



# BALMAIN ROWING CLUB

# SAFETY HANDBOOK

## Introduction

Rowing is a safe and enjoyable sport if the risks inherent to any activity conducted on, or within the vicinity of water, are effectively understood and addressed. All members both new and existing need to be aware of the risks relating to this sport, and how to avoid or mitigate these risks. Safety is the responsibility of all members.

Any rower or coxswain going out on the water will be responsible for abiding by all local rules, regulations and traffic patterns. They should be in good health and properly attired for the present and potential conditions. Everyone rowing from BRC, must sign the BRC New Members OH&S form prior to their first outing, regardless of whether you are a member or not. This declaration is also a component of your annual membership renewal.

BRC follows the FISA Minimum Guidelines for the Safe Practice of Rowing. This document is available the BRC website and is prerequisite reading before joining BRC.

**[http://docs.wixstatic.com/ugd/66c5c3\\_db73d619b3204bc6b330dbe7f274290a.pdf](http://docs.wixstatic.com/ugd/66c5c3_db73d619b3204bc6b330dbe7f274290a.pdf)**

It's vital that all members are mindful of their own personal safety and use their common sense first and foremost. Before you take to the water, it is important that the prospective member is provided with an safety orientation walk through by a Coach, Safety Officer or other authorised member.

You **MUST** speak up if your coach, or coordinator suggests a boating arrangement, or outing that you are not comfortable with.

# 1. Rower's capability

Balmain is an inclusive rowing club. As such it is a club inclusive of members of varying rowing and physical capabilities. It is a requirement that everyone rowing from the BRC shed must be able to swim at least 100m in light clothing. If a person cannot meet the requirements of the swimming test, the member is required to advise their coach and not row unless always accompanied by a coach/safety boat and/or wear an approved life jacket or buoyancy aid. In case of accident, stay with your boat rather than attempting to swim to the shore. Your boat, unless seriously damaged, is your life raft.

In addition, all members or new members are required to advise their coach if they have any medical condition that may affect their rowing.

# 2. Guidelines for rowing boat usage

The guidelines for boat use are designed to ensure that rowers and crews are paired with the best and safest boat to suit their ability and experience. Our most experienced rowers handle our fastest racing boats, and our more stable, robust boats are available for our novices and beginners.

Your rowing ability will influence which boats you are permitted to use. It is important that all rowers respect these guidelines and should a conflict arise, the more experienced crew should take the higher grade boat.

All the club boats at BRC are graded to indicate their class and weight. There is a chart above the Boat Booking computer that shows this information. Restricted and private boats are also noted on the boat booking computer.

RESTRICTED boats are for racing crews only. You MUST have written permission from Captain/ Vice. B grade boats suitable for experienced novices and above, both juniors and adults. C grade boats suitable for all club members. Beginners can only row C grade boats. Private boats are privately owned and can only be rowed with the owner's permission.

If you want to row a restricted boat, you must email the captain and outline your training plan and goal for the use of that boat. If granted, you will have access to the boat until the completion of the specific event you have nominated. You will need to reapply for each separate event.

Particular care needs to be taken when rowing single sculls.

- Novice scullers MUST always row with a coach.
- All scullers must complete the capsizing drill successfully before they can take a BRC single without a coach. A sculler competency list will be maintained on the Safety Wall.
- Where possible, scull with other members, or at the same general times as other members.
- Unless you are a very experienced, competent sculler, do not scull alone, outside of normal rowing times.
- Do not take a single scull up the Lane Cove or Parramatta Rivers unless you are an experienced sculler and can confidently navigate the course. BRC does not recommend these courses for the majority of uncoached single scullers

### 3. Boat handling and manoeuvring

Rowing involves lifting boats, which weigh anywhere between 12kgs and 100kgs.

When lifting, remember;

- It is really important to BE CAREFUL when moving boats – on and off the water. Rowing boats are easy to damage and expensive and timely to repair. It is the responsibility of everyone to look after our rowing fleet!
- It is vital that you carry the boat along the gunwhales (sides of the shell) – don't carry it by any part that is not fixed to the boat (eg. riggers, seat, foot stretcher).
- Beware of the riggers of the floor-stored boats as you move out past them. You can hit your feet on them!
- Make sure you have enough people to move the boat (at least the number of seats in that boat)
- Ensure you have enough space to move the boat – your trestles are ready and there are no obstacles in your path.
- Position yourselves evenly along both sides of the boat, towards the ends of the boat. This ensures the weight of the boat is distributed evenly between the rowers.
- Make sure there's a clear path between the rack and the trestles and / or water
- Make sure you keep your back straight, your core engaged and BEND YOUR KNEES.
- Do not hesitate to ask for help if the boat is too heavy, or you do not have space to move the boat comfortably.
- Please do not handle motors until you have been trained to do so.

### 4. Local waterway rules, and maps of the waterways

You need to know where you're going - and the rules that govern the movement of boats on the waterway.

Maritime NSW provides guidelines for all boats using the waterways.

The Code Of Conduct for Rowing and Sculling Shells is available at

**[http://www.maritime.nsw.gov.au/rec\\_boating/CodeOfConduct.html](http://www.maritime.nsw.gov.au/rec_boating/CodeOfConduct.html)**.

All rowers need to know the layout and obey the traffic laws of the waterway you plan to row – particularly Iron Cove and the Lane Cove River. A map of these waterways is provided on the following pages.

The basic boating rules are :-

- All rowers must keep a good lookout (and listen out) for other water traffic.
- Irrespective of where you row, you must row on the RIGHT HAND SIDE of the channel - so as you row (and face backwards), the shore should always be on your left. If you're coxing, the shore is on your right.
- Where possible, get out of the path of faster rowing boats.
- Don't stop in the middle of the main channels.

- Rowing boats give way to sailing boats, coxed boats give way to uncoxed boats
- Powered boats should not travel faster than 8 knots and should give way to rowers - but beware of them!
- Boats travelling in opposite directions pass stroke side to stroke side
- If a collision is imminent or you spy a boat that might not have seen you - CALL OUT!!

## **Rowing on Iron Cove**

There is often a lot of traffic on Iron Cove, so it's important to be alert to washes from tinnies and larger boats. Make sure you line the boat up PARALLEL with the wash, to prevent both damage to the boat and your crew. While, it is the responsibility of ALL rowers to avoid collisions with other boats, one person (usually the bow) gives all steering commands. The bow should check for traffic every 10 strokes or so, more frequently in traffic. Make sure you check your course before you start a piece. Don't stop in the middle of the channel unless you have an equipment breakage, or serious problem. Always pull over towards the land, if you want to discuss something, strip off, rest etc.

All rowing clubs are identifiable by their blades, so at all times, be courteous and polite to other water users.

- Head out towards the big crane on Cockatoo Island. Stop at the point to check for traffic (both directions)
- Cross the waterway and head towards Birkenhead Marina.
- Row alongside Birkenhead Point Marina.
- Pass through one of the three arches on the Drummoyne side.
- Bridge works may change the traffic flow, look out for warning signs.
- Row from the bridges towards the white jetty on the Island.
- Row from the island to the yellow buoys at UTS. These markers do not indicate shallow water, they're there to manage the flow of traffic. You should row between the yellow buoy and the shore on both sides.
- Cross the Bay beyond the yellow buoys only.
- Row from UTS to Leichhardt, then pass on the water side of the red buoy (it indicates shallow water).
- Pass through one of the three arches on the Rozelle side.
- Row to the edge of the moored boats opposite Birkenhead Point Marina.
- Follow the edge of the moored boats back to BRC.

If you need to turn around midway along the course, try to do it at the bridge, or at Leichhardt. In both cases keep an extra careful lookout for crews travelling in both directions. Don't stop in the middle of the channel unless you absolutely have to.

To safely navigate the bridge, it may be necessary to move into the middle of the local on-water traffic pattern (staying on the correct side) to pass under the bridge. If this is the case, individuals or crews should move back to the outer edge of the local on-water traffic pattern once it is safe to do so.

**Refer to map of Iron Cove Rowing Channels on next page.**

## Iron Cove Rowing Channels



### 5. Rowing boats in harmony with commercial vessels

- When entering and exiting the local on-water traffic pattern, commercial vessels and recreational power craft are required to exercise additional vigilance to detect other small craft, however it is every rower's/coach's responsibility to think 'defensively' in this situation.
- All vessels have a legislated responsibility to ensure their vessels do not operate at a speed greater than six knots within 30 meters of a person in the water, a ship at anchor, moored or made fast to the shore or aground and a jetty, wharf, boat ramp or pontoon.
- The size and design of larger commercial vessels may create blind spots which limit the visibility of masters to see other small craft. A number of safety procedures have been adopted to minimise the likelihood of an incident or close quarters situation:
- If a rowing boat is within a 100 metre radius of a ferry terminal or pontoon, then the commercial vessel must wait for the rowing boat to depart the 100 metre zone.
- If a commercial vessel is within a 100 metre radius of a ferry terminal or pontoon, rowing boats must stop outside this 100 meter zone and wait for the commercial vessel to dock. The tidal flow should be taken into consideration by all rowing boats in this instance
- Once the commercial vessel is docked rowing boats can progress through the safety zone as quickly as safely practicable
- Commercial vessels should give way to rowing boats currently within the 100 metre zone

- If a rowing boat is approaching the 100 metre zone and sees a commercial vessel departing, the rowing boat must stop at the 100 metre mark and allow the commercial vessel to depart. If the rowing boat has any uncertainty at all, then they should remain outside of the 100 metre zone until the commercial vessel has safely departed.
- Most importantly, don't assume that commercial vessels will give way, or that they can or will see you.

## 6. Coxswains

Before heading onto the water, Coxswains should receive a full explanation on handling the boat, all relevant safety procedures and boat handling. Inexperienced coxswains should be allowed out in boats only if observed by an experienced coach, preferably in a fully equipped coach boat. They must also be familiar with local Iron Cove navigation rules .

## 7. Boat booking register

The computerised boat register is an important safety and organisational tool of our club. Every time you row you **MUST** sign the boat in and out. This ensures that we know where you are and you don't get locked out of the clubhouse.

If your name is missing, please email [membership@balmainrowingclub.com](mailto:membership@balmainrowingclub.com)

You have 15 minutes grace after your booking time, before your booking lapses and the boat may then be taken by another crew. It is considered poor practice to book a boat "just in case" or to book multiple boats for the same session.

## 8. Safety and first aid equipment and the SAFETY WALL in the boatshed

All members should familiarise themselves with the location of Safety and First Aid Equipment.

- The Safety Wall is located at the bottom of the Internal Stairs and contains equipment and practical safety information for the use of all members. It includes information on Emergency Contacts, CPR procedures, Navigational Maps, etc
- First Aid Equipment (In Shed)

BRC's has 3 first aid kits

- Kitchen upstairs in shed
- 2 on the safety wall at the foot of the internal stairs.
- An automatic defibrillator (Safety Wall)
- Fire Extinguishers are located in the boat shed and in the kitchen upstairs.

Many coaches and some members are first aiders.

## 9. Rowing boat equipment

For the safety of all concerned, rowing equipment needs to be maintained in good working order. The maintenance of rowing boats and equipment is everyone's responsibility.

Particular attention must be paid to the following:

- Every boat must have a firmly attached ball of not less than 4 cm (1.5 inches) diameter on its bow.
- Heel restraints and "quick-release" mechanisms must be in proper and effective working order in all boats equipped with fitted shoes. These restraints should not allow the heel to lift more than 5 cm (2 inches).
- For rowing at night or in reduced daylight, boats shall be fitted with lights as required by the local and national waterway authorities. At the least, all boats should have a light forward and aft.
- All oars and sculls should be checked to ensure that "buttons" are secure and properly set.
- Bow and stern compartments should function as individual buoyancy compartments and must be checked to ensure that they will function as intended.

If you find a boat in the shed that does not meet this standard, or you find something that requires repair or you damage something, please DO NOT row it. Either fix it yourself, or email the boatmaster@balmainrowingclub.com. Most issues, with some initial help, can be resolved by the rower himself.

## 10. Coaches and safety / coaching boats (tinnies)

Coaches are responsible for those in their charge and should ensure that they are informed of all safety procedures and abide by them.

Coaches should also be aware of the weather forecast and should evaluate the environmental conditions before deciding, in light of the rowers' capabilities and limitations, whether it is safe for rowers to go out on the water. Refer to BOM ([www.bom.gov.au](http://www.bom.gov.au)) or Seabreeze ([www.seabreeze.com.au](http://www.seabreeze.com.au)) for weather conditions and ask for help if uncertain.

BRC tinnies are only to be used for coaching, rower recovery or the laying/retrieval of rowing courses. To operate a BRC coaching boats you must hold a boat licence or have completed a BRC boat operator's course and have permission for the President or Boatmaster. The list of approved operators is shown on the Safety Wall.

All operators should be familiar with the RMS boating handbook, available at <http://www.rms.nsw.gov.au/documents/maritime/licence/boating-handbook.pdf>

Tinnies are stacked on either side of the club, motors live between the quad racks, and fuel is stored in the metal containers. If transferring fuel between containers, make sure you do it outside the shed. When moving tinnies, make sure you have enough people to lift them. BRC recommends 4 people if you have them available. Ensure that tinnies are carried, not dragged down the pontoon. Only launch from the centre of the pontoon (which has been reinforced for this purpose).

It is a requirement that life jackets be worn at all times by all on board a coaching boat.

Do not exceed a speed that you can safely manage the tinny given your experience. Unless you hold a boat license, you cannot travel faster than 8 knots. Assess the conditions. Do not go out if you think that the conditions are beyond your capabilities.

## Pre launch checklist

- Before going out. At all times observe requirements compliance plate which states:
  - a. maximum engine horse power - do not attach a motor that is too big for the tinny. Maximum engine size is noted on compliance plate.
  - b. observe the maximum number of occupants (including driver).
- The motor is secure
  - a. clamps are tight
  - b. engine is tethered by a lanyard to prevent it falling off the back of the tinny IF the clamps vibrate loose.
  - c. Fuel is connected correctly
  - d. Kill switch line (red) is attached to the engine
- Bung is in place at the back of the boat
- - a. the operator is wearing a life jacket (this is mandatory at our club)
  - b. that there is enough lifejackets of each occupant in the boat
  - c. that every junior member is wearing a life jacket at all times
  - d. Life jackets apart from operator's extra life jackets are kept in red bag and not to be used for any other purpose other than safety. They are not to be used as cushions.
- Safety equipment
  - a. there are 2 oars and a bailer in the tinny
  - b. The tinny contains a safety kit (screw top white tub) this kit is managed by the safety officer and SHOULD NOT be opened unless safety equipment is required. They remain sealed to water doesn't spoil the equipment, especially the torch. This kit contains whistle, waterproof light, anchor and line, compass, anchor, towing line.
- It is recommended that a mobile phone is also easily accessible and held in a waterproof pouch. Raising the alarm early is vital on the water.

Boat Launching. Please ensure that the tinny (with secured engine) is lifted to edge of pontoon by minimum four capable rowers/coaches. Care to be taken not to lift too much weight and that lifting is done through the knees not by back straightening. Do not drag the tinny down the staging as this causes damage to the bottom or the tinny and the staging.

When stepping into tinny step into centre to avoid pushing the tinny away from the pontoon. Tilt the engine so that the propeller is in the water. Check that fuel line has been attached correctly then squeeze bubble maximum 3 times. Check that the kill switch lanyard is in place. Check that gear is in neutral. Pull out choke rectangular button. Be sure that starting arm has enough space to perform starting motion. Stand in a firm position and pull as firmly as possible 2 or 3 pulls. If the engine does not start, don't keep pulling as you will flood the engine. Push the choke in and do a number of pulls on full throttle to clear the fuel and start again. (Full throttle opens the air intake and that is needed if a lot of fuel is in the carburettor.) If you restart after a short stop, don't pull the choke.

The operator MUST have the kill switch attached to their wrist or life jacket to prevent propeller strike should the driver fall out of the tinny, while it's powered. Other occupants (not exceeding the occupant limit) step into the centre of the tinny. Distribute the load evenly so that the tinny is sitting and travelling level. Keep the tinny travelling as level as possible by moving weight around or adjusting trim.

When returning to the club, do not approach the staging at speed. Allow the tinny to float in the last 10 meters. When arriving at the staging tilt engine up and disconnect the fuel canister wrap up the line and deposit on staging. If tying up to the staging, consider the wind direction.

If pulling the tinny out make sure that a. at least three other members are in attendance to lift. Only pull the tinny out of the water in the centre section of the pontoon to minimise damage to the pontoon. Engine is flushed out using a hose attachment and tinny is given a light hose to remove salt deposits. When putting away please ensure that the tinny is close to the wall, no water is inside and the bung is in place.

## **Assisting a capsized**

- Check for other crews approaching and warn off.
- Do not approach capsized at speed. Allow to drift or paddle in last 12 meters.
- Engine must be switched off in the 12 meter zone away from the capsized scull. Use only oars to paddle in and close the gap. This is to eliminate the risk of propeller strike.
- If assisting hold boat rigger to assist in remounting of sculling shell or if required assist in pulling in the rower over the stern of the tinny.
- Do not attempt side retrieval as this could capsize the tinny.

Reporting of Incidents In the event of a collision, injury or incident on the water, your first priority is the safety of yourself and anyone else involved. Assuming there are no injuries, exchange details with the other crew / vessel. If they don't stop, note as many details as possible.

- Do not hesitate to call 000 for police, fire or ambulance if required.
- If you see someone who is in trouble and you can assist without endangering yourself, do so, and call for help. Once you return to the shed, contact The Captain as soon as possible during or following the emergency event and complete an Incident Report from the BRC website following the emergency. Send the incident report to the Captain and Safety officer as soon as possible.

If advised by the Captain, please also complete a Maritime Incident report and forward it to the Captain. The Maritime Incident Report is available at <http://www.rms.nsw.gov.au/documents/maritime/safety-rules/recreationalvessel-incident-report.pdf>.

Any questions about coaching boats and equipment should be directed to [boatmaster@balmainrowingclub.com](mailto:boatmaster@balmainrowingclub.com).

## **11. Procedures in the event of a rower or motor boat capsizing**

As with any water sport, there is a fair chance you'll end up in the water at some time, particularly in a single scull. BRC runs capsize drills periodically to show new scullers how to get back in when you fall out. These sessions also serve as a refresher for experienced scullers who wish to practice this drill. All single scullers must be able to demonstrate their ability to perform a capsize drill and get back into the boat. Single scullers should NOT row alone, until you can confidently get back in – and even then, take a buddy if there's no coach.

### **If you capsize - try to get back in the boat**

- hold both oars with one hand,
- propel yourself up and lay your body across the scull (perpendicular to it).
- sit up, just like if you were on a horse, with your legs over the side
- feet back into the shoes and away you go

### **If you can't get back in :-**

- Stay with the boat; roll boat to increase flotation if needed
- Swim to shore, if it is close and if you are a good swimmer - do not attempt a long swim.
- Try to attract attention eg whistle, waving arm.

Capsize drill safety Videos are available on the BRC website.

It is unlikely that a larger boat (double / quad / four) will be capsized in the course of an ordinary rowing outing. However, if you are in a larger boat, that is overturned, you should :-

- Stay with the boat. DON'T PANIC. Call for help from other coaches if available.
- The stroke assumes control of the boat. Check that all rowers are OK and not in immediate danger.
- If you can, turn the boat the right way up and scramble back in – be careful not to damage the boat.
- It may be easier to swim the boat to the nearest shore or pontoon and get back in there.
- Don't leave the boat. Cold water can cause hypothermia and muscle cramps very quickly, and the boat can be held on to as a life-saving flotation device if necessary.

## 12. What is an incident and how to report an incident

An incident or near incident is defined as an event that involves:

- the loss of a person from a boat
- harm to a person caused by a boat's operations • the loss or presumed loss or abandonment of a boat
- a collision with a boat
- the stranding of a boat
- material damage to a boat
- material damage caused by a boat's operations
- danger to a person caused by a boat's operations
- danger of serious damage to a boat
- danger of serious damage to a structure caused by a boat's operations.

All incident or 'near incident' are to be recorded in a club's 'Incident Reporting Logbook' and reported directly to the BRC Safety Officer. It is the Safety Officers' responsibility to ensure this information is forwarded to the Club's committee and local marine authorities (if required under the local waterway safety procedures).

In the event of a collision, your first priority is the safety of yourself and anyone else involved. Assuming there are no injuries, exchange details with the other crew / vessel. If they don't stop, note as many details as possible. On your return to BRC, the stroke from the boat involved should:- • Contact the Captain • Complete an Incident / Accident Report and email to [safety@balmainrowingclub.com](mailto:safety@balmainrowingclub.com)

It is the responsibility of all members to report incidents.

[http://docs.wixstatic.com/ugd/66c5c3\\_b9b56f935eb84601a5c63a79338ec595.pdf](http://docs.wixstatic.com/ugd/66c5c3_b9b56f935eb84601a5c63a79338ec595.pdf)

## 13. Emergency communication

In all emergency situations, the safety of people is the primary concern. • Once everyone is safe, steps can be taken to minimise damage to property and equipment. • If you see someone who is in trouble & you can assist without endangering yourself, do so, and call for help. • Do not hesitate to call 000 for police, fire or ambulance if required. • Contact The Captain as soon as possible during or following the emergency event. • Complete an Incident / Accident Report following the emergency and email to [safety@balmainrowingclub.com](mailto:safety@balmainrowingclub.com)

A complete list of emergency contacts is available on the Safety Wall in the Boat Shed.

## 14. Assessing the weather

Three types of weather are bad for rowing - wind, fog and thunderstorms. The Bureau of Meteorology ([www.bom.gov.au](http://www.bom.gov.au)) and Seabreeze ([www.seabreeze.com.au](http://www.seabreeze.com.au)) are excellent weather websites – although you should always use your own discretion when determining if it's safe to row.

Wind - if it is windy enough to hear the wind whistling in the rigging of the yachts in the marina, or "white caps" are evident, it is probably too windy to row. If Seabreeze is your guide, green and yellow arrows are usually safe, red arrows are not. As a guide, only experienced rowers would consider an outing if the current wind speeds were above 20 knots. At Balmain, the afternoons are typically windier than the mornings.

Fog – if you can't see traffic passing in the channel and you can't see Cockatoo Island from the pontoon, don't row.

Storms – Don't go out if it's stormy, or storms are threatening. If you're on the water and see lightning, you should immediately return to the pontoon.

## 15. Hot and cold weather and water

### Cold Weather

Protective clothing should be worn which is appropriate for the conditions. The objective is to keep the body dry and to insulate against heat loss. "Dress to beat the cold" - Layers of clothing are more effective than one warm garment. The outer layer should be wind and water proof.

If a person has fallen into cold water, their body will lose heat rapidly. Most experts in immersion hypothermia and cold water near drowning / drowning define cold water as temperatures below 20° C (68° F) (It is also recognized that colder temperatures increase the rate of body cooling and increase the risk of cold shock and swimming failure.

Sudden immersion in cold water can have a shock effect that can disrupt normal breathing, reducing even a proficient swimmer to incompetence. Confusion and an inability to respond to simple instructions will become evident.

When hypothermia is suspected; try to prevent further loss of body heat and re-warm the affected victim. Send for help. Hypothermia is a medical emergency whether the patient is conscious or unconscious.

If conscious the victim should be actively re-warmed under careful observation. If unconscious the victim must get medical aid as soon as possible. Re-warming can be carried out by:

- Wrapping the victim in a thermal/exposure blanket.
- Others placing their warm bodies against the victim.

## Hot Weather

Where rowing training and racing take place in a warm climate, participants may be subject to health risks. All persons should wear protective clothing appropriate for the conditions and their activity (including hats and 'sun smart' clothing) • Use of sun block with a high SPF factor. • Drink plenty of water before, during and after exposure to hot weather. • Address any symptoms of heat stress immediately. High intensity exercise in a hot environment with associated fluid loss and elevation of body temperature can lead to: DEHYDRATION- HEAT EXHAUSTION- HEAT STROKE The heat related problems always start with dehydration and accompanied by an elevated body core temperature. Exercise further increases heat load on the body.

Treatment: Lie casualty down: - move casualty to lie down in a cool place with circulating air. Loosen tight clothing, remove unnecessary garments and Sponge with cold water.

Give fluids to drink. Seek medical aid or call 000 for an ambulance.

- Sun block is generally available at the Safety Wall.
- It is important to drink plenty of fluids while exercising, so take a drink bottle with you.

## 16. Guidelines relating to rowing before sunrise and prior to sunset

Maritime NSW stipulates that all boats must display navigation lights from sunset to sunrise.

BRC general policy is - if the lights are on the bridge, lights are required on our boats.

If you do not have lights, you CAN NOT take a club boat out before sunrise

All BRC rowing boats must display :- (a) Two all-round white lights, one attached to the boat near the bow, and one attached near the stern. (b) A continuous white light is considered acceptable if it is visible in clear conditions from a distance of 1 km. (c) A flashing white light is considered acceptable if it flashes at least once per second and is visible in clear conditions from a distance of 1 km. (d) Notwithstanding (a), it is considered acceptable for a light to be masked so as not to interfere with the vision of the vessel's occupants, provided at least one light is visible from any direction.

## 17. Boatshed rules

The Balmain Boatshed is a heritage building, with a wooden pontoon. Note that wooden floors can become slippery when wet. There may be raised nails, loose boards & splinters. As such, it is recommended that you wear shoes or other on the pontoon. The doors to the pontoon are heavy (and stubborn) – please ask for help to close or open them so as to avoid back injury.

Members should make every effort to keep the Clubhouse secure and that means keeping the upstairs door locked at all times. This prevents the general public wandering in and protects our club and personal property. If you don't have a key, you need to row with someone who does. Please LOCK THE DOOR, when everyone from your squad has arrived for training and before you hit the water. Lock the Front Door, when your group has finished training, even if there are other club members still out rowing, or on the pontoon.

## **18. Harassment, bullying or discrimination**

Balmain Rowing Club (BRC) aims to provide a friendly environment for all members, free from harassment, bullying or discrimination. BRC requires its members to treat each other with respect and takes a 'zero tolerance' approach to behaviour inconsistent with this approach. BRC will investigate any allegation of harassment in a neutral, sympathetic and confidential manner. The Club also acknowledges that particular sensitivity is required when dealing with juniors - and further information on this is provided in our Junior Members Protection Policy on our website.