



Trent Rowing Club

Safety Policy November 2020

Contents

SECTION 1 – GENERAL	5
1.01 Safety Policy.....	5
1.02 Supervision	5
SECTION 2 - RIVER TRAINING	6
2.01 River levels.....	6
2.02 Weather Conditions.....	7
2.02.01 High Winds.....	7
2.02.02 Fog	7
2.02.03 Lightning	7
2.02.04 Hot & Cold Weather Conditions	8
2.03 Deterioration of conditions during training sessions	8
2.04 Rowing in the dark.....	8
2.05 Circulation Pattern.....	8
2.06 Safe rowing equipment	9
2.07 Shoes	9
2.08 Safety launch	10
2.09 Swimming	10
2.10 Capsize.....	10
2.12 Lifejackets and Bouyancy aids	11
SECTION 3 - LAND TRAINING	12
3.01 Circuit training	12
3.02 Warm up.....	12
3.03 Weight training.....	12
3.04 Running.....	12
SECTION 4 - FLOOD AWARENESS AND EVACUATION PLAN	13
4.01 Introduction to Flood Awareness & Evacuation Plan	13
4.02 Risks associated with flooding	13
4.03 Flood level measurement	14
4.04 Areas of Responsibility	14
4.05 Evacuation Plan	14
4.06 After flooding.....	15
SECTION 5 - TRAILER TOWING	17
5.01 Authorisation to use the Club Trailer	17
5.02 Licensing and Insurances	17
SECTION 6 – CLUB EMERGENCY RESPONSE PLAN	18
6.01 General	18
6.02 Incident Management	18
6.03 First Aid.....	18

6.03.01 AEDs	19
6.04 Fire	19
6.04.01 Fire Extinguishers	19
6.05 Post Incident	19
SECTION 7 – COVID 19	20
7.01 General	20
7.02 Restrictions	20
APPENDIX A – LOCATION MAPS	21
A.01 Overview map	21
A.02 Club Area	22
A.03 Regatta Meadows	23
A.04 Drakelow Area	24

Section 1 – General

1.01 Safety Policy

We believe that harm is not an inevitable consequence of our activities and that incidents that cause harm can be avoided. We will strive to provide an environment in which the sport can be practiced safely and enjoyably by our members. We will guide and lead our members in a way that fulfils these aims.

We recognise that our members have primary responsibility for their own safety and the safety of others. The Club, through its Officers and Committee, will encourage safe practice having due regard for the guidance provided by British Rowing in RowSafe.

RowSafe may be viewed at and downloaded from the British Rowing website www.britishrowing.org

All club members are expected to comply with the safety rules in the following sections of this document.

Members are invited to refer any questions and concerns, relating to safety, to the Club's Rowing Safety Adviser. See committee Noticeboard for details.

1.02 Supervision

Every river or land training session being undertaken by members under the age of 18 will be supervised by a Coach until they reach a level of competence required to train safely alone. See club structure document and committee board to identify coaches.

The Coach in charge of the session will determine the level of supervision required for a crew. The level of supervision required will be related to the level of risk the conditions and experience of the crew represents. This should be assessed during the pre-session Risk Assessment. Supervision may be provided from the Safety/Coaching launch or from the river bank.

The Coach should ensure that at all times they are aware of the location of all crews for whom they are responsible, and they should endeavour to keep the crews within their area of observation.

A member under the age of 18 who wishes to train without supervision should request permission to do so from the Captain or a designated Vice-Captain. The member's competence shall be assessed and the member's parents or legal guardians shall be contacted to obtain their permission for the Club to allow the member to train unsupervised. If the member is granted permission to train unsupervised then this should be noted and the Committee and all coaches should be made aware of the arrangement.

Senior members training unaccompanied do so at their own risk and take full responsibility for their own safety. Senior member should only partake in solo outings when they have achieved the required level of competence as defined by the Captain and Vice-Captains. Anyone undertaking unaccompanied training sessions should make arrangements to advise a third party of their intended return time.

Section 2 - River Training

WATER IS A DANGEROUS ELEMENT AND MUST BE RESPECTED
NO TRAINING TRIP IS EVER WORTH TAKING RISKS WITH
THE SAFETY OF MEMBERS.

2.01 River levels

Our stretch of the River Trent is prone to flooding, predominantly through the winter months but also at any time of the year if heavy rainfall is experienced. During times of flooding dangers may not be apparent when viewing the river at the boathouse. However, the nature of the river further upstream with various bends and variations in width and depth of the river gives rise to turbulence in many places. This may be observed at any time of the year, even with low water levels, and when the river floods the turbulent conditions become far worse.

Turbulence and fast flowing water can make steering and stopping boats extremely difficult greatly increasing the risk of collision with river banks and other craft. Turbulent conditions also cause undercurrents that are extremely hazardous to people who find themselves in the river, and it can become difficult for even strong swimmers to stay afloat leading to a risk of drowning.

Increased water levels also cause quantities of debris to enter the river stream, floating on or just below the surface of the water, giving rise to a risk of damage to equipment. This starts to occur with even just a small increase in water level, and the nature of the debris means that it is extremely difficult to see it from a rowing boat.

Live river levels are available from the environment agency's website. Should the river level be at or above 1.8m at the station at Drakelow then no crews will be allowed on the water. Below this level a Risk Assessment should be used to determine if conditions are safe to go out. This should be done by the Coach in charge of the session or an individual who is authorised for solo outings if the training is unsupervised.

The Risk Assessment should consider, but not be restricted to, the following:

- Whether the water level is rising or falling
- Whether there is risk of debris floating at or below the water surface
- Whether the presence of mud on the landing stage poses any risk
- The turbulence of the water
- The experience of the persons undertaking the session
- The level of safety cover available
- Other prevailing weather conditions

If there is any doubt about crews being able to train safely they should be restricted to land training.

2.02 Weather Conditions

There are a variety of weather conditions which pose risk to members during river training sessions. These include, but are not limited to, high winds, fog, lightning and heavy rain leading to high river levels (see the Club's Flood Awareness and Evacuation Plan in section 4 below). Rowers are encouraged to be 'Weather Watchers' and to plan their outings accordingly. In particular, Coaches should make themselves aware of predicted potentially hazardous weather conditions for the time that they are to be in charge of training sessions.

2.02.01 High Winds

When high winds prevail only highly skilled crews and scullers may go onto the water. Exceptionally high winds will make turning upstream of the Burton Bridge particularly dangerous, and in these conditions crews will not be allowed to go onto the water.

On windy days a decision will be made by the Coach in charge of the training session on whether river training may take place. This decision must be based on the value of water training in such conditions compared to the risks involved.

2.02.02 Fog

Crews and scullers will not boat in foggy conditions. To determine acceptable conditions the bend in the river beyond Burton Leander RC must be in full view from the landing stage before boating.

2.02.03 Lightning

Participants engaging in water sports are at particular risk of lightning strike during thunder storms. Open spaces, such as fields, rivers or lakes, and locations beneath canopies, small rain shelters, trees, umbrellas, tents and marquees are all considered 'high risk' locations during thunder storms.

When lightning is observed it is important to be able to seek 'proper shelter'. Although no place is absolutely safe from lightning some are safer than others and proper shelter can be:

- an enclosed substantial building with electric wiring and plumbing to provide a safe pathway for the current to earth to the ground.
- a fully enclosed metal vehicle with windows shut. This acts as a Faraday cage and guides the lightning around the passengers - mini-buses are an excellent shelter for large groups of people.

It can therefore be seen that 'proper shelter' is not easily available when training on the river in Burton, and that both rowers and coaches are at risk of lightning strike in the event of thunder storms. Therefore, whenever thunder storms are forecast, river training will not be undertaken. If members are already on the water and realise that a thunder storm is approaching/starting they should abide by the following basic recommendations:

- Use the '30 - 30 Rule': when you see lightning, count the time until you hear the thunder. If it is 30 seconds (approx. 10 km away) or less, seek 'proper shelter'.
- If you can't see the lightning, just hearing the thunder is a good back-up rule for it being time to seek 'proper shelter'.
- Wait a minimum of 30 minutes after the last lightning or thunder before leaving shelter.

On average a typical storm moves at about 40 km/h giving approx 15 minutes to seek 'proper shelter'. Therefore, during training sessions when thunder storms are forecast, members are recommended to stay within 15 minute rowing distance of the boathouse.

2.02.04 Hot & Cold Weather Conditions

All members should wear appropriate clothing for the prevailing weather conditions. The Coach in charge of the session will determine if clothing is appropriate. It is particularly important to wear sufficient clothing for cold conditions. Temperature will be considered as part of a pre-session Risk Assessment. No club member will train alone at temperatures below 5°C. No club member will boat when temperatures fall below -5°C.

Hot weather can also be a hazard. Participants should take care to be sufficiently hydrated before and during hot sessions. Participants may wish to avoid excess layers, but it should be noted they should also consider the possibility of sun burn.

2.03 Deterioration of conditions during training sessions

In the event of the river level rising considerably, or weather conditions, e.g. fog, wind or thunder storms, deteriorating during a training session, or any combination of these hazards, a decision will be made by the Coach in charge of the training session on the suitability of continuing the session. Should it be decided to discontinue the session all crews will return to the boathouse in line at a steady pace.

2.04 Rowing in the dark

Rowing in the dark is not allowed under any circumstances. Crews and scullers embarking during the evening must consider the length of their trip to ensure that it is completed in light conditions.

2.05 Circulation Pattern

Crews and scullers in Burton must keep to the coxes left hand side of the river, i.e. Stapenhill side while travelling upstream, Burton side while travelling downstream. This is not as per the national standard, but was adopted to allow crews coming downstream to take the inside of all dangerous bends while allowing slower upstream crews to take a wide sweep in the same situations.

This convention also helps to prevent accidents with embarking crews from the clubs' landing stages.

This rule is not accepted by the Sea Cadet Corps and special care is required if the sea cadets are present during rowing sessions.

All crews should keep a particularly vigilant lookout when on and approaching the Clubhouse straight, this area is busy and can often contain a lot of beginners. A map of local hazards can be found in the Appendix A of this safety policy.

2.06 Safe rowing equipment

Before any boat is placed on the water, the crew or sculler should check that it is in safe condition and that the fittings are in good order:

- Check for leaks and damage
- Check that canvases or decking are free of holes so that maximum buoyancy will be maintained if the boat sinks or capsizes
- Check that bulkhead seals are in position before leaving the shore
- Check that riggers are securely attached and that moving parts (swivels, sliding seats, stretchers etc.) are in working order
- Check that rudder lines, steering gear, rudders and fins are in working order
- Check that oars and sculls are in good condition, particularly that the button is firm and the shaft of the blade free from damage

Every boat MUST at all times carry firmly attached to its bows a white rubber bow ball. Boats MUST NOT UNDER ANY CIRCUMSTANCES be used without a bow ball. In the event of an accident, any oarsman or cox coming into collision with the bows of a boat not fitted with a bow ball WILL SUFFER SERIOUS INJURY due to the shape of the boats prow. This requirement is equally important when the boat is off the water.

Any member discovering damaged equipment must ensure:

- that the damage is reported to a responsible Club official
- that the damage is entered into the Damaged Equipment Book
- that damaged equipment is clearly marked so that anyone intending to use the equipment is made aware of the damage.

2.07 Shoes

Heel tags of shoes should always be checked when embarking to ensure quick release in an emergency. Heel restrains should be limited to 7cm in length. For further details refer to RowSafe.

**NEVER FASTEN SHOES TOO TIGHTLY AND
TEST FOR SLIP OUT AT EMBARKATION**

2.08 Safety launch

The Safety Launch is also a coaching vehicle. Whenever possible the launch should be used whenever crews and scullers under 18 years of age are on the water, as detailed in item 1.02 of this Safety Policy - Supervision.

The launch will be equipped with:

- A bailer
- A siren, whistle or similar warning device
- A grab line
- Two thermal blankets
- Enough Lifejackets for the maximum crew capacity.
- A basic first aid kit
- A sharp knife
- Gates and rowing blades for use in case of engine failure

The driver of the safety launch and any passengers should wear lifejackets at all times.

If the safety launch breaks down during a training session then all crews will return to the boathouse in line at a steady pace.

2.09 Swimming

It is a prerequisite of membership that all members shall be able to swim. All participants must be able to demonstrate both competence and confidence in and under the water by:

- Swimming at least 50 metres in light clothing (rowing kit)
- Treading water for at least two minutes
- Swimming under water for at least 5 metres

Participants unable to demonstrate the minimum standard must wear a lifejacket or buoyancy aid when on the river.

The Club will arrange periodic swimming tests and capsize drills, and will record each member's swimming ability and capsize training.

2.10 Capsize

In the event of capsize the sculler or crew must remain with the boat which will become their buoyancy aid. It will then either drift to the safety of the bank or await the arrival of the safety launch. Participants training without a Safety Launch should swim with the boat towards the nearest bank.

DO NOT TRY TO SWIM TO THE BANK WITHOUT THE BOAT
REMAIN WITH THE BOAT AND AWAIT SAFETY BY DRIFTING OR RESCUE

If your boat capsizes, try to keep your mouth closed and avoid swallowing water. If you do swallow water, obtain medical advice without delay, even if you do not feel unwell. The local hospital will know if you are in danger from pollution and will give any treatment that may be necessary.

2.12 Lifejackets and Bouyancy aids

Any person on the river who is not rowing or sculling is required to wear a lifejacket or buoyancy aid. This includes, but is not necessarily limited to, all coxes, safety launch drivers and coaches or passengers within the safety launch. This requirement shall also extend to any participants who are unable to demonstrate swimming competence in accordance with item 2.09 above.

Coxes required to cox 'front-loader' front coxed boats should receive specific instruction on the use of inflatable lifejackets and on the procedure for escaping the boat in the event of capsize. Specifically, automatic inflation lifejackets and buoyancy aids MUST NOT be used by coxes in front-loader boats.

Lifejackets and buoyancy aids shall be routinely inspected and maintained according to the manufacturer's instructions. Any member who causes an inflatable lifejacket to be inflated, who discovers that an inflatable lifejacket has been inflated, or who discovers that any lifejacket or buoyancy aid has sustained damage, should ensure:

- that the incident is reported to a responsible Club official
- that the incident is entered into the Damaged Equipment Book
- that the used or damaged lifejacket is clearly marked to prevent any other member from attempting to use the lifejacket until it has been re-charged, repaired or replaced.

Section 3 - Land Training

3.01 Circuit training

Circuit training is a competition with oneself. The exercises must be carried out with technical efficiency at all times to mean anything at all. Hurried and incomplete exercises are at best worthless and at worst DANGEROUS. Complete the exercise correctly, the score is irrelevant to other members of your group and simply presents you with a new target.

3.02 Warm up

All members must warm up and complete stretching exercises before imposing a training load.

3.03 Weight training

Whenever weights are being used by Junior or new members the Coach in charge of the training session must remain present and closely supervise the weight training activities. All members should prove their technical ability to their coach before being allowed to lift any significant weight.

Weight training is a competition with oneself and must be carried out progressively and in a technically correct manner.

At all times at least three members must be involved, one lifting and two supporting. Records being kept are a vital ingredient of any weight training routine.

3.04 Running

The conditions in which members engage in road running require special consideration.

- At night, members should wear bright high visibility clothing. Members, particularly juniors, should wear high visibility clothing.
- All members should avoid stepping into the road
- In slippery conditions, for example when wet, leafy, snowy or icy, the value of running must be considered and alternative training considered
- Care must be taken when crossing side roads, driveways or other entrances due to the risk of vehicles emerging

Section 4 - Flood Awareness and Evacuation Plan

4.01 Introduction to Flood Awareness & Evacuation Plan

The Trent Rowing Club premises are located within the River Trent flood plain. The Club's landing stage and parts of the bank leading up toward the Boathouse and car park regularly flood and the Club Safety Policy clearly defines the water level at which it is deemed unsafe for Club members to row on the river (section 2.01 above). This regular flooding causes no property damage and minimal risk to members.

Occasionally, under severe flood conditions, flood water has reached a level where it has entered the Boathouse. This has occurred three times since 1975 up to a maximum depth within the building of around 250mm.

4.02 Risks associated with flooding

Flooding within the Club Boathouse poses several risks including but not limited to:

- Members within the building could trip over unseen submerged objects within the Boathouse, there is also a risk of drowning should any fall result in unconsciousness
- There is a risk of drowning to young children, although children should be supervised by an adult when on Club premises, particularly in times of flood risk
- There is a risk of contact with contaminated water. This risk does not cease when the water recedes as items submerged will remain damp and potentially contaminated
- Equipment stored on the Boathouse floor may become water damaged
- Paints, oils, cleaning materials and other liquids or chemicals stored within the building may be spilt and enter the water with a risk of pollution

Flooding to the car park area could cause damage to vehicles which, in extreme flooding, could even be washed away with a risk of danger to any occupants. There is also a risk of pollution by fuel, oil or other fluids from the vehicles.

The aim of the Flood Awareness and Evacuation Plan is to minimise the risk from flooding to:

- The Club's members
- Members' vehicles and other property
- The Club's equipment
- The environment

This is achieved by ensuring that members are aware of the risk of flooding, and by implementing adequate and effective warning of flood risk to enable damage prevention measures to be put into place and early evacuation of the Club premises to be carried out.

4.03 Flood level measurement

The Club maintains a water level indicator which is graduated to show the normal river level and various levels above this level. The top graduation is clearly marked as the river level at which the Club premises must be evacuated.

Below this graduation are a number of marks indicating the points at which, if the river level is still rising, there is calculated to be 2 hours, 1 ½ hours, 1 hour, and ½ hour before the river will reach the evacuation level.

Members are encouraged to monitor this level indicator on a day-to-day basis. The indicator also has the Club Safety Policy maximum river level marked to further clarify this level point.

4.04 Areas of Responsibility

The Club Captain and Vice Captains are responsible for identifying when flooding being experienced on the River Trent through the town is in excess of the normal levels expected, indicating that there is a risk of flooding to the Club's premises. These officers are expected to monitor the Environment Agency flood warning website and/or Floodline telephone service (website details and telephone numbers below) and to communicate with each other and other officers of the Club. If the warning for the river reaches a 'Flood Warning' level then the Captain and Vice Captains will take action to contact the Club Officers on an information cascading basis to ensure that all are aware of the Flood Risk.

Once a 'Flood Warning' is in place one or more Officers should visit the Club premises to check the water level. These members will make a decision on whether flooding of the Boathouse is likely and should inform the Captain and Vice Captains of the situation.

When members are occupying the premises, the River Level Indicator and the excessively high water level will serve as good indication of impending flooding. However, it is still imperative that the Captain and Vice Captains are informed of the increasing water levels.

4.05 Evacuation Plan

If the river level approaches the 2 hour warning point and is observed to be still rising:

The Club Officers should be contacted to be put on warning that an evacuation of the premises may be necessary. Any members present at the premises should also be warned.

If the river level reaches the 2 hour warning point:

As many Club Officers and other members who are contactable should be called to the Club Premises. These members should be instructed not to park on the premises. At this point the ground floor of the Boathouse should be inspected and any equipment susceptible to damage should be secured and/or removed to higher parts of the building.

Oils, fuel, paints and any other liquids or chemicals within the Boathouse should be moved above danger levels. Fabric items and other absorbent materials should also be moved to prevent them from coming into contact with river water. Any portable electrical equipment within the ground floor of the Boathouse should be disconnected from the electricity supply and, if possible, moved to safe areas within the building.

Members with vehicles parked on the Club premises should be warned that they may be required to move their vehicles from the premises. These members should be instructed not to leave the premises without first removing their vehicles.

If the river level reaches the 1 hour warning point:

All vehicles should be evacuated from the premises. On completion of this evacuation a barrier or tape will be positioned across the Club entrance to prevent other vehicles entering the premises. This barrier will be labelled instructing drivers not to enter the premises.

At this point the Club bar should also be closed as the river side fire exit staircase leads to a pathway which will be liable to flooding. The doors leading from the clubroom and the changing room should be labelled to instruct members that the building may not be exited by these routes.

If the river level reaches the ½ hour warning point:

The ground floor of the Boathouse should be evacuated. The Boathouse doors should be locked and the Boathouse inspected to ensure that no members are still present. The door at the top of the internal staircase should be closed and labelled instructing that members should not enter the Boathouse.

Any members still present on the Club's premises should be advised of the danger of remaining on the premises, and it should be recommended that all members leave the property.

4.06 After flooding

Once flood waters have receded the premises should be inspected for damage and the presence of any pollutants. If any significant pollution is discovered a risk assessment should be carried out to determine whether it is safe and appropriate for Club members to clear the pollution, or whether the Environment Agency should be contacted for advice.

The Boathouse floor should be cleaned at the earliest opportunity to remove any deposited silt.

If any part of the building electrical system appears to have been adversely affected by the flood water then a qualified electrician should be contacted for advice and, if necessary, repairs.

Environment Agency Contact Details:

Floodwatch Website: www.environmentagency.gov.uk/subjects/flood/floodwarning/
Floodline Phoneline: 0845 988 1188 Quickdial Number for Burton upon Trent: 052116
To report pollution: 0800 80 70 60

Section 5 - Trailer Towing

5.01 Authorisation to use the Club Trailer

The boat trailer will only be used with the consent of the management committee. This consent may be given on behalf of the committee by any of the Officers of the Club who should inform the committee of their decision at the next committee meeting.

It must be remembered that the driver of a vehicle carrying boats or towing a trailer is responsible in law for ensuring compliance with all road transport legislation. However, should an infringement occur the Club (usually in the person of the Secretary) may also have to answer charges.

5.02 Licensing and Insurances

Any driver intending to tow the Club Trailer should ensure that their driving licence permits them to drive a towing vehicle.

Any driver intending to tow the Club Trailer should ensure that the insurance policy in place for their vehicle permits the towing of a double axle trailer of the size of Club Trailer. They should also note that any third party damage caused by the towing vehicle, any part of the trailer or any part of any of the boats or other equipment being carried **MUST** be covered by the insurance policy relating to the towing vehicle. The driver must ensure that the insurance policy in place for the vehicle provides this cover as third party damage **IS NOT COVERED BY THE CLUB'S INSURERS.**

Any damage caused to the trailer, or any of the Club's boats or equipment being carried on the trailer, that is caused by the driver of the vehicle towing the trailer, as long as the driver has been authorised to tow the trailer in accordance with section 5.01 above, will be covered by the Club's insurance policy.

Any damage caused to equipment not owned by the Club whilst being carried on the trailer must be insured by the owner of the equipment, either by arranging for the equipment to be added to the Club's insurance policy, or by insuring under separate arrangements. Damage to equipment not owned by the Club and not added to the Club's insurance policy **IS NOT COVERED BY THE CLUB'S INSURERS.**

Section 6 – Club Emergency Response Plan

6.01 General

This Club Safety Policy is intended to reduce the risk of an incident happening. The Club Emergency Response Plan defined in this section describes the actions to be taken if an incident does happen. All members should be aware of this CERP so as to help minimise harm should an incident occur.

6.02 Incident Management

In the event of any incident the club officer supervising the training session should be made immediately aware. This person will then act to deal with the incident. Should members be training on their own or in the case of a serious emergency where a club officer is not immediately available members should contact the emergency services. Upon contacting the Emergency Services this person should provide the following information;

1. Their Name and position(where applicable)
2. State the nature of the incident.
3. Where they are calling from - Trent Rowing Club, The Boathouse, Stapenhill Road, Burton on Trent, DE15 9AE.

A club officer should then be informed as soon as is practical. A location map including post codes of emergency access points can be found in the appendix of this Safety Policy.

6.03 First Aid

A First Aid kit is available in the storage area, behind the bar area. Additional first aid kits can be found in each Launch inside the safety kit. The following club members are qualified first aiders;

Richard Gipson(Chairman/Secretary)

Mike McQuoney(Captain)

Kenny Holmes(CRSA)

Karl Benton(Vice-Captain)

Shaun Carlton-Greaves(Vice-Captain)

James Russell(Welfare Officer)

Emma Benton(Committee Member)

Mandie McQuoney(Committee Member)

John Oram(Committee Member)

In the event of a serious injury, requiring an ambulance, the person managing the incident should assign a person to wait outside the premises to direct ambulance staff on arrival, should such a person be available. Should such an incident occur away from the club premises then this person should simply position themselves nearby in the most visible place possible.

6.03.01 AEDs

Should an incident require the use of an Automated External Defibrillator one can be found on the wall outside Burton Leander Rowing Club. Special training is not required to operate it. The device itself can detect if it needs to be used. It will not operate until it is setup and if it is required. Simple instructions are included with the device on how to setup and use it.

6.04 Fire

In the Event of a fire club members should leave the premises in a timely manner by the nearest exit. Members and visitors should assemble by the entrance to Stapenhill Gardens next to BLRC.

The persons supervising the session or event should contact the emergency services and confirm all persons are accounted for. Upon contacting the Emergency Services this person should provide the following information;

4. Their Name and position(where applicable)
5. We have a fire.
6. Where they are calling from - Trent Rowing Club, The Boathouse, Stapenhill Road, Burton on Trent, DE15 9AE.

If anyone is not accounted for this information should be passed to the emergency services. Under no circumstances should anyone attempt to re-enter the building until it has been deemed safe by the Emergency Services.

6.04.01 Fire Extinguishers

It should be noted that not all fire Extinguishers are suitable for all situations and in certain cases can make the incident worse. Only members who have been trained to operate fire extinguishers should therefore attempt to do so.

6.05 Post Incident

Once an incident has been dealt with it may be necessary to arrange to send members home. Juniors parents/guardians should be contacted at this point. Details can be found in the emergency contact details file. All club officers should have access to this file and an electronic backup. Members who do not have access to this information if needed should contact the Chairman, Secretary, Treasurer, Coaches, or Welfare Officer, who will then pass on any messages.

Members and club officers should report the incident using the British Rowing Online Incident form, Details can be found at britishrowing.org.

Section 7 – COVID 19

7.01 General

This section of the Safety policy has been added temporarily as a response to the ongoing COVID 19 Pandemic.

All club members are advised to abide by all restrictions that will be in affect if they are to attend the club. This includes those laid down by government, British rowing and the club itself. This guidance and restrictions are updated regularly so if you are in any doubt please check.

If you are not sure about the guidance please speak to a club officer before arriving at the club. You can also find guidance at the links below;

Government: www.gov.uk

British Rowing: www.britishrowing.org

7.02 Restrictions

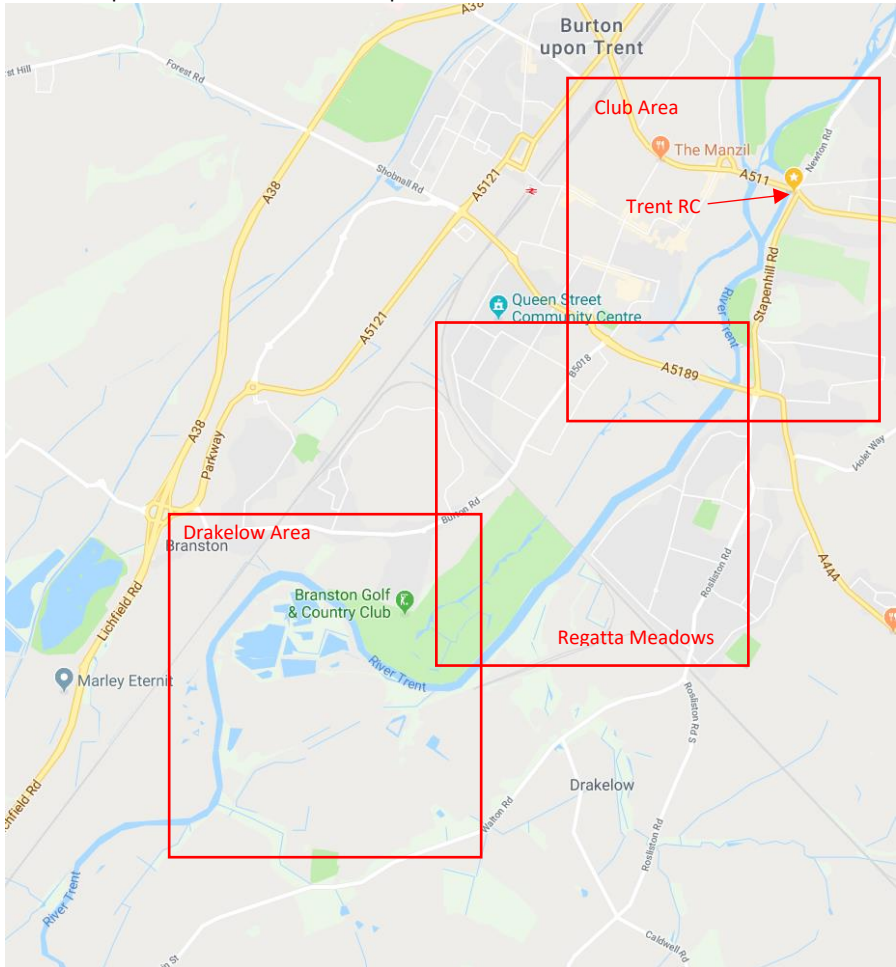
Club members should be aware of the following restrictions and procedures put in place to keep people safe when attending the club.

1. A Club officer will open the club and open all the doors, switch on windows etc. Members should not enter until this has been done. Please wait outside until ready.
2. Club members will not be allowed to arrange solo outings until they are familiar with the hygiene procedures.
3. The club will control the number of people at the club at any one time. These will be broken into 2 hour slots. Members should arrive and leave within this time.
4. The changing rooms will not be available. Please arrive in kit and be prepared to leave in your rowing kit.
5. Bags and valuables can be stored in the boathouse, but it cannot be used as a changing area.
6. The bar and clubroom will be shut.
7. Only 1 household can enter the boathouse at a time. Except when lifting larger equipment out, but social distancing must still be maintained.
8. Any equipment with communal surfaces, boats, blades, ergos, etc. should be disinfected before and after use.
9. Land training should be conducted outside where possible. Where training is to take place indoors a maximum of 6 participants will be allowed inside at any one time.

Appendix A – Location Maps

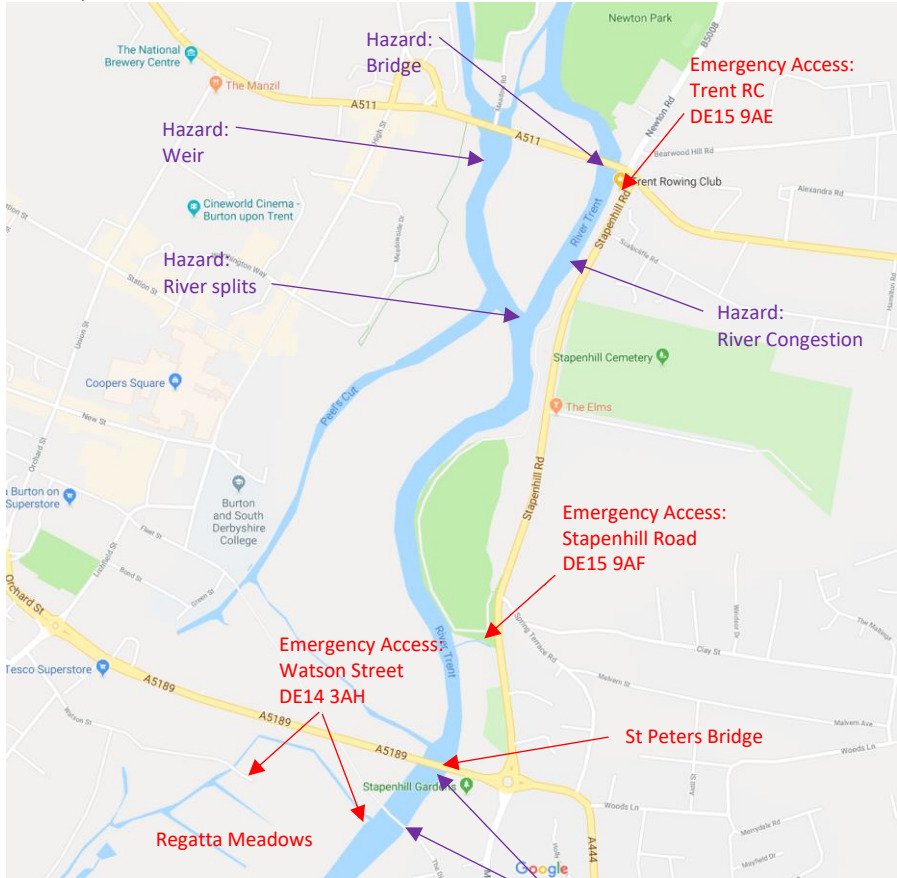
A.01 Overview map

The map below shows the local area in Burton for the extents to how far we travel up the river. It is split in to 3 more detailed maps



A.02 Club Area

The map below shows the local area closest to the club. Access to the Burton side near the regatta meadows is behind Tesco and down Watson Street. Access below St Peters bridge is best from the Stapenhill side North of St Peters Church. The area marked on the map marks the car park entrance.



A.03 Regatta Meadows

The map below shows the local area around the regatta meadows, above St Peters Bridge. The areas on the Burton side above the bridge is best access via Watson Street, behind Tesco. On the Stapenhill side the nearest access is waterside road.



A.04 Drakelow Area

The map below shows the local area near Drakelow. The golf club can be used to access much of the Burton Side of the river. It can be accessed via Faldo Close off Burton Road. Access to the Riverside Hotel is via Warren drive off Burton Road.

