



BRITISH ROWING

RowSafe

Safety advice for
rowers, clubs, and
competitions

Summary of Changes in 2025



MON109

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1. Culture and Expectations

1.1. Roles and Expectations

Expectations

Everyone

Everyone is expected to:

- Ensure that they are dressed appropriately for the conditions and that their hair, if long, is restrained such that it does not interfere with their rowing. If the hair is long enough to plait, then reduce the risk and plait it or put it in a bun or top knot.

1.2. Positive Safety Culture

Further Information

- Safety Alert – Back to Basics, <https://www.britishrowing.org/wp-content/uploads/2024/07/Safety-Alert-Back-to-Basics-.pdf>

3. Club Safety

3.1. Club Risk Assessment

Expectations

Club

Club Officers are expected to:

- Ensure that their club has completed a Risk Assessment for each of its activities both on and off the water. Factors to be considered include:
 - Potential hazards such as obstructions, weirs, sluices and limited access points. There is more information on flow over weirs [here](#), and [here](#), on the British Rowing website [here](#) and in the Safety Alert [here](#).
- Be aware that some older rowers, who have not practised swimming for some time, may not be able to swim as well as they think they can.

Further Information

- Safety Alert – Flow over Weirs, [Safety-Alert-Flow-over-Weirs.pdf](#)

3.2. Club Safety Plans and Safety Rules

Expectations

Club

Safety Rules could include:

- Rules for club members covering their responsibilities in relation to [safe practice](#).
- Use lights when they are needed. See [Safety Alert – Lights on Rowing Boats](#)
- Coxes in in bow-loaders should not wear any clothing that could become entangled and impede a rapid exit.
- Older steers should be encouraged to use head mounted mirrors or similar devices as their neck flexibility may be reduced.

Further Information

- Safety Alert – Lights on Rowing Boats, [Safety-Alert-Lights-on-Rowing-Boats.pdf](#)
- Safety Alert – Back to Basics, <https://www.britishrowing.org/wp-content/uploads/2024/07/Safety-Alert-Back-to-Basics-.pdf>

3.6 Competence in the Water

All participants in rowing should be competent and confident in the water. Each club is expected to use its Risk Assessment to determine the capability that it requires its members to have. In particular, the club risk assessment may determine that the ability to swim is essential if there is a risk of a member entering the water upstream of a weir and being swept over that weir.

Expectations

Club

Club Officers are expected to:

Be aware that some older rowers, who have not practised swimming for some time, may not be able to swim as well as they think they can.

3.7 Capsize and Recovery

Expectations

Club

Club Officers are expected to:

- Organise Capsize and Recovery training in a local swimming pool or another safe setting to practise:
 - No backstays, these should be removed for the duration of the training so as to avoid contact with rowers heads.

Coaches

Coaches are expected to:

- Avoid holding rowers at front stops because this is an unstable position and they are prone to capsize.

3.9 Adaptive Rowers at Clubs

See also

- RowSafe 4.8 Adaptive Rowers at Competitions [RowSafe 4.8](#) and
- RowSafe 6.2 Adaptive Rowers [RowSafe 6.2](#)

Expectations

Everyone

Everyone is expected to:

- Take responsibility for themselves and others and understand how their actions could affect the safety of adaptive rowers.
- Understand what actions are required to keep adaptive rowers and themselves safe.
- Provide support and guidance for adaptive rowers.
- Ensure that adaptive rowers are not exposed to risk that they would find substantial or intolerable.
- Report any incidents or concerns about the safety of adaptive rowers to the club and to British Rowing.

Adaptive rowers

Adaptive rowers are expected to:

- Provide their club with relevant information about their impairment that may affect their own safety and the safety of others and any known “warning signs”.
- Operate within their capabilities.
- Provide the club with emergency contact details and information about actions to be taken in event of a medical emergency.
- Ensure that if they have a lower leg prosthesis then they are able to release themselves from the prosthesis (or the prosthesis from the boat) in the event of an emergency.
- Ensure that any medicines that are needed are carried by the rower and that the people who are in a position to do so know how to find them and administer them.
- Ensure that their needs are included in the Club Safety Plan and Emergency Response Plan and, where appropriate, Competition Safety Plans, Emergency Response Plans and Alternative Arrangements Plans.
- Ask a coach or club official about any aspects of safety they are concerned or unsure about.
- Check that equipment is safe for them to use and report any defects.
- Seek additional medical advice when appropriate.

Carers

Carers are expected to:

- Attend initial discussions with the club and attend its induction programme.
- Ensure that the club, coaches and competition organisers are provided with relevant information relating to the impairment, warning signs and requirements.
- Ensure the club is kept up to date with any relevant changes in the impairment, requirements and emergency contact details.

Club

Club Officers are expected to:

- Ensure that the Club Risk Assessment includes risks for those adaptive rowers who row at the club.
- Risk Assess individual adaptive rowers and ensure the resultant protocols etc. are documented and implemented.
- Ensure an appropriate level of care is promoted for adaptive rowers.
- Discuss the rower's needs and aspirations.
- Define any additional Safety Rules required to keep adaptive rowers safe.
- Provide and maintain any additional safety and rescue equipment or facilities required to keep adaptive rowers safe.
- Ensure that sufficient coaches and safety cover are available to train and supervise adaptive rowers.
- Provide adaptive rowers with advice on any issues associated with their impairment that may affect safety, particularly when rowing, or refer them to their medical professional as appropriate.
- Ensure that coaches and others supporting adaptive rowers know what to do in an emergency and have access to emergency contact details for adaptive rowers.
- Establish and practise procedures for managing incidents, including capsize or man overboard, involving adaptive rowers.
- Check equipment is appropriate and safe when adaptations are made.
- Seek advice on equipment that is suitable for each adaptive rower.
- Where necessary and feasible, make modifications to club facilities to accommodate adaptive rowers.

For adaptive rowers, Club Safety Plans should include:

- Procedures for launching and recovering boats with adaptive rowers.
- Access arrangements for adaptive rowers.

For adaptive rowers, Club Safety Rules should include:

- Criteria for assessing risks associated with adaptive rowers.
- Actions to be taken in an emergency involving adaptive rowers, including capsize or man overboard.

Further information will be provided to clubs if they complete the contact form here <https://www.britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/adaptive-rowing-support-for-clubs/>.



Check equipment is suitable and safe when adaptations are made

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Coaches

Coaches are expected to:

- Ensure an appropriate level of care is promoted for adaptive rowers.
- Encourage adaptive rowers to ask about anything they are unsure of.
- Provide advice on any issues associated with their impairment that may affect their safety, particularly when rowing, or refer them to their medical professional as appropriate.
- Identify ability and develop a needs analysis for each individual.
- Ensure that adaptive rowers understand how the Club's Safety Plan and Rules apply to them.
- Use any specialist knowledge that they may have to assist the club and the athlete.
- Maintain effective communication with rowers with a sensory impairment (visual, hearing impaired) who may require additional support using radio and/or signage as appropriate.
- Understand the rower's impairment and know what action to take in an emergency and who to contact.
- With the rower's permission, communicate any information that affects safety to other rowers and coaches.
- Ensure that Competitions are informed whether, or not, Special Recovery Protocols are required for each adaptive rower.
- Check equipment is suitable and safe when adaptations are made for each adaptive rower.
- Seek advice on equipment that is suitable for each adaptive rower.
- Where appropriate, ensure that adaptive rowers understand how Competition Safety Plans, Emergency Response Plans and Alternative Arrangement Plans apply to them.

Regional Rowing Councils

Regional Rowing Councils are expected to:

- Provide support and advice to clubs and competitions in their region on adaptive rowers.

British Rowing

British Rowing:

- Provides guidance to clubs through RowSafe.
- Provides an [Incident Reporting System](#).
- Provides [Safety Alerts](#) and other safety communications.
- Provides safety training material on its website.
- Provides courses that include safety.
- Provides advice on adaptive rowing for clubs, competitions, coaches and rowers.

Further Information

- British Rowing Incident Reporting System - incidentreporting.britishrowing.org
- Safety Alert Archive - britishrowing.org/knowledge/safety/safety-alert-archive
- [RowSafe 4.8](#) - Adaptive Competitions
- Go Rowing and Getting Started - Adaptive Rowing - britishrowing.org/go-rowing/learn-to-row/adaptive-rowing
- Adaptive Rowing Classification - britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/classification
- Adaptive Rowing support for clubs - <https://www.britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/adaptive-rowing-support-for-clubs/>
- Club Adaptive Guide - Introducing and developing Adaptive Rowing at your Club- https://www.britishrowing.org/wp-content/uploads/2021/06/British_Rowing_Adaptive_Rowing_Guide_61pp_v4_72ppi.pdf
- Safety Alert - Adaptive Rowing Straps, britishrowing.org/wp-content/uploads/2015/09/Safety-Alert-February-2015-Adaptive-Rowing-Straps.pdf
- [RowSafe 4.8](#) - Adaptive Rowers at Competitions

- [RowSafe 4.8.1](#) - Classification and Event Types
- [RowSafe 4.8.2](#) - Boat Checking
- [RowSafe 4.8.3](#) - 4.8.3 Race Guiding
- [RowSafe 6.2](#) - 6.2 Adaptive Rowers
- [RowSafe 6.2.1](#) - Rescue Provision for Adaptive Rowers at Clubs and Competitions
- [RowSafe 6.2.2](#) - Safety Launches and their Crews (for Adaptive Rowers)

Useful Websites

- Activity Alliance: www.activityalliance.org.uk/
 - Attention Deficit Hyperactivity Disorder: www.adhdfoundation.org.uk/
 - British Blind Sport: www.britishblindsport.org.uk
 - Cerebral Palsy Sport England & Wales: www.cpsport.org
 - Disability Sport Events: www.disabilitysport.org.uk
 - Down's Syndrome Sport: www.downs-syndrome.org.uk/our-work/services-projects/dsactive/
 - LimbPower: www.limbpower.com
 - Mencap: www.mencap.org.uk
 - National Autistic Society - www.autism.org.uk
 - Royal National Institute of Blind People (RNIB): <https://www.rnib.org.uk/>
 - Special Olympics Great Britain: <http://www.specialolympics.org/>
 - The British Dyslexia Association: www.bdadyslexia.org.uk
 - Tourette's Syndrome (UK) Association: <https://www.tourettes-action.org.uk/>
 - UK Deaf Sport: www.ukdeafsport.org.uk
 - SportExcel UK - <https://sportexceluk.org/>
 - Adaptive Rowing UK - <https://adaptiverowinguk.com/>
- see also [Myths of Adaptive Rowing](#) and [Not Myths of Adaptive Rowing](#).

4. Competition Safety

4.1. Competition Risk Assessment

In particular, the competition risk assessment may determine that the ability to swim is essential if there is a risk of a person entering the water upstream of a weir and being swept over that weir.

Expectations

Competition

Competition Officers and Organising Committees are expected to:

- Ensure that their competition has completed a Risk Assessment and that this covers activities under its influence or control, both on and off the water. The purpose of the risk assessment is to identify any further barriers or controls needed to ensure the safety of everyone involved. Factors to be considered include:
 - Potential hazards such as obstructions, weirs, sluices, cold or hot weather, and limited access points. There is more information about flow over weirs [here](#) and [here](#).

Further Information

- Safety Alert – Flow over weirs, [Safety-Alert-Flow-over-Weirs.pdf](#)

4.2. Competition Safety Plans and Safety Rules

The primary purpose of a Competition Safety Plan and Safety Rules is to ensure the safety of participants, officials, other water users and the public at large. The Competition Safety Plan describes how officials, participants and others should act in order to ensure a safe competition. Safety plans and safety rules should be simple and concise.

Expectations

Everyone

Competition

Competition Safety Plans should include:

- A map or diagram showing vehicle and trailer access routes, parking areas, boat rigging areas. Care should be taken to plan to avoid or minimise vehicle movements in areas where there could be pedestrians.
- The provision of marshals in areas where pedestrians are at risk from moving vehicles.

Competition Safety Rules should specify:

- Safety rules should not restrict the use of head mounted mirrors or similar devices by steers.

British Rowing

British Rowing:

- Provides advice on [Competition Planning](#).

4.3. Competition Emergency Response Plan

The Competition Emergency Response Plan defines the actions to be taken if such an incident does happen. It will help to reduce the harm that such an incident could cause. Emergency response plans rules should be simple and concise.

4.6 Alternative Arrangements Plan

Sometimes the conditions at a competition are such that it cannot safely continue as planned. It may then be appropriate to abandon or suspend the competition or make other alternative arrangements. Alternative Arrangements plans and safety rules should be simple and concise.

4.8 Adaptive Rowers at Competitions

See also

- [RowSafe 3.9](#) - Adaptive Rowing at Clubs and
- [RowSafe 6.2](#) - Adaptive Rowers

There may be additional hazards and risks associated with adaptive rowers depending on the extent of their impairment.

Safety Plans and Rules should include any additional actions required to keep adaptive rowers safe.

Adaptive rowers may need extra guidance, support and supervision to keep themselves and others safe. The competition may also need to provide additional facilities or equipment.

Competitions need only to review risk and take action for the adaptive rowers who participate in the competition, not for all types of impairments.

Adaptive rowers and their clubs are expected to advise the Organiser when an entry may require enhanced safety consideration. It is recommended this be done via BROE and by direct contact using the Competition email provided on BROE. It is recommended that adaptive entries be made early to allow time for any consequential safety protocols to be determined. It is suggested adaptive entries are closed around 2 weeks before the date of the Competition.

Further information will be provided to competitions if they complete the contact form here <https://www.britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/adaptive-rowing-support-for-clubs/>.

Launching and Landing

Adaptive athletes may have added safety risks and assistance requirements imposed by their impairment. These should be supported on a “best efforts” basis by the boating marshals.

Adaptive athletes and their club colleagues are adept at managing embarkation risks caused by the impairment. The adaptive rower should be allowed to determine best practice and be given sufficient time and space to boat and de-boat safely.

Competition volunteers may help to establish a hazard free environment. For example, removing trip hazards for the mobility or visually impaired, keeping an eye on other boat movements, etc.

All relevant officials to be informed that an adaptive crew is leaving the boating area. The crew should be identified so that the officials can understand if any additional precautions may be applied.

If the crew is to proceed under supervision, as per the safety plan, the boat shall remain at or near the embarkation point, until the launch and/or supervising regime is in place.

On the Water

It is recommended that adaptive athletes should not be on the water longer than strictly necessary, Some may have conditions that make them particular vulnerable to hot, cold or wet conditions, For example, do not hold adaptive crews at a regatta start for extended periods in order to get faster crews away,

The Organiser should implement the pre-agreed additional on-water safety protocols. If for any reason it is temporarily not possible to implement said procedures, boating and racing shall be postponed until the situation is rectified.

It is best practice to keep the number of adaptive rowers requiring additional recovery protocols, on the water relatively low. High numbers must be matched by an appropriate level of safety cover,

The suitability of available launches will have been discussed in the pre-Competition discussion. If an agreed launch for a particular rower is temporarily unserviceable the affected crew should return to “boats-off”. Recommendations for the attributes of appropriate safety launches and the crew involved are given in [RowSafe 6.2.2 Safety Launches and their Crews](#).

A safety launch (or a marshal launch who can call a safety launch) may accompany adaptive athletes to the start line by race or in small groups to provide:

- extra safety coverage, and
- guiding if required.

The use of a “sheep dog” launch depends on the athletes involved and the risks assessed. PRI athletes should always have safety launch cover within sight proceeding to and from the start.

Safety launches should be positioned close to the competitors and are strategically located along the Competition course with radio links.

It is suggested that individuals from the adaptive rower’s club may help crew a safety launch for the race. They may have practiced the water recovery protocol being employed. Other examples would be experience with a Neurodiverse rower or instructing a visually impaired individual during a race or following capsizing.

If “Race Guiding” has been agreed for safety or other reasons the Organiser must ensure this is in place on boating. Advice on Race Guiding is given in [RowSafe 4.8.3 Race Guiding](#).

Expectations

Everyone

Everyone is expected to:

- Take responsibility for themselves and others and understand how their actions could affect the safety of adaptive rowers.
- Understand what actions are required to keep adaptive rowers and themselves safe.
- Report any incidents or concerns about the safety of adaptive rowers.

Adaptive rowers

Adaptive rowers are expected to:

- Provide the competition with information about their impairment that may affect their own safety and the safety of others.
- Operate within their capabilities.
- Ask a competition official about any aspects of safety they are concerned or unsure about.



Provide the Competition Organisers with information on your impairment

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Competition

Competition Officers and Organising Committees are expected to:

- Ensure that the Competition Risk Assessment includes risk for adaptive rowers who participate in the competition.
- Define any additional Safety Rules required to keep adaptive rowers safe.
- Provide, in partnership with the entrant's club, any additional safety equipment or facilities required to keep adaptive rowers safe.
- Establish and practise procedures for managing incidents, including capsizes, involving adaptive rowers.
- Ensure that sufficient and appropriate safety cover is available for adaptive rowers. (See [RowSafe 6.2.1 Rescue Provision for Adaptive Rowers](#)).
- Ensure that umpires, officials, boat drivers and other competition personnel are aware of any specific issues and know what to do in an emergency.
- Ensure that access arrangements for adaptive rowers participating in the competition are suitable and safe.
- Ensure that adequate medical support is provided for adaptive rowers.
- Ensure that coaches can maintain effective communication for adaptive rowers with a sensory impairment (visual, hearing impaired) who may require additional support using radio and/or signage as appropriate.
- Ensure that all safety boats have at least two crew. All crew members should wear a buoyancy aid or lifejacket, and one should be prepared to enter the water to effect a rescue.
- Ensure that all safety boats are on the water before adaptive rowers go afloat and ready for immediate use during rowing activities. Rigid inflatables with low freeboard or drop-nose safety boats are preferred.
- Make the Competition Safety Plan available to potential adaptive competitors, well in advance of the entry closing date. This can include items that help the adaptive rower to determine whether the event is likely to be appropriate (for example: the type of safety boat used) and determine whether additional safety provision is required.
- Hold discussions, prior to the draw, with the Adaptive Rower, their coach, and the Competition Rowing Safety Advisor (CoRSA). The CoRSA may include other members of the organising committee in these consultations as appropriate (e.g. Head of Race Committee, Welfare Adviser, etc). The outcome shall be a determination of risk and whether these can be mitigated within the existing safety plan or by additional protocols.
- Decide whether it is feasible to hold the proposed adaptive events safely. The final decision on acceptance of an adaptive entry is with the organiser. In most cases, a consensus is arrived at by the adaptive rower and the CoRSA. It is accepted that knowledge of the individual is with the athlete and their own club. The input of the adaptive rower's coach is usually an essential element of the risk and safety process; they will know what the person can and cannot do.
- Competitions should be aware that safety or other considerations (e.g. steering a Visually Impaired sculler) may require one or more launches to follow a race.

For adaptive rowers, Competition Safety Rules should include:

- Criteria for assessing risks associated with adaptive rowers.
- Actions to be taken in an emergency involving adaptive rowers, including capsizes.
 - If any additional plans are needed for one or some of the adaptive competitors, these should be agreed as early as practical and at least several days before the competition.
 - These shall be documented and should be distributed to all individuals with a need to know or charged with delivering the additional safety protocols.
 - The plan should include roles and responsibilities, a listing of the crews concerned and a definition of the additional protocols. It is suggested that all crews with an adaptive rower should be on the list even if they are not deemed to be at increased risk.
 - The plan should confirm the process following an incident for the adaptive competitor is to be recovered all the way through to post-immersion procedures.
 - The procedures for launching and recovering boats with adaptive rowers.
 - Access arrangements for adaptive rowers.
 - Provision for determining if on-the-day conditions are safe for a specific individual or for all adaptive competitors.

It would also help if the competition organiser were able to: -

- Publish full details of adaptive events offered and standard safety plans more than a month prior to event.
- Ensure entrants have a clear method for highlighting any need for additional safety consideration to the competition.
- Suspend adaptive entries about 2 weeks before the competition to allow time for any additional protocols to be formulated.
- Prior to the competition ensure all relevant competition officials are aware of their roles and responsibilities and the procedures to be followed.
- Implement all agreed protocols at the competition.
- Report any incidents or concerns about the safety of adaptive rowers via the [British Rowing Incident Reporting System](#).

The process is a collaborative effort between the event and the entrant / club.

Officials

Race officials, umpires, launch drivers, safety boat crews and other personnel are expected to:

- Inform the Organising Committee of any incidents or safety concerns relating to adaptive rowers.
- Understand any additional Safety Rules relating to adaptive rowers.
- Be familiar with any additional safety equipment or facilities provided to keep adaptive rowers safe.
- Where boats are to be checked see [RowSafe 4.8.2 Boat Checking](#).
- Be familiar with procedures for managing incidents, including capsizes, involving adaptive rowers.
- Be aware of any specific issues relating to adaptive rowers participating in the competition and know what to do in an emergency.

Participating Clubs

Officers of Participating Clubs are expected to:

- Advise the Organising Committee when an entry may require enhanced safety consideration. It is recommended this be done via BROE and by direct contact using the Competition email provided on BROE.
- Check that the Competition Safety Plan and Rules accommodate the needs of the club's adaptive rowers participating in the competition.
- Ensure that rowers with a lower leg prosthesis are able to release themselves from the prosthesis (or the prosthesis from the boat) in the event of an emergency.
- Brief adaptive rowers on the Competition Safety Plan and ensure that they understand how it relates to them.
- Check that equipment is both appropriate and safe when adaptations are made.
- Clubs entering will have risk assessed and have pre-defined protocols for each athlete with special recovery requirements. These should be provided to the Competition Organisers as they can form a useful basis to produce individual safety plan recovery protocols.

Please note an athlete's medical details are confidential and should only be discussed with those with a need to know.

Coaches

Coaches are expected to:

- Provide information to the competition organisers to help ensure that the Competition Safety Plan and Rules and Emergency Response Plan are appropriate for their participant.
- Discuss the contents of the Competition Safety Plan and Rules with adaptive rowers and ensure that they know what they should do in an emergency.
- Where appropriate maintain effective communication with rowers with a sensory impairment (visual, hearing impaired) who may require additional support using radio and/or signage as appropriate.

Regional Rowing Councils

Regional Rowing Councils are expected to:

- Provide support and advice to competitions in their region on adaptive competitions.
- Review the arrangements for adaptive competitions and provide feedback.
- Give, or withhold, permission for the competitions to take place.

British Rowing

British Rowing:

- Provides guidance to clubs through RowSafe.
- Provides an Incident Reporting System.
- Provides Safety Alerts and other safety communications.
- Provides safety training material on its website.
- Provides courses that include safety.
- Provides advice on adaptive rowers.

Further Information

Further information will be provided to competitions if they complete the contact form here <https://www.britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/adaptive-rowing-support-for-clubs/>.

- British Rowing Incident Reporting System - incidentreporting.britishrowing.org
- Safety Alert Archive - britishrowing.org/knowledge/safety/safety-alert-archive
- Go Rowing - Adaptive Rowing - britishrowing.org/go-rowing/learn-to-row/adaptive-rowing
- Getting started - Adaptive Rowing - britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/getting-started
- Adaptive Rowing Classification - britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/classification
- Safety Alert - Adaptive Rowing Straps, britishrowing.org/wp-content/uploads/2015/09/Safety-Alert-February-2015-Adaptive-Rowing-Straps.pdf
- Safety Alert – Coping with the behaviour of others, <https://www.britishrowing.org/wp-content/uploads/2023/06/Safety-Alert-Coping-with-the-behaviour-of-others-June-2023.pdf>
- RowSafe 6.2 - Adaptive Rowers
- RowSafe 6.2.1 - Rescue Provision for Adaptive Rowers at Clubs and Competitions
- RowSafe 6.2.2 - Safety Launches and their Crews (for Adaptive Rowers)
- Pre-Activity Health Questionnaire for Adaptive Rowing - <https://www.britishrowing.org/wp-content/uploads/2017/04/British-Rowing-Pre-Activity-Health-Questionnaire-complete.doc>

Useful Websites

- Activity Alliance: www.activityalliance.org.uk/
- Attention Deficit Hyperactivity Disorder: www.adhdfoundation.org.uk/
- British Blind Sport: www.britishblindsport.org.uk
- Cerebral Palsy Sport England & Wales: www.cpsport.org
- Disability Sport Events: www.disabilitysport.org.uk
- Down's Syndrome Sport: www.downs-syndrome.org.uk/our-work/services-projects/dsactive/
- LimbPower: www.limbpower.com
- Mencap: www.mencap.org.uk
- National Autistic Society - www.autism.org.uk
- Royal National Institute of Blind People (RNIB): <https://www.rnib.org.uk/>

- Special Olympics Great Britain: <http://www.specialolympics.org/>
- The British Dyslexia Association: www.bdadyslexia.org.uk
- Tourette's Syndrome (UK) Association: <https://www.tourettes-action.org.uk/>
- UK Deaf Sport: www.ukdeafsport.org.uk
- SportExcel UK - <https://sportexceluk.org/>
- Adaptive Rowing UL - <https://adaptiverowinguk.com/>
 - see also [Myths of Adaptive Rowing](#) and [Not Myths of Adaptive Rowing](#).
- Canal and River Trust Boaters Handbook - canalrivertrust.org.uk/enjoy-the-waterways/boating/go-boating/a-guide-to-boating/boaters-handbook
- Rowing on the Tideway - <https://activethames.co.uk/rowing>

4.8.1 Classification and Event Types

There is information on Adaptive Rowing Classification here [Adaptive Rowing Classification - British Rowing](#) and in more detail here [Adaptive Classification](#).

Para-rowing – The “Para” classifications are determined internationally by the World Rowing and are required for most international competitions (e.g. Paralympics, World Cup, World Championships). There are 4 Para-rowing or “PR” classifications:

- PR1 – Rows in a fixed seat with fixed back due to degree of leg and core impairments.
- PR2 – Rows on a flat fixed seat due to degree of leg impairments.
- PR3 –PI Rows on a conventional sliding seat but has some physical impairments.
- PR3-VI – Rows on a conventional sliding seat with visual impairment and in international competition may wear black-out glasses to level to playing field on impairment degree.

Adaptive Rowing – In order to extend the inclusiveness of the sport, British Rowing introduced “Adaptive” classifications (AR1, AR2, AR3-PI, AR3-LI). These are for athletes who do meet PR requirements but have similar impairments.

AR0 Rowing – Another segment of disabled rowing is called mixed rowing which has no formal classification system. It is designed to cater for individuals with impairments that do not fit into the established para/adaptive categories. Examples include:

- Injuries
- Cognitive impairments (e.g. epilepsy, autism, intellectual impairment)
- Hearing impairment and deafness

Supported (Mixed Ability) Adaptive Crew Boats - A ‘supported double’ is a double scull with one adaptive rower and one non-adaptive rower. It is now the most popular boat class in community adaptive racing in the UK. The concept can extend to big boats. Some adaptive rowers are unable to row in a single or may choose “supported” as a competitive option.

Mainstream – Athletes with an impairment may enter mainstream events. These are, almost invariably, PR3/AR3 rowers.

4.8.2 Boat Checking

Adaptive boats may receive the same pre-race equipment checks (e.g. bow ball integrity) as conventional boats with the following added considerations:

An official may have limited or no experience with adaptive boat configuration. Asking questions of the adaptive rower may be an effective way of confirming the safety of adaptive configuration. If in doubt regarding the safety of a boat the official shall seek the advice of an adaptive coach.

- **Pontoon Safety Floats** – Floats are required for PR1/AR1 competitors. Are optional for all other para and adaptive rowers and allowed by the rules of racing for all these rowers.
- **Foot stretcher** – PR1 and AR1 rowers should not have a foot stretcher that relies on heel-restraints as a method of release in the event of capsize, as they are likely to have little or nonfunction in their lower extremities (recommend nylon heel-cups). Modifications to the foot stretcher to facilitate a prosthesis (artificial limb) should allow the rower to leave the boat in the event of a capsize and should comply with British Rowing Safety Rules.
- **Body/Leg Strapping** – All strapping used by rowers should have no mechanical buckles and be released on the same side and in the same manner and direction. All leg/trunk strapping must be single-point release.
- **Hand Strapping** - All hand strapping must be able to be released immediately in a quick and safe manner.
- **Manual Inflation Life Jackets** – Any athlete who has incurred a seizure within the previous 12 months is required to wear a manual inflation life jacket (furthermore, such athletes may only compete in crew formats).

4.8.3 Race Guiding

Some singles races may require guiding during the race:

- Visually Impaired
- Cognitively Impaired
- Hearing Impaired

Guiding can be done either one of several places:

- Bank (usually with radio contact)
- Umpire Launch (guide sitting in launch)
- Special Guide Launch
- Guide scull

Guide commands can be communicated in a variety of means:

- Verbal
- Radio
- Remote Control (of rudder)

Guide commands need to conform to the British Rules of Racing with regards to prohibiting “coaching” during a race. As a result, permitted commands are meant to convey information that the athlete does not have available to them due to their impairments, but conventional rowers do, such as:

- Directions (e.g. left, right, stop)
- Distractions (e.g. motorboat approaching, wash)
- Position relative to competition

4.9 Touring

Many rowers just row for the delight of the experience of moving a boat efficiently over water. Some take this further and prefer to explore more distant waters and travel to less familiar places.

Expectations

Tour Organiser

Tour Organisers and Organising Committees are expected to:-

- Share the Risk Assessment, Emergency Response Plan and Safety Plan with the Regional Rowing Safety Adviser(s) and invite their comments.

5. Competence

5.1. Steering and Navigation

Expectations

Coxes and Steers

Coxes and steers (including scullers) are expected to:

- Always [keep a good lookout when afloat](#). Coxes who cannot see directly ahead should enlist the help of members of their crew. Steers should keep a good lookout over both left and right shoulders or consider using a head mounted mirror or similar device.
- [Check the steering equipment](#) before the outing as part of the boat checking procedure.
- Know how to stop the boat quickly and safely in an emergency as demonstrated [here](#) and [practise this skill with their crews](#).
- Where relevant, be aware of the Port of London Authority (PLA) guidance on [Rowing on the Tideway](#), and the Thames Regional Rowing Council (TRRC) requirements for [Steering on the Thames](#), if steering on the Tideway.
- Where relevant, be aware of the tidal information for rowers on the Tideway [here](#).

Launch Drivers

Launch drivers (and Coaches when driving launches) are expected to:

- Where relevant, be aware of the Port of London Authority (PLA) guidance on [The Tideway Code](#), and the Thames Regional Rowing Council (TRRC) requirements for [Steering on the Thames](#), and comply with the PLA requirements for Launch Drivers if driving on the Tideway.
- Where relevant, be aware of the tidal information for rowers on the Tideway [here](#).

Further Information

- Safety Alert – Back to Basics, <https://www.britishrowing.org/wp-content/uploads/2024/07/Safety-Alert-Back-to-Basics-.pdf>
- The Tideway Code - [Tideway_Code.pdf](#)
- [Tideway tide times and flag status - British Rowing](#)

5.2. Launch Driving

Expectations

Launch Drivers

Launch drivers are expected to:

- Always:
 - Use a kill cord correctly, (see the video [here](#)) and check that it works properly.
 - Operate at a safe speed and keep wash to a minimum.
- Keep a good lookout in all directions at all times when afloat and warn other water users of any hazards or developing hazardous situations.

Further Information

- RYA video on Kill Cords - <https://www.rya.org.uk/water-safety/kill-cord>

5.2.1. Recovering a Person from the Water into a Launch

The advice for solid hulled boats such as “tin fish” is, for a conscious casualty, stop and turn off outboard engine. The launch may need to deploy an anchor. The Anti-Cavitation plate on the outboard might be helpful as a step to allow a person to self-rescue over the transom. It may also be possible to recover the casualty over the bows using a boarding ladder.

6. People

6.1. People new to Rowing

Expectations

Coaches

Coaches are expected to:

- Be prepared for people new to rowing to hesitate when given instructions, ensure that instructions are given clearly and in good time. See the Safety Alert – People new to Rowing may Hesitate [here](#).
- Do not assume that people new to rowing will understand verbal explanations; give them the opportunity to practise.
- When mixing experienced and inexperienced rowers in a crew ensure that rowers of each type are well distributed within the boat.

Further Information

- Safety Alert - People new to rowing may hesitate, [Safety-Alert-People-new-to-rowing-may-hesitate-1.pdf](#)

6.1.1. Safety Advice for People new to Rowing

Understand that everyone is expected to:

- Ensure that they are dressed appropriately for the conditions and that their hair, if long, is tied up into a bun or “top knot” such that it does not interfere with their rowing and cannot be entangled in the equipment in the boat. If the hair is long enough to plait, then reduce the risk and plait it or put it in a bun or top knot.

6.2. Adaptive rowers

See also

- [RowSafe 3.9](#) - Adaptive Rowers at Clubs
- [RowSafe 4.8](#) - Adaptive Rowers at Competitions

There may be additional hazards and risks associated with adaptive rowers depending on the extent of their impairment. They may need extra guidance, support, and supervision and they may also need facilities or in additional equipment to those defined in a mainstream club or competition safety plan, to keep them and others safe.

Safety Plans, Rules and Emergency Response Plans should include any additional actions required to keep adaptive rowers safe. Clubs and competitions only need to review risk and take action for the adaptive rowers who row at their club or competition.

Many impaired athletes are no more vulnerable than their able-bodied counterparts and do not require special measures above those defined in a mainstream Club or Competition safety plan.

Not every athlete with a condition that makes them vulnerable is adaptive.

Special On Water Risks

- **Autonomic Dysreflexia** - This is a sudden increase in blood pressure and corresponding decrease in heart rate. The condition occurs in rowers with complete spinal injuries at T6 and above. It can occur anywhere within the rowing environment but is of heightened concern on water. Adaptive rowers predisposed to dysreflexic episodes should either carry relevant medication in a waterproof chest pocket or have declared the cause of such episodes during classification. Rowers, and their coaches, will be aware of symptoms and be able to use some form of signaling to the Rescue boat. If a rower suffers from Autonomic Dysreflexia, the emergency response is to raise the head above their knees (preferably in a sitting position). This position naturally reduces blood pressure. Look for the causes and seek medical help.
- **Epileptic Seizures** – Epilepsy is a syndrome rather than a disease. It presents in many different forms in different people. It is for this reason that the [guidance](#) also mentions “a special individualised risk assessment of the individual and the Competition”. “Competition” in this context could also be described as the venue and circumstances in which the person rows. Much of this personalised risk assessment should be based on information from the rower’s medical team on the probability of the rower having a seizure afloat and the type and severity of that seizure. The risk assessment may also include the steps that the rower, and their club, can take to minimise the harm that would result if the rower had such a seizure. This could include ensuring that they row in crew boats with people who are willing to support and assist them if needed.



Check equipment is suitable and safe when adaptations are made

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Capsizes

All adaptive rowers are capable of self-rescue as a requirement for their general boating and training but their impairments may impose additional risks requiring support in the event of a capsized.

- **LTA-VI** – rowers may become disorientated in the event of a capsize. Safety teams should be aware of boats that contain visually impaired rowers and their seat position.
- **PR3/AR3-LI** – rowers may have an unpredictable response in the event of a capsize. Safety teams should be aware of boats that contain rowers with a learning disability and their seat position.
- **PR1/ARI** –
 - Extraction – PR1 capsizes are the most dangerous event in rowing due to the fact that
 - the athlete is highly impaired, and
 - the athlete is strapped in with up to 3 straps.
 - All PR1 athletes will be trained and tested in self-extraction in the event of a capsize and this remains the primary means of rescue. Due to minimal or lack of leg use and core capability, it is imperative that safety launches proceed as fast as possible to a PR1 capsize to extract the athlete from the water who has removed themselves from the boat. PR1 self-extractions should be maybe a few seconds slower than a conventional rower (which is typically almost immediate). If the athlete has not surfaced within a few seconds, the safety crew should immediately proceed into the water to assist extraction and affect rescue. The most rescue techniques are to:
 - attempt righting the boat (by standing on one rigger, reaching over to the other rigger across the hull and using all one's effort to leverage the athlete over...even if one cannot completely right the boat, the manoeuvre can often get the athlete's head above water to provide a breath and reduce stress), or
 - going underneath the boat to assist with the strap removal (or whatever is impeding the athlete from extracting themselves. At present the British Rowing advice is to attempt righting first, and then proceed to strap assistance. If the rescuer is having their own problems with the straps, they should immediately resort to using their safety knife to cut the straps.
 - **Cold water immersion** (hypothermia) – There is an increased risk for rowers who have thermoregulation dysfunction i.e. spinal cord injury. These rowers are unable to shiver to conserve heat at or below their injury level. Individuals can become poikilothermic (when the body assumes the temperature of its environment) very quickly, and safe and expedient removal from the water is essential.

There is more information at [PR1 capsize – Adaptive Rowing UK](#).

Expectations

Everyone

Everyone is expected to:

- Take responsibility for themselves and others and understand how their actions could affect the safety of adaptive rowers.
- Understand what actions are required to keep adaptive rowers and themselves safe.
- Provide support and guidance for adaptive rowers.
- Ensure that adaptive rowers are not exposed to risk that they would find substantial or intolerable.
- Report any incidents or concerns about the safety of adaptive rowers to the club and to British Rowing.

Adaptive rowers

Adaptive rowers are expected to:

- Provide their club with relevant information about their impairment that may affect their own safety and the safety of others and any known “warning signs”.
- Operate within their capabilities.
- Provide the club with emergency contact details and information about actions to be taken in event of a medical emergency.
- Ensure that if they have a lower leg prosthesis then they are able to release themselves from the prosthesis (or the prosthesis from the boat) in the event of an emergency.
- Ensure that any medicines that are needed are carried by the rower and that the people who are in a position to do so know how to find them and administer them.
- Ensure that their needs are included in the Club Safety Plan and Emergency Response Plan and, where appropriate, Competition Safety Plans, Emergency Response Plans and Alternative Arrangements Plans.
- Ask a coach or club official about any aspects of safety they are concerned or unsure about.
- Check that equipment is safe for them to use and report any defects.
- Seek additional medical advice when appropriate.

Carers

Carers are expected to:

- Attend initial discussions with the club and attend its induction programme.
- Ensure that the club, coaches and competition organisers are provided with relevant information relating to the impairment, warning signs and requirements.
- Ensure the club is kept up to date with any relevant changes in the impairment, requirements and emergency contact details.
- Understand the [Adaptive Rowing Safety Guidance for Event Organisers](#).

Coaches

Coaches are expected to:

- Ensure an appropriate level of care is promoted for adaptive rowers.
- Encourage adaptive rowers to ask about anything they are unsure of.
- Provide advice on any issues associated with their impairment that may affect their safety, particularly when rowing, or refer them to their medical professional as appropriate.
- Identify ability and develop a needs analysis for each individual.
- Ensure that adaptive rowers understand how the Club’s Safety Plan and Rules apply to them.
- Use any specialist knowledge that they may have to assist the club and the athlete.
- Maintain effective communication with rowers with a sensory impairment (visual, hearing impaired) who may require additional support using radio and/or signage as appropriate.

- Understand the rower's impairment and know what action to take in an emergency and who to contact.
- With the rower's permission, communicate any information that affects safety to other rowers and coaches.
- Ensure that Competitions are informed whether, or not, Special Recovery Protocols are required for each adaptive rower.
- Check equipment is suitable and safe when adaptations are made for each adaptive rower.
- Seek advice on equipment that is suitable for each adaptive rower.
- Where appropriate, ensure that adaptive rowers understand how Competition Safety Plans, Emergency Response Plans and Alternative Arrangement Plans apply to them.

Further information is available by completing the contact form here <https://www.britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/adaptive-rowing-support-for-clubs/>

Regional Rowing Councils

Regional Rowing Councils are expected to:

- Provide support and advice to clubs and competitions in their region on adaptive rowers.

British Rowing

British Rowing:

- Provides guidance to clubs through RowSafe.
- Provides an [Incident Reporting System](#).
- Provides [Safety Alerts](#) and other safety communications.
- Provides safety training material on its website.
- Provides courses that include safety.
- Provides advice on adaptive rowing for clubs, competitions, coaches and rowers.

Further Information

- British Rowing Incident Reporting System - incidentreporting.britishrowing.org
- Safety Alert Archive - britishrowing.org/knowledge/safety/safety-alert-archive
- [RowSafe 4.8](#) - Adaptive Competitions
- Go Rowing - Adaptive Rowing - britishrowing.org/go-rowing/learn-to-row/adaptive-rowing
- Getting started - Adaptive Rowing - britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/getting-started
- Adaptive Rowing Classification - britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/classification
- Adaptive Rowing support for clubs - <https://www.britishrowing.org/go-rowing/learn-to-row/adaptive-rowing/adaptive-rowing-support-for-clubs/>
- Club Adaptive Guide - Introducing and developing Adaptive Rowing at your Club- https://www.britishrowing.org/wp-content/uploads/2021/06/British_Rowing_Adaptive_Rowing_Guide_61pp_v4_72ppi.pdf
- Safety Alert - Adaptive Rowing Straps, britishrowing.org/wp-content/uploads/2015/09/Safety-Alert-February-2015-Adaptive-Rowing-Straps.pdf
- [RowSafe 3.9](#) - Adaptive Rowers at Clubs
- [RowSafe 4.8](#) - Adaptive Rowers at Competitions
- [RowSafe 4.8.1](#) - Classification and Event Types
- [RowSafe 4.8.2](#) - Boat Checking
- [RowSafe 4.8.3](#) - Race Guiding

Useful Websites

- Activity Alliance: www.activityalliance.org.uk/
- Attention Deficit Hyperactivity Disorder: www.adhdfoundation.org.uk/
- British Blind Sport: www.britishblindsport.org.uk
- Cerebral Palsy Sport England & Wales: www.cpsport.org
- Disability Sport Events: www.disabilitysport.org.uk
- Down's Syndrome Sport: www.downs-syndrome.org.uk/our-work/services-projects/dsactive/
- LimbPower: www.limbpower.com
- Mencap: www.mencap.org.uk
- National Autistic Society - www.autism.org.uk
- Royal National Institute of Blind People (RNIB): <https://www.rnib.org.uk/>
- Special Olympics Great Britain: <http://www.specialolympics.org/>
- The British Dyslexia Association: www.bdadyslexia.org.uk
- Tourette's Syndrome (UK) Association: <https://www.tourettes-action.org.uk/>
- UK Deaf Sport: www.ukdeafsport.org.uk
- SportExcel UK - <https://sportexceluk.org/>
- Adaptive Rowing UL - <https://adaptiverowinguk.com/>
 - see also [Myths of Adaptive Rowing](#) and [Not Myths of Adaptive Rowing](#).

6.2.1. Rescue Provision for Adaptive Rowers at Clubs and Competitions

Events for rowers who need adaptations are being increasingly integrated into rowing competitions. There has been some concern about Competitions having boats and competent people available that can be used to rescue rowers who use adaptations, should they need it. Many of these rowers are as capable of self-rescue as any able-bodied rower but some may sometimes need help.

The Basics - a little extra thought and preparation is needed

- People often make mistaken assumptions about the physical capabilities of adaptive rowers. “Adaptive” can, but does not necessarily, mean a “wheelchair user”. Innovative solutions to safety and other issues will have been identified by the athletes and their clubs.
- Many adaptive athletes do not require any safety measures above those defined in a mainstream event or club safety plan,
- The safety plan may have to be amended to allow for the special needs of some adaptive rowers. It is essential that every adaptive rower with such requirements has a clear Recovery Plan following capsize or injury.
- Clubs will have risk assessed and have pre-defined protocols for each athlete with special recovery requirements. These should be shared with competitions.
- The suitability of safety boat provision and the experience and training of those manning them should be assessed and deemed fully capable of implementing any special recovery plan.
- All officials and safety personnel must be made aware when a person with a non-standard recovery protocol is on the water (and off). Keeping the number of adaptive rowers on the water at the same time low is advised.
- The best persons to seek advice from are adaptive clubs and those clubs that have run successful adaptive Competitions.
- Experience has shown planning is everything and usually is not that complicated or onerous.
- It is important to share all relevant safety details with those entered. The athlete and club can then risk assess and determine that the arrangements meet the basic safety needs of that individual.

The Rescue

The two basic processes in rescue are: -

1. Establish the rower in a head above water position and
2. Extract the rower from the water

Once the first is achieved the second can be completed with appropriate care.

6.2.2. Safety Launches and their Crews (for Adaptive Rowers)

The Rescue Boat

The stability of the Safety Boat is critical, as is the ease with which a casualty can be lifted into the boat. The preferred option is to use a boat with a drop front.

It may be possible also to use a boat that has a relatively low freeboard, rounded sides and is relatively stable. These include small Rigid Inflatable Boats (RIBs) and Rigidflex Newmatics (Jaffas). RIBs should not be too large as it could be difficult to lift a casualty into a large RIBs.

It may not be safe to use a catamaran launch or a “tin fish” due to their lack of stability. A catamaran launch may have high initial stability and easy access to the casualty, but their ultimate stability is limited. If two crew members stand on one side of the launch and lift the casualty, then it is likely to capsize.

Safety Boats attributes, ideally, should include the following:

- Low freeboard and/or drop-bow for safe rescue of adaptive rowers who are likely to have reduced mobility or muscle weakness in the lower extremities.
- Sufficient stability to allow safe recovery of people from the water.
- Easy manoeuvrability
- Low wash characteristics.
- Enough space to carry injured persons lying down to safety.
- Standard British Rowing safety equipment onboard including *** Ref Launch Equipment section ***
 - ‘horseshoe life ring’
 - ‘safety knife’
 - radio.
- Recorded maintenance and service history.

The Rescue Crew

Whatever type of boats are used, it is important that they have sufficient crew, with appropriate skills and equipment, to effect a rescue. It may be necessary to have people competent and equipped to enter the water to provide support.

Consider the number of people on the safety boat, and their training, at least two rescuers are needed to move a person into the boat. The number of crew members will depend on the individual risk assessment.

The Helm should not be considered as part of the vessel’s Crew. The two people required to lend assistance should be in addition to the Helm, otherwise the vessel is not in control. This will impact on the size of the safety boat needed.

Consider the difference in response of conscious and unconscious rowers. Having quick release Velcro strap fastenings should be effective if the rower is conscious but will not be effective if the rower is unconscious. At least one member of the safety boat crew should be trained and equipped to use a safety knife to cut the straps, they may be required to enter the water to do so.

Consider the number of rowers that the crew of a safety boat can effectively supervise, and within what distance.

Competition organisers should ensure that there are an adequate number of safety boats with recommended launch rescue kit.

Each safety team should keep good communication using VHF radios on dedicated channel.

7. Equipment

7.1. Boats and Blades

Equipment Checklist

A thorough [boat and equipment](#) check includes the following:

- The shoes are the correct size for the rower and will not hold the rowers feet too tightly.

Expectations

Everyone

Everyone is expected to:

- Routinely [check equipment](#) prior to each use.

Club

Club Officers are expected to:

- Ensure that coxes in bow loaded boats do not wear any clothing that could affect their ability to rapidly exit the boat in the event of a capsize.

Further Information

- Safety Alert – Back to Basics, <https://www.britishrowing.org/wp-content/uploads/2024/07/Safety-Alert-Back-to-Basics-.pdf>

7.2. Transport and Trailers

Expectations

Trailer Towing Vehicle Drivers and Minibus Drivers

- Give way to pedestrians as specified in the Highway Code. (see rule 204)
- Obtain assistance from a person outside the vehicle where the space around the trailer is restricted.

Further Information

- The Highway Code - <https://www.highwaycodeuk.co.uk/>

7.3. Safety Aids

Expectations

Coaches

Coaches are expected to:

- Ensure that buoyancy aids and auto inflation lifejackets are not used by coxes in bow loaded boats. Coxes in bow loaded boats must use manual inflation lifejackets.

Club

Club Officers are expected to:

- Use the Club Risk Assessment and Safety Plan to determine the type and quantity of safety aids (such as lifejackets, throw lines, lifeguard tubes, and emergency ponchos) for the needs and size of the club.

7.4. Launches

Expectations

Launch Drivers

Launch drivers are expected to:

- Before each use, check that:
 - [The launch](#), including [the motor](#) and the motor controls are in good condition before starting to use it.
 - The kill cord mechanism is working correctly, check that the motor stops when the kill cord is removed.
 - If necessary, the lights are working at the required level of brightness.

7.5. Launch Safety Kits

As a result of the risk assessment of the location, water and weather conditions, the following equipment may also be required.

- A boarding ladder to help rowers in the water to climb into the boat unaided.

8. Health

There is further health information on the British Rowing website here [Athlete Health - British Rowing](#).

This includes: -

- [Supporting Positive Mental Health - British Rowing](#)
- [Rowing and Backs - British Rowing](#)
- [Rowing and Epilepsy - British Rowing](#)
- [Rowing and Pregnancy - British Rowing](#)
- [Rowing and Water-borne Disease - British Rowing](#)
- [Blister tips for rowers | British Rowing Plus](#)
- RED-S or Relative Energy Deficiency in Sport - [British-Rowing-RED-S-Infographic.pdf \(britishrowing.org\)](#) and [British-Rowing-RED-S-Infographic.pdf](#).

8.1. Cold Water Immersion and Hypothermia

Further Information

- Cox Training Handbook - [Classic Rowing Coxing Handbook v1.2.pdf \(rowhow.org\)](#)

8.2. Sunburn, Heat Illness and Exhaustion

Expectations

Everyone

Everyone is expected to:

- Understand the effects of hyperthermia (heat illness and heat exhaustion) and sunburn (see [Avoiding Heat Illness](#) in the coaching course material [here](#) and [NHS - Heat exhaustion and heatstroke](#)).

8.3. First Aid

Many of the provisions identified in the Risk Assessments are means of reducing the probability of a hazardous event occurring, but it is also appropriate to make provisions to reduce the severity of harm should a hazardous event occur. First Aid is one of the most commonly used of those provisions.

Expectations

Club

Club Officers are expected to:

- Use the Club Risk Assessment to define the requirements for First Aid provision. Factors to be considered include:
 - Potential hazards such as obstructions, weirs, sluices and limited access points
- Clearly display the information that is needed for a 999 call, including: -
 - The location (e.g. map reference, what3words, postcode).
 - Phone number.
 - Access point.
 - Sending person to meet the Ambulance.

- Ensure that all launches carry a First Aid kit and sufficient emergency ponchos for the crews concerned.
- Maintain adequate supplies of First Aid consumables and equipment (including emergency ponchos) in good condition.
- Consider providing Cardio Pulmonary Resuscitation (CPR) technique training to all club members. There is online training material [here](#).
- Clubs with AEDs should share information about the locations and access codes with other local clubs
- Clubs with AEDs should ensure that they are maintained in good condition and that they are registered with [the Circuit](#).

Note - The Circuit is the national defibrillator network and provides the NHS ambulance services with vital information about defibrillators across the UK so that in those crucial moments after a cardiac arrest, they can be accessed quickly to help save lives. It also provides information to help members of the public to access an AED. If the Club is not willing to provide its AED for 'public access', then they may not wish to register.

It should be remembered that when opening an AED use for public access:

- There is no guarantee that it will be returned
- If the AED is used, then the club will be responsible for replacing the pads etc.

Coaches

Coaches are expected to:

- Be competent and confident to deliver Cardio Pulmonary Resuscitation (CPR) and use an Automated External Defibrillator (AED).

Competition

Competition Officers and Organising Committees are expected to:

- Ensure that all launches carry a First Aid kit and sufficient emergency ponchos for the crews concerned.
- Where possible, undertake a rescue scenario with the rescue crews, marshals and Umpires prior to the start of competition.

Further Information

- The Circuit (registration of Defibrillators) - <https://thecircuit.uk/>

Other

St John Ambulance publishes First Aid videos that provide some information on specific subjects. These do not constitute formal training, but they may be of use either as a reminder, or in preparation for more formal training. The videos include: -

- [Hyperventilation First Aid | St John Ambulance](#)
- [Panic Attacks: How to Help | Mental Health First Aid](#)

8.4. Waterborne Infections and Diseases

The Rivers Trust has issued a Sewage map that shows where the sewerage network discharges treated sewage and overflows of untreated sewage and storm water into rivers in England & Wales in 2023. This is available here [Raw sewage in our rivers | The Rivers Trust](#). The Rivers Trust has also published a report entitled the [State of our Rivers](#).

Water pollution is often worse after heavy rains. According to Meteorological Office projections ([UK and Global extreme events – Heavy rainfall and floods - Met Office](#)) “Climate projections indicate that on average, winters will continue to become wetter and summers drier, though natural variability will mean we will continue to see individual years that don’t follow this trend.”

8.5. Concussion

Concussion is a traumatic brain injury resulting in a disturbance of brain function. It affects the way a person thinks, feels and remembers things. Loss of consciousness (being 'knocked out') occurs in less than 10% of concussions and is not required to diagnose concussion. However, anyone who loses consciousness because of a head injury has had a concussion.

New Concussion Guidance was issued by the UK Government in November 2024. This can be found here [uk-concussion-guidelines-for-grassroots-non-elite-sport---november-2024-update-061124084139.pdf](#) and there is a reference to this on the British Rowing website here [Athlete Health - British Rowing](#).

Concussion can affect adults and children differently. Adults tend to have more physical symptoms, such as headaches, balance problems, and fatigue. Children tend to have more behavioural symptoms, such as irritability, drowsiness, and insomnia.

Children often take longer to recover than adults, though many recover in less than two weeks. Some children may remain symptomatic for up to a month or longer.

Children are more likely to get concussions because their brains are still developing and have less myelination, or coating, than adult brains. This makes their nerve fibres more susceptible to acceleration from a hit, and their brains lighter so they can move more easily.

Children are more likely to experience post-traumatic amnesia, which is when they are awake and walking around but can't remember what happened right after the injury. "

We usually think of children, for safeguarding purposes, as being people who have not attained their 18th birthday. In this case, however, where physical development rather than legal processes are involved, the transition is not so clearly defined and the transition from child to adult is progressive rather than instantaneous.

Expectations

Everyone

Everyone is expected to:

- Follow the simple guideline for suspected concussion – “If in doubt, sit them out”.

Club

Club Officers are expected to:

- Ensure that the boathouse is kept tidy so as to reduce the probability of a head injury or of someone tripping and falling.

Coaches

Coaches are expected to:

- Recognise the need for a graduated return to activity [here](#) (see page 17) but remember – **If in Doubt, Sit them Out**

8.6 Coping with Illness and Diseases

Expectations

Everyone

Everyone is expected to:

- Talk to their coach if they have any health concern. Coaches have a 'duty of care'. This includes advising someone not to participate in training or competition when they have a health concern (even minor). Rowing when feeling unwell can result in serious consequences!

8.6.1 Common Illnesses

Rowing is a team sport - look after your fellow rowers. If they look unwell, ask them if they are feeling well and, if necessary, encourage them not to row. Rowing or training when suffering from a virus infection could not only put the rower at risk but could put others at risk by spreading the virus.

8.6.3 Asthma

Further Information

- There is further advice on the British Rowing website here [Rowing with asthma - British Rowing Plus.](#)

8.6.4 Anaphylaxis

Anaphylaxis is a severe, potentially life-threatening allergic reaction often involving difficulty breathing, a drop in blood pressure, and skin reactions, that can develop rapidly and requires immediate medical attention.

Symptoms of anaphylaxis happen very quickly.

They usually start within minutes of coming into contact with something a person is allergic to, such as a food, medicine or insect sting.

There is more information here [Anaphylaxis - NHS](#).

People prone to anaphylaxis should carry their Adrenaline Autoinjectors (AAIs); these are designed for self-administration. However, people needing an injection from an AAI may, occasionally, need help to inject themselves. The administration of a single AAI dose may not be sufficient as its benefits may last for typically five to ten minutes, and a second dose may be required. Current guidance from the Medicines and Healthcare Products Regulatory Agency (MHRA) is that anyone prescribed an AAI should always carry two of the devices.

Expectations

Everyone

Everyone is expected to:

- Aware of people in the club who may be prone to anaphylaxis.
- Assist a person who needs their help.
- Know how to support a person who is suffering from anaphylaxis.

Club

Club Officers are expected to:

- Review the information below and, where appropriate, communicate it to their members.
- Discuss it with their coaches, particularly coaches of juniors.

Coaches

If the club has one or more member who is prone to anaphylaxis, Coaches are expected to:

- Ensure that rowers prone to anaphylaxis carry their autoinjectors close by.
- When on the water, ensure that rowers prone to anaphylaxis carry their autoinjectors in a dry bag.
- Recognise the symptoms of an anaphylactic episode.
- Understand how to support a person having an anaphylactic episode
- Provide support to a person having an anaphylactic episode.
- Know how to access help.

Rowers prone to Anaphylaxis

Rowers prone to Anaphylaxis are expected to:

- Inform the club and their coaches and crew members that they are prone to anaphylaxis.
- Ensure that coaches and fellow rowers are aware of their condition and how best to manage it.
- Only ingest food and drink if it is known that none of the constituents could cause a reaction.
- Ask other members of the crew not to bring food containing the allergen into the boat.
- Avoid those items of food and other stimuli that could cause an allergic reaction.
- Always carry their Adrenaline Autoinjectors (AAIs).
- Self-administer their AAI when needed.

Further Information

- NHS Guidance on Anaphylaxis - [Anaphylaxis - NHS](#)
- St John Ambulance - [Anaphylaxis Symptoms & First Aid | St John Ambulance](#)
- Anaphylaxis Symptoms and Action Sheet [Anaphylaxis-Symptoms-and-Action-Sheet-6.pdf](#)
- Information on how to help a person to use their AAI - [How to use your EpiPen - YouTube](#) and [Dr Zoe Demonstrates How to Use an EpiPen | This Morning](#).

Recognition Features

- swelling of the throat and tongue
- difficulty breathing or breathing very fast
- difficulty swallowing, tightness in the throat or a hoarse voice
- wheezing, coughing or noisy breathing
- feeling tired or confused
- feeling faint, dizzy or fainting
- skin that feels cold to the touch
- blue, grey or pale skin, lips or tongue – if the person has brown or black skin, this may be easier to see on the palms of the hands or soles of the feet
- the person may also have a rash that's swollen, raised or itchy.

Treatment

The general advice is: -

“Always give an adrenaline auto-injector if there are ANY signs of anaphylaxis present.

You should administer the person’s own AAI if available, if not use the spare AAI. The AAI can be administered through clothes and should be injected into the upper outer thigh in line with the instructions issued for each brand of injector.

IF IN DOUBT, GIVE ADRENALINE

After giving adrenaline **do NOT move the person**. Standing someone up with anaphylaxis can trigger cardiac arrest. Provide reassurance. The person should lie down with their legs raised. **If breathing is difficult, allow the person to sit.**

If someone appears to be having a severe allergic reaction, it is vital to call the emergency services without delay – even if they have already self-administered their own adrenaline injection and this has made them better. A person receiving an adrenaline injection should always be taken to hospital for monitoring afterwards.

ALWAYS DIAL 999 AND REQUEST AN AMBULANCE IF AN AAI IS USED.”

If an AAI has been used afloat, then the crew must immediately return to the club or the nearest landing stage and call the emergency services. They **MUST NOT** continue the outing.

Further information can be found here [Anaphylaxis-Symptoms-and-Action-Sheet-6.pdf](#)

If a person needs help to use their AAI, then follow the instructions on the device. There is more information in the videos here [How to use your EpiPen - YouTube](#) and here [Dr Zoe Demonstrates How to Use an EpiPen | This Morning](#).

If the casualty is a child or adult at risk, then:

- Contact their parents or carers as appropriate and inform them about the situation.

8.7 What To Do If Someone Collapses

The procedure for all suspected cardiac issues is: -

- If afloat then get the boat to shore immediately and, if possible, remove the casualty from the boat and begin chest compressions.
- Call for help (999 Ambulance) immediately (they will provide advice and send an ambulance)
- If an AED is available, get the AED to the casualty and apply the pads ASAP.
- The AED will diagnose the issue and tell the responders what to do

Procedure

What to do if someone collapses, is unresponsive and not breathing normally

If the casualty is afloat then: -

- Get the boat to shore immediately and, if possible, remove the casualty from the boat and begin chest compressions.

Calling an Ambulance

If you need an ambulance:

- You may be asked for the following information:
- Are you with the casualty?
- The location of the casualty (post code, what3words, map ref), if on a riverbank, then the nearest road access).

You will need to give the emergency services directions to reach the casualty quickly and easily. If the location is difficult to find or does not have a specific address, the emergency services may need more than an address and post code to find it, such as “it has blue gates, it’s behind St. Mary’s Church”. Consider using what3words.

9. Topics Covered in Risk Assessments

9.1. Weather

Example Risk Management Plan

Hazards associated with the weather

Hazard	Barriers (to reduce the probability)	Hazardous Events	Controls (to reduce the severity of harm)
Poor visibility caused by fog or very heavy rain	<ul style="list-style-type: none"> Avoid rowing far from land when fog is present or forecast Coach scullers and steers persons to keep a good lookout over both left and right shoulders Local knowledge Know and understand the lights and sound signals on navigation marks At sea, avoid rowing in poor visibility 	Collision with the bank or other fixed object	<ul style="list-style-type: none"> Train rowers to check the equipment then (if OK) to walk the boat back into deeper water and row away Train rowers what to do if the equipment is damaged Have safety boat and throw lines available to rescue rowers and recover boat Use throw lines from the bank to pull the boat into the bank (or shallow water) Carry first aid kit and radio or mobile phone to contact emergency services Have trained first aiders available
	<ul style="list-style-type: none"> Avoid rowing far from land when fog is present or forecast Coach scullers and steers persons to keep a good lookout over both left and right shoulders and listen out for other boats Follow rules of the road (river) Local knowledge Know and understand the lights and sound signals used by other vessels. At sea, check for large ship movements with VTS or port control At sea avoid rowing in poor visibility 	Collision with another boat	<ul style="list-style-type: none"> Have safety boat and throw lines available to rescue rowers and recover boat Use throw lines from the bank to pull the boat into the bank (or shallow water) Carry first aid kit and radio or mobile phone to contact emergency services Have correctly fitted backstays on the forward port and starboard rigger as these tend to reduce the severity of impacts with the rigger Have trained first aiders available

9.2. The Local Environment

Expectations

Club

Club Officers are expected to:

- Set out rules and guidelines for outings covering:
 - Assessment of unsafe rowing conditions by boat type and rowers' abilities to include:
 - Current/stream and tides and the combination of tidal flows and fluvial flows.

Example Risk Management Plan

Hazards associated with the local environment

Hazard	Barriers (to reduce the probability)	Hazardous Events	Controls (to reduce the severity of harm)
Bends in river or lake	<ul style="list-style-type: none"> • Coach scullers and steers persons to keep a good lookout over both left and right shoulders • Coach good steering • Coxed rather than coxless • Circulation plan • Lookout on bank or launch • Local knowledge 	Collision with bank	<ul style="list-style-type: none"> • Train rowers to check the equipment then (if OK) to walk the boat back into deeper water and row away • Train rowers what to do if the equipment is damaged • Have safety boat and throw lines available to rescue rowers and recover boat • Use throw lines from the bank to pull the boat into the bank (or shallow water) • Carry first aid kit and radio or mobile phone to contact emergency services • Have trained first aiders available
	<ul style="list-style-type: none"> • Coach scullers and steers persons to keep a good lookout over both left and right shoulders • Coach good steering • Coxed rather than coxless • Circulation plan • Follow rules of the road (river) • Lookout on bank or launch • Local knowledge 	Collision with another boat on the water	<ul style="list-style-type: none"> • Have safety boat and throw lines available to rescue rowers and recover boat • Use throw lines from the bank to pull the boat into the bank (or shallow water) • Carry first aid kit and radio or mobile phone to contact emergency services • Have trained first aiders available
Stationary objects in or near the water e.g. bridges, pontoons, overhanging trees, locks, moored	<ul style="list-style-type: none"> • Coach scullers and steers persons to keep a good lookout over both left and right shoulders • Coach good steering • Coxed rather than coxless 	Collision with a stationary object on the water	<ul style="list-style-type: none"> • Have safety boat and throw lines available to rescue rowers and recover boat • Use throw lines from the bank to pull the boat into the bank (or shallow water)

Hazard	Barriers (to reduce the probability)	Hazardous Events	Controls (to reduce the severity of harm)
boats, buoys, rocks, shoals, shallows, other submerged objects, etc.	<ul style="list-style-type: none"> • Circulation plan • Follow rules of the road (river) • Lookout on bank or launch • Local knowledge • Understand the meaning of local navigation marks (e.g. buoys, etc.) 		<ul style="list-style-type: none"> • Carry first aid kit and radio or mobile phone to contact emergency services • Have trained first aiders available • On gigs, carry a tow line to tow the boat to safety • Rescue gig crew and tow boat to safety
	<ul style="list-style-type: none"> • As above + • Avoid being upstream or upwind of the stationary object. 	Swept or blown into stationary object on the water	<ul style="list-style-type: none"> • Use Rescue boat and throw-lines • Evacuate crew to land • On gigs, carry a tow line to tow the boat to safety • Rescue gig crew and tow boat to safety
Swans or other large birds	<ul style="list-style-type: none"> • Understand Swan behaviour (see Swans and Rowing - British Rowing). • Avoid areas where swans are present 	Collision causing harm to the bird or distress to the rowers.	<ul style="list-style-type: none"> • Stop and assess the situation; if the bird is injured, seek help from a local wildlife rescue immediately and if the bird is killed, report this to Defra. • Provide support for distressed rowers.
Finding a dead body in the water.	<ul style="list-style-type: none"> • Keep everyone, particularly juniors who are not involved in the incident well away. • Call the Emergency Services who will arrange for the body to be removed. 	Distress to rowers and coaches	<p>Arrange for support to rowers and coaches.</p> <p>Membership of British Rowing entitles members to Mental Health Support through the insurance cover. There is more information here Members. There is also information on Mental Health here Supporting Positive Mental Health - British Rowing.</p>

9.3. The Water

Expectations

Club

Club Officers are expected to:

- Set out rules and guidelines for outings covering:
 - Assessment of unsafe rowing conditions by boat type and rowers' abilities to include:
 - Current/stream and tides, and the combination of tidal flows and fluvial flows.

Further Information

- Safety Alert – Flow over Weirs, [Safety-Alert-Flow-over-Weirs.pdf](#)

9.4. Other Water Users

Expectations

Everyone

Everyone is expected to:

- Keep a good lookout to avoid collisions and shout a warning to the crews of other boats if there is a risk of collision but do not rely on shouted warnings.
- Keep a good lookout for swimmers.

Coaches

Coaches are expected to:

- Keep a good lookout for swimmers and warn their crews if there are any present. Also warn the swimmers of the presence of the rowers.

Further Information

- Safety Alert – Back to Basics, <https://www.britishrowing.org/wp-content/uploads/2024/07/Safety-Alert-Back-to-Basics-.pdf>

Example Risk Management Plan

Hazards associated with other water users

Hazard	Barriers (to reduce the probability)	Hazardous Events	Controls (to reduce the severity of harm)
Wash from large or fast boats	<ul style="list-style-type: none"> Avoid areas where wash is expected Use larger boats (4x rather than 1x) or more stable boats if wash is expected Agreements with other water users to allocate different areas for different activities Coach crews in how to handle wash. Instruction on how to handle wash. 	Capsize	<ul style="list-style-type: none"> Rescue with launch Teach capsize drill and buddy rescue technique Use Lifejacket or buoyancy aid
	<ul style="list-style-type: none"> Avoid areas where wash is expected Agreements with other water users to allocate different areas for different activities Coach crews in how to handle wash. Instruction on how to handle wash. 	Man overboard from gig	<ul style="list-style-type: none"> Rescue with gig Rescue with launch Teach man overboard drill Use lifejacket or buoyancy aid Carry life ring and throw line
	<ul style="list-style-type: none"> Avoid areas where wash is expected Use larger boats (4x rather than 1x) or more stable boats if wash is expected Agreements with other water users to allocate different areas for different activities Coach crews in how to handle wash. Use a bailer to prevent water accumulation. Instruction on how to handle wash. 	Swamping	<ul style="list-style-type: none"> Have safety boat and throw lines available to rescue rowers and recover boat Use throw lines from the bank to pull the boat into the bank (or shallow water) Row or tow boat to shore then carry or tow empty boat to boathouse or relaunch and row back Adequate boat buoyancy
Swimmers in the water	<ul style="list-style-type: none"> Keep a good lookout for swimmers Warn the swimmers of the presence of the rowers. Warn the rowers of the presence of the swimmers 	Collision with a swimmer	<ul style="list-style-type: none"> Rescue the swimmer using a launch or provide whatever assistance is appropriate. Administer First Aid

9.5. Going Afloat and Landing

Example Risk Management Plan

Hazards associated with going afloat and landing

Hazard	Barriers (to reduce the probability)	Hazardous Events	Controls (to reduce the severity of harm)
Boat rolling down slipway out of control (including launches)	<ul style="list-style-type: none">• Careful coaching• Good control by coach or cox• Well defined procedure• Extra people (helpers)• Have means to control descent of boat (winch, rope etc.)• Well maintained equipment (e.g. brakes on trailers).	Collision with wall Boat falls off slipway Impact with people People are trapped against wall or under boat	<ul style="list-style-type: none">• First aid treatment• Additional medical treatment• Mark and quarantine damaged equipment until it is repaired

9.7. Faulty, Incorrectly Set and Poorly Maintained Equipment

Example Risk Management Plan

Hazards associated with incorrectly set and poorly maintained equipment

Hazard	Barriers (to reduce the probability)	Hazardous Events	Controls (to reduce the severity of harm)
Gate not fastened	<ul style="list-style-type: none"> • Check equipment before going afloat • Coach rowers to check equipment 	Capsize due to lost oar	<ul style="list-style-type: none"> • Rescue with safety boat or attempt buddy with another rowing boat.
Steering failure	<ul style="list-style-type: none"> • Check adjustments • Coach rowers to check 	Inability to steer correctly	<ul style="list-style-type: none"> • Have safety boat and throw lines available to rescue rowers and recover boat • Use throw lines from the bank to pull the boat into the bank (or shallow water)
Heel restraints broken or too loose, shoes not securely fixed to the stretcher	<ul style="list-style-type: none"> • Check equipment before going afloat • Coach rowers to check equipment • Do not go afloat until fixed 	May be trapped in capsized boat by feet caught in shoes	<ul style="list-style-type: none"> • Rescue with safety boat or attempt buddy rescue with another rowing boat.
Seats, shoes or footplates loose or broken or steering failure	<ul style="list-style-type: none"> • Check equipment before going afloat • Coach rowers to check equipment • Defect/maintenance log • Mark and quarantine faulty equipment 	May struggle to get back to boathouse against stream or wind	<ul style="list-style-type: none"> • Have safety boat and throw lines available to rescue rowers and recover boat • Use throw lines from the bank to pull the boat into the bank (or shallow water) • Carry an anchor • Carry extra clothing, drinking water, radio to call for assistance, etc.
Hatch covers missing or not correctly fitted	<ul style="list-style-type: none"> • Ensure covers are all fitted correctly 	Boat may sink if swamped	<ul style="list-style-type: none"> • Have safety boat and throw lines available to rescue rowers and recover boat • Use throw lines from the bank to pull the boat into the bank (or shallow water) • Row or tow boat to shore then carry or tow empty boat to boathouse or relaunch and row back

9.10. Rowing in floods

Example Risk Management Plan

Stationary objects, such as buoys, in fast moving water are hazardous

Hazard	Barriers (to reduce the probability)	Hazardous Events	Controls (to reduce the severity of harm)
<p>The flow of water past anchored stationary objects such as:-</p> <ul style="list-style-type: none"> • Moored boats • Buoys (both for navigation and mooring) • Bridges • Pontoons • Weirs and sluices • Floating docks or • Any other obstruction that the water flows past quickly 	<ul style="list-style-type: none"> • Finding a land based alternative activity • Finding an alternative stretch of water (e.g. a canal) where the water is moving less quickly • Revision of the circulation plan to take the obstructions into account • Taking care to avoid the obstructions • Not stopping upstream of an obstruction • Using coxed rather than coxless boats • Having a coach in a launch supervise the outing and provide an extra lookout 	<p>Boats can be swept into a stationary object and perhaps pinned against it or pulled under it</p>	<ul style="list-style-type: none"> • Using a launch to rescue the crew and then returning for the boat • Provision of helpers with throw lines on the bank • Provision of support by a properly trained and equipped First Aider

Flood water is often contaminated with sewage, farm animal waste and other materials, and may contain other debris

Hazard	Barriers (to reduce the probability)	Hazardous Events	Controls (to reduce the severity of harm)
<p>Debris in the water</p>	<ul style="list-style-type: none"> • Finding a land based alternative activity • Keeping a good lookout over both left and right shoulders and taking care to avoid the debris • Using coxed rather than coxless boats • Having a coach in a launch supervise the outing and provide an extra lookout 	<p>Collision with debris</p>	<ul style="list-style-type: none"> • Using a launch to rescue the crew and then returning for the boat • Provision of support by a properly trained and equipped First Aider

10. Rowing on the Sea

10.1. Coastal and Inshore Rowing

Coastal and inshore rowing in this context refers to rowing on the coast but within a short distance of land. Coastal rowers typically use sliding seat boats that are specifically suited for this purpose. These boats are not suited for open sea, offshore or ocean rowing.

Expectations

Everyone

Everyone is expected to:

- Understand [how to fit and adjust a lifejacket](#), especially coxes are expected to wear correctly fitted lifejackets at all times when afloat. (Note: - Water actuated auto-inflation lifejackets may be actuated by being splashed. Manual inflation or pressure actuated auto-inflation lifejackets may be preferred.)

10.2. Fixed Seat Sea Rowing

Fixed seat sea rowing in this context refers to fixed seat rowing on the open sea or in estuaries.

Expectations

Everyone

Everyone is expected to:

- Understand how to fit and adjust a lifejacket, especially coxes who are expected to wear correctly fitted lifejackets at all times when afloat. (Note: - Water actuated auto-inflation lifejackets may be actuated by being splashed. Manual inflation or pressure actuated auto-inflation lifejackets may be preferred.)

11. Land Training

11.2. Gym Training

Expectations

Everyone

Everyone is expected to:

- Keep the gym clean and tidy so as to reduce the probability of someone tripping and falling
- Avoid standing indoor rowing machines in a vertical position in areas where they can easily be knocked over

Club, School or Gym

Club, School or Gym Officers are expected to:

- Encourage members to keep the gym tidy so as to reduce the probability of someone tripping and falling