

Review on Code of Practice for Water Safety
(With Immediate Effective on 27 April 2007)

Point	Area Concerned	Original text	Amended Text
2.3	Responsibility of Clubs	At each Rowing Centre or Club, the HKCRA or the Club shall draw up and display a Local Code of practice, which should include a plan of the local water, drawing attention to local rules of river/ water use and to hazards. Attention should also be drawn to any variation in normal procedures which may be necessary due to the state of the tide or stream high winds, or other climatic conditions.	At each Rowing Centre or Club, the HKCRA or the Club shall draw up and display a Local Code of practice, which should include: 1) Circulation Boards containing the traffic rule of the river to draw attention to local rules of river/ water use and to hazards. 2) Weather Information Boards carrying any variation in normal procedures which may be necessary due to the state of the tide or stream high winds, or other climatic conditions.
2.5		Safety and first aid equipment must readily available in every rowing centre and clubhouse, to include: 1) First aid box, 2) Thermal Blankets, exposure bags, 3) Life rings/buoys and line/ Buoyancy Aids.	Safety and first aid equipment must readily available in every rowing centre and clubhouse, to include: 1) First aid box, 2) Thermal Blankets, exposure bags, 3) Life rings/buoys and line/ Buoyancy Aids. 4) Any safety boat should only be used for the purpose of safety. (Refer to 10.10.8)
2.10		Clubs should take active steps to encourage members to become fully conversant with life-saving and resuscitation procedures (see Sections 12 to 14 and appendixes A to C), by attending training courses and other appropriate means. In particular it is highly desirable that the Club Safety Officer and all regular Club Coaches should be so trained.	Clubs should take active steps to encourage members to become fully conversant with life-saving and resuscitation procedures (see Sections 12 to 14 and appendixes A to C), by attending education workshops, training courses regularly organized by HKCRA or Clubs and other appropriate means. In particular it is highly desirable that the Club Safety Officer and all regular Club Coaches should be so trained.

3.5	Rowing Equipment	When it is necessary for outings to take place in the dark or in poor visibility the person in charge of the crew must carry a waterproof torch as a means of signaling and the boat must be fitted with lights as required by law or in the absence of such requirements, as may be required from time to time by the HKCRA.	When it is necessary for outings to take place in the dark or in poor visibility the person in charge of the crew must carry a waterproof torch as a means of signaling and the boat must be fitted with boat lights of a type approved for use by the HKCRA and it should be fixed at the bow end of the boat and should be facing forward in the direction of travel.
3.11		N.A.	Sea Trip Equipments and First Aid Box should be available at every sea trip outing. The equipments include waterproof torch, map, manual pump, throw lines and tool box. G.P.S., Compass and other safety-related equipments can be available on loan basis.
4.1	Weather	Weather conditions may change rapidly during the course of a rowing outing. If adverse weather conditions are forecast all coaches, coxswains, scullers and oarsmen should take the forecast weather conditions into account when planning an outing, and should be prepared to cut short the outing if necessary. If bad weather is forecast, no outing should be arranged which takes the crew more than 2000 metres from the boathouse or which could put any person in danger. Sea trips should never be attempted when bad weather conditions are forecast.	<p>Weather conditions may change rapidly during the course of a rowing outing. If adverse weather conditions are forecast all coaches, coxswains, scullers and oarsmen should take the forecast weather conditions into account when planning an outing, and should be prepared to cut short the outing if necessary. Sea trips should never be attempted when bad weather conditions are forecast.</p> <p>All Crews and the participants of the Galaxy Courses should strictly follow the weather signaling system stipulated by HKCRA. Under the system, two levels are adopted to indicate different weather conditions along the river, details:</p> <p>a) Yellow Flag (Level of Alert): Weather condition along the river become worse and may change rapidly from time to time. Potential Danger is forecast during the course of rowing outing. Under yellow flag situation, all HKCRA fine boats are out of service for non-Galaxy Courses. Any HKCRA fine boats which are already on water should return to the boathouse as soon as possible.</p> <p>b) Red Flag (Level of Danger) Weather condition along the river is adverse and no outing should be attempted. (see attached flow chart) Any boats which are already on water should return to the boathouse as soon as possible.</p>

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4.2 & 4.3	Weather	<p>4.2 The HKCRA requires that all outdoor rowing activity shall stop at the hoisting of a number 3 or higher tropical storm warning, or when the red rainstorm warning or higher is in effect, and should not resume until the warning is cancelled or the storm has passed. The only exception to this rule is that the Hong Kong National Squad may continue training at the sole discretion of the Technical Director or his nominated delegate, who shall be in attendance and supervising the training activity at the time. It shall be the responsibility of the Technical Director or his delegate to suspend the activities as conditions dictate. This exception does not extend to individual members of the National Squad who may be training privately, nor to any other rower.</p> <p>4.3 When a thunderstorm warning is in force all crews should be prepared to suspend their outing immediately the thunderstorm is affecting, or is likely to affect, the area. No outing should commence or resume until the thunderstorm has passed.</p>	<p>4.2 When a number 3 or higher tropical storm warning, or when the red rainstorm warning or higher is in effect, only the Hong Kong National Squad may continue training at the sole discretion of the Technical Director or his nominated delegate, who shall be in attendance and supervising the training activity at the time. It shall be the responsibility of the Technical Director or his delegate to suspend the activities as conditions dictate. This exception does not extend to individual members of the National Squad who may be training privately, nor to any other rower. (please refer to the diagram 4.1 indicating the mechanism under adverse weather conditions)</p> <p>4.3 Omitted</p>
4.7		N.A.	Updated Weather information should be made available at the centres. All crews should make use of the information provided before outings.

5.3	Responsibilities of Oarsmen and Scullers	All oarsmen and scullers, before embarking on an outing, must ensure that a responsible member of the club or any suitably qualified person is aware that the outing is taking place and its anticipated duration. Ideally a blackboard should be provided so that such information may be recorded when no-one is available.	All oarsmen and scullers, before embarking on an outing, must ensure that a responsible member of the club or any suitably qualified person is aware that the outing is taking place and its anticipated duration. All members and the participants of Galaxy Courses should complete the outing registration before outings.
5.4		Wherever possible all active members should consider learning and practicing capsizing and accident drills (see Section 8). It is desirable that they learn life-saving and resuscitation procedures (see Sections 12 - 14 and Appendixes A - C).	Wherever possible all active members should consider learning and practicing capsizing and accident drills (see Section 8). It is desirable that they learn life-saving and resuscitation procedures (see Sections 12 - 14 and Appendixes A - C). Safety-related courses will be organized by HKCRA on regular basis.
5.11		N.A.	All crews should strictly follow the traffic rules. The circulation boards containing the traffic rules of the river are made available at the centres.
6.3	Responsibility of Coxswains	Coxswains are encouraged to wear a life jacket of approved type (BS 3595) at all times when on the water, if the outing is likely to take them out of easy swimming range to land.	Coxswains are encouraged wear a life jacket or buoyancy aids of approved type (EN393) at all times when on the water, if the outing is likely to take them out of easy swimming range to land.
6.12		All coxswains shall learn capsizing and accident drills (see Section 8). It is also every desirable that they learn life-saving and resuscitation procedures (see Sections 12 to 14).	All coxswains shall learn capsizing and accident drills (see Section 8). It is also every desirable that they learn life-saving and resuscitation procedures (see Sections 12 to 14). Safety-related courses and seminars will be organized by the HKCRA on regular basis.
6.14		N.A.	All crews should strictly follow the traffic rules. The circulation boards containing the traffic rules of the river are made available at the centres.

9.8	Responsibility of Coaches	Coaches using coaching boats, even where they are not themselves driving, are responsible for ensuring that Section 10 of this Safety Code is fully observed.	Coaches using coaching boats, even where they are not themselves driving, are responsible for ensuring that Section 10 of this Safety Code is fully observed. The driver of a coaching boat should observe the river condition and ensure safety to other users on the river at all times.
10.1	Coaching Boats and Safety Boats	Coaching from a boat has now become commonplace. The presence of a coaching boat gives far better safety protection to a crew than a coach on a bicycle, on the bank, but raises the need to ensure competent driving, safety of those on board the coaching boat, and the effect upon other water users of the coaching boat's activities.	Using a coaching boat, it is necessary to ensure competent driving, safety of those on board the coaching boat, and the effect upon other water users of the coaching boat's activities. The driver of a coaching boat should observe the river condition and ensure safety to other users on the river at all times.
10.4		The following safety aids shall be made available for use with coaching and safety boats where appropriate: (k) Life jackets (BS 3595) which must be worn at all times in boats going out to sea or on very wide stretches of water.	The following safety aids shall be made available for use with coaching and safety boats where appropriate: (k) Life jackets / buoyancy aids (EN 393) which must be worn at all times in boats going out to sea or on very wide stretches of water.
10.8 to 10.10		N.A.	<p><u>The following rules apply to the use of safety boats operated at the rowing centres managed by the HKCRA:</u></p> <p>10.8 In general circumstances, only staff of HKCRA with relevant driving license is allowed to use the safety boats. Each boat is only allowed to carry a maximum of 3 persons, including the driver.</p> <p>10.9 Safety boat provided by the HKCRA serves only for safety purpose. In case of an emergency (i.e., someone is in danger in the river), HKCRA staff / coaches / members, who are trained and equipped with the skills of driving safety boat and rescuing on the river, are allowed to use the safety boats to rescue people who is in danger on the river</p> <p>10.10 Any unauthorized use of safety boats by non-HKCRA staff for non-safety purpose is strictly prohibited.</p>

11.1 to 11.4	Safety at Regattas and Processional Races	<p>11.1 All regattas shall appoint a suitably competent person as safety officer, whose duty shall be to ensure that the HKCRA Code of Practice for Water Safety is fully implemented.</p> <p>11.3 All regattas shall appoint a person to be a Medical Officer. Whilst it is not essential that such a person be a qualified Medical Practitioner, he shall be responsible for ensuring that medical support is accessible to the regatta. First aid facilities must always be available.</p>	<p>11.1 All regattas shall appoint a suitably competent person as safety officer, whose duty shall be to ensure that the HKCRA Code of Practice for Water Safety is fully implemented and responsible for ensuring that medical support is accessible to the regatta. First aid facilities must always be available.</p> <p>11.3 Safety officer should work with chief umpire, organizer / HKCRA to decide whether the river and other conditions are suitable for running the regatta. Regular training workshops should be provided to Safety Officers. (See Annex for duties of Safety Officer).</p>
<p><u>Appendix</u></p> <p>A</p> <p>A.7</p>	Resuscitation	N.A.	<p>A.7</p> <p><u>痛楚檢查法 Pain Assessment</u></p> <p>P Position 痛楚的位置 「痛楚在那部位，可否用手指出。」</p> <p>Q Quality 痛楚的素質 「感到如何？如刀割、被尖物刺著、被打、跳動或壓撞等。」</p> <p>R Radiation 痛楚的擴散/減輕 「是否擴散到其他部位？只在一個部位還是會移動？你做什麼動作可以減輕痛楚？或這動作會使痛楚加劇嗎？」</p> <p>S Severity 「少許痛、輕度痛、中度痛、嚴重痛、非常劇痛。你屬那級痛楚？」</p> <p>T Timing 痛楚的時間 「何時開始？有否時間規律？是否間斷或持續痛？以前曾否有這樣痛楚？和以前的痛楚相同嗎？痛楚持續多久？」</p>

<p><u>Appendix</u> c C.19</p>	<p>Immersion Hypothermia</p>	<p>Prevention is the best policy. Do not place yourself or others, or allow yourself to be placed in a situation where you or anyone else could possibly become a victim of hypothermia.</p>	<p>C.19 Prevention: a) During the course of training: -Consume high-energy food; - Proper rest should be taken in the intervals and don't become over-exhausted. b) For Sea Trip: - Bring spare attires - Wear clothes with warmth keeping purpose</p> <p>C.20 Prevention is the best policy. Do not place yourself or others, or allow yourself to be placed in a situation where you or anyone else could possibly become a victim of hypothermia.</p>
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* Revised as per discussions made in Safety Committee Meeting on 12.2.2007

水上安全守則修訂版
(2007年4月27日起生效)

節錄	標題	原文	新修訂
2.3	屬會的責任	每個賽艇中心或屬會均須制定並展示其安全守則，其中應包括航道說明，讓使用者瞭解使用有關航道的守則及危險。安全守則內亦須註明當遇上潮汐、強烈季候風或其他天氣情況時所要採取的特別措施。	每個賽艇中心或屬會均須制定並展示其安全守則，包括： 1. 設置城門河道交通循環路線圖顯示板，讓使用者瞭解使用有關航道的守則及危險。 2. 設置天氣資料顯示板註明當遇上潮汐、強烈季候風或其他天氣情況時所要採取的特別措施。
2.5		每個賽艇中心或屬會內必須備有以下的安全及急救設備： 1. 急救箱 2. 熱氈/保暖袋 3. 救生圈及繩	每個賽艇中心或屬會內必須備有以下的安全及急救設備： 1. 急救箱 2. 熱氈/保暖袋 3. 助浮衣及繩 4. 所有救生艇只用作拯救用途(請參閱節錄 10.10.10)
2.10		各屬會須積極鼓勵會員參加適當的訓練課程，或透過其他途徑全面熟習救生及復甦法(見第 11 至 13 節及附件 A 至 C)。尤其是屬會的安全主任及教練應接受類似的訓練。	各屬會須積極鼓勵會員參加由協會或屬會定期舉辦的教育講座及訓練課程，或透過其他途徑讓會員全面熟習救生及復甦法(見第 11 至 13 節及附件 A 至 C)。尤其是屬會的安全主任及教練應接受類似的訓練。
3.5	賽艇器具	在黑暗或視野不清的環境中進行活動時，艇隊負責人必須帶備防水電筒以便發出信號，而艇隻亦須根據法例或遵從協會的要求裝設適當的艇燈。	在黑暗或視野不清的環境中進行活動時，艇隊負責人必須帶備防水電筒以便發出信號，而艇隻亦須裝設獲協會認可的艇燈。艇燈須牢固地設於艇尾面向艇隻航行方向的位置。
3.11		沒有此新增項目。	每次歷奇賽艇活動須備有適用於歷奇賽艇活動的工具及急救箱，包括防水電筒、地圖、手動式抽水泵、拋繩及工具箱。賽艇中心並提供全球衛星定位系統、指南針及其他安全設備服務。

4.1	天氣	<p>進行賽艇活動期間，天氣情況有可能會迅速變壞。當預計天氣情況欠佳時，所有教練、舵手及划手必須考慮天氣情況可能對活動造成的影響，才安排賽艇活動，必要時須將活動中斷。如預計天氣惡劣時，切勿安排任何須離開艇艙 2000 米範圍外或可能危害任何人士安全的活動。遇上惡劣天氣時，切勿嘗試進行任何歷奇賽艇活動。</p>	<p>進行賽艇活動期間，天氣情況有可能會迅速變壞。當預計天氣情況欠佳時，所有教練、舵手及划手必須考慮天氣情況可能對活動造成的影響，才安排賽艇活動，必要時須將活動中斷。如預計天氣惡劣時，切勿安排任何須離開艇艙 2000 米範圍外或可能危害任何人士安全的活動。遇上惡劣天氣時，切勿嘗試進行任何歷奇賽艇活動。</p> <p>所有教練、舵手、划手及星際訓練班的參加者須嚴格遵守協會制訂的天氣警告系統。天氣警告系統採用兩級警告制式表示城門河道的天氣情況，兩級警告制式闡述如下：</p> <p>黃色警告旗號 (表示需要提高警覺)： 當預料或發現城門河天氣開始轉壞及將於短時間內變為惡劣並會對出艇活動造成危險。在黃色警告下，任何艇隻應準備盡快返回賽艇中心。</p> <p>紅色警告旗號 (表示危險)： 城門河天氣已經變得惡劣。任何出艇活動會被停止，其他在城門河上的艇隻應在天氣及安全情況許可下盡快返回附近的賽艇中心以策安全。</p>
4.2 & 4.3	天氣	<p>4.2 根據協會規定，當天文台懸掛三號或以上之強烈季候風信號、紅色或黑色暴雨警告時，所有賽艇活動必須立刻停止，直至所有警告信號及颱風信號除下為止。在例外的情況下，訓練活動可以在香港代表隊技術總監或其委派代表的同意及監管下繼續進行，唯技術總監或其代表須根據實際情況隨時決定中止活動。此例外情況並不適用於自行練習的香港代表隊成員或其他划手。</p> <p>4.3 當天文台發出雷暴警告時，所有賽艇隊必須作好應變準備，當賽艇區域正在/將受雷暴影響時，應立刻停止所有水上活動，直至雷暴過去。</p>	<p>4.2 當天文台懸掛三號或以上之強烈季候風信號、紅色或黑色暴雨警告時，訓練活動可以在香港代表隊技術總監或其委派代表的同意及監管下繼續進行，唯技術總監或其代表須根據實際情況隨時決定中止活動。此例外情況並不適用於自行練習的香港代表隊成員或其他划手。(關於在惡劣天氣下的安排請參閱圖表 4.1)</p> <p>4.3 刪除</p>

4.7	天氣	沒有此新增項目。	各賽艇中心會發佈最新的天氣資料。所有賽艇隊須於進行賽艇活動前注意最新發佈的天氣資料以確保所有賽艇及訓練活動在安全情況下進行。
5.3	單槳划手及雙槳划手的責任	所有划手開始賽艇活動前，必須確保有屬會的負責人員或任何合資格人士知道賽艇活動正在進行及預算的回航時間。如沒有負責人員在場，最好能將所有資料寫在告示板上。	所有划手及舵手在開始賽艇活動前，必須確保有屬會的負責人員或任何合資格人士知道賽艇活動的進行及預算的回航時間。所有屬會會員及星際訓練班參加者須於進行賽艇活動前完成出艇登記手續。
5.4		所有經常參與活動的會員須盡可能學習及練習翻艇及意外處理法(見第 8 節)，最好能學習拯溺及復甦法(見第 12 至 14 節及附件 A 至 C)。	所有經常參與活動的會員須盡可能學習及練習翻艇及意外處理法(見第 8 節)，最好能學習拯溺及復甦法(見第 12 至 14 節及附件 A 至 C)。協會會定期舉辦有關安全的訓練班。
5.11		沒有此新增項目。	所有賽艇隊須嚴格遵守城門河道交通循環路線。 每個賽艇中心均設有城門河道交通循環路線圖顯示板展示有關航道的守則。
6.3	舵手的責任	若賽艇活動需離岸較遠的地方進行，舵手必須穿上認可款式的救生衣(BS3595)。若艇隻在離岸 100 米以內的地方進行活動，例如城門河內，則不在此限。	若賽艇活動需離岸較遠的地方進行，舵手必須穿上認可款式的救生衣或助浮衣(EN393)。若艇隻在離岸較邊的地方進行活動，例如城門河內，則不在此限。
6.12		所有舵手必須學習翻艇及意外處理法(見第 8 節)，最好能學習拯溺及復甦法(見第 12 至 14 節及附件 A 至 C)。	所有舵手必須學習翻艇及意外處理法(見第 8 節)，最好能學習拯溺及復甦法(見第 12 至 14 節及附件 A 至 C)。協會會定期舉辦有關安全的訓練班及講座。
6.14		沒有此新增項目。	所有賽艇隊須嚴格遵守城門河道交通循環路線。 每個賽艇中心均設有城門河道交通循環路線圖顯示板展示有關航道的守則。
9.8	教練的責任	教練在使用教練船時，即使並不負責駕駛，亦須確保艇隻完全遵從第 10 節的安全守則。	教練在使用教練船時，即使並不負責駕駛，亦須確保艇隻完全遵從第 10 節的安全守則。教練船駕駛者須留意河面情況及時刻確保其他河道使用者的安全。

10.1	教練船及救生船	現時以教練船進行教導極之普通。教練使用教練船比只用腳踏車在岸上教導學員更為安全，但必須確保駕駛者的技術水平、船上人員的安全，以及對其他水上活動人士所造成的影響。	使用教練船時，必須注意駕駛者的技術水平、船上人員的安全，以及對其他水上活動人士所造成的影響。教練船駕駛者須留意河面情況及時刻確保其他河道使用者的安全。
10.4		<p>教練船及救生船上須備有以下的安全用品：....</p> <p>(k) 教練船如需要駛出大海或廣闊水域，船上人員必須穿上救生衣(BS3595); 需用口充氣的救生衣在穿上時須已半充氣，而自動充氣的款式則須按製造商的指示每隔一段時間檢查一次。</p>	<p>教練船及救生船上須備有以下的安全用品：....</p> <p>(k) 教練船如需要駛出大海或廣闊水域，船上人員必須穿上救生衣或助浮衣(EN 393); 需用口充氣的救生衣在穿上時須已半充氣，而自動充氣的款式則須按製造商的指示每隔一段時間檢查一次。</p>

<p>10.8 to 10.10</p>	<p>教練船及救生船</p>	<p>沒有此新增項目。</p>	<p>以下救生艇使用守則適用於協會轄下賽艇中心:</p> <p>10.8 在一般情況下，只有持有有效救生艇駕駛牌照的協會職員才會獲准使用救生艇。每艘救生艇最多可容納 3 人(包括駕駛者在內)。</p> <p>10.9 協會只提供救生艇作拯救用途。在危急情況下(例如發現有人在河道遇險)，凡曾接受駕駛救生艇訓練、備有駕駛救生艇及水上拯救技術的協會職員或教練或會員可獲准使用救生艇作水上拯救行動。</p> <p>10.10 未經協會許可的非協會職員嚴禁使用救生艇作非拯救用途。</p>
<p>11.1 to 11.4</p>	<p>賽艇賽事中的安全守則</p>	<p>11.1 舉辦任何比賽皆須指派一名適當的人員擔任安全主任。安全主任須確保所有參賽者完全遵守協會的安全守則。</p> <p>11.3 舉辦任何比賽均須委任一名人員擔任醫療主任。醫療主任毋須是合資格的醫護人員，但必須有能力確保比賽期間有足夠的醫藥支援，並須時刻配備所需的急救工具。</p>	<p>11.1 舉辦任何比賽皆須指派一名適當的人員擔任安全主任。安全主任須確保所有參賽者完全遵守協會的安全守則、確保比賽期間有足夠的醫藥支援及須經常配備所需的急救工具。</p> <p>11.3 安全主任須與總裁判、主辦者或協會代表共同決定河道及其他情況是否適合進行比賽。協會會定期舉辦安全培訓講座予安全主任。(請參閱第 11.1 節安全主任職責)。</p>

<p>Appendix</p> <p>A</p> <p>A.7</p>	<p>復甦法</p>	<p>沒有此新增項目。</p>	<p>A.7</p> <p>痛楚檢查法 Pain Assessment</p> <p>P Position</p> <p>痛楚的位置 「痛楚在那部位，可否用手指出。」</p> <p>Q Quality</p> <p>痛楚的素質 「感到如何？如刀割、被尖物刺著、被打、跳動或壓撞等。」</p> <p>R Radiation</p> <p>痛楚的擴散/減輕 「是否擴散到其他部位？只在一個部位還是會移動？你做什麼動作可以減輕痛楚？或這動作會使痛楚加劇嗎？」</p> <p>S Severity</p> <p>「少許痛、輕度痛、中度痛、嚴重痛、非常劇痛。你屬那級痛楚？」</p> <p>T Timing</p> <p>痛楚的時間 「何時開始？有否時間規律？是否間斷或持續痛？以前曾否有這樣痛楚？和以前的痛楚相同嗎？痛楚持續多久？」</p>
<p>Appendix</p> <p>C</p> <p>C.19</p>	<p>冷水體溫過低症</p>	<p>預防勝於治療，在進行活動時必須小心，以免自己或其他人成為體溫過低症的受害者。</p>	<p>C.19</p> <p>預防:</p> <p>a) 進行賽艇活動時:</p> <ul style="list-style-type: none"> - 進食含有高能量的食物; - 訓練期間要有適當的休息以避免身體過度疲勞。 <p>b) 進行歷奇賽艇活動時:</p> <ul style="list-style-type: none"> - 攜帶後備衣服 - 穿著有保暖功能的衣服 <p>C.20</p> <p>預防勝於治療。切勿妄顧實際環境安全，使自己及其他人成為體溫過低症的受害者</p>

*中國香港賽艇協會安全委員會於 2007 年 2 月 12 日會議中通過以上所有修訂。