

Appendix 2

Canals and Rivers Trust Rules of Navigation

Club Safety and Rules of the River Weaver

Canal & River Trust Rules of Navigation.

Navigate on the right hand side of the river (starboard side to be nearest the river bank, passing oncoming boats port to port side) where safe to do so.

Avoid turning your boat near to bridges, bends and locks, and do not turn your boat across the bow of an oncoming boat, wait until it is safe to do so.

Keep a sharp look out at all times for hazards, take action where necessary. If in doubt slow down and stop.

Take care when overtaking and keep clear of other boats (overtaking boats pass on the port side of boats being overtaken).

On rivers the boat coming down stream has right of way.

If there is risk of collision the conventional Shouted Warning calls for paddlers and rowers are:

'Take a Look' (other boat) potential risk of collision,

'Ahead' (other boat) imminent risk of collision,

'Hold it up' precautionary stop,

'Hold it hard' Emergency stop.

When meeting a powered craft on a canal or narrow channel communicate with the helmsman to indicate your intentions and these are acknowledged. A group shall avoid dispersing either side of an oncoming powered craft.

Club Safety and Rules of the River Weaver.

The Club Safety Rules and Rules of the River Weaver summarise the essentials of correct behaviour while handling a rowing boat. The Committee may amend the Rules for Safety at any time in response to changed circumstances.

Complete pre-boating checks every outing – If boat is not safe to use, report to you coach or the captain and place a 'do not use' note on the boat.

Pre Boating checks.

Bow ball to be intact not perished and firmly attached with no protruding bolts or screws.

Hull to be checked for signs of damage and water tight.

Hatch covers to be secure and air tight on all buoyancy compartments.

Buoyancy bags to be in place and inflated where necessary.

Rigger bolts to be secure.

Shoes firmly attached with heel restraints present set and adjusted.

Shoe strap lanyard in place.

Steering to be operational and leak tight.

Fin to be straight and checked for damage and leak tight.

All rowers must be suitably dressed and adequately protected for the prevailing weather conditions, at all times, to reduce the risk of hypothermia or heat exhaustion.

Rowers must wear a top at all times on the river.

Hooded tops are not permitted when rowing.

Hair, if long, is restrained such that it does not interfere with their rowing.

All rowers at bow seat must wear bright colours / Hi Visibility clothing in order to be visible to other crews and river users.

Getting the boat from the boathouse to the water.

Once the crew is assembled by the boat in preparation for the outing, the cox is in charge, and all orders must come directly from, and only from him/her.

Getting a boat out must never be rushed, and the crew must be aware always of the other equipment and buildings and possible obstructions around them. Crews must take responsibility for any damage caused by negligence whilst getting the boat out. Watch must be kept when leaving the boat house for other crews and members of the public crossing the landing stage.

Where possible, usually once the boat is outside the boathouse, a crew should carry the boat with each crew member opposite his/her rigger.

A boat can be carried at 'heads,' at 'shoulders,' or at 'waists' to the water. It is up to the cox's discretion as to which is most suitable.

To put the boat in the water, the cox's instructions must be followed. The boat can either be raised to heads and then rolled down towards the river, this must be done in a controlled manner to avoid dropping the boat. Or the crew can be instructed to 'reach over' and then the crew members on the river side come under one at a time until the crew is correctly placed, then the boat is rolled to the correct orientation and placed in the water.

When putting the boat in the water it is important to feel for the edge of the ground, or the landing stage, so that the bottom of the boat will not be damaged when putting the boat in. Special attention must be placed on ensuring the fin is clear of the bank, extra care must be taken when boating on a sloped landing stage as the hull can be clear of the ground and the fin can be damaged on the ground.

Boating

All crews should boat with the bow pointing into the stream.

The side with their blades nearest the boathouse should put their blades into their gates and then hold their riggers down to prevent capsize. The other side should then get in and put their blades in. No rower should get into the boat before being told by their cox. All rowers on one side should act at the same time. No one should ever step on the bottom of the boat, as the outer skin is very fragile and will puncture easily.

Once bow side are in and have fixed their blades into their gates –the boat is virtually stabilised. Once this is done capsize is practically impossible. They should then hold their blade with one hand and the stage with the other hand, while stroke side get in. The cox should make sure the boat is pushed off enough from the bank or stage to prevent damage.

Once the whole crew have double checked that all the nuts are tight, that their foot plates are secure in the boat, their feet are secure in the shoes and that heel restraints are correctly tied the crew is ready. Each member of the crew should number off as directed by the cox to signal that they are ready.

The cox must make a final assessment at this point if the boat is safe to have an outing.

Crews should keep to the **RIGHT** hand side of the river. (Cox's RIGHT). The cox is responsible for steering and right of way. In coxless boats the crew as a whole must take responsibility.

When not rowing the crew should “sit” the boat. Their blades should be flat on the water and the crew should hold the handles lightly in order to maintain stability.

When passing through the arches use the Hartford side upstream and the Kingsmead side downstream.

Turning points are restricted to: -

- Vale Royal Arches (do NOT turn at the yellow marker, go all the way to the arches)
- Immediately downstream of the Narrows. (Near the moored boats at boat yard)
- Hunts Lock basin (lock nearest to boathouse)*

Crews should turn without blocking the path of oncoming crews and, once turned, crews should move away from the turning areas before stopping. The fastest crews should set off first from the turning areas.

*crews must NOT turn at the yellow post. They must go all the way into the lock basin.

All crews should be tolerant of inexperienced crews and other small boats which are vulnerable and extra care should be taken when approaching and passing these crews.

Slower crews should give way to faster crews (when travelling in the same direction), move into bank and alert oncoming crews with a shout of ‘look ahead’ allowing the faster crew to pass in the centre of the river, when safe to do so.

Novice crews or scullers MUST stay downstream of the Narrows until advised otherwise by the person in charge of their training. New scullers (juniors and adults) must pass a capsizing drill before they are allowed to scull unaccompanied.

No coaching **ALONGSIDE** crews on the water ie sculling alongside.

If you stop on the water for any reason, pull well into the bank and clearly alert any oncoming crews. When being coached the coach is responsible for the crew and its position on the water. In the absence of a coach, the coxswain or stroke must assume responsibility.

Crews doing race pieces **do not** have automatic right of way, but slower crews must be alert to faster boats and keep into the bank to let them pass safely.

The steersperson is responsible for the position of the boat on the river at all times. Crews should not rely solely on coaches or supporters on the bank for direction.

All incidents occurring at the club or on the water must be logged on British Rowing website – any club member can, and should do this if they witness or are party to an incident. Incidents include actual or near accidents, whether injury or damage occur or not.

Permission to use equipment MUST always be obtained before taking to the water i.e. from the coordinators or Captain.

Unaccompanied boats (especially single scullers) going on the water out of usual club times should notify another club member when they are going out and when they return to the club.

All coaches must alert members of the public on the towpath when they wish to pass ie 'passing on your right'

Rowers should respect the rights of other river users; Anglers, pleasure craft owners and members of the general public and ensure we maintain good relations with these groups. Be constantly aware of the rights of others using the water and extend to them at all times the courtesy you would wish to receive.

All members (rowers, coaches, parents, supporters) should maintain the highest standards of behaviour when on the river and at the boathouse. Please refer to the club and BR Codes of Conduct for specific details.

All boats should be cleaned on trestles both inside and out (including canvasses) and any issues reported to the coach or captain prior to being returned to the boathouse.

Finishing the outing

The boat must be landed with the bow pointing in the direction noted on the safety board, or if the board has not been updated, the discretion of the responsible person, thought should be given to limiting the speed at landing ie if there is a strong stream, turn and land bow into the stream as to not approach the landing stage too fast and risk damage to other boats.

The crew must pay attention to the cox whilst landing, especially in windy conditions. It is at this point that the boat is most likely to be damaged, no non essential talk at this point.

The procedure for getting out of the boat and putting it away is the same as getting the boat out but in reverse. Crews must ensure that all boats, blades, and equipment have been put away before they think about getting changed or leaving the training venue. If equipment is dirty, muddy, or left with a residue on, it must be cleaned before being put away.

Once equipment has been put away it should be checked for damage. Any found should be reported immediately to the coaching team and the Captain. A note should also be left warning any crews if the damage is not immediately fixable.

General

The club only permits night rowing with express permission of the captain and the understanding the crew is competent and knowledgeable about the special precautions taken for night rowing.

All beginner sessions must be supervised (within seeing and hearing distance) by an authorised adult Authorised by The Club captain) and experienced person.

No person is to participate in water based activities unless they have undergone a swimming test (swim at least 100m in light clothing) and capsize training and demonstrated adequate competence, however they may participate in a supervised beginner session where written evidence is provided from the participant or a parent or guardian in the case of junior, affirming their swimming competence in their membership application, or if a buoyancy aid is worn.

Inexperienced crews, crews with helmsmen that do not have the ability to steer safely, or crews with helmsmen that have inadequate knowledge of the river are not permitted to row unsupervised.

All floating debris should be removed or made safe at the earliest opportunity (This may require informing the C&RT for assistance). Other crews and coaches should be made aware and the hazard identified on the Hazard Board outside of the boat house.

Each coach must carry a throw line when their crew is on the water.

All coxswains, launch drivers, launch crew members and passengers must wear life jackets or buoyancy aids (PFDs) while on the water. These may be borrowed from the rack in the boathouse; they should be checked for wear and tear before each use and must be returned to the rack after use. They should be left on the rack to dry out naturally away from a heat source.

Coxes of bow loader boats must not wear life jackets that inflate on contact with water or, in the event of a capsize, the cox may become trapped in the upturned boat. Neither should they wear bulky foam-filled buoyancy aids. To allow unrestricted escape from the boat a manually operated life jacket must be worn.

All lifejackets and buoyancy aids should be checked regularly and in accordance with the manufacturers' instructions

In cold weather, especially during the winter months, the risk of becoming chilled to the point of hypothermia because of wearing insufficient clothing or because of inexperienced crews not exercising vigorously enough to generate sufficient body heat is a real danger. Sufficient thin layers of appropriate clothing to retain body heat should always be worn. In windy or wet conditions the outer layer should be wind and waterproof. Coxes especially should be well protected and their clothing should include a hat and gloves.

Younger and lighter people are more susceptible to hypothermia than bigger adults. No Junior members must be allowed to boat unless they are adequately clothed for the prevailing conditions.

The symptoms and signs of hypothermia are listed below;

Hypothermia

Hypothermia occurs when the whole of the body has been chilled to a much lower than normal temperature and can no longer maintain its heat, that is, a temperature lower than 35 deg. C.

Symptoms and signs of hypothermia

The following are the most usual symptoms and signs, but may not all be present:

Unexpected and unreasonable behaviour possibly accompanied by complaints of coldness and tiredness.

Physical and mental lethargy with failure to understand questions or orders.

Slurring of speech.

Violent outburst of unexpected energy and violent language, becoming uncooperative.
Failure of, or abnormality in, vision.
Twitching.
Lack of control of limbs, unsteadiness and complaining of numbness and cramp.
General shock with pallor and blueness of lips and nails
Slow weak pulse, wheezing and coughing.

Adverse conditions

Before every outing the coach(es) or the Club captain will make a decision as to whether or not it is safe to row on that occasion. Their decision will be final. The decision should always be taken with caution and should err on the side of safety.

The following factors should be considered when making the decision.
The strength of the wind.

The temperature. Any accident will be much more dangerous in cold weather. Wind conditions in which a decision to allow rowing might be taken in warm weather should be more likely to result in a decision to not row in cold weather.

Rain. Significant rain might be tolerable in the summer but intolerable in the winter when it will greatly increase the risk of hypothermia.

Poor visibility.

The age of the crew. Young people are more vulnerable to adverse conditions than adults and should not be allowed to row in conditions that an adult crew might find acceptable.

The experience of the crew. Beginners should not be allowed to row in adverse conditions.

The boats to be used. For example, eights might be allowed to row in conditions in which single scullers would not be allowed.

Boat loading

It is the responsibility of each crew competing (juniors to be guided by coaches) to ensure that their boat is loaded - i.e. de-rigged, with riggers tied together and seats securely strapped, foot plates and hatches well secured and blades specified, as requested by the Captain.

When loading the trailer it is important to ensure that it is as balanced as possible, ie that all boats are not placed on one side of the trailer. It is also desirable to place the heavier boats as near to the base as possible.

Boat lifters are to be used by senior members of the club for assisting with loading boats.

Ladders must be used rather than climbing the support structure.

Boats are to be strapped to the supports with a minimum of 2 straps at all times.

Prior to towing, a final two straps securing all outer boats is to be fitted.

All lights on the trailer must be checked, a correct licence plate displayed and a hi-viz tie hung from the boat that overhangs the furthest to make the trailer more visible to following vehicles. The driver is responsible for ensuring that the trailer is roadworthy and that all boats are attached securely. The tow vehicle must have a companion to the driver who should be competent to assist with manoeuvring if required.

At events

On arrival at the event, the first priority is to safely park the trailer and register with the Race Office.

Each crew must take responsibility for preparing their boats for racing (juniors assisted by their coaches).

The crew must allow adequate time from boating to reach the start and must listen to and comply with the marshals' instructions. All coxes must wear lifejackets and once in the boat the cox is in control and the crew must obey his/her instructions.

While racing coxes must be aware that being competitive and coxing aggressively should not endanger the safety or equipment of themselves or other crews. They should also pay extra attention to the movements of other boats who will be similarly competitive. It is important that coxes familiarise themselves with the course as much as possible before racing.

After completing the race, and assuming the boat is not to be used for further races, the priority is to de-rig and load the boat and other equipment. Boats must never be left on the trailer or other racking without being tied on. If boats are to be used again they may be racked on the trailer or on the racking provided at the race, or left on trestles. In all cases the boat must be secured against being blown over.

Returning from events

All crews are responsible for unloading the boats and equipment, which should be done after the trailer has returned to the club at a time stated by the trailer driver and/or the Captain.