



## Glenorchy Rowing Club

### Safety Rules and Guidelines

These rules and guidelines should be read in conjunction with the *On Water Safety Guidelines* and the *On Water Code of Conduct* produced by Rowing Australia and the Rowing Tasmania/MAST *Making Rowing Safer* guidelines (all available on the GRC website [www.glenorchyrowing.com](http://www.glenorchyrowing.com) ).

#### **Safety is your responsibility.**

Rowing is a water-based activity and has inherent risks. By participating in rowing under the auspices of the Glenorchy Rowing Club and/or using the club's equipment participants are doing so at their own risk.

#### **GENERAL**

- All rowers must:
  - be able to swim 50 metres wearing rowing clothing, and
  - wear an approved flotation device at all times when rowing.
- Any rower who wears a flotation device for medical reasons is not to go on the water without a coach boat present.
- All rowers must understand the capsizing drill and preferably have practiced it.
- All rowers must know and obey official and club local traffic rules in Elwick Bay and the Derwent River.

#### **Safety around the boatshed**

**Boat storage:** All sculls are to be stored on racks and oars on the oar racks.

**Shed maintenance/cleaning:** In order to reduce the chance of damage to equipment or injury to persons, the boatshed needs to be kept clean and aisles clear for easy access.

**Use of gym equipment:** All gym equipment is to be used in accordance with the manufacturer's instructions. Ergos are to be wiped down after every use. Free weights are only to be used under supervision of another person.

## First aid/safety equipment

The first aid kit for members is located in a boatshed filing cabinet drawer marked with 'First Aid' sign, except when it is accompanying members to rowing regattas. If the kit is not present in boatshed, members should use the kit in the kitchen cupboard (marked with 'First Aid' sign), usually reserved for function room users and hirers. Fire extinguishers are located at each end of the clubroom and in the boatshed next to the hallway door. Each safety boat has a first aid kit and a fire extinguisher. There is usually a defibrillator near the front door.

## PREPARING TO ROW

**The club has a 4-oar policy.** There must be a minimum of 2 persons rowing together at any one time (e.g. 2 single scullers or one double scull) unless there is a coach boat present. It is recommended that where possible a coach boat should accompany all crews. Beginners and novices must only row with a coach boat or an experienced rower present.

**Check water and weather conditions:** Rowers and coaches should check the weather before they go out. Do not go out if conditions are not safe to row – i.e. high winds and/or rough water (white caps). The standard to be used is the Beaufort Scale, internationally recognised and summarised in the table below.

Beaufort number	Wind speed		Wave height	Water conditions
	kt	kph		
0	<1	0-2	0m	Flat.
1	1-3	2-6	.1m	Ripples without crests.
2	4-6	7-11	.2m	Small wavelets, crests of waves not breaking.
3	7-10	12-19	.3m	Large wavelets, scattered whitecaps.
4	11-16	20-30	.5m	Small waves with breaking crests, frequent whitecaps.
5	17-21	31-39	1m	Moderate waves, many whitecaps, spray.

Guidelines for rowing expertise and type of boats are:

Beaufort number	Boat type	Crew experience		
		Beginner (0-1 year)	Novice (1-3 years)	Experienced (4 years plus)
0	All	Yes	Yes	Yes
1	All	Yes	Yes	Yes
2	All	Yes	Yes	Yes
3	Crew skinnies and coastal	No	Yes	Yes
4	Coastal double only	No	No	Yes
5	None	No	No	No

Before launching a boat, experienced rowers are to be consulted and the Boat Captain or senior rower present is the final arbiter on whether to row or not. **If in doubt stay ashore.** Under no circumstances are any boats to be launched:

- when conditions are Beaufort number 5 and above,
- with fog at water-level, or
- when thunderstorms are present or predicted while rowing.

**Clothing:** At all times, at least 50% of the crew and preferably all rowers wear a hi vis top to ensure visibility; bow seat and single scullers must wear hi vis. Take additional clothing according to the weather (hats, neck warmers, gloves etc). In cold weather, wear appropriate clothing in layers. Do not wear cotton clothing as it does not insulate when it gets wet and can be dangerous if you fall out of the boat. If rowing in the dark wear light coloured clothing. It is recommended that regular rowers have a change of clothing and towel stored in the lockers. Take a water bottle.

**Handling the boat:** Take care when retrieving or placing rowing shells on racks as riggers from other boats or the racks themselves can easily damage the hull. If you cannot lift a boat or safely carry it, ask for assistance. There should be one person for every seat when carrying the boat (e.g. a quad should be carried by 4 people).

**Check your equipment:** Ensure the boat has a bow ball and bailer, that heel safety straps fitted and tied, riggers are firmly attached (particularly quick release riggers) all hatch covers are closed and all moving parts are tight and in good working order.

**Lights:** If rowing before dawn or after dark all sculls must have lights fitted at the bow and stern as per MAST requirements:

- All lights must be visible for a distance of 1 nautical mile (approx. 2km) from any direction.
- Bow light: a strobe light with 360° visibility.
- Stern light: a white light which will be visible at 270° from the stern. This light can be masked so that it does not interfere with the rower's vision, provide the bow light is visible at 270° aft of the stern.

Red 'bike lights' are not to be used under any circumstances.

Coaching boats must have navigation lights fitted according to MAST requirements.

**Coach boats:** Ensure the coach boats have an anchor, oars, bailer, fire extinguisher and navigation lights as per MAST requirements. Coach boats should also have spare lifejackets, first aid kit, fuel, tow rope, powerful torch and thermal blankets. A mobile phone is a good idea. All people in a coach boat must wear a lifejacket at all times.

**Sign out:** Crew captains must complete and sign the Crew Captain Pre and Post Row Checklist and sign the out/in log book, detailing name, scull, planned direction, departure time and estimated time of return.

**Leaving for a row:** Shut the external clubroom door and the roller door. Make sure you take a key with you when going out in a boat if needed or be aware of the clubroom key box location and combination code. Do not leave personal items outside or on the pontoon.

**Launching and retrieving boats:** Take care when launching and retrieving boats from the pontoon or beach.

- Pay particular attention to a potentially slippery surface caused by mud, seaweed, ducks or ice in the winter.
- If tossing a boat, the crew must be experienced and must have their toes over the edge of the pontoon before lowering the boat.
- Do not launch a boat if the MONA ferry has passed and the wash has yet to arrive.

***Procedures for launching coastals:*** Guidance is as follows:

- Lay mat on the pontoon.
- Check all bungs and hatches are closed on the boat.
- Place coastal oars into boat (yellow and green tape at the blade collar).
- Wheel the boat to the pontoon, ideally with one rower at each end of the boat to keep the boat in line on the ramp down to the pontoon.
- Stop the boat on the end of the pontoon with the tailfin clear of the end of the pontoon.
- Place the holder under the bow.
- Put oars into oarlocks.
- With a rower on either side of the boat, undo the trolley strap and gently lift the boat onto the mat.
- One rower then holds the bow strap and gently pushes the boat into the water while the other rower stands on the lee side of the boat (downwind) ensuring that the boat does not slide off the blue.
- Get into boat and back the boat out taking care to keep the oars off the pontoon to avoid scratching.
- The reverse procedure is followed to recover the boat with particular care taken during the boat lift especially when wet as they can easily slip through one's hands.

## ON WATER

This section relates to the hazards associated with rowing in Montrose Bay.



### Local hazards

When on the water, remember to keep a lookout for other boats of all kinds, and hazards. The main hazards are:

- The Yacht Club launch moored 100m NE of the pontoon.
- The black, shallow water marker approx. 500m due north of the pontoon and 500m east of Montrose Bay High School.
- The red and green channel markers approx. 500m to 700m SSE of Windermere Beach.

### Specific area warnings

#### **Shorelines**

Do not go too close to any shoreline, especially at low tide; there may be rocks or shallow water. The areas that are particularly dangerous are:

- Moorilla point (see below)
- Knight's Point (entrance to Windemere Bay)
- Dogshear Point
- low tide at the DEC wall
- the SW shoreline between the Bowen Bridge and Wilkinson's Point.

#### ***Elwick Bay***

- Underwater concrete piles at the shore end of the pontoon are a hazard at low tide.
- Stay clear of the point off Montrose Bay High School, as it is shallow.
- The area near the highway under the DEC is shallow.

#### ***Moorilla Point / Berriedale Bay (MONA Bay)***

- Keep clear of the MONA ferry jetty and the MONA ferry.
- Do not row between the marker pole at the southern entrance to Berriedale Bay (MONA Bay) and the shore; there is a shallow, submerged reef approximately 2m to the shoreside of this marker.
- A disappearing stone wall has been constructed on the northern side of MONA Bay which can be invisible unless at low tide. Avoid rowing in MONA Bay unless buoy marking extremity of disappearing stone wall is present, and then keep to east side of buoy.

#### ***Windemere Bay Mouth***

- There are often strong currents around the mouth of Windemere Bay near Cadbury.

#### ***Dogshear (Golf Club) Point***

- There are often strong currents around the point at the NE end of the golf club.

#### ***Bowen Bridge***

- Water conditions often change markedly on either side of the Bowen Bridge.
- Never turn just upstream of the bridge to ensure the current doesn't push you into the pylons and to avoid collisions with north travelling crews.
- If you are north and within 500m of the bridge, you must row under it. Do not turn until at least 200m to the south of the bridge.
- Bridges have specific go- and no-go areas. These are explained here <https://mast.tas.gov.au/safe-navigation/tasman-bridge/>

#### **Other hazards**

##### ***Wind***

The prevailing winds dictate that upwards of 90% of rowing will be in a northerly direction. As a general set of rules:

- Row north if winds are from the N, NW, NE, W or E
- Row south if winds are from the S, SW, or SE

Heading north there is a tendency for rowers to be pushed towards the centre of the river, particularly in stronger winds and rougher water. This can be dangerous as:

- the rower/s will end up a long way from shore
- gusting winds, more prevalent and severe in the middle of the river, make it extremely difficult to manage the boat.

On windy days (Beaufort 3 or 4) rowers must control their craft and stay close to shore. This may necessitate rowing across the wave direction to tuck into the shore near Montrose Bay High School.

### ***Wash***

Wash can be dangerous for rowing boats. Both the MONA ferry and tug boats have a large wash. Do NOT approach the pontoon from the water or attempt to launch if the MONA ferry is in the vicinity and a wash is expected. It can take some time for the MONA ferry wash to arrive. If you are on the water in a big wash turn the boat parallel to the wash and sit at the easy oar position.

Tugboats can be a hazard south of Prince of Wales Bay.

There are occasionally other recreational boats, mainly fishing boats, using the waterway.

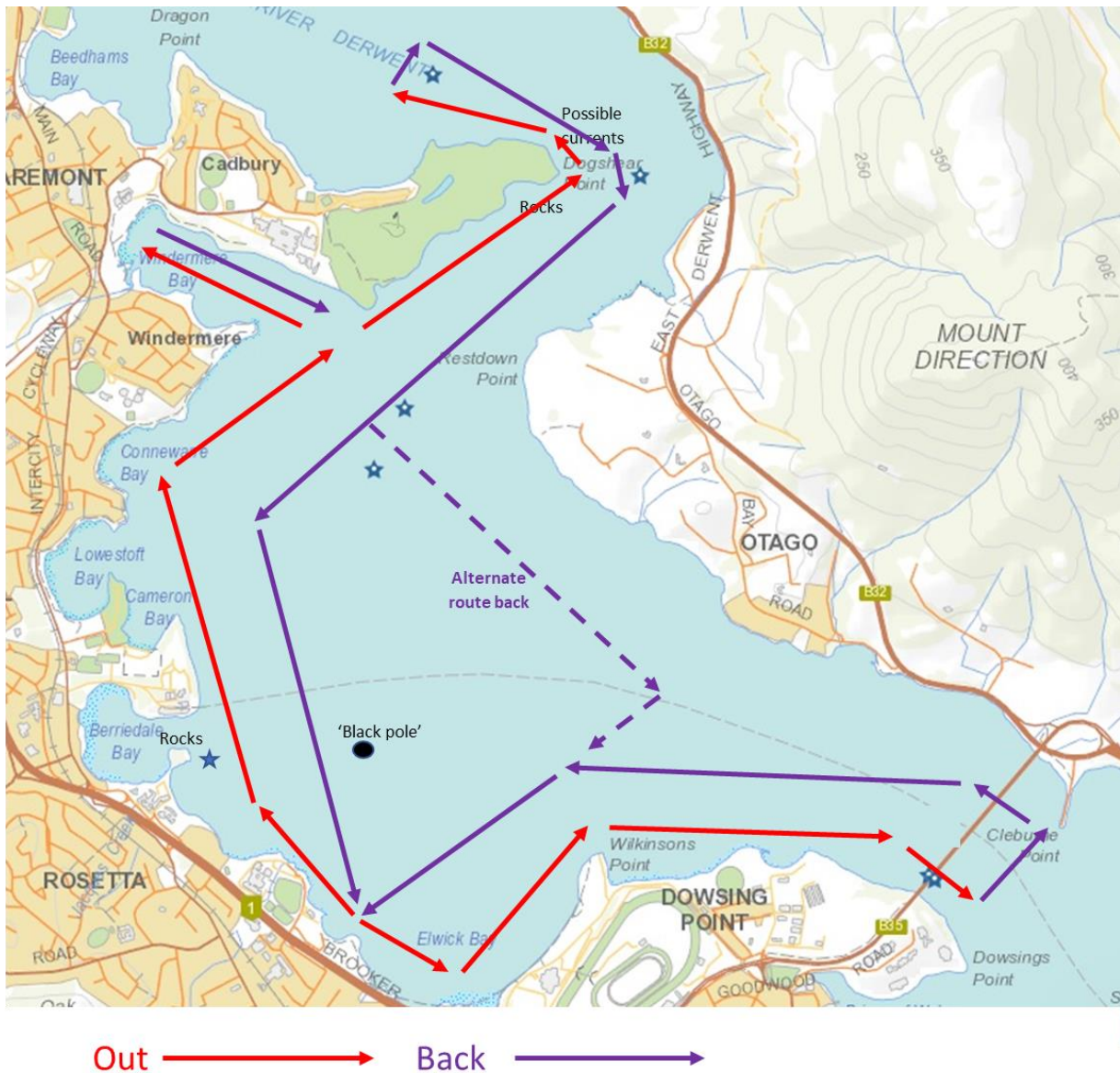
### ***Other rowers***

We use an extremely uncluttered waterway; nonetheless, other rowers remain a key hazard, particularly as there is a tendency to 'switch off' when rowing from GRC.

Most of the clubs/rowers from below the Bowen Bridge tend to row very early in the morning (6am) and in season, starting somewhere around late September and finishing in March. They usually row down the eastern shore and turn around in the vicinity of the golf course and initially row back to the Bowen in the middle of the river, then down the west side of river after Wilkinson's Point. They are typically accompanied by a coach's boat however, sometimes the coach boat can be some distance from the crews they are accompanying so can not be relied about to prevent a collision.

## Directions

To avoid collisions, rowers are to follow the courses depicted in the diagram below.



If doing a 'loop' of the big bay then GRC crew(s) without a coach boat must be 100% sure that there are no crew(s) coming up without a coach boat before taking the alternate route back. Crew(s) must stop and recheck regularly on the way back to be safe/sure.

## Notes:

1. These are the preferred directions but are always subject to conditions.
2. There is no preferred rowing direction in Berriedale Bay (MONA Bay).
3. Boats must pass bow-to-bow to avoid collisions.
4. Note the direction for passing under the Bowen Bridge. These directions are compulsory.



## Local traffic conditions between the Bowen and Tasman bridges

**Direction of traffic between the Bowen Bridge and the Tasman Bridge.** When heading downriver keep to the western side of the river (Nyrstar side). When heading upriver keep to the eastern side of the river, close to the shore. If passing the Nyrstar wharf or Selfs Point be aware of any vessels approaching or preparing to leave. Be especially careful of tugboats, which have a large wash.

Note that rowing sculls are very difficult to see from the bridge of a ship, especially in low light conditions. Large vessels are not able to manoeuvre easily. Sculls should keep well clear of any large vessel.

### **South of Prince of Wales Bay**

- Be aware of potential shipping movements and other sculls around Prince of Wales Bay, Risdon Wharf (Nyrstar) and Selfs Point (oil wharf). Keep a proper look out at all times.

### **New Town Bay**

- There are several rowing clubs in New Town Bay; be especially careful in the area around the mouth of the bay for other sculls leaving or returning to the bay. They may not necessarily obey the local traffic rules or keep a good look out.
- Stay outside of the green pole off New Town Bay; there is a rocky reef.
- There are extremely strong currents between Nyrstar Wharf and the southern end of the Oil Wharf. Do not stop in this area if at all possible.
- There are regular rowing related accidents and incidents (near misses) in around the mouth of New Town Bay. Generally, avoid this area.
- Hard pieces should not be done when travelling south across the mouth of New Town Bay unless accompanied by a coach boat due to the higher chance of traffic exiting and entering the bay.

## AFTER ROWING

### **Sign in:**

**Cleaning:** Clean the boats and oars immediately after use with soapy water and then rinse using the hose. Pay particular attention to moving parts including gate, slides, wheels on seats foot stretchers tracks and fasteners. Oars are to be washed and rinsed, paying particular attention to the handles, buttons and sleeves. All boats and oars are to be dried by chamois and/or towels. Put away the hose. Ensure hose is turned off and pressure released.

**Damage:** Report any damage to the clubhouse or club equipment to the Club Captain as soon as possible and write it up in the damage log book. This is to avoid further damage or injuries to any member who subsequently uses the boat and so that repairs can be organised.

***Maritime Incidents (including near misses):***

Maritime incidents are defined at <https://www.legislation.tas.gov.au/view/html/inforce/current/sr-2017-085>. The most likely incidents in rowing include collisions and near collisions, grounding the boat, capsizing or roll-overs and equipment breakages from collisions or shallow water. Verbally report all rowing incidents to the Safety Officer, Boat Captain or senior rowing member present, complete the Incident Register and, when required, complete or assist in the completion of an Incident Report. <https://mast.tas.gov.au/wp-content/uploads/2022/05/Incident-Report-Form-November-2017.pdf> This may result in a change in processes or procedures and reduce the likelihood of future incidents thus avoiding severe outcomes for both individuals and the club.

***Clubroom/shed damage/spills***

Any damage is to be reported to the president on occurrence or when noticed.

Spills are to be cleaned up or marked/cordoned off on occurrence.

***Leaving:*** If last to leave:

- Check the in/out book to ensure all boats have returned. Start a search if it seems a boat has not returned in a reasonable time. Ring 000 if there is an emergency.
- Make sure all trestles are inside the shed (if there are some out there may be someone still on the water).
- Turn off all taps, lights and heaters, close the blinds and turn off the electrical appliances other than the fridge.
- Check that the pontoon mat has been brought in and, if no other sporting club (e.g. radio controlled yachts) is using the pontoon, ensure the ponton gate is shut and locked.
- Lock all doors, including connecting door between boat shed and clubroom.



# Swamping Drill

**There need be no alarm in the case of your crew swamping.**

**Remember, your boat will not sink ..... DON'T PANIC**

Once in the water a crew should never leave the boat until rescued by another craft or until reaching the shore.

Therefore, it is worth repeating:

## **NEVER LEAVE THE BOAT**

When a sinking appears certain, crews should steer towards the nearest shore.

If water finally swamps your boat, quietly ease yourself into the water alongside your rigger. Make sure all crew are accounted for, **COUNT!**

**DON'T** sit in the boat after swamping. This will make the boat sink in the water and may frighten non swimmers and also cause major damage to it.

Once in the water, hold onto your rigger, take orders from the stroke of your crew and by kicking your feet, propel your craft towards the nearest shore

Always listen to instructions from officials and respond immediately to their requests.

BUT remember there is **NO NEED FOR PANIC** and for your own safety **NEVER LEAVE THE BOAT**

(Issued by the Rowing Tasmania Inc as instruction to rowers for the protection of life and equipment in the event of any crew swamping.)

# Cold water survival checklist

- Take all precautions to prevent immersion in the first place.
- Practice relevant techniques.
- Understand how cold water immersion affects physical and mental abilities.
- Don't boat if ill, tired, affected by drugs or alcohol, hungry or thirsty.
- Dress appropriately, wear a PFD.
- Consider the circumstances of each outing to 'plan your own rescue', and be prepared to adapt arrangements accordingly, or to cancel the outing if risk is too great.
- Avoid boating alone, or with no back up.
- If forced into the water try to control position of entry to avoid water getting into the nose or throat.
- During 'cold shock' concentrate on control of breathing and keeping mouth and nose out of the water.
- Hold onto something and try to get your body core out of the water as far as possible.
- Cover your head.
- Take time to think through best course of action in the circumstances.
- Keep your back to the waves.
- Keep as still as possible, avoid unnecessary manoeuvres.
- If wearing a PFD use HELP and huddle to conserve body heat.
- In the unlikely event that the boat sinks completely, try to keep hold of something as a float (such as an oar).
- When out of the water, victims affected by the cold should lie down, be wrapped up and kept still while awaiting transfer to hospital.

# Capsize Drill

Rowing Tasmania's video on the capsize drill can be seen here:

<https://www.youtube.com/watch?v=yfmEpdP2KDo>

In summary:

- Before you set out, always check
  - the heel restraints are secure and allow the heel to rise no more than 4 cm. This ensures your feet come out of the shoes.
  - the release cord across the velcro straps on the shoes is in place, and you know how to use it to release your feet.
  - your feet are not too tightly secured.
- When you capsize, your feet should come out immediately; however, if they don't, remain calm and feel down your shins to the shoes and pull on the cord to release your feet.
- Once you are out of the boat, arrange both blades to run parallel with the hull and ensure oar lock collars are aligned with riggers to make the boat easier to right. If the blade is aligned with the rigger, it will make it difficult to right the boat and could snap the oar shaft next to the blade.
- By standing on one rigger you can get the leverage to reach to the far rigger and pull it up and over.
- Watch out for the far blade as the boat rights itself, as it can otherwise hit you on the head.
- Then either tow the boat back to land (go to the bow and swim on your back) or get back in.
- In a single scull, you should be able to get back into the boat, if you hold the handles of the blades together, by kicking and pulling yourself in. It can help to wrap a garment around the handles.
- If the water is cold, be aware that you are in danger. Even if you are normally a strong swimmer, cold water immersion shock and cold incapacitation will prevent you from swimming any distance effectively.
- To avert exposure, your priority is to get out of the water as soon as possible.
- **STAY WITH THE BOAT.** It is your buoyancy aid, and you can use it to get your body out of the water until help arrives.
- The only time you should consider leaving your capsized boat is if:
  - Staying with the boat will take you into greater danger.
  - The boat no longer remains an effective life raft.

## Avoiding the risks of capsize.

Even experienced scullers can capsize. In general, avoid sculling in singles by yourself, particularly on days when the water is cold.

Never let go of the blades or pull the blades in to avoid obstacles.