

# Kingston Grammar School Veterans Boat Club

## Water Safety Code

### 1. British Rowing Water Safety Code (Row Safe)

All members should be familiar with, and abide by, the British Rowing Water Safety Code (Row Safe). It is everyone's responsibility to ensure that all participants adhere to the code, a copy of which can be viewed via the link on the British Rowing website [RowSafe - British Rowing](#) In particular, note that: –

- A) All coxes must wear approved life jackets
- B) All boats must be checked for safety before going out
- C) It must be the final responsibility of coxes and bow steerspeople to decide whether it is safe to proceed/continue with an outing (even if under 2(A) below the Water Safety Officers have made an initial positive decision)
- D) In the event of a capsize during an outing it is strongly recommended that crews stay with the boat, listen to the instructions of the cox or bow steersperson and DO NOT attempt to swim for the banks

### 2. Water Safety Log and Peg Board

- A) Before any member or guest may boat, permission must be obtained from the Water Safety Officers (WSOs) present. Before such permission is given, they must be in agreement in respect of their evaluation of water conditions and take into account the experience those wishing to boat. Such permission will be noted in the log and shall only apply to those crews to whom it is given and only for that specific outing. (Note that 1(C) above still applies)
- B) The Water Safety Log in the boathouse will be completed and signed by WSOs for all outings
- C) The peg board will be used to show who is on the water and in which boats. **Note** that it is the cox or steersperson's responsibility to ensure their crew is correctly shown, and **only the cox or steersperson** will remove the pegs upon return
- D) The Water Safety Log details extra measures to be taken in potentially difficult conditions, such as low visibility, high winds or strong stream. The latter includes, but is not limited to, conditions where Yellow or Red Boards are displayed at locks

E) In more challenging conditions (eg: Yellow Boards), WSOs may restrict rowing to certain areas of our reach, such as “Between the bridges” of “Upstream of Ravens Ait”. When giving permission, the WSO will clearly indicate to all crews which parts of the reach may be used

**F) Rowing in KGSVBC boats is not permitted when our stretch is on Red Boards.**

### 3. Navigation

There are several points on our stretch where extra caution is required, for reasons such as restricted range of visibility, movement of other vessels, restriction of the space available to manoeuvre of other factors. Extra care & attention must be paid to/at: –

A) Boats leaving and approaching the club landing stage

B) The bridges at Hampton Court and Kingston (road & rail)

C) Boats and moorings at Dittons Bend

D) The other rowing/skiffing/sailing clubs on the reach

E) Pleasure/ferry boats (especially the landing stages at Hampton Court and Kingston rail bridge)

F) Ravens Ait and the narrowing river opposite Kingston RC/Stevens Ait

G) The weirs at Molesey and Teddington

### 4. All sections of our reach are open to two-way river traffic. The following additions apply to all at KGSVBC

A) Ravens Ait will be treated as a one-way system. Most other river users will abide by this convention, but **beware** it is not mandatory

B) Any manoeuvring/turning should be done WELL CLEAR of bridges and other river obstructions, giving right of way to other boats proceeding up or downstream

C) Keep to the right of the river and do not cross the centre line except when manoeuvring (see (B) above)

D) Emergency landing stages can be found at Kingston RC, Walbrook RC and Lensbury. **Note** we do not have the RIGHT to use them, so be respectful of those that do

- E) It is the responsibility of, particularly, coxes and steerspeople to be aware of any temporary navigation hazards (bridgeworks , dredging etc) on the reach, checking as appropriate with the Environment Agency/lock-keepers

## 5. **Rowing in darkness**

Night-time rowing can be more dangerous; this is acknowledged on the Water Safety Log. Unaccompanied/Solo outings are not permitted. The steers-person for any outing is expected to have carried out his/her own risk assessment in addition to that of the WSO. 1(C) above particularly applies

- A) **White lights** must be displayed on bow and stern to give 360 degree visibility. Coloured or flashing lights are **not** permitted
- B) Lights **must** be used for all outings which start before sunrise, or which **might** finish after sunset
- C) Sunrise & sunset times are published in the press, our website, the Environment Agency and other websites, and at locks
- D) If a light fails during an outing and you are unable to repair it on the water you **must** return directly to the boathouse, taking particular care of other vessels

**Note again that this code is MANDATORY for ALL members & guests, with no exception. Failure to comply with the Club and British Rowing Safety Codes may prejudice the Club/Members' ability to claim under insurance in the case of damage or personal injury. It may also oblige the Club's officials to take action to protect the Club's interests.**