



# SHOREHAM ROWING CLUB

Kingston Beach, Shoreham-by-Sea, West Sussex, BN43 6RN



## SAFETY ON THE WATER

We want everyone to enjoy Rowing and Sculling at Shoreham Rowing Club and it is important you do everything possible to keep yourselves and others safe. Think about these few simple checks everytime you go out to keep everyone safe. Remember: Rowing is not dangerous, water is!

### BEFORE YOU GO OUT

|                         |  |
|-------------------------|--|
| <b>Permission</b>       | Do you need permission to take out a boat? Under 18 and novice crews can only go out during club sessions with an experienced cox. Junior crews (18+, having won novice and rowed for 2 years+) can boat at any time with the captains permission. Senior (18+, won at Junior, rowed for 3+ years) can go onto the water as they please. |
| <b>Condition</b>        | Check the tide, wind, temperature and weather forecast and light. Only go afloat if able to manage the conditions. If in doubt, do a session indoors. Never boat when dark or close to darkness. Use Tide and Weather apps and websites to check forecast conditions.  |
| <b>Equipment</b>        | Check all equipment before going afloat. Set up stretchers. Check bolts & nuts. Check heel restraints and bowballs. If damaged do not take.  |
| <b>Clothing</b>         | Dress for the conditions. Sun cream and sun hat in sunny weather. Layers and hat for the cold. You can always remove layers if too warm.   |
| <b>Lifejacket</b>       | Coxes must wear one. Rowers who have not completed a swim test/capsize drill should also wear one.   |
| <b>Outing Plan</b>      | Write on the outing safety board on the boathouse door the date, who is going out, where they are going, what time they are leaving and how long they intend to be out.  |
| <b>Careful Carrying</b> | Take care when removing boats. Beware of trip hazards and riggers. Move anything that will get in the way. Set up trestles where you need them.  |
| <b>Keep Safe</b>        | Watch out for others when carrying the boat – vehicles and other beach users. Shout warnings to others who may not have heard or see you.  |



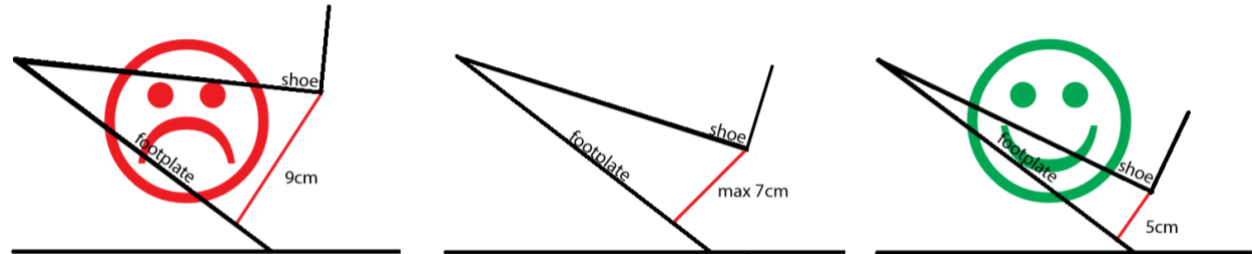
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## HEEL RESTRAINTS, CAPSIZE & CLOTHING

In the event of capsize unsecured heels can make it difficult to escape from an upturned boat. So before you go afloat always check the heels are securely fastened. They should rise no more than 7cm from the footplate.



In the event of a capsize stay with your boat – it will keep you afloat. Lie or sit on top of the capsized boat to get your body out of the water. Your best chance of survival in cold conditions is to remove your body core from the water.

If your position in the water or the wind or tide means you can only get to a quayed area rather than a beach, move towards a ladder (with your boat) and get yourself out. Equipment can be replaced, you cannot. If you are in the harbour entrance with the tide running out you will need to think and act quickly. Paddle across to either harbour arm – there are ladders to get out. If you are in sight of the old coastguard station by Shoreham Fort, this is manned during daylight hours by volunteers – waving to signal distress will alert them and they can summon help.

Climbing onto the stern of another boat and having other members use their boat to tow people from the water is another option. If going out as a group consider taking a long boat strap in the largest boat to act as a throw line.

This chart below gives the minimum sea water temperatures for Shoreham by month:

|          |           |           |           |
|----------|-----------|-----------|-----------|
| January  | 7°C/45°F  | July      | 14°C/57°F |
| February | 6°C/43°F  | August    | 16°C/61°F |
| March    | 6°C/43°F  | September | 16°C/61°F |
| April    | 6°C/43°F  | October   | 13°C/55°F |
| May      | 9°C/48°F  | November  | 11°C/52°F |
| June     | 11°C/52°F | December  | 8°C/46°F  |



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## Hypothermia Table

| Water Temperature in Degrees F (Degrees C) | Loss of Dexterity (with no protective clothing) | Exhaustion or Unconsciousness | Expected Time of Survival |
|--|---|-------------------------------|---------------------------|
| 32.5 (0.3)                                 | Under 2 min.                                    | Under 15 min.                 | Under 15 to 45 min.       |
| 32.5 to 40 (0.3 to 4.5)                    | Under 3 min.                                    | 15 to 30 min.                 | 30 to 90 min.             |
| <b>40 to 50 (4.5 to 10)</b>                | <b>Under 5 min.</b>                             | <b>30 to 60 min.</b>          | <b>1 to 3 hrs.</b>        |
| 50 to 60 (10 to 15.5)                      | 10 to 15 min.                                   | 1 to 2 hrs.                   | 1 to 6 hrs.               |
| 60 to 70 (15.5 to 21)                      | 30 to 40 min.                                   | 2 to 7 hrs.                   | 2 to 40 hrs.              |
| 70 to 80 (21 to 26.5)                      | 1 to 2 hrs.                                     | 2 to 12 hrs.                  | 3 hrs. to indefinite      |
| Over 80 (Over 26.5)                        | 2 to 12 hrs.                                    | Indefinite                    | Indefinite                |

**Clothing** - Focus on layers – you can always take clothes off if it is too warm.

**Sunny weather**

- T-shirt**: Layers of light clothing which can be easily removed as you warm up and protect you from the sun.
- Shorts**
- All in one**
- Sunglasses**: To reduce glare from the water
- Sun cream**: For sun protection
- Water bottle**: A water bottle is a must. Dehydration will impair your performance and can lead to heat exhaustion.
- Cap**

**Cold weather**

- T-shirt**: Layers of light clothing which can be removed or replaced as you heat up and cool down.
- Tech top**: A thin technical top which can wick moisture away from your body.
- Leggings**
- Body warmer**
- Splash top**: A light windproof/waterproof top to reduce heat loss and the wind chill factor.
- Long socks**
- Hat**: To reduce heat loss.
- Water bottle**



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## OUTING NOTICEBOARD

How do we know who is out and where they have gone? Always complete the noticeboard on the boat house doors using the white board pen. And scrub out your name when you return. If there has been a problem the board gives us an idea where to direct emergency services.

### Example Board:

#### DATE:

Wednesday 12 April

| WHO   | COX/CREW | TIME   | LOCATION & PLAN |
|-------|----------|--------|-----------------|
| J164X | Adam     | 5.00pm | River (4 laps)  |
| S1X   | Garry    | 5.15pm | River (3 laps)  |

## INSURANCE

Shoreham Rowing Club insures all club owned equipment with Noble Marine Ltd for third party liability only. Members using our equipment are not covered for personal injury. Registered members of British Rowing are insured under their Civil Liability Insurance and Personal Accident Insurance. We recommend that all members register with British Rowing. Go to [www.britishrowing.org](http://www.britishrowing.org) to join or speak to the Club Secretary or Treasurer.



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## WHEN AFLOAT

|                                   |  |
|-----------------------------------|--|
| <b>Circulation</b>                | Follow the club circulation patterns. On the River follow the North Quay when heading away from the Club and the South Quay when returning. At sea only turn West from the Harbour mouth and follow the beach line taking care of swimmers. You should pass vessels Port to Port.  |
| <b>Observation</b>                | Be aware of your surroundings. If sculling look around regularly – every 10 strokes. If coxing, be aware of what may be coming up behind you especially before you turn.   |
| <b>Obstacles &amp; Vessels</b>    | Take great care when other vessels are moving. They may create a wash which can swamp a scull or other boat and cause a capsize. If unsure stop rowing and keep the blades flat on the water to remain stable and until the wash has subsided. Take care also of fixed obstacles such as boats and bridges. Never turn upstream of an obstacle as you may get washed down onto it causing you to capsize. Always turn downstream of known obstacles. And beware of new obstacles and those which have moved in the current.  |
| <b>Lights</b>                     | There are lights on top of the Lifeboat station which indicate when large vessels are entering or leaving the harbour. When the three lights are lit red avoid passing the middle pier and wait until the vessels have passed through the harbour mouth and the lights are switched off. Proceed at all times with caution.  |
| <b>RNLI</b>                       | RNLI will indicate on their noticeboard when they are doing a planned launch – check when boating. During all launches a RNLI volunteer with a flag will stand on the RNLI Launch Pier when a launch is about to take place. If you see this flag person, remain well back along the river until the launch has occurred and the flag person has returned to the RNLI boathouse.   |
| <b>Conditions &amp; Lightning</b> | Conditions can change rapidly. If they worsen and you do not feel confident return to the boathouse. If there is thunder & lightning return to the boathouse. A 30 second gap between thunder and strike means the impact is 10km away. You have maximum 15 minutes to get off the water. Do not remain on the water or in open ground. Wait 30 minutes after the last strike before going afloat again. If there is fog and you cannot see the harbour entrance do not go afloat. Be very aware of offshore winds at sea as they can blow you too far out. If unsure of sea conditions, row on the river. |
| <b>Harbour</b>                    | Shoreham is a busy working harbour and close to high tide very large vessels can be moving in and out of the harbour. Avoid the main shipping channel and lock gates. And remember that Pilots of the vessels will have restricted views especially of small boats close to their own vessel.  |



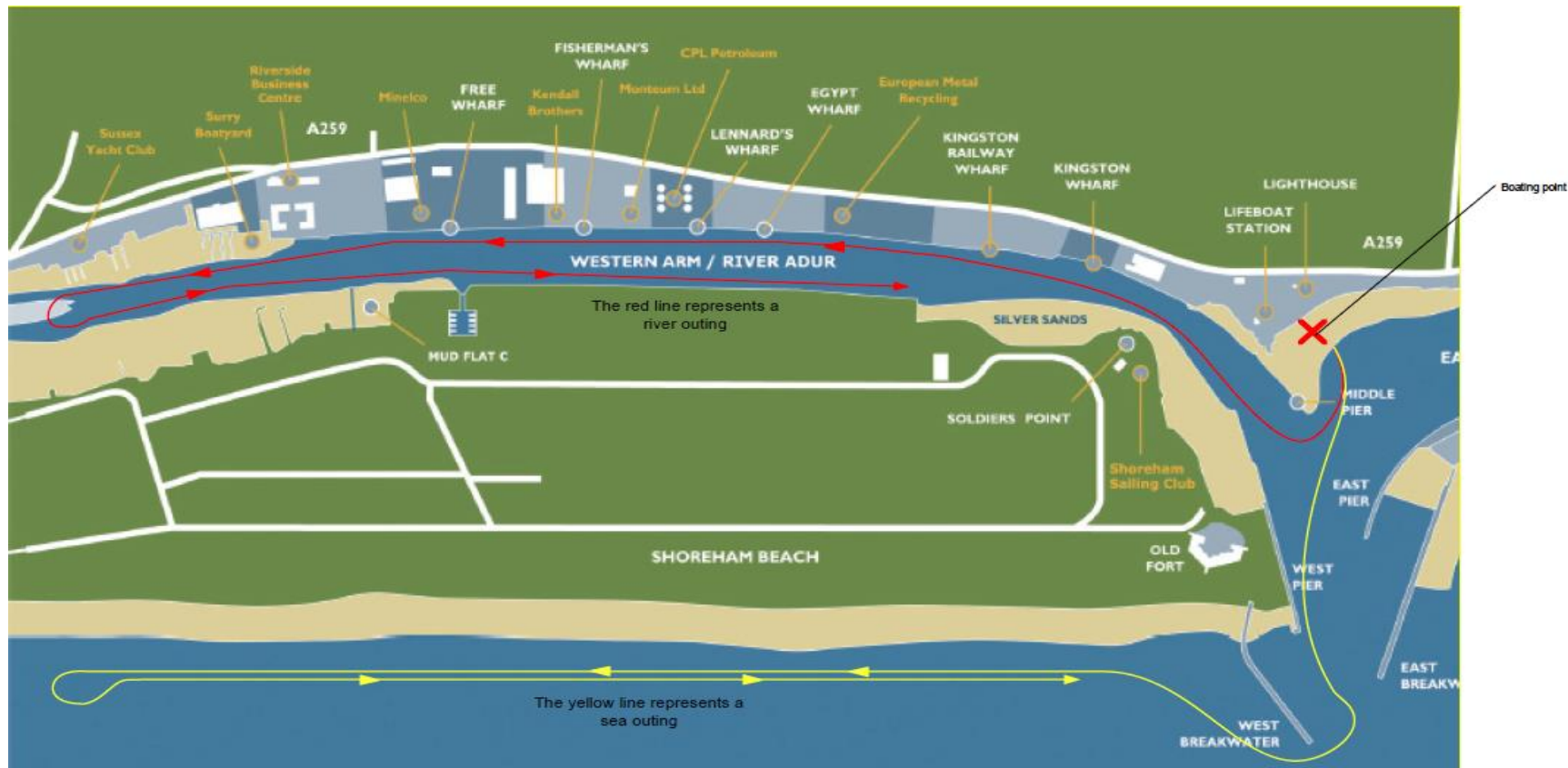
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## CIRCULATION

Shoreham is a busy port and working river. Always observe the proper circulation patterns to avoid collision.



**River outings:** Crews should navigate around the middle pier keeping clear of any ships or other port users and keep to the north side of the river passing traffic on the port side (coastal bow side) unless absolutely necessary.

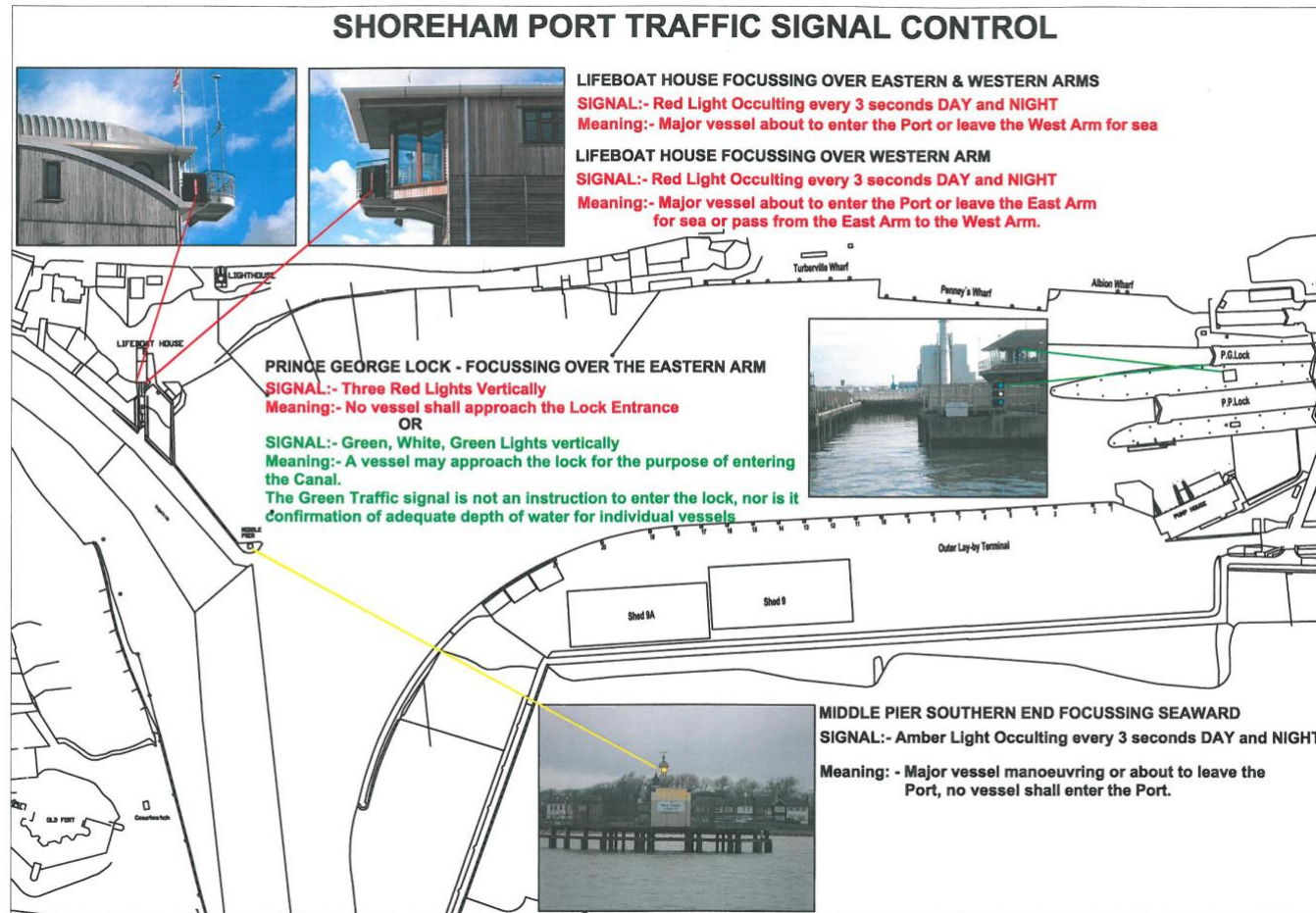
**Sea outings:** Crews should navigate out the harbour keeping to the west pier side of the entrance passing traffic on the port side (coastal bow side). Once around the west breakwater crews should head towards Worthing keeping a safe distance from the beach. If rowing on the inside of the swimming buoys then extreme care must be taken, as there could be swimmers. Under no circumstances can ANY crew go left out of the harbour towards Brighton.





## SHOREHAM PORT BLOCKING LIGHTS

Lights on the RNLI building and middle pier can indicate the movement of large vessels.





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## ROWING IN THE HARBOUR

Crews rowing in the harbour need to be aware that there may be shipping movements. It is advised to stay out of the shipping channel and to stay well clear of both lock gates. The red line represents the entrance to the shipping lock and the approach the ships take.







**WHEN YOU RETURN**

|                        |  |
|------------------------|--|
| <b>Wash</b>            | Wash all boats and blades. Dry it if it is going inside the boathouse.   |
| <b>Straps</b>          | If returning a boat to an outside rack strap it down.  |
| <b>Trestles</b>        | Remember to collect everything from the beach unless others are still using it – especially trestles.  |
| <b>Lock-Up</b>         | If you are the last one out, close and bolt the boathouse doors and last one out of the clubhouse lock up.   |
| <b>Noticeboard</b>     | Remove your outing from the outing safety board on the boathouse door.   |
| <b>Damage</b>          | If any equipment is damaged, put an 'out of order' sign on it. Message the captain or boatman to advise them of the damage. Write it on the noticeboard at the back of the boathouse.  |
| <b>Incident Report</b> | If you have capsized or there has been another incident (collision, injury etc) please inform the Club Safety Officer (Adam Bates <a href="mailto:adam.bates3@ntlworld.com">adam.bates3@ntlworld.com</a> ) so it can be reported. All incidents should be reported on the British Rowing reporting system. You can do this yourself or Adam can do it for you. |

Incident Reporting
Hello, Adam    Logout

+ Add an incident report

+ Report a simple capsize

☰ View previously submitted reports

+ Add an anonymous incident report

*Please note, anonymous reports will not show up under your previously submitted reports, and we will not be able to contact you regarding any follow-up information needed.*

### About

Welcome to the Incident Reporting system.

Thank you for helping us make your rowing safer by reporting your incident. It is often asked, 'why bother to report at all?' so take a look at the reasons [here](#) and please pass on the message.

This reporting system is for everyone; clubs, individuals, events and 3<sup>rd</sup> parties who need to report an incident or concern, whether or not damage, injury or a health issue has occurred. There is also a quick, fast track entry for "simple capsize" (but check the definition of that first!).

You may enter the Incident Report System by:

- Using your British Rowing account to log in to the Incident Reporting System on the left. (If you do not yet have an online account, you can easily [sign up for one here](#).)
- Using the "Not a British Rowing member, or don't have a British Rowing account?" link to access the Incident Report System as a Non-Member or Member.

You can submit reports anonymously.

Any reports you make when logged in will be visible to you online.

A copy of your report will be sent to the relevant British Rowing staff as well as the Honorary Rowing Safety Advisor, the Chairman of the Rowing Safety Committee, the Club Rowing Safety Advisor (CRSA) of the primary club involved and its Regional Rowing Safety Adviser (RRSA).

In certain circumstances, British Rowing will also send a copy onto Perkins Slade, our British Rowing insurance providers for the purpose of assessing risk in the overall activity.

In the Thames, where the PLA are the Navigation Authority, any reports may be forwarded as required and additional information supplied before an incident can be closed. (Ref <http://www.thames-rrc.org/safety/incident-reporting>)