



Richmond Rowing Club

Coxless Boat Usage Policy

December 2021

General

All members must:

1. Abide by the Rules and Regulations of RRC.
2. Be safe around the club and on the water. Whilst RRC is in a generally public location all members are advised not to train on their own, advise others when they are going on the water and expect to return and complete the sign out log.
3. Single Scullers are strongly advised to train/row on the water with others or be under supervision. Single sculling at times when not under supervision and no other rowers are on water is discouraged, but if members choose to do so, they do so at their own risk.
4. Secure the club when on water unless other members are present in the boat house. This includes the front roller doors and any other access points.
5. Behave sensibly and respectfully to other users on the water.

Coxless Boats

1. Coxless Boats are primarily for the use of experienced crews.
2. Where permission has been granted for the use of a coxless boat by a less experienced crew:
 - a. it must be under the supervision of a coach and not in darkness or adverse conditions.
 - b. The crew is not permitted beyond the Cremorne Rail Bridge upstream of RRC or the Coat-Hanger footbridge downstream of RRC. (see below experienced crews)
3. Coxless boats may only be used unsupervised when steered by a competent rower and/or at the discretion of the Captain.
4. ***As per the RRC safety management plan all RRC members using coxless fleet must have their coxswain's certificate. There are no exemptions to this requirement.***
 - a. ***The Secretary, Captain and Head of Rowing will confirm this information in Regatta manager if a member or coach is in doubt.***
5. All RRC coxless boats must be steered from the bow when in use on rivers or for training apart from racing on straight buoyed courses or when agreed by the Captain.

Lights and Visibility

All RRC boats must be always clearly visible and well-lit in accordance with the Marine Safety Victoria Guidelines. It is the responsibility of the crew to provide adequate lighting between dusk and dawn or any other time of poor light/visibility.

1. Where there are no lights available then **the crew must not put the boat on the water.**
 - a. Whilst RRC provides a limited number of boat lights for use by club crews it has always been a club policy that members wishing to row regularly in small boats should provide their own lights.
2. In the event of a light failing/falling off the boat the crew should return immediately to the boatshed at light pressure and slow speed staying close to the bank and using caution and alerting other crews of their presence.
3. Novices should only row in darkness in coxed boats steered by a competent coxswain.

Navigation

1. Navigation shall be as described in the YARRA River Rules Published on the [Rowing Victoria Website](#)
2. Always launch and land from the landing with bow pointing upstream even when intending to head downstream of Princes Bridge. Crews intending to head downstream may launch and turn where safe to do so.
3. Look out regularly for other river users and watercraft. They may not know the “normal navigation rules”.
 - a. *Note: the river rules and agreement of which arches may be used and stopping and turning points is an agreement between the rowing clubs of the Yarra and not the [MSV rules](#). Other watercraft are only required to adhere to rules 13, 14 15 and may travel down the centre of the river provided they move to starboard (bow) side to pass oncoming vessels on the port (stroke) side.*
4. Rowers should therefore also be familiar with not just bowside and stroke side but PORT (RED) and STARBOARD (GREEN)
5. Always keep to the bank closest to your bowside-in narrow sections of the Yarra and at bends be aware and keep an extra lookout for crews and boats that may be coming in the opposite direction.
6. Only turn where it is safe to do so, and you have good visibility in both directions.
7. Do not stop near or under bridges unless in an emergency to avoid a collision and note crews/watercraft travelling downstream have right of way. For example at Leonda Bridge.
8. Try to remain calm if a crew is coming towards you and call out in a clear loud voice to “take a look” or “look ahead”, or if stationary to “go wide”. If possible, identify the club and boat type in your call “take a look Richmond Sculler!”
9. Calls to Check the boat. Where a collision with another rower or boat may be imminent the steersperson or sculler should call for the approaching crew to check the boat or their own crew to check the boat. This is the equivalent to putting the brakes on.
 - a. *Note any rowing boat traveling at full pressure will take upwards of three times its length to come to a dead stop depending on initial speed and factors like wind, tide and current.*

Experienced crews

1. Rowers and crews that have been deemed to be competent by the Captain may travel unsupervised upstream of the Cremorne Rail Bridge with due care and attention as per the above navigation rules.
 - a. Under no circumstances are any RRC crews to proceed further than the bend at Collins Bridge (the end of the Brewery Straight Melways Ref: Map 2D A10). Beyond this point there is unacceptable risk to your safety due to narrow width of the river (diminishing boat turning circles) and degree of debris and snags.
2. Rowers and crews that have been deemed to be competent may travel downstream of the Coat Hanger bridge with due care and safety as per the above navigation rules. However, in addition:
 - a. These crews are recommended not to commence any pieces in the vicinity of the Spencer Street Bridge from either direction due to the single navigable arch for this bridge and are to row light through this bridge taking care and keeping a good lookout.
 - b. Crews may turn into Victoria Harbour where safe to do so.
 - c. Crews must not proceed beyond the downstream drip line of the BOLTE BRIDGE at any time as per [section 5.8.3 of the Harbour Masters Directions](#):
 - i. Unless accompanied by a coach in a Tinnie,
 - ii. with a Maritime UHF tuned to channel 12
 - iii. after notifying harbour control as per page 83,
 - iv. and carrying sufficient lifejackets for all rowers and tinnie occupants.
3. **As RRC does not own a coaches Tinnie, a marine UHF radio or more than 5 lifejackets NO RRC crew is allowed beyond the downstream drip line of the BOLTE BRIDGE.**

Incidents and Damage

1. All incidents must be reported to the Captain, including near misses. Via [the incident report form online](#)
2. In the instance of a severe collision, you should also call/text the Captain on 0400 009 958.
3. Rowers should return immediately to the shed and report the incident and not take another boat out if there has been damage to a boat.
4. Due care must be exercised at all times whilst using or handling RRC equipment. Boats are easily damaged and are expensive to repair. The crew will be held liable for damage as a result of accidents caused by negligence or recklessness.
5. Rowers who take a boat that is not allocated or booked or instructed not to use by the Captain, will be held liable for damage incurred, irrespective of fault.

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Document Control

Version Number	Date	Author(s)	Purpose / summary of changes	Endorsed / approved by	For review by (date)
1.0	10/12/2021	Barry Campbell, Kim Begelhole	First released version	Approved by Committee 159 7/12/2021	Dec 2022
2.0					