

ERC Club Policy on the use of Single and Double Sculls (C1x & C2x)

1 June 2025

It is ERC policy to encourage the safe competent use of our coastal single and double sculls by all members. These boats offer the rower an opportunity to work on their sculling style and technique, their power delivery and their boat handling and racing skills and are an essential vehicle of coaching. We recognize that in promoting this policy we have to balance the risks against the benefits of rowing in singles and doubles and to structure a set of safety rules and guidance applicable to the range of skills and experience of our members.

Rowing, especially in singles carries additional risks not only in relation to stability in a seaway and the consequent risk of capsize and cold-water immersion but also in relation to collision with fixed or floating objects, given the absence of a cox to maintain a forward lookout. Risks of capsize are greatest when rowing in waves offshore. Risks of collision are greatest when sculling in the sheltered but confined and busy waters of the Exe Estuary.

Our rules for safe use of singles and doubles must reflect the management of these risks, while taking account of and being proportionate to the experience and skills of individual scullers, as well as the appreciation of ambient conditions of cold water temperatures, wind, wave, visibility, river traffic and tide.

RULES

Authorisation

To be approved as an **Authorised Sculler** to use a club single or double scull without one-to-one supervision from the shore or from a safety vessel, members **must** be:

1. qualified as a launch cox

(or be able to demonstrate an equivalent level of qualification in relation to skills required for command of a vessel at sea (e.g. RYA, RNLI, RN, ICC)

2. able to demonstrate a satisfactory knowledge of the local waters and potential hazards.

3. able to demonstrate their ability to satisfactorily launch and pilot a single and/or double.

4. familiar with the Club Guidance on the use of singles

Items 2 and 3 will be assessed by the Captain, the Safety Advisor and one other Authorised Sculler. A list of **Authorised Scullers** will be published in the clubhouse and on SPOND.

Authorised Scullers are permitted to launch in daylight subject to sea conditions and visibility.

They are expected to carry a VHF radio tuned to CH16 and 08 Dual Watch and to row in company with another club vessel.

An exception to the latter requirement allowing individuals to scull alone may be negotiated under conditions which can be assessed as constituting an acceptable level of risk (benign) in relation to:

- wave height
- wind strength
- tidal height (at launch and landing)
- water and air temperature

This exemption will require the sculler to:

1. have a passage plan filed in the club launch record book and when possible with the NCI duty watch keepers
2. consult with another authorised launch cox prior to launching
3. get their approval and agreement that the risks of sculling solo on the occasion have been

- correctly assessed as acceptable.
4. write the name of the authorised person consulted in the launch record book
 5. notify that person on the sculler's return.

This constitutes an onshore **Buddy System**.

Doubles

Authorised Scullers using a double must be confident that their crew, if not similarly qualified, are strong and skilled enough to undertake the planned launch and landing.

Under those circumstances they must scull within sight of (an)other boat(s).

A decision to launch must be based on the club criteria governing launches of quads (as posted on SPOND) but scullers must recognise that it may be necessary to adhere to more cautious criteria in relation to wind strength and direction, wave height and visibility.

Club Sessions

During club sessions the Beach-Master of the Day (Captain or appointed deputy) may authorise other competent rowers to launch a single or double. This assumes that the sculler is under one-to-one supervision by an Authorised Sculler.

If that person is ashore then the sculler must remain in sight of their supervisor (between 8 and 12 buoys). If the supervisor is in a safety boat or a quad or another single, then the outing may go further afield in close company.

Training

It is a key factor to the sustainability of our policy that those who enjoy the privilege of authorised use of club singles and doubles assist in bringing other members up to their level. They are expected to supervise aspiring single and double scullers at club sessions and to help in the organisation of training workshops.

Racing in singles and doubles

This is invariably well monitored by safety boats within the risk assessment published for the occasion.

Under those circumstances, scullers who are not qualified as launch coxes or otherwise qualified, but who have experience of race coxing may be entered and participate in club boats.