

SAFETY REMINDER

BOATING & DE-BOATING

There have been incidents recently where crews have got into difficulty outside the club.

Boating and de-boating are the most dangerous parts of the outing. We have a number of large boats moored downstream of the club and these restrict the available width of the navigation channel. We speak regularly with the boatyard to try and reduce this problem and they co-operate as best they can. This means the angle at which you approach the hard is steeper than one would prefer.

1. General Positioning

DO NOT proceed to the club down the wrong way (i.e. from the Teddington end of the island). We generally have a stream running OUT and you run the risk of being pushed downstream onto the moored boats as you turn to come in.

When you come in the correct way, DO NOT turn in to the hard too soon – wait until there is space available to accommodate your boat on the hard and don't turn too close to the moored boats. The stream will push you on to them and you will only have a couple of seconds to work out what is happening and react. You will be tired and not have time.

Aim for the upstream two-thirds of the hard. Once you are close to the side the stream drops off significantly and you can make correcting manoeuvres in relative calm. If you don't quite make it to the side there's no shame in having to be helped in.

2. If it Goes Wrong

In the unfortunate situation where you do get into difficulty, the first thing to do is STAY CALM. Call out for assistance to anyone at the club or on the moored boats.

There is no hard and fast method for extricating a crew from this situation – each one is different. However, the main things to remember are

1) stay in/with your boat as long as possible. It floats and is big and rigid enough to get caught up in the boats and stay afloat. You, however, are small and bendy and can easily be dragged under the moored boats – your chances of surviving are significantly reduced once that happens.

2) at some point you will have to leave the boat – do not worry, it is insured and your safety is the priority.

We are looking at putting grab ropes and possibly a cargo net across the ends of these boats. These measures are last chance and not infallible. Better not to get into the situation in the first place.

Finally, **you must report any incident or near miss** - to me, details below – so that we can keep our insurers and BR informed. Please ask if anything is unclear.

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