



AYLE OF QUINTE SKIFF CLUB

2023 WAIVER OF LIABILITY & RELEASE

This Waiver of Liability and Release form covers my participation in the activities of the Ayle of Quinte Skiff Club and any activity supporting or connected to my membership in the Ayle of Quinte Skiff Club. Such activities include, but are not limited to, rowing on the water in authorized Ayle of Quinte boats, movement in the boats while on the water, the entry into and exit from boats in the water, the loading and unloading of boats onto and from boat trailers.

1. I acknowledge that the Ayle of Quinte Skiff Club, its members, directors and officers shall not be held responsible for loss or damages, however caused during my participation in the aforementioned activities. I agree to release the members, directors and officers of the Ayle of Quinte Skiff Club from any claims that may arise as a result of or by reason of any such accident associated with the activities of the Ayle of Quinte Skiff Club. I authorize the members of the Club to contact my emergency contact or Emergency Services as necessary in the event that there is an incident involving my health or safety.
2. I am aware that there are some inherent risks involved in the activities of the Ayle of Quinte Skiff Club including but not limited to the aforementioned activities and that personal injury could result from my participation in these activities.
3. I acknowledge and accept that participating in Club activities may result in my being exposed to, and contracting, the COVID-19 virus despite the Club's safety measures and protocols.
4. I certify that I am physically fit, have not been otherwise informed by a physician and know of no restrictions imposed upon me by my physician that would in any way prevent me from participating in the activities of the Ayle of Quinte Skiff Club.
5. I confirm that I have read and agree to comply with the Club's Safety Policy.
6. In signing the foregoing release, I hereby acknowledge and represent that I have read the foregoing release, I understand it and agree to it voluntarily, and that I am 16 years of age or older.

Signature:

Name (print clearly):

Date:



AYLE OF QUINTE SKIFF CLUB

2023 SAFETY POLICY AND PROCEDURES

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Policy Statement

The Ayle of Quinte Skiff Club (AOQ) is committed to the safety and well-being of its members. Rowing is a safe sport when conducted with knowledge and consideration for the risks involved. However, it is important to recognize that water conditions and weather can introduce hazards including but not limited to unstable weather, electrical storms, heat and cold-water temperatures. As a fitness and recreation-based activity, rowing can bring a sense of community, an opportunity to meet new people, to enjoy the outdoors and be socially active with others. Each of us have a responsibility to ensure our environment is positive and supportive of each other and the larger community. This means not engaging in, allowing, condoning or ignoring behaviour contrary to the spirit of a positive environment.

This policy is designed to maximize safety for everyone by explaining the safety policies and procedures. All AOQ members are responsible for ensuring they familiarize themselves with and abide by the policies and procedures. Nothing in this document in any way limits your personal responsibility for assessing your own skills level and fitness levels for the outcome of your decisions and actions. Your signature on the club membership application confirms that you have reviewed, understand and agree to this safety policy and procedure.

Each member of the AOQ is responsible for knowing and adhering to the Transport Canada regulations, especially those applicable to rowing. AOQ encourages all members to obtain a copy and become familiar with "Safe Boating Guide". This free publication by Transport Canada is a valuable source for safe on-water boating practices. Link attached.

Member Responsibilities

- Members will follow all AOQ rules, policies and procedures
- Be aware that they should consult their medical advisor regarding health issues that might pose a risk in participating in rowing
- Row only in conditions under which they feel comfortable and safe
- A Cox is appointed to each boat. He/she is in command of the boat. Always follow the directions of the Cox. Inform the Cox should you have to leave the crew momentarily for any reason, such as retrieving clothing, bathroom break etc
- Wear a personal floatation device (PFD) or lifejacket approved by Transport Canada, always when on the water or on the dock. In the case of inflatable PFD's, ensure you are familiar with the PFD operation. All guests must follow club guidelines. Crew under 16 years of age must wear a Transport Canada approved lifejacket.
- Prepare for weather conditions. Dress appropriately and carry water in warm weather
- Follow the procedures on land at the marina, including vehicle parking, the movement/handling of club equipment
- Be familiar with the emergency, crew overboard and "taking on water" procedures
- Use the AOQ approved sign-up procedure for taking out boats
- Report any equipment damage to the Cox

Cox Responsibilities

- Coxes will apply annually for approval by the Board. A club member appointed by the Board, the Cox Co-Ordinator, will be responsible for assigning Coxes to boats. If a Cox is unable to participate during a specific assigned row, to facilitate a replacement the Cox will notify the Cox Co-Ordinator as soon as possible.
- The Cox is considered in command of the crew and boat and as such, is responsible for all matters relating to the safe preparation, launch, operation, and navigation for the boat under their command, both on land and on the water. This applies to the launching, loading and unloading of the boats.
- Cox remains in charge of the boat regardless of their actual rowing position in the boat, retaining their responsibilities even though another crew member may be at the helm.
- A Cox can reserve and take a boat out, with a minimum of two other experienced member rowers and a maximum of two inexperienced rowers.
- Assessment of the weather and water conditions, the competence of the crew, including for example known or obvious health conditions or impairments. Demonstrates sound judgement on whether to launch a boat with the crew and what rowing route to take.
- Consults with the other Coxes, determining the route to be rowed on any given outing. Whenever possible, all boats should follow the same route.
- Will avoid areas on the water where there are swimmers or other watersport activities.

- Will carry a properly charged and operational cell phone (within the waterways where the boat will be rowed) and a whistle for use in emergencies.
- Directs the proper preparation, launch, retrieval, and storage of the boat with assistance from the boat crew.
- Launches a boat after sunrise and returns before sunset. Only takes a boat out in conditions that not deemed dangerous such as rough waters, dense fog, storm warnings or heavy power boat traffic.
- Provides direction and encouragement to the crew during rows, commensurate with the level and expectation of the crew. Row at speeds appropriate to traffic, visibility, and crew skill.
- Understands the safety procedures in the case of emergency, including but not limited to weather related emergency, an accident involving injury or property damage, a crew member overboard, an unconscious crew member, a boat taking on water and immediately reports all incidents of personal injury or equipment damage to a Board member.
- For serious personal injury or equipment damage, an incident form will be completed and returned to a Board member.
- Is familiar with the Transport Canada on water “rules of the road” with regards to other boat traffic, as outlined in the “Safe Boating Guide” attached.

On-Board Safety Equipment

Each AOQ boat shall carry the following safety equipment:

- Heaving Line (Throw Bag)
- Whistle
- Paddle
- Bailer
- First Aid Kit

On The Dock

- The skiff club shares the docking facilities with many other individuals. Be aware of other boats, boaters and swimmers who may have priority; be patient and respectful.
- All gear, equipment and any crew members should be quickly cleared from the dock when launching and returning boats. People, oars, clothing, water bottles and other equipment lying on the dock constitute a hazard and should be moved off the dock as soon as possible.
- Boat launch dollies should be parked out of the way and in the assigned location.

In An Emergency

- For any emergency in or on the water, call the CCG (Canadian Coast Guard) at *16 on your cell phone. The Coast Guard operator will call 911 if necessary. The CCG can also be reached by dialing 1 800 267-7270. Provide the operator with a clear description of the situation, the location of your boat with reference to landmarks on the lakeshore and your cell # for continued

emergency contact. The Cox remains in charge of the situation unless the Cox is unconscious. In such a situation, the next most experienced crew member will take charge.

- Typically, in the waters around Waupoos, the CCG could take up to 30 minutes to arrive at the boat location. Depending upon the type of emergency, using a whistle to notify other boaters in the area is recommended.
- The priority in an emergency is the safety of those involved and those coming to your aid. The objective is to ensure all crew members and where possible all equipment are returned to land safely.
- The Cox will be responsible for completing an Incident Report.
- For any emergency that occurs on land, for example, around the marina, call **911**.
- For emergencies involving serious injury or serious property damage, an officer of the AOQ board must notify the insurance company and submit the completed incident report.

Examples of Emergency Situations and Procedures

Loss of Consciousness

If a crew member has lost consciousness in the boat, the recommended course of action is to notify CCG at ***16**, ask the operator to call 911 with the planned boat landing location and then get the crew member to shore as quickly as possible. While each situation will vary based on the circumstances, a crew may be able to notify other motorized watercraft in the area, asking for assistance. In the absence of other boats available to assist, the unconscious crew member should be placed in the recovery position, on their side in the bottom of the boat if this is possible and can be done safely with no risk to the other crew members. The unconscious crew member's oar should be positioned in the boat if possible, to allow the other crew members to row the boat.

Crew Overboard (COB)

If a crew member falls overboard (COB) – it is important that the COB is always kept in clear view.

1. Shout "CREW OVERBOARD"!
2. Point to the COB in the water. Keep pointing to show the Cox the direction to steer. Secure the COB oar to allow the remaining crew to row the boat. In rough water it is easy to lose sight of a COB. The COB in the water can be subject to drift greater than the boat because of wind and currents or both. Prepare to throw the heaving line to the COB as soon as the Cox determines it is safe to do so.
3. The Cox should maneuver the boat back to the COB, preferably headed into the wind. This helps to counter any drift. While rowing to the COB, the Cox will decide which side of the boat to bring the COB. The crew should be prepared to stop rowing and/or raise or remove oars to prevent injury to the COB. It is recommended that the COB secure the heaving line around their chest, under their arms, to allow the boat to tow the COB to shore. Do not attempt to lift using the PFD. Once the COB is secured with the heaving line, the recommended course of action is to contact CCG at ***16** then get the COB member to shore as quickly as possible, also notifying **911** of the proposed boat landing location. While each situation will vary based on the circumstances, a crew may be able to notify other motorized watercraft in the area, asking for assistance.

Boat Taking on Water

Any accumulated water should be bailed out of boat as soon as possible. If the accumulated water is from a hull leak, block the leak using any available clothing. Notify other motorized watercraft in the area asking for assistance and return to shore as quickly as possible.

Hypothermia and Hyperthermia

Normal body temperature is defined as 36.5°C to 37.5°C.

Hypothermia

Hypothermia can be caused by exposure to environmental conditions in sub-zero temperatures or immersion in cold water (immersion hypothermia) especially when the water is less than 10°C. which can cause rapid cooling. A body temperature drop to 35°C (mild hypothermia) is associated with shivering, numbness and blunting of fine motor skills. Shivering is an involuntary muscle contraction which helps to slow heat loss. As body temperature drops below 35°C (moderate hypothermia) shivering and numbness increases as well as loss of motor skills. There is also confusion and blunting of rational decision making with reduced level of consciousness. With severe hypothermia (<32°C) shivering ceases, which accelerates heat loss, with complete loss of motor function and the onset of coma. Vital signs (pulse, respiration) may be difficult to detect and the victim may appear lifeless.

Treatment for hypothermia consists of removing the victim from the water as soon as possible (see Crew Overboard Procedure) and then drying, sheltering, and gradually warming (making sure to not rub the patient's body, to warm with blankets and, if possible, to transfer your own body heat). While blankets help a person retain body heat, they are not sufficient to treat hypothermia. In the field, a mildly hypothermic person can be effectively rewarmed through close body contact from a companion and by drinking warm, sweet liquids.

Moderate and severe cases of hypothermia require immediate evacuation and treatment in a hospital.

Hyperthermia

Hyperthermia is defined as a body temperature >40°C and is often referred to as “heat stroke.”

One of the body's most important methods of temperature regulation is perspiration. When a body becomes sufficiently dehydrated to prevent the production of sweat this avenue of heat reduction is closed. The body is no longer capable of sweating core temperature begins to rise swiftly.

Victims may become confused, hostile, often experience headache, and may seem intoxicated. Blood pressure may drop significantly from dehydration, leading to possible fainting or dizziness, especially if the victim stands suddenly. Heart rate and respiration rate will increase (tachycardia and tachypnea) as blood pressure drops and the heart attempts to supply enough oxygen to the body. The skin will become red as blood vessels dilate to increase heat dissipation. The decrease in blood pressure will cause blood vessels to contract as heat stroke progresses, resulting in a pale or bluish skin colour.

Complaints of feeling hot may be followed by chills and trembling, as is the case in fever. Some victims may suffer convulsions. Acute dehydration such as that accompanying heat stroke can produce nausea and vomiting; temporary blindness may also be observed. Eventually, as body organs begin to fail, unconsciousness and coma will result.

The treatment of heat stroke is a medical emergency requiring hospitalization, and the emergency services should be notified as soon as possible.

The body temperature must be lowered immediately. The patient should be moved to a cool area (indoors, or at least in the shade) and clothing removed to promote heat loss (passive cooling). Active cooling methods may be used: The person is bathed in cool water, , however, wrapping the patient in wet towels or clothes can actually act as insulation and increase the body temperature. Cold compresses to the torso, head, neck, and groin will help cool the victim. A fan may be used to aid in evaporation of the water (evaporative method).

Hydration is of paramount importance in cooling the patient. This is achieved by drinking water (Oral rehydration). The patient should be placed into the recovery position to ensure that the person's airway remains open.

Safe Boating Guide

https://publications.gc.ca/collections/collection_2011/tc/T34-24-2011-eng.pdf