

Operating Procedure Guidance the GB ROW 2010 CHALLENGE

Aim

The aim of these guidance notes is to outline a routine for the boat in order that the crew can agree upon a *modus vivendi* and avoid confusion and disagreement when on the water.

The Record

1. Once the challenge has started the overriding aim is to complete it as quickly as possible.

General

1. All items are to be secured at all times. If in a cabin they should be placed in the netting or a cubbyhole. If on deck they should be secured to the boat or to a person.

Food and water

1. The evening meal will be eaten communally. This will provide an opportunity for the crew to discuss the day's progress and assess each others' physical state.
2. The pair on watch will be responsible for preparing all cooked meals.
3. Each crew member is to consume at least 8 litres of water each day, brief pauses should be taken a couple of times each hour when rowing to allow for drinking.
4. Small quantities of food should also be consumed while rowing.
5. Water is to be taken from the bottled reserve, which is in turn to be topped up daily.
6. Individuals must only drink from their own personal water bottles.
7. Energy supplements should be eaten at night during the 2 hour shifts.
8. You need to nominate a team member to be the expert on the water purifier.

Hygiene

1. Each member of the crew is to take proper care over their personal hygiene and should use items such as baby wipes at least once a day, brush their teeth twice a day and ensure that spoons are kept as clean as possible.
2. Urination is to be done into the bucket or a designated bottle and then thrown overboard.
3. Crap in the bucket. If you misplace bits - i.e. it hits the deck it – clean up immediately.
4. Minor cuts and abrasions must be treated properly in order to prevent them becoming more serious.
5. One 'baby wipe' a day is allotted for personal hygiene.
6. Shaving is a matter of personal preference but is not recommended.

Maintenance

1. Movable solar panels where used, must be wiped down using a chamois leather at least twice a day; at sunrise and sunset. This is the responsibility of the pair on watch.
2. The solar panels are **never** to be stood on.
3. At night the solar panels are to be piled up and moved out of the way. They are never to be moved by their wires.
4. When recovering the anchor extreme caution is to be used, a red painted mark on the anchor chain indicates when the anchor is about to break the surface.

Electrical equipment (where used)

1. The voltmeter: 14v = fully charged
 12v = adequately charged
 <11v = all excess electrical equipment is to be turned off
2. Wet clothing is not to be put anywhere near electrical equipment.
3. All equipment is to be treated with extreme caution.
4. All crew members are to be familiar with the operation of the GPS and VHF radio.
5. Accessing the electronic equipment is to be kept to a minimum and the plastic sheeting is to be treated with care.
6. If something is not required it should be turned off.

Media

1. Each crew member is to update the website daily.
2. Microphones are to be worn 1 ft from the mouth.
3. Individual video diaries should be recorded daily.

Medical

1. At the end of each shift crew members are to check each other for injuries and hotspots.
2. High factor sun cream should be worn at all times.
3. Vaseline should be used to *prevent* chaffing on sensitive parts.
4. Blisters should be left alone where possible. If not they should be drained and the skin should be left to cover the raw skin.

Safety

1. From last light and in windspeeds in excess of 20 knots lifejackets must be worn and lifelines clipped on.
2. At any time in windspeeds of less than 20 knots lifejackets are to be within reach.
3. If lifejackets are worn they should be clipped on whenever possible and extreme care should be exercised when changing watch.
4. Movement around the boat is to be kept to a minimum. Standing is to be avoided.
5. Nav lights should be switched on at last light when in or near busy shipping areas.

Communications

1. Radio contact should be made with the relevant coastguard as we enter their waters.
2. In extreme weather conditions we should ensure that the coastguard has a fix of our position every 6 hours.
3. Fog- well established safety procedures should be followed when near, or in, busy shipping areas.
4. Set an agreed time to communicate with shore side support team daily (ie 0800 and 2000), via satellite phone.
5. On exiting the Thames VHF channel changes will be required; these should be recorded in the Team Skipper's file.

Daily routine

1. All crew are to make their best effort to avoid getting cabins, and in particular sleeping bags, wet.
2. When changing shifts the oncoming pair is to be given 5 to 10 minutes warning.

3. At last light the shift changes should occur every two hours, rather than every three. At first light the pattern will revert to three hour shifts.
4. If a pair is in the middle of a shift when first light occurs they are to row a three hour shift.
5. Meals are to be flexible around the weather and speed of the boat. Breakfast will be eaten in pairs, evening meal as a crew of four.
6. As a guide breakfast should be at the end of the first full morning shift.
7. As a guide the evening meal should be at the end of the shift closest to 2000.
8. 15 ration heaters a day is the limit for food and drink preparation.
9. If a pair is forced to stop rowing and anchor during bad weather, they are to see out the rest of their watch. The watch rotation will continue as normal, whether rowing is possible or not.
10. Do not stand on the hatches when moving about.