



# Safety

**Workshop Organized by the WSRA**

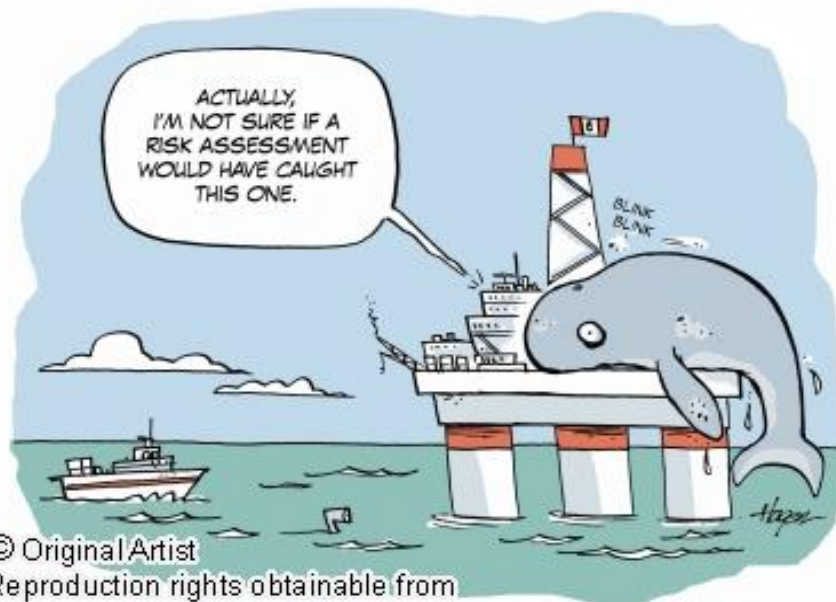


# 1. Introduction

- **For some Safety is a question of having more rules, and for others it is a matter of having more common sense.**
- **All decisions about safety at rowing clubs and competitions should be based on risk**
- **No 'book of rules' can possibly cover all situations.**
- **By continually assessing likely risks and taking action to manage them, some generalised 'standards' can be developed, enabling us to provide guidance on how to avoid and take action on unforeseen hazardous situations.**
- **The key element in this process is a balanced assessment of risks in advance**

## 2. Risk Assessment

- Every club should have a designated Safety Officer.
- Every club should make a general risk assessment concerning rowing training and racing in their area.



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## 2. Risk Assessment

- **Hazard** is “something with the potential to cause harm”

- **Risk** is “the likelihood of the hazard causing harm”

**Risk arises from the likelihood of an accident occurring as a result of a hazard. Risk reduces in direct proportions to the precautions taken**

# 2. Risk Assessment

<i>Severity of Outcome</i>			
<i>Probability of accidents</i>	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 LEVEL	ACTION AND TIMESCALE
<b>TRIVIAL</b>	No action is required
<b>TOLERABLE</b>	No additional controls are required. Consideration may be given to a more effective solution or improvement.
<b>MODERATE</b>	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.
<b>SUBSTANTIAL</b>	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.
<b>INTOLERABLE</b>	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.



**Likely – Extremely harmful**

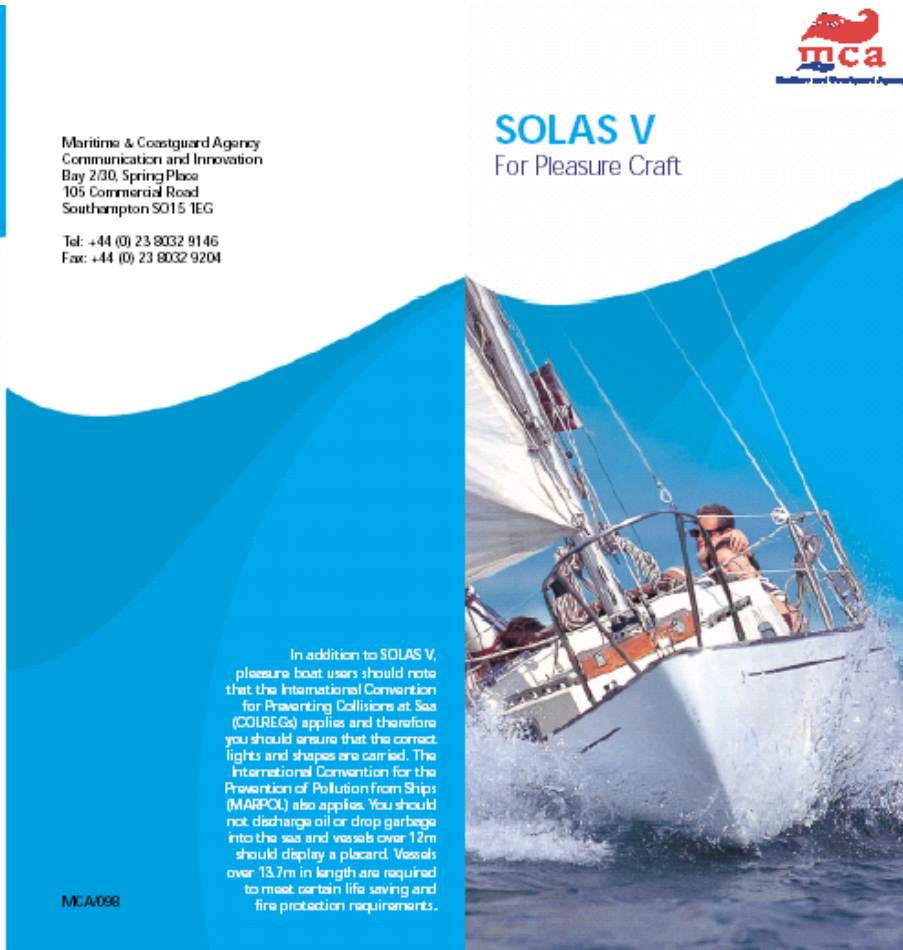
**Risk level - Intolerable**

# 3. SOLAS V – for pleasure craft



On 1 July 2002, some new regulations came into force, which directly affect you as a pleasure boat user. These regulations are part of Chapter V of the International Convention for the Safety of Life at Sea, otherwise known as SOLAS V. Most of the SOLAS convention only applies to large commercial ships, but parts of Chapter V apply to small, privately owned pleasure craft. The regulations described in this leaflet apply to you. If you are involved in a boating accident and it is subsequently shown that you have not applied the basic principles outlined in this leaflet, you could be prosecuted.

The full SOLAS V text is available on the MCA website at [www.mcga.gov.uk/publications/SITE](http://www.mcga.gov.uk/publications/SITE)



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**SOLAS V**  
For Pleasure Craft

In addition to SOLAS V, pleasure boat users should note that the International Convention for Preventing Collisions at Sea (COLREGs) applies and therefore you should ensure that the correct lights and shapes are carried. The International Convention for the Prevention of Pollution from Ships (MARPOL) also applies. You should not discharge oil or drop garbage into the sea and vessels over 12m should display a placard. Vessels over 13.7m in length are required to meet certain life saving and fire protection requirements.

MCA098

# 3. SOLAS V – for pleasure craft

## VOYAGE PLANNING

Regulation V/34 'Safe Navigation and avoidance of dangerous situations', is a new regulation. It concerns prior-planning for your boating trip, more commonly known as voyage or passage planning. Voyage planning is basically common sense. As a pleasure boat user, you should particularly take into account the following points when planning a boating trip:

- Weather

- Tides

- Limitation of vessel

- Crew

- Navigational dangers

- Contingency plan

**Information ashore:** make sure that someone ashore knows your plans and knows what to do should they become concerned for your well being. The Coastguard Voluntary Safety Identification Scheme (commonly known as CG66) is also free and easy to join. The scheme aims to help the Coastguard to help you quickly should you get into trouble while boating.

# 3. SOLAS V – for pleasure craft

## CG66 - The Voluntary Safety Identification Scheme YOUR SAFETY FIRST

Join HM Coastguard's CG66 Voluntary Safety Identification Scheme. You can join online, or download the form and send it to your nearest Coastguard Co-ordination Centre. Forms can also be obtained from any Coastguard Co-ordination Centre or Sector Base, MCA Marine Office, RNLI boathouse; or look out for them in your Local Marina or Sailing Club.

The scheme is free and is for the benefit of the owners and skippers of all types of leisure vessels and small craft.

### **MRCC MILFORD HAVEN**

Maritime Rescue Co-ordination Centre  
HM Coastguard  
Gorsewood Drive  
Hakin  
MILFORD HAVEN  
Pembrokeshire  
SA73 3HB

### **MRCC HOLYHEAD**

Maritime Rescue Co-ordination Centre  
HM Coastguard  
Prince of Wales Road  
HOLYHEAD  
Anglesey  
North Wales  
LL65 1ET

<https://mcanet.mcga.gov.uk/public/cg66/>

(If possible, please enclose a photograph of your vessel)

Alternatively, this form can be completed online at [www.mca.gov.uk](http://www.mca.gov.uk) [Click Here](#)

**DETAILS OF VESSEL (PLEASE PRINT IN BLOCK CAPITALS THROUGHOUT IF COMPLETING BY HAND)**

Name \_\_\_\_\_ Callsign \_\_\_\_\_ MMSI \_\_\_\_\_  
 Small Ships Registration No. \_\_\_\_\_ Length (m) \_\_\_\_\_ Beam (m) \_\_\_\_\_ Draught(m) \_\_\_\_\_  
 Hull Colour (Upper) \_\_\_\_\_ Hull Colour (Lower) \_\_\_\_\_ Colour (Topsides) \_\_\_\_\_  
 Sail Colours \_\_\_\_\_ Sail Rig \_\_\_\_\_ Sail / Fishing No. \_\_\_\_\_  
 Remarks / Special Identification Features \_\_\_\_\_

**TYPE OF CRAFT & CAPACITY**

Type of Craft (Make / Model) \_\_\_\_\_

Motor Yacht  Motor Cabin  Sports Boat  Narrow Boat  Jet Ski  Dinghy   
 Sail Yacht  Canoe / Kayak  RIB  Other specify \_\_\_\_\_

Number of Persons / Crew Normally Aboard \_\_\_\_\_ Cruising Speed (Kts) \_\_\_\_\_ Cruising Endurance Under Power \_\_\_\_\_

Remarks \_\_\_\_\_

**LIFE SAVING EQUIPMENT**

Liferaft Make \_\_\_\_\_ Capacity \_\_\_\_\_ Ser. No. \_\_\_\_\_

Dinghy / Tender (Make / Model) \_\_\_\_\_ Type \_\_\_\_\_ Colour \_\_\_\_\_

Flares Carried? \_\_\_\_\_ Number of Lifejackets \_\_\_\_\_ Colour \_\_\_\_\_

Liferings (Qty) \_\_\_\_\_ Marking on Liferings \_\_\_\_\_

EPIRB (406)  Registered  Manufacturer \_\_\_\_\_ Ser. No. \_\_\_\_\_

EPIRB (121.5)  PLB  SART

Any Other Life Saving Equipment \_\_\_\_\_

**RADIO & NAVIGATION EQUIPMENT**

Voice Communications VHF  MF  HF  Handheld VHF

DSC Communications VHF  MF  HF  Handheld VHF

Radar  Radar Reflector  Loran  GPS  DF  Echo Sounder  AIS

Satellite Phone Number \_\_\_\_\_

**NORMAL ACTIVITY**

Usual Activity / Type of Use \_\_\_\_\_ Usual Sea Area \_\_\_\_\_

Where is Vessel Kept: Summer \_\_\_\_\_ Winter \_\_\_\_\_ Berth / Mooring No. \_\_\_\_\_

Club / Association Name \_\_\_\_\_ Telephone Number \_\_\_\_\_

**DETAILS OF OWNER**

**DETAILS OF SHORE CONTACT**

Name \_\_\_\_\_ Name \_\_\_\_\_

Address \_\_\_\_\_ Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Tel: home \_\_\_\_\_ work \_\_\_\_\_ Tel: home \_\_\_\_\_ work \_\_\_\_\_

Mobile \_\_\_\_\_ Mobile \_\_\_\_\_

e-Mail Address \_\_\_\_\_ e-Mail Address \_\_\_\_\_

Signature of Owner \_\_\_\_\_ Date \_\_\_\_\_

**THIS INFORMATION WILL BE USED FOR SEARCH AND RESCUE ONLY**

The information will be kept for 2 years from the date of signature. One month before this date the registered owner will be contacted to confirm the currency of the information. Please return this form to your local Coastguard MRCC or MCA Office. [Click Here](#)

Print Form



# 4. Weather

**Assess current weather conditions and get an up to date weather forecast**

**Phone/ Mobile Phone Sailing-by**

**Navtex**

**HM Coastguard Broadcasts - VHF:** *The initial call is on CH16 then broadcasted on either channel 10 or ch73*

**Radio - Radio 4 LW/FM:** *BBC Radio 4 broadcast the shipping forecast four times a day at the following times: 0048, 0535, 1201, 1754*

**Internet -** [www.weather.org.uk](http://www.weather.org.uk),  
[www.bbc.co.uk/weather](http://www.bbc.co.uk/weather),  
[www.metcheck.co.uk](http://www.metcheck.co.uk),

# 4. Weather the Beaufort Scale

Force	Wind Description	Speed	Sea Description
0	Calm	0	Sea like a mirror
1	Light air	2	Ripples but without foam crests
2	Light breeze	5	Small wavelets. Crests do not break
3	Gentle breeze	9	Large wavelets, some crests break, some white horses
4	Moderate breeze	13	Small waves, frequent white horses
5	Fresh Breeze	19	Moderate rather long waves, many white horses, some spray
6	Strong Breeze	24	Some large waves, extensive white foam crests, some spray
7	Near Gale	30	Sea heaped up, streaks of foam blowing with the wind
8	Gale	37	Fairly high and long waves, crests breaking into spindrift, blowing foam in prominent streaks
9	Strong gale	44	High waves, dense foam streaks in wind, wave-crests topple and roll over, spray reduces visibility
10	Storm	52	Very high waves, overhanging crests, dense blowing foam, heavy tumbling sea appears white, visibility poor
11	Severe storm	60	Exceptionally high waves, hiding small ships, sea covered with foam, crests blown into froth, visibility poor
12	Hurricane		Air filled with foam and spray, sea white, visibility extremely bad

# 4. Weather

Local knowledge is of great importance. Valleys accelerate wind speeds and hills give protection.

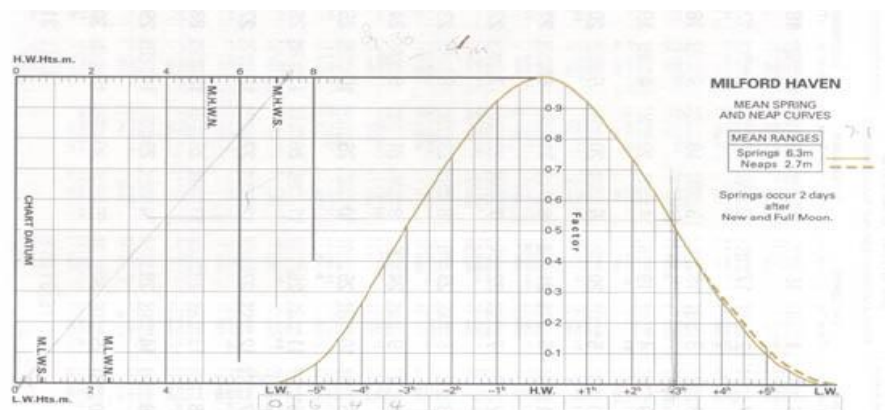
Always be cautious of 'off shore' winds





# 5. Tides

You can find the height of the tide at any time using Tidal Curve Graphs or local Tide Tables



Highest tidal flow occurs at mid tide (approx. 3 hours after high tide)

# 5. Tides

**Highest tidal flow occurs at mid tide (approx. 3 hours after high tide)**

<b>Location</b>	<b>Adjustment</b>
CARDIGAN:	-33 minutes
NEW QUAY:	-7 minutes
ABERAERON:	-5 minutes
BORTH:	+11 minutes
ABERDYFI:	+18 minutes
BARMOUTH:	+25 minutes
MOCHRAS:	+26 minutes
PORTHMADOG:	+26 minutes
PWLLLHELI ROAD:	+16 minutes
ST. TUDWAL'S ROAD:	+14 minutes

## 6. Crew

**Take into account the limitations of the boat and the experience and physical ability of the crew.**





## 8. Trip log

**Once the decision has been made to undertake a training session enter details in a trip log and get the senior person present to sign the log**

**This gives you a permanent record that you have considered the conditions and made an informed decision**

<b>EMERGENCY PROCEDURES:</b>	
DATE:	ESTIMATED START/FINISH TIME OF SESSION:

ROUTE: Rowing in the harbour and river only	FURTHEST WAYPOINT (LAT/LONG):
Parallel to the coastline, travelling for 3 miles NORTH	Wallog N 52° 27'07" W 004° 05' 14"
Parallel to the coastline, travelling for 3 miles SOUTH	Morfa N 52° 22'39" W 004° 06' 57"

GENERAL LOCATION: Aberystwyth	NAME AND LOCATION OF LAUNCHING SITE/BOAT CLUB: Aberystwyth Boat Club (Aberystwyth Marina)
LAUNCHING SITE/BOAT CLUB (LAT/LONG): N 52° 24' 32" W 004° 05' 16"	NEAREST LAND TELEPHONE NUMBER: (01970) 624575
NEAREST HELICOPTER LANDING SITE (LAT/LONG): N 52° 24' 38" W 004° 05' 15"	NEAREST ACCIDENT AND EMERGENCY HOSPITAL: Bronglais Hospital, Aberystwyth

<b>GENERIC RISK ASSESSMENT:</b> INDUSTRY BEST PRACTICE GUIDELINES Generic Risk Assessment for training and racing in Celtic Longboats in inland waters, harbours, rivers and on the sea.
--

<b>ALL BOATS ROWING IN OPEN WATER WITHOUT THE SUPPORT OF A SAFETY BOAT <u>MUST</u> CARRY ALL OF THE FOLLOWING</b>
Mobile Phone (tethered to boat in waterproof pouch)
Lifejackets (for all crew)
Flares (tethered to boat in waterproof container)
Compass (Light and GPS when rowing at night)

**SESSION-SPECIFIC RISK ASSESSMENT** : FOR EACH TRAINING OR RACING ROWING SESSION

SIGNIFICANT HAZARDS	CONTROL MEASURES
CREW: (List non- swimmers, any medical conditions and inexperienced rowers)	
WIND: (Strength and direction)	
WEATHER: (Rain, sun, temperature)	
STATE OF WATER: (Waves, tide)	
VISIBILITY (LIGHT/FOG): (Anticipate changes for duration of session)	
OTHER HAZARDS:	

RISK ANALYSIS CARRIED OUT BY:	AUTHORISATION TO TAKE BOAT OUT TO SEA: (most senior club member present)
SIGNED: ..... DATE: .....	SIGNED: ..... DATE: .....

<b>HARBOUR-ONLY ROWING</b> List all participants

<b>SEA ROWING</b> List details of ALL boat crews going to sea (Highlight non-swimmers and 1 <sup>st</sup> aiders)		
(1) ARIANRHOD	(15) BRANWEN	(17) CERIDWEN
Boat Check (tick) ?	Boat Check (tick) ?	Boat Check (tick) ?
COX:  CREW:	COX:  CREW:	COX:  CREW:
Phone number of the mobile phone carried in the boat	Phone number of the mobile phone carried in the boat	Phone number of the mobile phone carried in the boat

# 9. Getting the boats ready

## **Check equipment and boats for wear and damage**

- Collars on oars
- Gates and rowlocks
- Pump
- Rudder, pin and retaining clip
- Drainage bung
- Footrests and clips
- Check around the hull for any **damage**
- Check buoyancy compartments are clear

# 9. Getting the boats ready

## Essential Equipment

- **Lifejackets for all (150 N)**
- Warm clothes for the cox
- Water
- **Flares** (in a watertight container)
- Mobile phone or VHF in waterproof container
- Compass

## Additional Equipment

- Handheld GPS
- Extra bailer
- Space blankets



# 10. Moving the boats

- The boats are heavy for a small crew to deal with.
- Always make sure you have enough people to lift the boat without strain.
- Or better still -
- Get a custom built trolley that takes the weight of the boat and enables you to launch and recover the boat without damage.



# 11. Launching from a beach

- **Check weather reports and watch sea conditions before going out.**
- **Don't go out in strong winds and chop.**
- **Remember that offshore conditions are usually rougher especially with an 'off-shore' wind**
- **Pay attention to wind, waves, and tidal currents.**
- **Senior most experienced member to take charge.**



# 11. Launching from a beach

- Take some time to study the beach – Local knowledge is very important.
- Deeper channels may offer a safer route but be aware of tidal rips.
- Once the boat is in the water load crew as quickly as possible.
- Keep the bow pointing into the waves.



- Once you are confident of the plan of attack, wait for a smaller set of waves.
- Power through the waves as fast as possible until you are well outside the break zone.

# 12. Before you go

**ALWAYS, ALWAYS , ALWAYS**

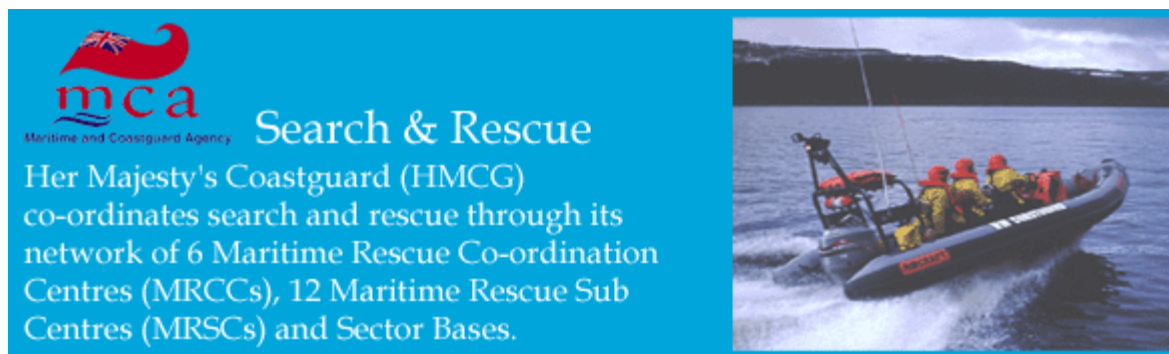
- **Make sure someone ashore knows your plans**
- **Inform the coastguard of your plan.**

**Who you are**

**How many**

**Where you are going**

**When you are due back**



The image contains a blue rectangular banner. On the left side of the banner is the MCA logo, which features a red stylized wave above the lowercase letters 'mca' in white. Below the logo, the text 'Maritime and Coastguard Agency' is written in small white font. To the right of the logo, the words 'Search & Rescue' are written in a large, white, serif font. Below this, a paragraph of white text reads: 'Her Majesty's Coastguard (HMCG) co-ordinates search and rescue through its network of 6 Maritime Rescue Co-ordination Centres (MRCCs), 12 Maritime Rescue Sub Centres (MRSCs) and Sector Bases.' On the right side of the banner is a photograph of a dark blue inflatable rescue boat with several crew members wearing orange and yellow gear, moving across a body of water under a cloudy sky.



- Put these numbers into your mobile phones
- Write them all over your boats

**HolyHead - 01407 762051**

**Milford Haven - 01646 690909**

# 12. Before you go

**The Cox is most likely to be held legally responsible for any damage/injury caused by the boat.**



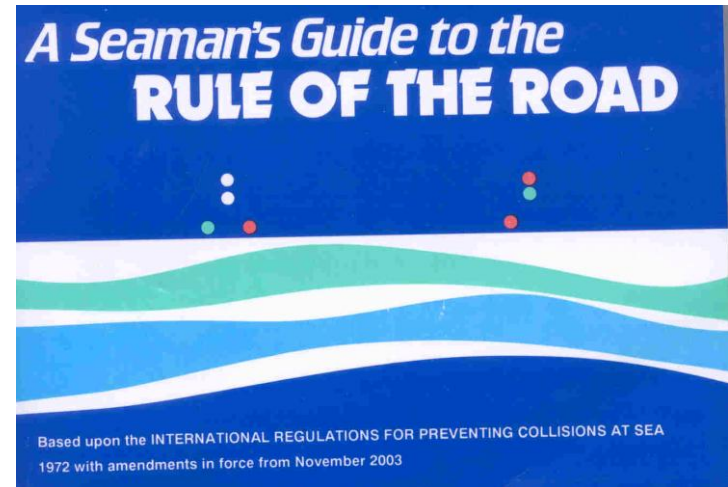
# 13. On Leaving

**Talk to the crew, make sure they are happy with your intentions. If anyone voices concern change your plan and take a safer option.**



# 14. Out at sea

You need to have a working knowledge of the regulations preventing collisions at sea



**IALA Buoyage - Area A**  
**Knowledge of the buoyage rules and what buoys mean.**

**Non-compliance could mean a fine of up to £50,000 in serious cases.**

# 14. COLREGS

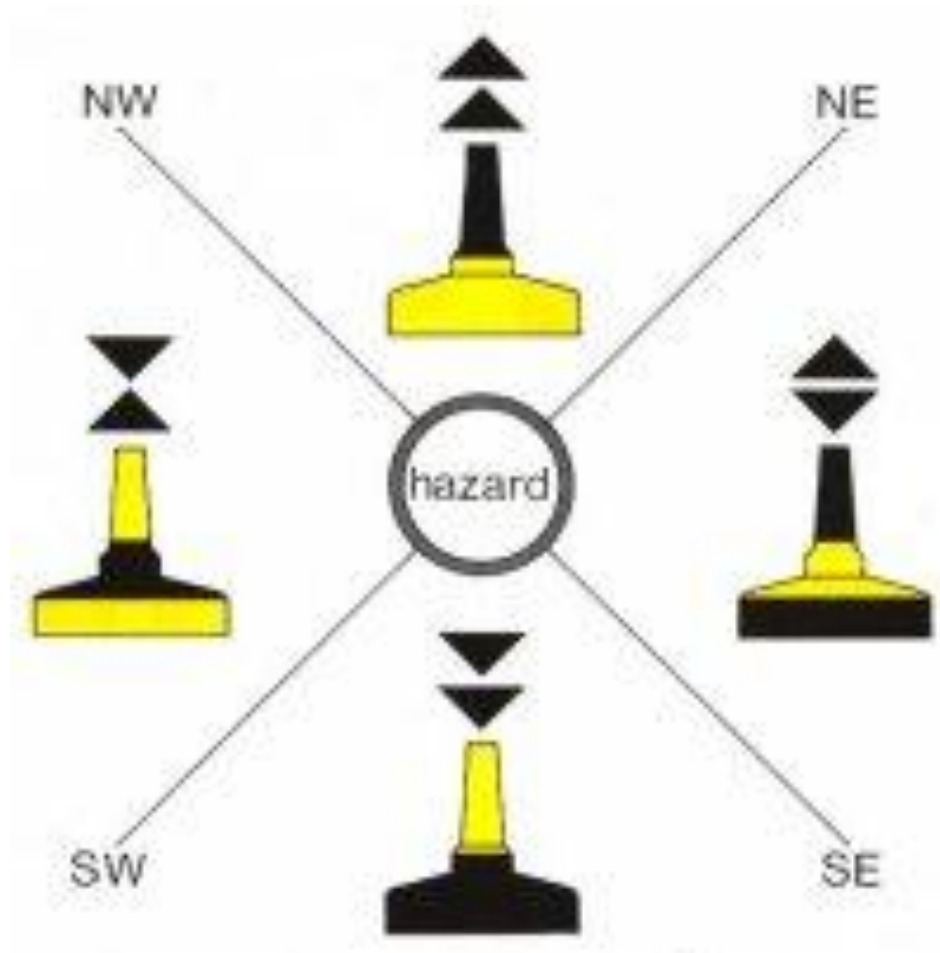
- **Be vigilant**
- **Respect other Water Users**
  - Pleasure craft
  - Commercial enterprises
  - Wild life
- **Navigation Rules**
  - Keep to the right
  - An overtaking vessel must keep clear
  - Power gives way to sail

# 14. Out at sea



**South Cardinal  
Mark**

# 14. Out at sea



# 14. Out at sea – Capsize Drill

- Stay relaxed and keep calm. It can be quite a shock as you may be quite warm from rowing.
- Free your feet from the foot straps
- Be aware of flailing oars as the boat tips
- Don't panic, but inflate your lifejacket as soon as you can
- Check that all crew are present and safe
- Call the coastguard on your mobile phone and inform them of the situation
- Stay with the boat, which should stay afloat, and be easily visible
- It may be possible to right the boat and begin bailing.
- If not find the flares which are in a water tight container attached to the seat
- Set off the 'Orange smoke' flare Stay with the boat until help arrives

# 14. Out at sea

## You need to have a knowledge of life saving signals

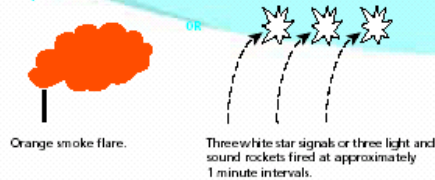
### LIFE SAVING SIGNALS

To be used by Ships, Aircraft or Persons in Distress, when communicating with life-saving stations, maritime rescue units and aircraft engaged in search and rescue operations.



#### Search and Rescue Unit Replies

You have been seen, assistance will be given as soon as possible.



#### Shore to Ship Signals

Safe to land here.



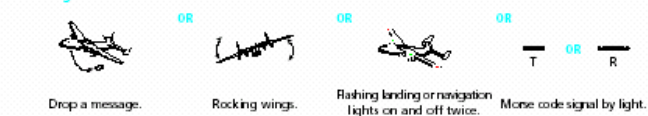
#### Surface to Air Signals

Message	ICAQ/IMO Visual Signals
Require assistance	V
Require medical assistance	X
No or negative	N
Yes or affirmative	Y
Proceeding in this direction	↑

Note: Use the International Code of Signal by means of lights or flags or by laying out the symbol on the deck or ground with items which have a high contrast to the background.

#### Air to Surface Replies

Message Understood.



Message Not Understood - Repeat.



#### Air to Surface Direction Signals

Sequence of 3 manoeuvres meaning proceed to this direction.



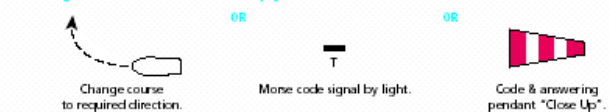
Your assistance is no longer required.



Note: As a non preferred alternative to rocking wings, varying engine tone or volume may be used.

#### Surface to Air Replies

Message Understood - I will comply.



I am unable to comply.



# 15.Recovering from a beach

- Don't be in too much of a rush when coming in.
- If the sea is smooth it's simply a matter of rowing in to the beach, but keep an eye open for shallow water and swimmers.
- Waves on the beach add a few extra dimensions depending on their size. Wait out the back and plan where you intend to come in, taking account of sand bars, swimmers and board riders.
- Look for a channel and use it to come in as the waves will be thicker and smaller than the rest because of the extra depth. On patrolled beaches don't go between the flags as this area is designated for swimmers only.

# 15.Recovering from a beach

Once you are confident of the plan of attack,

- wait for a smaller set of waves and go all the way to the beach on the back (seaward side) of one wave (if possible).
- This gives you maximum water depth and a higher vantage point for vision.
- If a wave overtakes you and the boat starts to surf the cox will lose steerage.
- Use oars to keep at right angles to the wave.
- Once on the beach move the boat out of the surf as quickly as possible as the waves will pound the boat causing damage and the boat may quickly fill with water

# 16. On your return

**Reverse the procedure.**

**Put all safety equipment away – hang up  
lifejackets**

**Put boats away – with care - tired people make  
mistakes**

**Report your safe arrival to the coastguard**

**Go and have a pint**

# 17. Junior rowing

**Increases the importance of safety.**

# Things to remember

**Risk assessments help**

**Always take a mobile phone with you in a waterproof case**

**Always have a shore contact**

**Consider getting your boats registered under the CG66 scheme**

**Rowing at night greatly increases the level of risk**

# Never take safety for granted

**A READING inquest heard that the teenager who drowned whilst on a rowing training session on the Thames near Caversham Bridge was alone in a boat for the first time**

**Sikander Farooq perished when he failed to swim to the bank after his boat capsized**