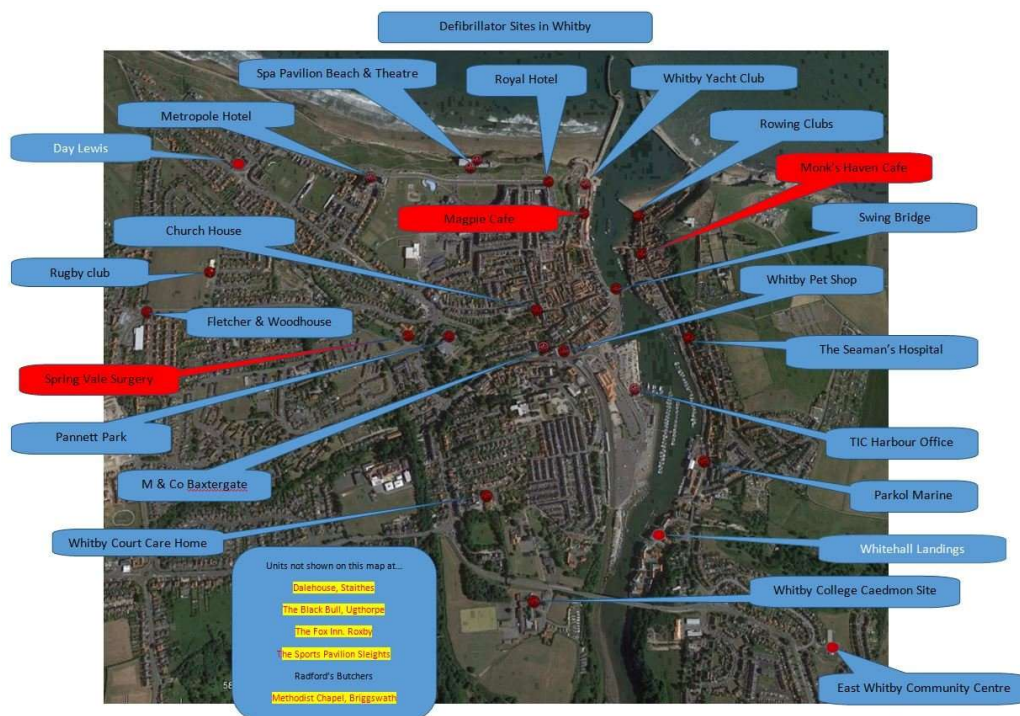
AED's

The locations of Automated External Defibrillators (AEDs) are on the map below, **our nearest AED is located on the side of the tourist information centre / Harbour office:**

what3words:comically.reds.manual

Do not interrupt CPR to go and get a defibrillator. If it's possible, send someone else to fetch it.

These are located on the map below:



They are in bright yellow boxes like shown, you will usually need to call 999 to get the code or for the box to be remotely unlocked by the ambulance service.





Location information

Location of boat base: **Coates Marine, Marina Boatyard, Langbourne Road, YO21 1EU**
what3words: forensic.booklet.kennels

Capsize

The following guidelines should be followed if a capsize occurs:

- If out of your depth and unable to wade ashore safely, stay with the boat and use it to keep you afloat. If viable, attempt to right the boat and get back in.
- If you are separate from your boat, inflate your lifejacket or PFD. Floating, rather than swimming, is recommended by the RNLI, RLSS and NWSF because it tends to conserve heat and energy when in cold water.
- If the water is cold, and getting back in is not an option, 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. Make an emergency call via mobile phone or VHF as soon as possible.
- 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. Attempt a buddy rescue if appropriate but ONLY if it does not put your boat at real risk of capsize too.

Cold Water Immersion

Sudden unexpected immersion presents four stages of drowning risk:

Stage	Predominant risk	Approx. timings
Stage 1: Initial immersion	Cold water shock	0-3 minutes
Stage 2: Short term immersion	Swim Failure	3-15 minutes
Stage 3: Long term immersion	Hypothermia	15-30+ minutes
Stage 4: Post rescue	Collapse	Hours after rescue

If you do fall into cold water you will immediately gasp for breath and hyperventilate; this increases the possibility that you will breathe in water and may mean you cannot hold your breath.

Just one large aspiration of water can severely affect your ability to breathe. Hyperventilation can also cause dizziness, confusion and panic. Your heart rate increases rapidly and your blood pressure increases, potentially leading to cardiac arrest. Remember to:

- Stay with your boat if you capsize, attempt re-entry if viable.
- Try not to panic (the gasping for breath will start to lessen with time)
- Get your body out of (and ideally off) the water as quickly as possible
- Know where you will can get out of the water
- Seek medical attention in the treatment of moderate or severe hypothermia

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.



Hypothermia and treatment

The symptoms of hypothermia depend on how cold the environment is and how long you are exposed for. Shivering is a good guide to how severe the condition is:

- If the person can stop shivering on their own, the hypothermia is mild.
- 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.

Severe hypothermia needs urgent medical treatment in hospital.

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:

- 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. Foil blankets are kept on boats and in the storage box, they can be used to protect from the elements and retain heat.
- 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 warm up an elderly person using a bath, as this may send cold blood from the body's surfaces to the heart or brain too suddenly, causing a stroke or heart attack.
- 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.



Appendix 2: VHF Usage

This appendix will be updated following completion of our short range certificate courses, however we realise there is value to knowing how to use the VHF in the event of an emergency. The following guidelines are directly issued by the coastguard:

Emergency VHF Radio calling procedures:

1. Switch to high power. Go to channel 16
2. Activate disc alert if fitted
3. Press and hold transmit button and say:

MAYDAY, MAYDAY, MAYDAY

THIS IS... [YOUR NAME]

MAYDAY, [YOUR NAME]

MY POSITION IS... [DESCRIBE THE POSITION AND GIVE GBP IF POSSIBLE]

WE ARE... [DESCRIBE THE NATURE OF THE DISTRESS, THE ASSISTANCE REQUIRED, NUMBER OF PEOPLE AND CRAFT FOLLOWED BY ANY FURTHER INFORMATION]

SAY **OVER** AND WAIT FOR A RESPONSE.

Marine Mobile Band radios typically have 57 channels with each channel having a designated function. The following channel designations should be noted:

- Channel 16 is used for initial calling, distress and safety only
- Channel 11 is used for Port Operations: Harbour office / watch keepers
- Channel 67 is the small craft safety channel
- Channels 6, 8, 72, and 77 are the primary inter-ship channels for “ship to ship” working
- Channel 70 is reserved for Digital Selective Calling (DSC) only

Further guidance can be found in section 2.3 of RowSafe.

Appendix 3: Positive Safety Actions

Please ensure you are aware how to use your phone in an emergency and relevant settings are in place:

Apple: Press and hold the side button and one of the volume buttons until the Emergency SOS slider appears. Drag the Emergency Call slider to call the emergency services. If you continue to hold down the side button and volume button, instead of dragging the slider, a countdown will start and an alert will sound, continue to hold the buttons and an emergency call to 999 will start at the end of the countdown

Android: If you're running Android 12 or later, you can also turn on Emergency SOS, which lets you trigger calling emergency services, sharing your location with emergency contacts, and recording video by quickly pressing the power button five times or more. However, you have to set everything up first. <https://www.techlicious.com/tip/turn-on-emergency-sos-contacts-on-your-android-phone/>

All rowers are also encouraged to think about other ways of managing their personal safety such as:

SafeTrx: RYA SafeTrx app can be used to log, track and send alerts about your trip. Visit www.safetrxapp.com



Strava beacon: You can use Strava Beacon when recording with the Strava mobile app to share your real-time location with your family and friends.

<https://support.strava.com/hc/en-us/articles/224357527-Strava-Beacon>

Garmin: Setting up and activating SOS assistance on a Garmin device:

[https://support.garmin.com/en-GB/?faq=Ots03L9cFf98el3a0ioSk9#:~:text=Forerunner%20Watches&text=Forerunner%C2%AE%20965-,To%20activate%2C%20hold%20down%20the%20top%2Dleft%20button%20\(power,to%20your%20preloaded%20emergency%20contacts](https://support.garmin.com/en-GB/?faq=Ots03L9cFf98el3a0ioSk9#:~:text=Forerunner%20Watches&text=Forerunner%C2%AE%20965-,To%20activate%2C%20hold%20down%20the%20top%2Dleft%20button%20(power,to%20your%20preloaded%20emergency%20contacts)

Apple: Setting up and activating SOS assistance on an Apple Watch:

<https://support.apple.com/en-gb/guide/watch/apdfe3c02513/watchos>

Appendix 4: Local Conditions

This section will include guidance on wind directions and how these will feel on the water, how they could interact with water conditions and locations of sheltered water.

This knowledge is held by the Captain, Safety Advisor and instructors due to their experience rowing on the water at local gig clubs and we are confident that anyone taking a boat out at present will be supervised by a knowledgeable person; we are therefore happy for this section to be left unfinished in this version of the safety plan.

If anyone needs guidance or has any questions relating to conditions and local water, please contact the Captain, Safety Advisor or an instructor.

Wind Direction Guidance:

Northerlies: Winds coming from the north N, NE etc. Difficult to row in when blowing up the harbour.

Easterlies: Winds coming from the east. Often areas of shelter from the east cliffs in the upper harbour, getting unrowable from the swing bridge.

Southerlies: Can be difficult rowing when blowing down the harbour downstream. Caution must be taken when the tide is on it's way out and there are southerly winds.

Westerlies: Usually sheltered from the west cliffs and town in the harbour.



Appendix 5: Dynamic Risk Assessment

Date:					
Tide	App used:				
		Time	Height		
	High				
	Low				
Waves	App used:				
	Swell height	Wave Length	Water Temp		
Weather	App used:				
	General	Air Temp	Wind direction	Speed	Gusting
	Any forecasted changes within 2 hours of schedule:				
River Height (Briggswath)	https://check-for-flooding.service.gov.uk/station/8233				
	Height	State	Trend		
First / last light times	First light:		Lights used (Y/N):		
	Last light:				
Crews and Boat allocation					
Boat checks complete:					
Area of operation & likely conditions					
Noteable hazards					
Additional barriers and controls					
(Full risk assessment available on request)					
Any other instructions					



Session Plan

A large, empty rectangular box intended for writing the session plan.

Session Debrief

A large, empty rectangular box intended for writing the session debrief.



Appendix 6: Boack Checks

Whitby Coastal Rowing Club - Boat and Equipment Checklist

Boats and equipment should be checked each time before they go afloat – Any boat or equipment that is found not be satisfactory should be reported on fitclub and quarantined until remedial action is taken

Date: _____ Time: _____ Boat: _____ Crew Members undertaking check: _____

Boat Checks		
Relates to BR Safety Alert – Check Your Boat before you go Afloat (Feb 2016)	Yes/No	Nature of damage and remedial actions taken and by whom
No visible signs of damage to the hull, for example scrapes or cracks		
Buoyancy compartments, seals, hatch covers, boat hull and ventilation bungs are secure and watertight. Buoyancy Bags should be installed if no under seat buoyancy compartments are fitted.		
Bow ball is in good condition and securely fixed (Some boats may not need bow balls if their bow is not pointed or they are made from a soft material. This is specified in the 2016 rules of racing).		
Fixing screws or bolts do not represent a hazard in the event of an accident.		
Heel restraints are strong secure and durable, the correct length and individually secured. They must be properly adjusted (each heel shall be restrained to prevented it from rising higher than 7cm measured at right angles, from the footplate) and in working order.		
Rudder lines, steering mechanisms and rudder (where fitted) and fin, are secure and in good working order.		
Outriggers, swivels, gates, seats, runners and stretchers are secure and operating correctly.		
Blades are undamaged and collars are secure and properly set.		
The boat is suitable for the situation in which it is to be used, for example maximum crew weight.		
Lighting, if required, is suitable for the outing and working correctly.		
Safety equipment		
Personal floatation devices (pfd) worn by coxswain and non-swimmers. PFD available on the boat for each rower, secured in accessible place.		
Tow rope available on boat		
Devices available to call for assistance - VHF Radio taken in at least one boat and mobile phone charged and in waterproof casing		
Sailor's knife & survival blanket		



Document Management

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Version Control			
Version	Author	Date	Changes
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