

St Michaels Rowing Club Repair Policy

Boat repair policies are like the coxswain's instructions: crucial for keeping everything shipshape!

Let's dive into the world of boat repair policies for rowing clubs:

1. FISA's Minimum Guidelines for the Safe Practice of Rowing:

- The International Rowing Federation (FISA) provides minimum safety guidelines for rowing organizations. These guidelines cover various aspects, including boat safety. While they're not a legal requirement, they serve as a solid foundation for safety practices.
- Each rowing organization should appoint a Safety Adviser to ensure compliance with safety programs.
- The "Code of Safety" should be prominently displayed, covering topics like safe rowing equipment, boathouse rules, navigation rules, and emergency procedures.
- Safety and first aid equipment (like first aid cabinets, life rings, and jackets) should be readily available.
- SMRC has to maintain comprehensive insurance covering personal injury, property damage, and liability.

2. Local Policies and Implementation:

- Beyond FISA's guidelines, individual rowing clubs often develop their own boat repair policies.
- These local policies consider club-specific needs, resources, and safety practices.
- They address issues like boat maintenance, damage reporting, and repair procedures.

3. St Michaels Rowing club:

- The SMRC Equipment/Boat Damage Policy sets a standard response to collisions or accidents.
- It ensures that health and safety aspects are addressed promptly.
- While each club's policy will differ, the SMRC's approach can serve as guide.

4. Warranty and Repairs:

- When it comes to new boats, manufacturers often provide warranties.
- For instance, Filippi or Swift should have a warranty with new boats
- SMRC should keep track of warranty periods and follow manufacturer guidelines for repairs.

5. Regular Inspections and Maintenance:

- Regular boat inspections are essential. Check for:
 - Hull integrity (cracks, dents, or delamination)
 - Rigging (loose bolts, bent parts)
 - Seats, foot stretchers, and oarlocks
 - Buoyancy compartments
- Create a maintenance schedule and stick to it. Preventive care saves headaches later.

6. Reporting and Documentation:

- If a boat sustains damage during training or regattas, report it promptly.
- Document details: date, location, description of damage, and any involved parties.
- Repair decisions should align with club policy and budget constraints.

Remember, boats are like finely tuned instruments—each stroke contributes to the symphony. So, whether it's patching a minor scratch or replacing a rudder, let's keep those boats rowing smoothly!

If you need more specifics or have other rowing-related queries, feel free to ask!

All Boats need to be reported to the captain to be scheduled for best route to corrective action.

At SMRC we have 3 options for repair:

1. Internal repair for light fixes, rigging issues general maintenance and up keep of boats.
2. Scratches and minor work to hulls, shoe replacements and damaged riggers etc. these repairs can also be done internally with some outsourced to Kealin Manix. Mainly div2 boats and below out of warranty.
3. Major repairs, hull and deck go to Walls Racing Shells repair. These excluding boats that are under warranty can be repaired once we get a quote approved by committee. All boats under warranty go to vendor for repair subject to defect or acceptable reason.