

Poplar, District & Blackwall Rowing Club

Health & Safety manual v2025



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Introduction

At Poplar, we row on one of the most exciting and scenic stretches of the river Thames, but it is also one of the most challenging parts with tidal differences of up to 7 meters and river traffic from Thames clippers, work and pleasure boats. Adherence to the club's own rules and the [Port of London Authority \(PLA\) rowing code](#) is critical for everyone's safety.

This document presents the club health and safety plan, emergency action plan and risk assessment.

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Health & Safety, Welfare Officer, Trustee

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PBDRC SAFETY PLAN FOR ROWING ON THE THAMES

Purpose of this Safety Plan

In this Safety Plan we wish to highlight particular safety aspects pertinent when rowing on the tidal Thames in the area Cherry Garden pier and Thames Barrier. All existing and new members are expected to familiarise themselves with the obligations and requirements placed upon each of them. We require all club members to be familiar with published guidance.

Our Club fully supports and implements BRITISH ROWING's "**Water Safety Code**" and takes special care to ensure that it is and remains compliant. We also adhere to (and train our members on the importance of adherence to) the [Tideway code](#) for rowers and paddlers.

The Club will take all reasonable steps to ensure that it remains compliant with The BR "Water Safety Code", and the Tideway code. Through induction training we aim to ensure that all club members comply with this guidance. See also the PBDRC Steering Accreditation and Certification Process Manual: https://pbdr.co.uk/steering_accreditation/.

There is a responsibility for each individual member to be familiar with and uphold the Water Safety Code at all times. The Trustees of PBDRC encourage active rowing members to register annually with BRITISH ROWING.

Every club member is expected to assist in improving safety practice by adhering to these safety instructions. ALL members should be prepared to directly challenge any member or water user who is seen to be non-compliant with the Water Safety Code or not abiding by the zonal system within the club.

The Trustees will take disciplinary action against a member who acts in an irresponsible or unsafe manner on the water (whether in Club boats or in their own boats) or whilst using any Club equipment or facilities.

ASSESSMENT OF RIVER CONDITIONS

Before each outing the conditions of the water should be assessed by the first senior sculler, coxswain or steers person or Trustee should take account of:

- State of Tide
- Wind direction and impact on tide
- Any hazards reported by the PLA when phoning them before the outing
 - Particularly potential discharge of Combined Sewer Overflow (CSO) at King Edward Memorial Park following heavy rainfall (<https://pla.co.uk/cso-status>)
- Competence of the rowers

UNSAFE CONDITIONS: The captain or designated person including all trustees have the authority to deem boating **unsafe** due to dangerous wind, fog, or tide conditions, low visibility or extreme cold. In general no boat must be out before sunrise or after sunset except where the crew is competent and accompanied by a launch and all boats and launches have lights.

No member is allowed to go afloat against the advice of that club official's decision. Any person boating against such decision will be subject to disciplinary action by the Committee. Visibility should be at least good enough in mist or fog to see to the other side of the Thames.

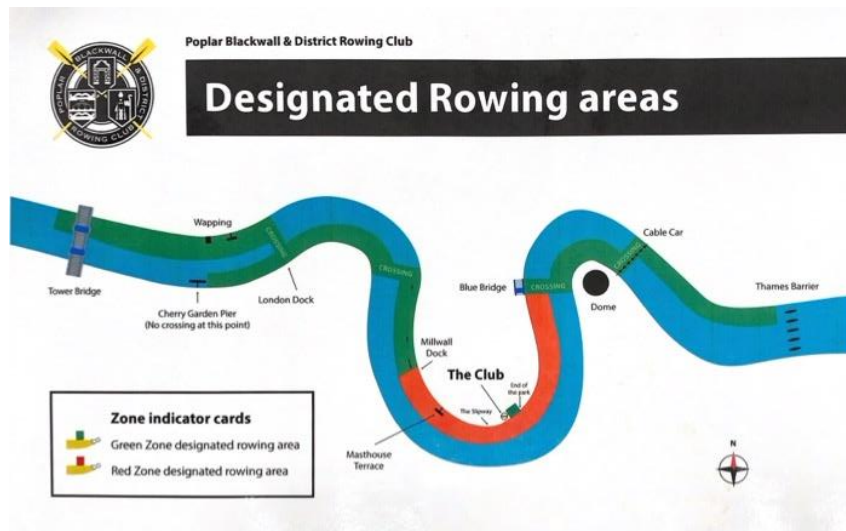
Other river users: Many commercial and pleasure boats use the river including ribs. The Club advises that great care should be taken when these boats are using the river. Keeping a look out and wearing high viz clothing will assist in keeping safe. It is important to be aware of the wash that has been put up by other vessels so avoid being too close to them or to the shore when they pass.

GENERAL PROCEDURE TO BE FOLLOWED FOR ALL OUTINGS

- Before boating the first crew to boat **must phone the LVTS** on **0203 260 7711** advising "Poplar crews (if know rough number please specify) on the river", They must note in the logbook with a tick or a cross in the out column that they have done so. The last crew off the water **must phone** to advise "All Poplar crews off the water" again, appropriate column must be ticked.
- As well as the above the Members **must log 'out'** whenever they boat by writing their names, boat and time in the logbook provided for this purpose next to the entrance door to the boathouse and where the phone is situated, (but during COVID precautions there was a temporary halt to the paper version and instead there is a weekly schedule of outings with boats and rowers posted on a schedule.)
- Each returning crew **must sign back in** the logbook with its return time and as previously stated if you are the last crew or single to return you must notify LVTS that all Poplar rowers off the water.
- We advise that tide tables and weather forecast should be checked before each outing and the recommended route followed. You can check the forecast online:
<https://pbdrc.co.uk/#safety>

CIRCULATION PATTERN AND NAVIGATION RULES

- All members must follow the PLAs advertised navigational pattern for the stretches of river between Tower Bridge and 500 meters from the Thames barrier. In emergency or very rough conditions members may occasionally deviate from that recommended navigational route by hugging either shoreline if that is judged to be safest place to be.
- There are throughout the boat house posters with the passage plan. These charts show the agreed crossing points. Members are expected to be extremely vigilant as all other rowers and motor users have priority when our boats cross the navigation channel.



REQUIREMENTS ON ALL MEMBERS

New or potential Club Members:

- All new members are given a safety briefing which includes them reading the rowing code for this stretch of the river prior to attending.
- During the meeting members are asked about any health problems and whether they can swim 100 metres.
- At all times our rowers are advised to wear suitable clothing for the weather conditions at the time. When it is cold several synthetic layers are best.
- Instructions of those coaching, coxing or instructing when handling boats or when on the water are expected to be obeyed. Foolhardy behaviour in boats is not tolerated.

CLOTHING AND EQUIPMENT

CLOTHING

- Members must wear close fitting clothing which will not interfere with the blade handles or mechanism of the boat. Care must be taken not to allow long shirts or tops to get caught in the seat slide.

COLD WEATHER

- Especially during the winter months, the risk of hypothermia from wearing insufficient clothing or with inexperienced crews not moving vigorously enough to generate sufficient body heat is a REAL DANGER. Coxes, are advised to be well protected, including hats, thick wool socks and gloves (preferably waterproof). All rowers are expected to take note of the "Cold Water and Hypothermia" guidance produced on the British Rowing Website at <https://www.britishrowing.org/knowledge/online-learning/safety/cold-waterand-hypothermia/>.

HOT WEATHER

- Precautions such as a hat, sun cream and bottled water are advised as the sun's effect is doubled due to reflection from the water this double effect can also adversely affect your eyes.

LIFE VESTS - BUOYANCY AIDS

- Coxswains and coaches in launches must wear A LIFE VEST (buoyancy aid). These are serviced annually.

FOOTWEAR

- Members rowing on the river, including coxes, must wear wet-shoes, crocs, sandals or Wellington boots or old trainers. No flip flops are permitted. Because of the steepness of the slipway and the conditions under foot on the foreshore. Broken glass bricks etc.

BOATS AND BLADES

Members **must** check the condition of boats and blades, including bow-balls, buoyancy bags and heel restraints, before going afloat and **must not boat** if these items are defective. This applies not only to members using club boats but also to those using private boats. The steers person or cox is the default person who must ensure all checks have been carried out. The Trustees expect that all senior and longstanding members will regularly remind all others to carry out such checks. The following criteria should be used:

- Boat hull - Check not cracked, split, nor holed. Check no water in sealed compartments.
- Bow Ball - Check securely fitted, no cracks or splits
- Heel Restraints - Check they are in good condition and not frayed or missing. Check heels only come up far enough to allow full foot movement while rowing.
- Riggers - Check riggers are not loose and are in good condition with gates securely attached and undamaged.
- Bungs or corks - Check these are in place and secure.
- Steering equipment - Check rudder cables are free and have full movement. Check for frayed cable. Check cable is not too tight - if necessary, adjust cable length.
- Rudders & fins - Check rudder and fin are not bent. Check free and full movement of rudder.
- Buoyancy bags - Check all buoyancy bags are present, not split, and adequately inflated.
- Buoyancy compartments - Check all hatch covers are in place and properly closed.
- Blades - Check no loose components (in particular with the screws in sculling blades being checked for tightness with a screwdriver), buttons are secure and not worn down, no water in shaft.

COACHING AND USE OF LAUNCHES

- Every person using a launch shall wear a life vest/ buoyancy aid at all times whilst afloat. A maximum of two other passengers may ride in the launch for coaching purpose.
- All coaching launches and safety boats carry the following safety aids:
 - A bailer, and, for inflatable rubber dinghies, a suitable inflation pump and a spare inflation valve.
 - A sound signalling warning device, capable of attracting attention over at least 200 metres.

- A grab line at least 15m (50ft) long with a large knot tied in one end to assist throwing (ideally a purpose made rescue/heaving line - 'throw bag').
- Thermal exposure blanket.
- A basic first aid kit (contents recorded and checked as before).
- A sharp knife in carrying sheath.
- Two solid (check for strength) paddle oars in each boat.
- Simple handholds fixed to the side of the launch to give help to any person being rescued and provide self-help should the driver fall overboard.
- Anchor and line.
- Launches are fitted with engine cut-out lanyard devices which must be fixed to the driver on entering the launch.
- Coaches using the launches must always carry a mobile phone and must have emergency numbers pre-programmed.

WATER-BORNE DISEASES

The water we row upon is not always as clean as we would choose and certainly is not pure enough to be swallowed without giving more than a passing thought to the possible effects it will have upon our internal systems.

Members are advised that there are health risks associated with micro biological or chemical quality of the water. The risk of contracting Leptospirosis (Weill's disease) from tidal salt water is small.

If 'flu-like symptoms develop shortly after contact with the water (1-3 weeks) then members should see their GP as soon as possible and explain that they have been in contact with water.

GASTRO-INTESTINAL ILLNESS

Thames Water periodically discharges sewage into the Thames following periods of heavy rain. During these periods members are exhorted to take extra care. By way of precaution after immersion or contact with water of uncertain quality they should not eat or drink before showering/washing and if 'foul' water has been swallowed refer to their doctor with full details of incident.

REPORTING OF INCIDENTS

The Club takes reporting of all incidents and accidents (including 'near misses') as very important. Any injuries requiring medical treatment and damage to boats or equipment must be recorded in writing in the appropriate logbook and then reported to a committee member and the Safety Adviser should be informed asap and at least within 24 hours. The report should also be logged by someone involved in the incident with **British Rowing** on-line Incident reporting.

Any accident or incident (including 'near misses') must be reported on-line to BRITISH ROWING incident report with the following details:

- date & time of incident
- location of incident
- names of craft involved
- positions and direction of travel of craft involved

- description of what happened
- name and contact details of reporter

WHO ELSE TO REPORT TO? If the incident involves other river users and non-rowers, Phone the LVTS on **0203 260 7711** as soon as possible after the incident occurs and follow up with a written report.

Each incident reported to PLA must also be confirmed in writing to the PLA by downloading a [River Users Incident & Near-Miss Report form](#) that must be completed and e-mailed (obtain over the phone) to the PLA contact harbour master or posted to Harbour Master Upper, Bakers' Hall, 7 Harp Lane, London EC3R 6LB

COVID-19 protection for our members

The various measures have been regularly circulated to club members with instructions of what is in place.

PBDRC Emergency Action Plan

In the event of a capsize

- If out of your depth & unable to wade ashore, hold onto the capsized hull as a buoyancy aid & attempt to swim it to shore.
- If the water is cold, get as much of your body out of the water as soon as possible, draping yourself over the upturned hull (if necessary, turning over the hull for this purpose).
- If possible, "buddy-up"; holding on to each other until rescued to provide mutual warmth and support and to help ensure all are accounted for.
- Other boats in the vicinity should fetch help or a launch if one is available. **DO NOT ATTEMPT TO RESCUE FROM ANOTHER ROWING SCULL** - you are likely to tip over, putting more people in the water with no one to get help.

In the event of a Serious Incident

IN A MEDICAL EMERGENCY, INCLUDING A CREW MEMBER BEING TAKEN SERIOUSLY ILL OR BECOMING UNRESPONSIVE, IMMEDIATELY:

- Raise the Alarm with a launch or with other boats if available.
- Use a cell phone to dial for emergency assistance 999; OR if no cell phone available row to the nearest location where a safe landing can be made, get to a telephone, and make a 999 call, indicating the closest access location
- The automated external defibrillators (AED) and first aid kit are next to the logbook in the boathouse



Possible serious incidents associated with rowing

The following gives guidance for recognising and treating possible serious incidence associated with rowing.

Hypothermia

The symptoms of hypothermia depend on how cold the environment is and how long you are exposed for. Severe hypothermia needs urgent medical treatment in hospital. Shivering is a good guide to how severe the condition is. If the person can stop shivering on their own, the hypothermia is mild, but if they cannot stop shivering, it is moderate to severe.

Mild cases

In mild cases, symptoms include shivering, feeling cold, low energy, discomfort at higher temperatures than normal, or cold, pale skin.

Moderate cases

The symptoms of moderate hypothermia include:

- violent, uncontrollable shivering,
- being unable to think or pay attention,
- confusion (some people don't realise they are affected),
- loss of judgment and reasoning,
- difficulty moving around or stumbling (weakness),
- feeling afraid,
- memory loss,
- fumbling hands and loss of coordination,
- drowsiness,
- slurred speech,
- listlessness and indifference, or
- slow, shallow breathing and a weak pulse.

Severe cases

The symptoms of severe hypothermia include:

- loss of control of hands, feet, and limbs,
- uncontrollable shivering that suddenly stops,
- unconsciousness,
- shallow or no breathing,
- weak, irregular or no pulse,
- stiff muscles, and
- dilated pupils.

Although hypothermia is defined as occurring when the body temperature drops below 35°C (95°F), mild hypothermia can start at higher body temperatures.

As the body temperature decreases further, shivering will stop completely. The heart rate will slow, and a person will gradually lose consciousness. When unconscious, a person will not appear to have a pulse or be breathing. Emergency assistance should be sought immediately, and CPR provided while the person is warmed. CPR is an emergency procedure, consisting of 30 chest compression followed by 2 rescue breaths.

Treating hypothermia

As hypothermia can be a life-threatening condition, seek medical attention as soon as possible.

Hypothermia is treated by preventing further heat being lost and by gently warming the patient.

If you are treating someone with mild hypothermia, or waiting for medical treatment to arrive, follow the advice below to prevent further loss of heat.

Things to do for hypothermia:

- Move the person indoors, or somewhere warm, as soon as possible.
- Once sheltered, gently remove any wet clothing and dry the person
- Wrap them in blankets, towels, coats (whatever you have), protecting the head and torso first
- Your own body heat can help someone with hypothermia. Hug them gently
- Increase activity, if possible, but not to the point where sweating occurs, as that cools the skin down again
- If possible, give the person warm drinks (but not alcohol) or high energy foods, such as chocolate, to help warm them up
- Once body temperature has increased, keep the person warm and dry

It is important to handle anyone that has hypothermia very gently and carefully.

Things you should **NOT** do:

- Don't warm up an elderly person using a bath, as this may send cold blood from the body's surfaces to the heart or brain too suddenly, causing a stroke or heart attack;
- Don't apply direct heat (hot water or a heating pad, for example) to the arms and legs, as this forces cold blood back to the major organs, making the condition worse
- Don't give the person alcohol to drink, as this will decrease the body's ability to retain heat
- Don't rub or massage the person's skin, as this can cause the blood vessels to widen and decrease the body's ability to retain heat. In severe cases of hypothermia there is also a risk of heart attack

Near-Drowning

The goal is to safely rescue the victim and begin first aid.

In a near-drowning emergency, the sooner the rescue and first aid begin, the greater the victim's chance of survival. Do not endanger yourself in rescuing the victim during this process.

Rescue options to reach the drowning victim in the water:

- Use a Throw Line
- Throw a rope with a buoyant object
- Use a long stick
- Bring a boat alongside the victim and tow the victim to shore. Do not haul the victim into the boat because it may cause the boat to capsize, and both of you will be in the water. Cold water may render the victim too hypothermic to grasp objects within their reach or to hold while being pulled to safety
- As a last resort, you can attempt a swimming rescue if you are sufficiently trained in water rescue. Do not attempt a rescue beyond your capabilities. Otherwise, you may harm yourself
- For a swimming rescue, approach the person from behind while trying to calm the victim as you move closer. A panicked victim can pull you down
- Grab a piece of clothing or cup a hand or arm under the victim's chin and pull the person face up to shore while providing special care to ensure a straight head-neck-back alignment especially if you think the person has spine injuries

First aid for a near-drowning victim

The focus of the first aid for a near-drowning victim in the water is to get oxygen into the lungs without aggravating any suspected neck injury.

If the victim's breathing has stopped, give 5 mouth-to-mouth rescue breaths as soon as possible. This could mean starting the breathing process in the water.

Once on shore, reassess the victim's breathing and circulation (heartbeat and pulse). If there is breathing and circulation without suspected spine injury, place the person in recovery position (lying on the stomach, arms extended at the shoulder level and bent, head on the side with the leg on the same side drawn up at a right angle to the torso) to keep the airway clear and to allow the swallowed water to drain. If there is no breathing, begin CPR. Continue CPR (30 chest compression followed by 2 rescue breaths) until help arrives or the person revives.

Keep the person warm by removing wet clothing and covering with warm blankets to prevent hypothermia.

Remain with the recovering person until emergency medical personnel have arrived.

STRONG RECOMMENDATIONS:

- Do not go out rowing alone, ever, when the water temperature is below 10 degrees C. Hypothermia is deadly quick at lower temperatures.
- Always row with at least one other boat, or with the coach/safety boat.
- Always have your mobile phone with you if there is no coach boat, so that you can call 999 for help. Keep it in a zip-lock bag - then it won't sink!

Key Locations & Telephone Numbers

All crews are advised to ensure they carry a mobile phone when on the water.

In an emergency call 999 and Coastguard/ ambulance. Royal London Hospital has the nearest A&E facilities 020 3416 5000

PBDRC Safety Adviser Nick Paul, nick.paul@pbdrc.co.uk

Risk assessment sheets

Adverse Weather

Task Rowing in adverse wind conditions	Activity Risk High / Med / Low
Location River Thames	Persons Exposed Coxswains and Crews
Hazards	Control Measures
Swamping by shipping waves into boats and or capsize due to strong wind conditions causing waves to occur on the river.	In moderate to strong wind conditions. PBDRC members are not allowed afloat unless the outing is sanctioned and monitored by a Club Recognised Competent Person in the form of a trustee or coach or both. Who will have checked the state of the tide, the direction and strength of the wind by observing the flags at Greenwich pier and the weather vanes on the College, before checking with LVT. A Club safety boat must be provided in such conditions to be in attendance with crews throughout the outing.
Controlled By	When
Club Captain, Trustees	In moderate or strong wind conditions
Residual Risk: High / Med / Low	

Adverse wind

TASK Rowing in adverse wind conditions	Activity Risk High / Med / Low
Location River Thames	Persons Exposed Coxswains and Crews
Hazards	Control Measures
Particularly Wind over tide conditions leading to swamping shipping waves into the boat due to strong wind conditions causing waves to occur on the river.	In moderate or strong wind conditions (10 - 15 knots, 12 - 17 mph, 19 – 27 km/h) novice rowers and scullers or learn to row PBDRC members are not allowed afloat unless the outing is sanctioned by a Club Recognised Competent Person and accompanied by club launch throughout the outing.
Controlled By	When
Club Captain, Trustees	In Moderate to Strong wind conditions
Residual Risk: High / Med / Low	

Boating

<p>Task Boating and Un-boating</p>	<p>Activity Risk High / Med / Low</p>
<p>Location Clubhouse Slipway or Johnsons Draw dock</p>	<p>Persons Exposed Coxswains and Crews</p>
<p>Hazards</p>	<p>Control Measures</p>
<p>Incoming swell from passing traffic giving the potential for personal injury by capsize of boats or causing crews to fall over when out of boats preparing for boating or preparing lifting of boat from water after un-boating.</p>	<p>Always put the boat afloat making sure there is enough water to float. Usually to knee height (rough guide). The boat should be put afloat with bow against tide. Do not boat or un-boat when there is the possibility of incoming swells from passing traffic. Crews coming ashore from an outing should hold off the shore in deep water until the swell has dissipated passed. Crews boating should hold boat clear of the water until incoming swell has passed and leave sufficient time for safe boating to take place considering passing river traffic imminent. If this is not possible then crew members to push the boat out a bit further and offer up the boats haul to provide a larger surface to cope with the incoming swell.</p>
<p>Controlled By</p>	<p>When</p>
<p>Coxswain or Stroke or person steering boat.</p>	<p>Boating or Unboating.</p>
<p>Residual Risk: High / Med / Low</p>	

Contact with fixed or floating object

<p>Task Rowing or Sculling on the tidal Thames</p>	<p>Activity Risk High / Med / Low</p>
<p>Location River Thames</p>	<p>Persons Exposed Coxswains and Crews</p>
<p>Hazards Coming into contact with moored and or fixed objects (i.e. vessels underway, moored vessels mooring buoys or tiers, piers, or fixed structures)</p>	<p>Control Measures Coxswain and or steers person in coxless boats and scullers are responsible for the navigation of the vessel at all times and must assume the responsibilities undertaken by any boat master navigating the tidal Thames, constant looking and checking of boat's course and set must always be maintained.</p> <p>Consideration must always be given to the prevailing elements when navigating on the tidal Thames. All persons to be Club safety inducted before coxing and or crewing any PBDRC boat which will include the boating patterns agreed with the PLA. Rowing Code lower Thames</p> <p>When steering to turn any boat leave plenty of room when turning near a moored barge or a fixed pier taking into account of the tide and wind.</p> <p>Never assume vessels underway will give way, it is incumbent on the Steersperson to take all necessary action to avoid collision at all times. Constantly observing position and checking for obstacles.</p>
<p>Controlled By</p>	<p>When</p>
<p>Bowman / Coxswain</p>	<p>Navigating a vessel</p>
<p>Residual Risk: High / Med / Low</p>	

Poor visibility and Outings between sunset and sunrise

<p>Task Rowing or sculling in poor visibility Sunset and sunrise</p>	<p>Activity Risk High / Med / Low</p>
<p>Location River Thames</p>	<p>Persons Exposed Crews and Coxswains</p>
<p>Hazards</p>	<p>Control Measures</p>
<p>Collision, and or being run down by other craft.</p>	<p>No crew to go out when there is less than 750 metres visibility. Guideline: If Greenwich Naval College is not visible from the PBDRC Boathouse, visibility is not sufficient to go afloat. Contact London VTS 020 3260 7711 to obtain visibility forecast for the area.</p> <p>Crews and scullers should all wear hi-viz clothing no matter what the visibility to be seen by other river users.</p> <p>Sunset and Sunrise fixed white light facing aft, and a flashing white light facing forward. Each light should be 180 degrees, making a 360 degree between the two. LED torch on head may be prudent. No one to go out alone between these times.</p>
<p>Controlled By</p>	<p>When</p>
<p>Coxswain or stroke. Trustees</p>	<p>In the event of poor visibility. Sunset and Sunrise</p>
<p>Residual Risk: High / Med / Low</p>	

Rowing in electrical storms

<p>Task Navigating in Electrical Storm conditions</p>	<p>Activity Risk High / Med / Low</p>
<p>Location River Thames</p>	<p>Persons Exposed Coxswains and crews</p>
<p>Hazards</p>	<p>Control Measures</p>
<p>Being struck by lightning when in an open boat.</p>	<p>Do not go afloat if there is the presence of electrical storms in the vicinity, or if you have information of such storms forecasted. Check with weather forecast before going out. If afloat when an electrical storm occurs, proceed to club house as a matter of urgency or a place of refuge.</p>
<p>Controlled By</p>	<p>When</p>
<p>Coxswain / Crews</p>	<p>Stormy weather</p>
<p>Residual Risk: High / Med / Low</p>	

Racking

TASK Racking and Un-Racking boats	Activity Risk High / Med / Low
Location Boathouse	Persons Exposed Crew of Boat lifting boat
Hazards	Control Measures
Muscular / Skeletal injury through manual lifting	<p>Ensure there are sufficient persons to lift boat comfortably from the boat rack provided.</p> <p>If insufficient persons are available for safe racking or un-racking of boats do not attempt to rack or un-rack boats.</p> <p>Ask others club members for assistance.</p> <p>Leave the boat of trestles until sufficient people are available.</p>
Controlled By	When
Coxswain/stroke & crew	Each time a boat is used
Residual Risk: High / Med / Low	

Safety boat

<p style="text-align: center;">Task</p> <p style="text-align: center;">Operating or crewing of safety boats</p>	<p style="text-align: center;">Activity Risk</p> <p style="text-align: center;">High / Med / Low</p>
<p style="text-align: center;">Location</p> <p style="text-align: center;">River Thames</p>	<p style="text-align: center;">Persons Exposed</p> <p style="text-align: center;">Boat Coxswain and Crew</p>
<p style="text-align: center;">Hazards</p>	<p style="text-align: center;">Control Measures</p>
<p>1. Boat flipping over.</p> <p>2. Collision with fixed or floating objects.</p> <p>3. Handling of hydro carbons. Fire Risk, Skin disease</p> <p>4. Communication</p>	<ul style="list-style-type: none"> • Distribute weight in boat between bow and stern, do not both sit in stern of boat. As per the diagram displayed in changing rooms and in Boathouse. • Wear lifejackets at all times. Familiarise yourself with the guidance on positioning situated in clubhouse. • Kill cord should always be connected to engine and the driver. Safety bag must be in every boat including throw line. • There should also be a paddle on each boat. Those in launch to wear appropriate clothing for the prevailing weather conditions. • Driver should approach an incident with caution and be observant of the position of anyone in the water avoiding potential injury from them coming into contact with the engine's propeller. • Crew to always keep good lookout for collision risks including larger River borne debris. Always navigate with caution. • Wear PVC gloves when handling fuel or lubricants for outboard motors. Never smoke when handling fuel. No fuel to be left in the launch after use. Fuel tanks to be stored in metal fuel cupboard • Cub mobile VHF radio should be carried on every outing as well as mobile phone.
<p>Controlled By</p>	<p style="text-align: center;">When</p>
<p>Person coxing the safety boat.</p>	<p style="text-align: center;">Using safety boat</p>
<p>Residual Risk: High / Med / Low</p>	

Slipway transit

<p>Task Walking boats from boathouse to water's edge</p>	<p>Activity Risk High / Med / Low</p>
<p>Location Boathouse, slipway, and foreshore</p>	<p>Persons Exposed Boat crews and coxswains</p>
<p>Hazards</p>	<p>Control Measures</p>
<p>Slipping on slipway</p> <p>Tripping on uneven foreshore.</p>	<p>Slipway to be kept cleaned of algae growth, and deposited river sediment by regular power washing of the algae growth and hosing of sediment.</p> <p>When boating at low water periods, take the shortest route between PBDRC Slipway to Johnsons draw dock at earliest convenience to avoid walking and carrying a boat over the uneven foreshore. Lead person to keep look out for obstructions on foreshore and warn crew members of obstructions on foreshore. Also, to govern the speed of the decent down the slip way.</p> <p>All rowers and scullers to wear suitable footwear for this purpose.</p>
<p>Controlled By</p>	<p>When</p>
<p>Safety & Welfare officer</p>	<p>Weekly</p>
<p>Residual Risk: High / Med / Low</p>	

Swamping by boat wash

<p>Task Rowing on the tidal Thames</p>	<p>Activity Risk High / Med / Low</p>
<p>Location River Thames</p>	<p>Persons Exposed Coxswains and Crews</p>
<p>Hazards</p>	<p>Control Measures</p>
<p>Swamping of PBDRC boats occasioned by wash from other vessels navigating on the River.</p>	<p>Before any crews go afloat from PBDRC. London VTS (020 3260 7711) to be informed via the Boathouse telephone that “Poplar crews are going afloat”. So that the VTS radio broadcasts can include a warning to other river users that there are rowers out.</p> <p>All crews to use the signing out and in log before going a float.</p> <p>If significant boat wash is experienced during your outing, ensure you are far enough off the shore so that the waves do not break over and swamp your boat.</p> <p>Always stop rowing or sculling when you are anticipating incoming wash, lay beam to the wash with your blades feathered on the water's surface. Raising your hands slightly on the side of the boat which is beam on thus offering up more boat surface to prevent being swamped.</p> <p>At the end of the outing when the last boat is back in contact London VTS 020 3260 7711 and inform them that “all Poplar crews are off the water” and sign in the logbook.</p>
<p>Controlled By</p>	<p>When</p>
<p>Coxswain or Stroke</p>	<p>In the event of boat wash</p>
<p>Residual Risk: High / Med / Low</p>	

Weil's disease

<p>Task Rowing</p>	<p>Activity Risk High / Med / Low</p>
<p>Location River Thames, Foreshore, and Boathouse area. Or London Regatta Centre</p>	<p>Persons Exposed All persons entering Boathouse, or walking on Foreshore, and or Rowing or Sculling from Royal Docks</p>
<p>Hazards</p>	<p>Control Measures</p>
<p>Human body coming into contact with Rats, Rabbits or Cows urine which carries the Leptospirosis virus (Weils Disease)</p>	<p>Always wash hands when having been in any of the above mentioned environments before eating, or going to the toilet. Cover all open wounds and abrasions on the body before going afloat or working in the Boathouse, or walking on the foreshore. Especially broken skin on the hands or legs which may come into contact with River water. If it is a serious cut or abrasion think twice about going out. Be aware of flu like symptoms or High fever / severe headaches. Seek immediate medical advice if you start to feel unwell and advise medical staff of the possibility of you contracting Weil's Disease. Weil's disease is sometimes a KILLER and time is of the essences if you do contract this disease.</p>
<p>Controlled By</p>	<p>When</p>
<p>Club Safety Officers</p>	<p>Periodical reminders to Club members</p>
<p>Residual Risk: High / Med / Low</p>	

Version history

Version	Date	Author	Changes
2023	15 November 2023	Nick Paul	Added link to the PBDRC Steering Accreditation and Certification Process Manual
2024	17 October 2024	Nick Paul	Updated dates
2025	22 January 2025	Markus Gesmann	Added note to check potential sewage discharge at King Edward Memorial Park following heavy rainfall