

RowSafe April 2017

Summary of changes

The 2017 update addresses the opportunities for improvement identified by users and extends the scope of to include Gig and other open water rowing. The changes are summarised below.

2.3 Radio Procedure

The title has changed from Radio Procedure for Events to that shown above as this topic now has more general application.

This contents have been extensively extended to include the needs of Gig rowers whilst being aware that the same internationally recognised operating procedures apply to all waterways (canals, rivers, lakes, estuaries and the sea).

The following changes have been made: -

Event Organisers are advised to consider having a dedicated channel for safety and rescue communications.

Please note that examples have been provided and every effort made to make these realistic. However, all the examples are fictitious and no criticism of any organisation named is intended or implied.

RADIO CHANNELS

Marine Mobile Band VHF channels

Marine Mobile Band radios typically have 57 channels with each channel having a designated function. The following channel designations should be noted,

- Channel 16 is used for initial calling, distress and safety only
- Channel 67 is the small craft safety channel
- Channels 6, 8, 72, and 77 are the primary inter-ship channels for “ship to ship” working
- Channel 70 is reserved for Digital Selective Calling (DSC) only

Other channels are reserved for Port Operations. If you operate near a port then you should know the primary channel used by that port. Monitoring the local Port Control or Vessel Traffic Service (VTS) channel can give you advance notice of large ship movements.

A list of the channels used by Port Radio (VTS) stations, locks and bridges can be found at https://www.waterways.org.uk/boating/navigating_your_boat/vhf/vhf_radio_channels .

Some channels use different frequencies for “ship to shore” and “shore to ship” transmissions (these are known as *duplex* channels). They cannot be used for ship to ship communications.

Avoid channels commonly used by other local water users e.g. fishing boats, other local clubs.

Other radios

Other radios may have several channels but without a designated function for each channel. It is important that your club agrees which channels are to be used or that all radio users understand which channels they should use.

MAKING A CALL

Listen

Only one radio can transmit successfully at a time so if you talk at the same time as someone else one of you will not be heard. (unchanged) Check that the channel is clear, do not transmit until the channel is clear.

Make your call

To make your initial call, say their name and yours. e.g. “**Control. This is Rescue I. Over.**” (unchanged)

If you do not get an immediate reply, wait a short time and then call again saying the station names twice, for example, at an event you may say “**Control, Control, this is Rescue I, Rescue I. Over.**” (unchanged)

At sea or where communications are difficult it is quite normal to say the station names three times for example “**Falmouth Coastguard, Falmouth Coastguard, Falmouth Coastguard, this is Gig Swift, Swift, Swift, Over.**”

When the other station has replied to your initial call, pass your messages. When you have finished saying something and want to hear the other station, say “**Over.**” At the end of the conversation, one station will say “**Out.**”

For example, at an event you may hear,

“**Control, this is Rescue I Over.**”

“**Rescue I, this is Control. Over.**”

“**Control, this is Rescue I. I am in position just downstream of the bridge Over.**”

“**Rescue I, this is Control. Received. Out.**”

If communication is not clear then you may be asked to spell a name or word. This is what you may hear.

Station calling London Coastguard **this is** London Coastguard. Please spell your vessel’s name, **Over**

London Coastguard this is the London Cornish Gig Fury Fury, I spell Foxtrot, Uniform, Romeo, Yankee, **Fury Over**

Always use the phonetic alphabet.

EXAMPLES OF SOME STANDARD CALLS

Radio Checks

unchanged

Routine call to Coastguards

A routine call may be made to the area Maritime Rescue Coordination Centre (MRCC), using a Marine Mobile Band VHF radio, by a Gig, or any other vessel, leaving harbour and proceeding to sea, if the club's risk assessment, or the local conditions at the time, determine that this is appropriate.

In this example, the Gig Troy is about to leave Fowey harbour and proceed to sea and wishes to call MRCC Falmouth.

Initial call on Channel 16,

Falmouth Coastguard, Falmouth Coastguard, Falmouth Coastguard *this is the Fowey Gig Troy, Troy, Troy. Routine safety traffic, Over.*

Gig Troy *this is Falmouth Coastguard, standby on channel 67 and await my call Over.*

Falmouth Coastguard *this is Troy, I will stand by on channel 67 Out.*

Then switch to channel 67 and listen, this is what you may hear.

Gig Troy, Troy, Troy, *this is Falmouth Coastguard Pass your message Over*

Falmouth Coastguard *this is Troy. I am just leaving Fowey harbour and expect to return within one hour. I have seven persons on board Over.*

Troy, *this is Falmouth Coastguard. Received. Please call again on your safe return to Fowey. Out*

If the coastguard station is not particularly busy then it may transfer communication to Channel 67 immediately, as described below.

Initial call on Channel 16,

Falmouth Coastguard, Falmouth Coastguard, Falmouth Coastguard *this is the Fowey Gig Troy, Troy, Troy. Routine safety traffic, Over.*

Gig Troy *this is Falmouth Coastguard, channel 67 Over.*

Falmouth Coastguard *this is Troy, channel 67 Out.*

Then switch to channel 67 and listen, if the channel is clear then transmit your message.

Falmouth Coastguard, Falmouth Coastguard *this is the Fowey Gig Troy, Troy. Over*

Troy, *this is Falmouth Coastguard Pass your message Over*

Falmouth Coastguard *this is Troy. I am just leaving Fowey harbour and expect to return within one hour. I have seven persons on board Over.*

Troy, *this is Falmouth Coastguard. Received. Please call again on your safe return to Fowey. Out*

Do not forget to switch back to channel 16.

Broadcasting to All Stations

Sometimes it is important to tell everyone something e.g. that the lunch break has just started. To pass a message to everyone, call “All Stations”.

*All Stations, **this is Control**. Be aware that the lunch break has started and the next race is due to start at 13:00. **Out**.*

This should be used when you need to communicate information to everyone. End the message with “**Out**” if you do not expect anyone to reply.

EXAMPLES OF DISTRESS, URGENCY AND SAFETY CALLS

Distress calling - Mayday

The word Mayday is derived from the French *m'aidez* (help me). It is only to be used when there is grave and imminent danger of loss of life or a vessel and immediate assistance is required. “Mayday” calls take precedence over all other transmissions. For example, on Marine Mobile Band, channel 16: -

Mayday Mayday Mayday Rogue All Stations, this is Ilfracombe Gig Rogue Rogue Rogue My position is In The Range, half a mile north of Ilfracombe Harbour. We have capsized and the boat is awash. We require rescue. There are seven persons in the water with the boat. All the people in the water are wearing lifejackets. There are no other boats in the vicinity. All Stations, this is Rogue Over

At this point the Coastguard would respond to Rogue confirm the information whilst another Coastguard officer would alert the appropriate Lifeboat station or Air Sea Rescue helicopter base.

If there are other vessels in the area then the Coastguard would retransmit the message using the pre-fix **Mayday Relay**. This prefix is used by a station that is not in distress to alert other stations that a vessel is in distress. For example, it would be used by a station upon sighting a red flare or other distress signal.

All further radio transmissions not directly associated with the rescue shall cease immediately and shall not resume until permission (“*Distress Fini*” (pronounced Distress Feenee)) is transmitted. (unchanged)

All radio transmissions associated with the rescue should commence “*Mayday Rogue*”. (unchanged)

There is a standard order in which information should be passed in a distress or urgency situation. This can be remembered using the mnemonic “MIPDANIO”, as follows,

M = **Mayday**

I = **I**dentification (the name of your vessel)

P = **P**osition (your location, preferably as a bearing and distance from a well-known point)

D = nature of your **D**istress (what is your problem)

A = the **A**ssistance required (what help do you need)

N = the **N**umber of people involved

I = any other relevant Information
O = Over

The efficient transfer of information may help to save a life.

Urgency message – prefix Pan-pan

The message prefix “Pan-pan” is used when there is a matter of urgency but where there is no imminent danger of loss of life or a vessel. “Pan-pan” messages take precedence over all except “Mayday” messages and, although they do not impose radio silence automatically, further transmissions not associated with the incident should cease until the urgency has ended. There is an example below: -

Pan-pan, Pan-pan, Pan-pan, All Stations this is Umpire 1, Umpire 1. I am 50 metres upstream of the weir I have suffered engine failure but am using my anchor to maintain this position. I will require a tow. I have 2 persons on board. All Stations this is Umpire 1 Over

Pan-pan Umpire 1 Umpire 1 this is Rescue 1. I will be with you in 30 seconds Over

Pan-pan Umpire 1 Rescue 1 this is Umpire 1. Received Out

A Pan-pan message can be an all stations broadcast or a message to a named recipient.

Safety Message – prefix “Sécurité”

A Safety message is often used to broadcast safety information. For example, a Coastguard radio station will broadcast gale warnings, upon receipt. There is another example below:-

Sécurité Sécurité Sécurité All stations this is Start Marshall, Start Marshall. A large motor vessel is about to enter the course and navigate up the centre of the river at speed. Suspend racing and clear the course. All Stations, this is Start Marshall. Out

“Sécurité” messages take precedence over all except “Mayday” and “Pan-pan” messages.

Pro-words

Mayday	This is a distress call, <u>when there is grave and imminent danger of loss of life or a vessel and immediate assistance is required</u>
Pan-pan	This is an urgency call. Urgent help is needed but there is no imminent danger of loss of life or a vessel.
Sécurité	This message contains safety information.

3. Club Safety

The following change has been made in the indicated area:-

- 3.7 Capsize and Recovery ~~Training~~

3.2 Club Safety Plans and Safety Rules

The following items have been added in the indicated areas: -

Clubs

Safety Plans should include:

- Where appropriate, VHF radio channels and information about how to contact the navigation authority and coastguard.

Safety Rules should include:

- Instructions to coxes and steers to keep a good lookout and comply with the circulation plan and navigation rules at all times when afloat.
- Instructions to rowers to be conspicuous and wear high-visibility clothing at all times when afloat other when they are required to wear club kit during competitions.
- If going to sea, rules on notifying the coastguard and navigation authority, radio channels to be used and monitored.

3.3 Club Emergency Response Plan

The following items have been added in the indicated areas: -

Clubs

Club Officers are expected to:-

- Brief members and others using the club facilities on the content of the club Emergency Response Plan and make it available. The plan should include:
 - Where appropriate, VHF radio channels to be used to contact navigation authority and coastguard

- Where appropriate, ensure that someone in each boat knows how to use a VHF radio and the correct channels to use.
- If going to sea, ensure that someone in each boat knows how to describe where the boat is.

Coaches

Coaches are expected to:-

- Where appropriate, ensure that someone in each boat knows how to use a VHF radio and the correct channels to use.
- If going to sea, ensure that someone in each boat knows how to describe where the boat is.

3.5 Training Camps and Rowing on Unfamiliar Waters

The following change has been made in the indicated area: -

Training Camp Organising Committee

Training Camp Organising Committees are expected to:-

- Check that all launch drivers hold an RYA [Level 2 Powerboat](#) certificate (or equivalent) and any other qualification required by the host club or venue management.

3.6 Swimming Competence

The following changes have been made in the indicated areas: -

Clubs

Club Officers are expected to:-

- Promote a higher level of care for junior, beginner and **adaptive** rowers [with a disability](#).
- Have policies in place for those who cannot, or who have not demonstrated or declared, swimming competence, particularly junior, beginner and **adaptive** rowers [with a disability](#).

Further information

RowSafe 3.7 - Capsize and Recovery ~~Training~~

Safety Alert - Lifejackets <https://www.britishrowing.org/wp-content/uploads/2015/09/Safety-Alert-February-2015-Lifejackets.pdf>

3.7 Capsize and Recovery ~~Training~~

The title has changed as this section covers more than Capsize and Recovery Training.

The following items have been added in the indicated areas: -

Everyone

Everyone is expected to:-

Be aware of the effects of cold water shock and hypothermia, described in the [Cold Water and Hypothermia online learning module](#).

Clubs

Club Officers are expected to:-

- Ensure that all members are aware of the effects of cold water shock and hypothermia, described in the [Cold Water and Hypothermia online learning module](#).

Coaches

Coaches are expected to:-

- Instruct rowers on the effects of cold water shock and hypothermia described in the [Cold Water and Hypothermia online learning module](#)

The following change has been made in the indicated area:-

Further information

~~Other~~

4. Event Safety

The following change has been made in the indicated area:-

Further Information

RowSafe 2.3 – Radio Procedure ~~for events~~

4.2 Event Safety Plans and Safety Rules

The following change has been made in the indicated area:-

RowSafe 2.3 – Radio procedure ~~for events~~

4.3 Event Emergency Response Plan

The following changes have been made in the indicated areas: -

Event

Event Officers and Organising Committees are expected to:-

- Provide information about the Event Emergency Response Plan to all involved in the event and make it available. The plan should include:-
 - Location of the event, including postcode [and other relevant location information](#), and directions for emergency services
- Provide a process and an effective means of communication, [such as radios](#), to summon support in an emergency and ensure that officials, launch drivers, first aiders and other personnel know what to do and how to use any equipment ([see RowSafe 2.3 - Radio Procedure](#)).

Further information

[RowSafe 2.3 – Radio Procedure](#)

4.5 Navigational Arrangements for Events

The following items have been added in the indicated areas: -

Coaches

Coaches are expected to:-

- Coach rowers and coxes to keep warm when waiting for head races to start (see [Safety Alert – Not Getting Cold at Heads](#)).

Event

Event Officers and Organising Committees are expected to:-

- In head races during cold weather ensure that boats launch in the same order as they start so that nobody has to wait for a protracted time. (see [Safety Alert – Not Getting Cold at Heads](#)).

Further information

Safety Alert – Not Getting Cold at Heads - www.britishrowing.org/wp-content/uploads/2016/11/Safety-Alert-Not-getting-cold-at-heads.pdf

4.7 Event Safety Boat Providers

The following item has been added in the indicated area: -

Safety Boat Providers

Safety Boat Providers are expected to:-

- Where appropriate, ensure that someone in the safety boat knows how to use a radio and what channels to use.

The following changes have been made in the indicated areas: -

Event **Organisers**

Event **Organisers** Officers and Organising Committees are expected to:-

- Ensure that safety boats carry an effective means of communication and that someone in the safety know how to use it and what channels to use.

Further Information

RowSafe 2.3 - Radio Procedure ~~for events~~

4.8 Adaptive Events

The following change has been made in the indicated area:-

Event **Organisers**

Event **Organisers** Officers and Organising Committees are expected to:-

Adaptive Rowers

Adaptive rowers are expected to:-

- Complete British Rowing's '[Pre-Activity Health Questionnaire](#)' for Adaptive Rowing (insert hyperlink) and make this information available to the event organisers.

Event

Event Officers and Organising Committees are expected to:-

- 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.
- All safety boats should be 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.
- Ensure that coaches are permitted to maintain effective communication with rowers with a sensory impairment (visual, hearing impaired) who may require additional support using radio and/or signage as appropriate

Participating Clubs

Officers of Participating Clubs are expected to:-

- Check that equipment is both appropriate and safe when adaptations are made.

Coaches

Coaches are expected to:-

- 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

Further information

Added

Pre-Activity Health Questionnaire' for Adaptive Rowing ([insert hyperlink](#))

4.9 Touring

The following items have been added in the indicated areas: -

Everyone

Everyone is expected to:-

- Bring boats suitable for the conditions and in accordance with organiser's directions
- Bring and carry safety equipment as specified in the Safety Plan e.g. paddles, boat hook, ropes, bailers, life jackets/buoyancy aids etc.
- Understand the route and any navigation hazards
- Attend briefings as required. When acting as a "Boat Captain" cascade briefings to the crew.

Tour Organiser

Tour Organisers and Organising Committees are expected to:-

- Appoint "Boat Captains" as focal points for route and safety briefings in tours where there is more than one boat.
- If providing boats and equipment for participants, ensure that they are suitable and maintained in good order.

The following changes have been made in the indicated areas: -

Everyone

Everyone is expected to:-

- Know when ~~how to~~ a lifejacket or buoyancy aid should be carried and worn and be familiar with fitting it. ~~where required.~~

Tour Organiser

Tour Organisers and Organising Committees are expected to:-

- Ensure the boats and equipment provided brought by participants are safe and suitable for the conditions likely to be encountered.
- Ensure that appropriate safety equipment, as specified in the Safety Plan, is carried. ~~this~~ This may includes a First Aid kit, a tool kit, lifejackets for each member of the tour, a means of communication (mobile phone or radio), lights and any other equipment identified in the risk assessment.

5.1 Steering and navigation

The following items have been added in the indicated areas: -

Coxes and steers

Coxes and steers (including scullers) are expected to:-

- In coastal waters, understand the sound signals, day shapes and, where appropriate, lights displayed by other vessels.
- Where a radio is carried, ensure that someone in the launch is competent to use it and knows which channels to use.
- Know how to describe the location of the boat to coastguard, RNLI or navigation authority.

Clubs

Club Officers are expected to:-

- Ensure that in coastal waters, someone on the boat understands the sound signals, day shapes and, where appropriate, lights displayed by other vessels.
- Where a radio is carried, ensure that someone in the launch is competent to use it and knows which channels to use.
- Ensure that someone on the boat knows how to describe the location of the boat to coastguard, RNLI or navigation authority.

Coaches

Coaches are expected to:-

- Ensure that in coastal waters, someone on the boat understands the sound signals, day shapes and, where appropriate, lights displayed by other vessels.
- Where a radio is carried, ensure that someone in the launch is competent to use it and knows which channels to use.
- Ensure that someone on the boat knows how to describe the location of the boat to coastguard, RNLI or navigation authority.

Launch drivers

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

- In coastal waters, understand the sound signals, day shapes and, where appropriate, lights displayed by other vessels.
- Where a radio is carried, ensure that someone in the launch is competent to use it and knows which channels to use.
- Know how to describe the location of the boat to coastguard, RNLI or navigation authority.

5.2 Launch Driving

The following items have been added in the indicated areas: -

Club

Club Officers are expected to:-

- Where a radio is carried, ensure that someone in the launch is competent to use it and knows which channels to use.

Event

Event Officers and Organising Committees are expected to:-

- Where a radio is carried, ensure that someone in the launch is competent to use it and knows which channels to use.

Launch Drivers

Launch Drivers are expected to:-

- Where a radio is carried, ensure that someone in the launch is competent to use it and knows which channels to use.

The following change has been made in the indicated area:-

Club

Club Officers are expected to:-

- ~~Where appropriate,~~ ensure that each of its launches is identified with the **club name or (three letter club code) and three digit number as required in the British Rowing Rules.** ~~and if the club has several launches, a number, in such a way that it can be read by observers outside the boat.~~

6.1 People new to Rowing

The following change has been made in the indicated area:-

Club

Club Officers are expected to:-

- Ensure that all new rowers take part in the Club Induction Programme. The Club Induction Programme (see [RowSafe 2.2](#)) should include information about:-
 - What to do in the event of a capsized [or man overboard](#)

6.2 Rowers with a Disability

The following changes have been made in the indicated areas: -

Club

Club Officers are expected to:-

- Ensure an [appropriate higher](#) level of care is promoted for rowers with a disability.
- Establish and practise procedures for managing incidents, including capsized [or man overboard](#), involving rowers with a disability.
- Check equipment is [both appropriate and safe](#) when adaptations are made.

For rowers with a disability, Club Safety Rules should include:

- Actions to be taken in an emergency involving rowers with a disability, including capsized [or man overboard](#).

Rowers with a disability

Rowers with a disability are expected to:-

- Complete British Rowing's '[Pre-Activity Health Questionnaire](#)' for Adaptive Rowing ([insert hyperlink](#)) and make this information available to the club.
- 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.

Coaches

Coaches are expected to:-

- Maintain effective communication with rowers with a sensory impairment (visual, hearing impaired) who may require additional support using radio and/or signage as appropriate.
- Check equipment is suitable and safe when adaptations are made [for each adaptive rower](#).

Events

Event Officers and Organising Committees are expected to:

- Permit coaches to maintain effective communication with rowers who have a sensory impairment (visual, hearing impaired) and require additional support using radio and/or signage as appropriate.
- Ensure that safety boats have at least two crew. Both crew should wear a buoyancy aid or lifejacket and one should be prepared to enter the water to effect a rescue.
- All safety boats should be 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.

Further information

~~British Rowing Adaptive Rowing Guidance for Coaches and Rowers (unfinished)~~

~~Workshop – Introduction to coaching rowers with a disability –~~

~~[Britishrowing.org/knowledge/courses-qualifications/workshops/para-rowing/introduction-to-coaching-rowers-with-a-disability-2/](http://britishrowing.org/knowledge/courses-qualifications/workshops/para-rowing/introduction-to-coaching-rowers-with-a-disability-2/)~~

Added

Pre-Activity Health Questionnaire' for Adaptive Rowing ([insert hyperlink](#))

Useful Websites

- Action for Blind People: www.actionforblindpeople.org.uk
- Attention Hyperactivity Deficit Disorder: www.adhd.org.uk
- British Blind Sport: www.britishblindsport.org.uk
- British Wheelchair Sports Foundation (BWSF): www.britishwheelchairsports.org/
- Cerebral Palsy Sport England & Wales: www.cpsport.org
- Disability Sport Events: www.disabilitysport.org.uk
- Down's Syndrome Sport: www.downs-syndrome.org.uk/news/dsactive/
- English Federation of Disability Sport: www.efds.co.uk
- LimbPower: www.limbpower.com
- Mencap: www.mencap.org
- National Autism Society: www.nas.org.uk
- Special Olympics Great Britain: www.sogb.org.uk
- The British Dyslexia Association: www.bdadyslexia.org.uk
- Tourette's Syndrome (UK) Association: www.tsa.org.uk
- UK Deaf Sport: www.ukdeafsport.org.uk
- UK Sports Association for People with Learning Disability: www.uksportsassociation.org

7.1 Boats and Blades

The following item has been added in the indicated area: -

Equipment Checklist

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

- Thole pins are in good condition, correctly placed (hard forward, soft astern) and spares are carried.

The following change has been made in the indicated area:-

Clubs

Club Officers are expected to:-

- “Quarantine” a damaged boat or piece of equipment, with the nature of the damage clearly marked, and ~~to~~ ensure that it is not used.

7.3 Safety Aids

The following items have been added in the indicated areas: -

Everyone

Everyone is expected to:-

- Wear or carry a lifejacket if rowing in a gig or other fixed seat boat (coxes should always wear a lifejacket).

Club

Club Officers are expected to:-

- Provide a boat safety kit for each rowing boat as determined by the risk assessments. See RowSafe 10.2.1 Gig and Other Fixed Seat Rowing Boat Safety Kit

The following changes have been made in the indicated areas: -

Everyone

Everyone is expected to:-

- ~~Do not~~ Not wear an inflatable lifejacket under any other garment.

Further information

~~Other Information~~

7.4 Launches

The following items have been added in the indicated areas: -

Launch Drivers

Drivers are expected to:-

- Before each use, check that:-
 - The kill cord mechanism is working correctly
 - If a radio is carried, it is charged and tuned to the correct channel
- If a radio is carried, ensure that someone in the launch is competent to use it and know which channels to use

The following change has been made in the indicated area:-

Events

Events and Event Organisers are expected to:-

- Provide kill cords and safety kits for use in the launches (see RowSafe 7.4.1).

8.6.1 Common Illnesses

The following items have been added in the indicated areas: -

Further information

UK Anti-Doping: www.ukad.org.uk

Checking Medications: www.globaldro.com

The following changes have been made in the indicated areas: -

Respiratory disease – Such as colds and coughs.

Viral illnesses can make the symptoms of asthma worse. Rowers, and others, who use an asthma inhaler may have to submit a Therapeutic Use Exemption (TUE), if as they may need to exceed the daily maximum dose. Check the advice on asthma (See RowSafe 8.6.3) and with WADA check medications using GlobalDro

Further information

WADA — globaldro.com/

8.6.2 Chronic conditions and diseases

The following change has been made in the indicated area:-

Asthma

Care should be taken to check that the normal use of the inhaler complies with WADA UK Anti-Doping rules. Increased dosing may require a Therapeutic Use Exemption ~~the submission of a TUE to comply with WADA rules~~ (see RowSafe 8.6.3).

8.6.3 Asthma

The following items have been added in the indicated areas: -

Further information

UK Anti-Doping - www.ukad.org.uk

Checking Medications - www.globaldro.com

UK Anti Doping Rules - <http://www.ukad.org.uk/resources/document/uk-anti-doping-rules>

guidelines for applying for a Therapeutic Use Exemption - <http://www.100percentme.co.uk/medications-and-substances/about-TUE/>

The following change has been made in the indicated area:-

Rowers with asthma

Rowers with asthma are expected to:-

- Check that their medication complies with ~~WADA rules~~ **UK Anti Doping rules** and ~~submit a TUE~~ **follow the guidelines for applying for a Therapeutic Use Exemption** if the dose schedule is exceeded.

9.1 Weather

The following items have been added in the indicated areas: -

Clubs

Club Officers are expected to:-

- Adopt the [30:30 rule on lightning](#).

Coaches

Coaches are expected to:-

- Adopt the [30:30 rule on lightning](#).

Further information

The 30:30 rule on lightning - <http://www.rospa.com/leisure-safety/advice/lightning/>

Further guidance on Lightning - www.britishrowing.org/wp-content/uploads/2015/09/LightningGuidance-15Dec08.pdf

[Cold Water and Hypothermia on-line learning module](https://www.britishrowing.org/knowledge/online-learning/safety/cold-water-and-hypothermia/) - <https://www.britishrowing.org/knowledge/online-learning/safety/cold-water-and-hypothermia/>

The following changes and additions (**both in red**) have been made to the Example Risk Management Plan:-

Cold weather	Wear appropriate clothing (including hats and pogies) Structure activity levels to keep warm	Hypothermia (see Cold Water and Hypothermia online course)	Move into warmer area and warm gradually Provide warm (not hot) drink
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	<p>Monitor crew comfort (particularly coxes)</p> <p>Shorten outing as needed</p> <p>Use coxless rather than coxed boats</p>		<p>Seek medical treatment if severe or if in doubt</p>
	<p>Training and capsize/<u>man overboard</u> drills</p> <p>Good explanations of cold shock and its short-term effects.</p>	<p>Cold shock</p>	<p>Training</p> <p>Rescue training</p>
Strong Winds	<p><u>Restrict rowing to sheltered areas</u></p> <p><u>Have mixed crews (Mix Juniors/inexperienced rowers with more experienced rowers)</u></p>	<p><u>Man overboard from gig</u></p>	<p><u>Rescue with gig</u></p> <p><u>Rescue with safety boat</u></p> <p><u>Teach man overboard drill</u></p> <p><u>Wear lifejacket or buoyancy aid</u></p> <p><u>Carry life ring and throwline</u></p>
	<p><u>Use anchor to hold position</u></p> <p><u>Row in sheltered areas</u></p>	<p><u>Drifting in strong winds</u></p>	<p><u>Carry tow rope for being towed to safety</u></p>
Lightning	<p>Avoid rowing when lightning is present or forecast</p> <p>Get off the water asap if lightning starts or hide under a bridge</p> <p><u>Adopt the 30:30 rule on lightning</u></p>	<p>Struck by lightning causing burns or electrocution.</p>	
Poor visibility caused by fog or very heavy rain	<p>Avoid rowing far from land when fog is present or forecast</p> <p>Coach scullers and steers persons to keep a good lookout</p> <p>Local knowledge</p> <p><u>Know and understand the lights and sound signals on navigation marks.</u></p> <p><u>At sea, avoid rowing in poor visibility.</u></p>	<p>Collision with the bank or other fixed object</p>	<p>Train rowers to check the equipment then (if OK) to walk the boat back into deeper water and row away</p> <p>Train rowers what to do if the equipment is damaged</p> <p>Have safety boat and throw lines available to rescue rowers and recover boat</p> <p>Use throw lines from the bank to pull the boat into the bank (or shallow water)</p> <p>Carry first aid kit and radio or mobile phone to contact emergency services</p> <p>Have trained first aiders available</p>
	<p>Avoid rowing far from land when fog is present or forecast</p> <p>Coach scullers and steers persons to keep a good lookout <u>and listen out for other boats</u></p> <p>Follow rules of the road (river)</p> <p>Local knowledge</p>	<p>Collision with another boat</p>	<p>Have safety boat and throw lines available to rescue rowers and recover boat</p> <p>Use throw lines from the bank to pull the boat into the bank (or shallow water)</p>

	<p><u>Know and understand the lights and sound signals used by other vessels.</u></p> <p><u>At sea, check for large ship movements with VTS or port control</u></p> <p><u>At sea, avoid rowing in poor visibility.</u></p>		<p>Carry first aid kit and radio or mobile phone to contact emergency services</p> <p>Have trained first aiders available</p>
	<p><u>Avoid rowing far from land when fog is present or forecast</u></p> <p><u>Avoid rowing in fog or when fog is forecast</u></p>	<p><u>Inability to find way back</u></p>	<p><u>Use radio or other means to contact the navigation authority or club</u></p> <p><u>Use navigation lights to make boat easier to find</u></p>
Poor visibility caused by darkness	<p>Avoid rowing in dark areas</p> <p>Safety boat in attendance with spot lights</p> <p><u>Know and understand the lights and sound signals on navigation marks.</u></p> <p><u>At sea, avoid rowing in darkness.</u></p>	<p>Collision with the bank or other fixed object</p>	<p>Train rowers to check the equipment then (if OK) to walk the boat back into deeper water and row away</p> <p>Train rowers what to do if the equipment is damaged</p> <p>Have safety boat and throw lines available to rescue rowers and recover boat</p> <p>Use throw lines from the bank to pull the boat into the bank (or shallow water)</p> <p>Carry first aid kit and radio or mobile phone to contact emergency services</p> <p>Have trained first aiders available</p>
	<p>Fit navigation lights(and check that they are working)</p> <p>Avoid rowing in dark areas</p> <p>Safety boat in attendance with spot lights</p> <p><u>Know and understand the lights and sound signals used by other vessels.</u></p> <p><u>At sea, avoid rowing in darkness.</u></p>	<p>Collision with another boat</p>	<p>Have safety boat and throw lines available to rescue rowers and recover boat</p> <p>Use throw lines from the bank to pull the boat into the bank (or shallow water)</p> <p>Carry first aid kit and radio or mobile phone to contact emergency services</p> <p>Have trained first aiders available</p>

9.2 The Rowing Environment

The following changes have been made in the indicated areas: -

Everyone

Everyone is expected to:-

- Learn about local hazards, ~~and~~ local rules of navigation and navigation marks particularly when visiting unfamiliar venues.

Coaches

- Coaches are expected to:-
- Learn about local hazards, ~~and~~ local rules of navigation and navigation marks particularly when visiting unfamiliar venues.

The following changes and additions (**both in red**) have been made to the Example Risk Management Plan:-

Stationary objects in or near the water e.g. bridge, pontoon, overhanging trees, locks, moored boats, buoys, rocks, <u>shoals</u> , shallows, other submerged objects, etc.	Coach scullers and steers persons to keep a good lookout Coach good steering Coxed rather than coxless Circulation plan Follow rules of the road (river) Lookout on bank or launch Local knowledge <u>Understand the meaning of local navigation marks (e.g. buoys, etc.)</u>	Collision with a stationary object on the water	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 <u>On gigs, carry a tow line to tow the boat to safety</u> <u>Rescue gig crew and tow boat to safety</u>
	As above + Avoid being upstream or upwind of the stationery object.	Swept or blown into stationary object on the water	Use Rescue boat and throw-lines Evacuate crew to land <u>On gigs, carry a tow line to tow the boat to safety</u> <u>Rescue gig crew and tow boat to safety</u>
Mud flats	Show any mudflats on map Keep clear of mudflats near low tide Have procedure for getting people off mudflats	Running aground and being unable to get off before outgoing tide falls	Have process to get people off mudflats

9.3 The Water

The following item has been added in the indicated area: -

Further information

[Cold Water and Hypothermia on-line learning module](https://www.britishrowing.org/knowledge/online-learning/safety/cold-water-and-hypothermia/) - <https://www.britishrowing.org/knowledge/online-learning/safety/cold-water-and-hypothermia/>

The following changes have been made in the indicated areas: -

Everyone

Everyone is expected to:-

- Learn about local hazards such as rough water, fast flowing water, areas of shallow water and water borne hazards, **and** local rules of navigation **and navigation marks** particularly when visiting unfamiliar venues.

Coaches

Coaches are expected to:-

- Learn about local hazards associated with water conditions, **and** local rules of navigation **and navigation marks** particularly when visiting unfamiliar venues.

The following changes and additions (**both in red**) have been made to the Example Risk Management Plan:-

Rough Water	<u>Restrict rowing to sheltered waters</u> <u>Have mixed crews (Mix juniors/inexperienced rowers with more experienced rowers)</u>	<u>Man overboard from gig</u>	<u>Rescue with gig</u> <u>Rescue with safety boat</u> <u>Teach man overboard drill</u> <u>Wear lifejacket or buoyancy aid</u> <u>Carry life ring and throwline</u> <u>Inflate lifejacket.</u>
	<u>Avoid rowing in rough water.</u> <u>Take extra care approaching the shore where the shallowness of water increases the wave height.</u> <u>Do not allow the Gig to become beam-on to the waves.</u>	<u>Swamping or capsize of a Gig (traditional wooden gigs have very little inherent buoyancy)</u>	<u>Operate a buddy systems and rescue with another gig.</u> <u>Rescue with a safety boat</u> <u>If necessary, call the coastguard and request lifeboat support.</u> <u>Fit boats with buoyancy bags to provide extra buoyancy and stay with the boat until rescued.</u> <u>Tow the boat back to the shore.</u>
<u>Very cold water</u>	<u>Find an alternative activity ashore.</u> <u>Use larger boats (4x rather than 1x)</u> <u>Use more stable boats</u> <u>Fit stabilisers (adaptive rowing floats) to boats</u> <u>Have mixed crews (Mix Juniors/ inexperienced rowers</u>	<u>Capsize resulting in hypothermia</u> <u>(see Cold Water and Hypothermia online course)</u>	<u>Rescue with launch</u> <u>Teach capsize drill and buddy rescue technique</u> <u>Use Lifejacket or buoyancy aid</u> <u>Provide first aid treatments for hypothermia i.e.</u>

	<u>with more experienced rowers)</u> <u>Coach good technique</u> <u>Avoid holding crews in unstable positions</u> <u>Keep rowers close to the clubhouse or close to the rescue boat.</u>		<u>Move into warmer area and warm gradually</u> <u>Provide warm (not hot) drink</u> <u>Seek medical treatment if severe or if in doubt</u>
<u>Tides</u>	<u>Check tide times before going afloat</u> <u>Avoid having to return against a fast-flowing tide</u>	<u>Unable to make way against the tide</u>	<u>Hold position with anchor</u> <u>Carry tow line</u> <u>Rescue with motor boat</u>
	<u>Check tide times before going afloat</u> <u>Avoid having to return against a fast-flowing tide</u> <u>Have a plan for leaving the boat in a secure place</u>	<u>Unable to return because tide has gone out</u>	<u>Land boat and secure in another place crew walk back</u> <u>Moor boat and recover crew with safety boat</u>
	<u>Check tide times before going afloat</u> <u>Avoid having to return against a fast-flowing tide</u>	<u>Being swept out to sea or past harbour entrance</u>	<u>Hold position with anchor</u> <u>Carry tow line</u> <u>Rescue with motor boat</u>

9.4 Other Water Users

The following items have been added in the indicated areas: -

Everyone

Everyone is expected to:-

- Know and understand the sound signals and lights used by other vessels.

Coaches

Coaches are expected to:-

- Know and understand the sound signals and lights used by other vessels.

The following changes and additions (both in red) have been made to the Example Risk Management Plan:-

Wash from large or fast boats	<u>Avoid areas where wash is expected</u> <u>Agreements with other water users to allocate different areas for different activities</u> <u>Coach crews in how to handle wash.</u>	<u>Man overboard from gig</u>	<u>Rescue with gig</u> <u>Rescue with launch</u> <u>Teach man overboard drill</u> <u>Use lifejacket or buoyancy aid</u> <u>Carry life ring and throw line</u>
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<u>Commercial shipping such as cargo vessels, ferries, naval ships</u>	<u>Avoid shipping channels and other areas where large vessels operate.</u> <u>Check the VTS (Vehicle Traffic Service) radio channels for shipping movements and plan outing accordingly.</u> <u>Be prepared to take action to avoid collision.</u>	<u>Collision or swamping due to wash</u>	<u>Have safety boat and throw lines available to rescue rowers and recover boat</u> <u>Row or tow boat to shore then carry or tow empty boat to boathouse or relaunch and row back</u> <u>Carry tow rope for towing boat to safety</u>
		<u>Swamping or capsize of a Gig (traditional wooden gigs have very little inherent buoyancy)</u>	<u>Operate a buddy systems and rescue with another gig.</u> <u>Rescue with a safety boat</u> <u>If necessary, call the coastguard and request lifeboat support.</u> <u>Fit boats with buoyancy bags to provide extra buoyancy and stay with the boat until rescued.</u> <u>Tow the boat back to the shore.</u>

9.5 Going Afloat and Landing

The following items have been added in the indicated areas: -

Everyone

Everyone is expected to:-

- Take care when handling boats.

Coaches

Coaches are expected to:-

- Coach rowers to take care when handling boats.

The following changes and additions (both in red) have been made to the Example Risk Management Plan:-

<u>Slippery surface on slipways</u>	<u>As above</u> <u>Clean slipway surface</u> <u>Take care not to trap hands or feet</u>	<u>Slipping, falling or trapping hands and feet when lifting or carrying boat</u>	<u>First aid treatment</u>
<u>Boat rolling down slipway out of control</u>	<u>Careful coaching</u> <u>Good control by coach or cox</u> <u>Well defined procedure</u>	<u>Collision with wall</u> <u>Boat falls off slipway</u> <u>Impact with people</u>	<u>First aid treatment</u> <u>Additional medical treatment</u>

	<u>Extra people (helpers)</u> <u>Have means to control descent of boat (winch, rope etc.).</u> <u>Well maintained equipment (e.g. brakes on trailers).</u>	<u>People are trapped against wall or under boat</u>	<u>Mark and quarantine damaged equipment until it is repaired</u>
<u>Manual handling of boats</u>	<u>Define and implement a safe procedure for boat handling, launch and recovery.</u> <u>Use correct posture when lifting</u> <u>Additional people to move boats onshore and launch and recover</u>	<u>Musculo-skeletal disorder due to manual handling</u>	<u>First aid treatment</u> <u>Additional medical treatment</u> <u>Mark and quarantine damaged equipment until it is repaired</u>

9.8 Pre-existing Health Conditions and Low Levels of Fitness

The following items have been added in the indicated areas: -

Further information

RowSafe 8.6 Coping with Illness and Diseases

RowSafe 8.6.1 Common Illness and Diseases

RowSafe 8.6.2 Chronic Conditions and Diseases

RowSafe 8.6.3 Asthma

The following changes and additions (both in red) have been made to the Example Risk Management Plan:-

Rowers with low level of fitness	Understand fitness capabilities and work within them Improve fitness levels	Collapse or illness	First aid treatment Seek Medical attention <u>If necessary, request assistance from ambulance, coastguard or navigation authority</u>
Pre-existing health conditions <u>See RowSafe 8.6 (please insert hyperlink)</u>	Ensure that relevant people know of the condition so that appropriate action can be taken to prevent an incident.	Medical incident afloat or on land	First aid treatment Seek Medical attention <u>If necessary, request assistance from ambulance, coastguard or navigation authority</u>
Crew member or sculler with asthma	Ensure that an inhaler is carried and used when appropriate	Asthmatic incident afloat	Bring Casualty ashore First aid treatment Seek Medical attention

<p>See RowSafe 8.6.3 (please insert hyperlink)</p>	<p>Avoid stressful situations</p> <p>Take extra care if person is in a 1x or 2x</p>		<p>If necessary, request assistance from coastguard or navigation authority</p>
	<p>Ensure that an inhaler is carried and used when appropriate</p> <p>Avoid stressful situations</p>	<p>Asthmatic incident on land</p>	<p>First aid treatment</p> <p>Seek Medical attention</p> <p>If necessary, request an ambulance</p>
<p>Crew member or sculler with diabetes</p> <p>See RowSafe 8.6.2 (please insert hyperlink)</p>	<p>Ensure that appropriate food and medicines (if necessary) are carried.</p> <p>Take extra care if person is in a 1x or 2x</p>	<p>Diabetic incident afloat</p>	<p>Bring Casualty ashore</p> <p>First aid treatment</p> <p>Seek Medical attention</p> <p>If necessary, request assistance from coastguard or navigation authority</p>
	<p>Ensure that appropriate food and medicines (if necessary) are available</p>	<p>Diabetic incident on land</p>	<p>First aid treatment</p> <p>Seek Medical attention</p> <p>If necessary, request an ambulance</p>
<p>Crew member or sculler other known disorder</p> <p>See RowSafe 8.6 (please insert hyperlink)</p>	<p>Carry appropriate items</p>	<p>Incident afloat</p>	<p>Bring Casualty ashore</p> <p>First aid treatment</p> <p>Seek Medical attention</p> <p>If necessary, request assistance from Coastguard or navigation authority</p>
	<p>Ensure that appropriate items are available</p>	<p>Incident on land</p>	<p>First aid treatment</p> <p>Seek Medical attention</p> <p>If necessary, request an ambulance</p>

New Section

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. This is typified by Cornish Pilot Gigs, St Ayles skiffs, etc.

Expectations

The other sections of RowSafe also apply to fixed seat sea rowing. However, the following additional expectations are relate specifically to this style of rowing.

Everyone

Everyone is expected to:-

- Understand the hazards associated with sea rowing (such as tide, wind strength and direction and waves) and the barriers and controls to be used.
- Understand the correct techniques for launching and recovery from a beach or slipway.
- Understand [how to fit and adjust a lifejacket](#), especially coxes who are expected to wear correctly fitted lifejackets at all times when afloat.
- Not wear boots (such as wellington boots) when afloat as they make it very difficult to tread water.
- Abide by club rules, local navigation rules and any other rules.

Club

Club Officers are expected to:-

- Use their club's Risk Assessment (see RowSafe 3.1 [please insert hyperlink](#)) to determine the club's safety plans, safety rules and emergency procedures (see RowSafe 3.2 [please insert hyperlink](#)).
- Use the Risk Assessment to determine under what conditions, if any, it is safe for a boat to go afloat alone (i.e. not accompanied by another rowing boat or a safety boat). Where it is not safe for a boat to go afloat alone then boats should stay in close contact with each other.
- Use the Risk Assessment to determine under what conditions rowers should wear lifejackets.
- Ensure all boats and equipment used by their members are fit for their intended purpose, safe to use in the intended environment and that boats are not used in conditions that would expose rowers to an unacceptable risk.
- Ensure that all boats have sufficient buoyancy for the conditions in which they are to be used. Boats without additional buoyancy should not be used in areas and at times

when sea conditions are rough. This is particularly important in traditional wooden gigs as, without additional buoyancy, they will not support their crew when swamped.

- Ensure that all coxes and rowers understand the hazards (such as tide, wind strength and direction and waves), and the barriers and controls to be used.
- Ensure that crews abide by local navigation and other rules.
- Ensure that crews are educated in the correct techniques for launching and recovery from a beach or slipway.
- If a radio is carried, ensure that someone on board is competent to use it and knows which channels to use. (see RowSafe 2.3 [please insert hyperlink](#))
- Ensure that coxes' lifejackets have crotch straps fitted and that coxes are trained to fit and adjust them correctly.
- Ensure that a boat safety kit is provided for each boat (see RowSafe 10.2.1 Gig and Other Fixed Seat Boat Safety Kit). [Please insert hyperlink](#)

Coxes

Coxes are expected to:-

- Wear a lifejacket at all times when afloat
- Check, prior to each launch, that:-
 - Their boats have sufficient buoyancy for the conditions likely to be encountered
 - That there is a method of manual bailing
 - Seals and bungs are correctly fitted
 - Seats and stretchers are secure
 - The rudder and rudder lines are in good condition and working order
 - The oars are in good condition
 - Thole pins are in good condition correctly placed (hard forward, soft astern)
 - The safety kit and other safety equipment (see RowSafe 10.2.1 [please insert hyperlink](#)) are aboard the boat
- Know and understand the [sound signals](#) and [lights](#) used by other vessels.
- Learn about local hazards, local rules of navigation and [navigation marks](#) particularly when visiting unfamiliar venues.
- Read and understand the [principles of coxing](#).

Coaches

Coaches are expected to:-

- Understand the hazards associated with sea rowing and also understand their barriers and controls.
- Assess risk prior to each outing and either modify the planned outing or find a safer alternative if the level of risk is not low or moderate, taking into account the capabilities of the crew.
- Coach crews in the hazards, and the barriers and controls to be used (such as understanding tide, wind strength and direction and waves).
- Coach coxes so that they are able to check their boats and equipment as described above.
- Coach crews in the correct techniques for launching and recovery from a beach or slipway.
- When no launch is available then ensure that no crew goes out without an experienced sea rower supervising the session, in the boat with them (either as rower or cox) or from the beach keeping them close to shore.
- Have a means of communication with the boat and with someone on shore.
- Coach coxes to fit and adjust their lifejackets (including crotch straps) correctly.
- Ensure that a boat safety kit is carried in each boat when afloat (see RowSafe 10.2.1 Gig and Other Fixed Seat Boat Safety Kit). **Please insert hyperlink**
- Know and understand the [sound signals](#) and [lights](#) used by other vessels.
- Learn about local hazards, local rules of navigation and [navigation marks](#) particularly when visiting unfamiliar venues.

Launch Drivers

Launch Drivers are expected to:-

- Hold qualifications of, or equivalent to, at least RYA Level 2 Powerboat with coastal endorsement.
- Ensure that they have an effective means of communications with the shore and emergency services.
- If a radio is carried, ensure that someone on board is competent to use it and knows which channels to use. (see RowSafe 2.3 **please insert hyperlink**)
- Ensure that they are competent to rescue crews from rowing boats in offshore conditions.
- Understand the correct technique for recovering a person to a safety boat.
- Ensure that their launches are suitable to rescue rowers in the conditions that they are likely to encounter.
- Know and understand the [sound signals](#) and [lights](#) used by other vessels.
- Learn about local hazards, local rules of navigation and [navigation marks](#) particularly when visiting unfamiliar venues.

Regional Rowing Councils

Regional Rowing Councils, and Rowing Associations in regions with coastal and inshore rowing clubs, are expected to:-

- Provide support and advice to those clubs on fixed seat sea rowing.

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.

Further information

Launching and recovery – Principles of Coxing – Lyme Regis Gig Club, <http://www.lymeregisgigclub.com/media/pg/97/1458123262/principles-of-coxing.pdf>;

Flushing & Mylor Pilot Gig Club Members Handbook - <http://www.fmpgc.org/images/docs/Club%20documents/FMPGC%20Members%20Handbook.pdf>

Safety Alert on Lifejackets - britishrowing.org/wp-content/uploads/2015/09/Safety-Alert-February-2015-Lifejackets.pdf

British Rowing Incident Reporting System - incidentreporting.britishrowing.org/

Safety Alert Archive - britishrowing.org/knowledge/safety/safety-alert-archive/

Sound Signals - <http://www.boatsafe.com/nauticalknowhow/soundsig.htm>

Navigation Lights - <http://www.bosunsmate.org/seamanship/lights.php>

Navigation Marks - https://www.youtube.com/watch?v=jYdED6cXtl&index=3&list=PLomvEgt6UAfE45FIqiSpr0_hxXlo-kbnf

New Section

10.2.1 Gig and Other Fixed Seat Boat Safety Kits

For gigs and other fixed seat rowing boats that are used on the open sea, it is recommended that the following equipment should be included in a Boat Safety kit.

- A First Aid kit in a waterproof bag, checked monthly.
- A throw line, throw bag or equivalent grab line (at least 15 metres long).
- A serrated safety knife with rope cutter.
- An audio signalling device: air horn, whistle, loudhailer or megaphone.
- Enough survival equipment or 'Bivvi bags' for the launch's passenger capacity. (**Note:** Foil blankets tend to keep cold people cold and are not recommended.)
- Sufficient lifejackets for the maximum number of persons on board.
- A bailer.
- Spare thole pins.
- A communications device such as a waterproof VHF radio transceiver or mobile phone, fully charged.
- A tow line secured to the bow of the boat.

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

- A tool kit and spares.
- A spare length of rope.
- An anchor and line appropriate for the water and weather conditions.
- Sufficient in-date flares.
- GPS system.
- Compass.
- Suitable lights in low visibility conditions.
- Sea anchor to prevent the boat drifting with the wind; this could be a canvas bucket on a rope.
- Fenders.