



CORPUS CHRISTI COLLEGE BOAT CLUB

Safety Plan 2025-26

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Review Log

Date	Changes	Approved by
16/07/25	Addition to safe use of ergs.	Charlie Akers
20/07/25	Update to unescorted outings (to align with CUCBC rules, and for the Boatman only to have authorisation to permit unescorted outings). Addition of a mobile phone as a general control measure for all outings.	Aaditya Prabhu
10/09/25	Reformatting and updating the meaning of External Location. Addition of an incident reporting form. Addition of lifejacket checks, boatman's contact number, and definition of a novice, on the advice of College H&S Advisor.	Takashi Lawson

1 Introduction

Corpus Christi College Boat Club (CCCBC) is committed to the safety of its members whilst they are engaged in Club related activities. The aim of the CCCBC Safety Plan is to ensure that all members are made aware of the safety requirements of rowing, sculling and related activities so that they can participate safely.

This Safety Plan is supplementary to British Rowing (BR) RowSafe guidelines. Risk Assessments are available on request and apply to all activities undertaken by CCCBC members in addition to site specific requirements. General water safety requirements detailed in this plan will apply to Club members when operating away from CCCBC in addition to local site-specific requirements issued by the location visited. These instructions also apply to crews visiting CCCBC.

The **Emergency Action Plan** (EAP) is detailed in Appendix A.

Responsibilities

- All members are personally responsible for and have a duty of care to ensure that their actions, both on and off the water, are conducted in a manner that does not compromise the safety of themselves or others.
- All members are expected to comply with the requirements of British Rowing, the Club Safety Plan and any other instructions issued by the Club, in respect of safety.
- In the event of a member acting irresponsibly or in an unsafe manner, the CCCBC Committee reserves the right to take disciplinary actions.
- All members are expected to consult the Boatman if in doubt over a safety issue.

All health/safety incidents should be reported here: <https://forms.office.com/e/CC2kGQh32a>

2 General Control Measures

The following general control measures must always be adhered to irrespective of where rowing takes place. *For all outings, at least one member of the crew or bank party must have a charged mobile phone, as a means to get help.*

Condition of Equipment

Prior to use, all equipment is to be checked to ensure that it is appropriate for the purpose for which it is intended. Any faults must be reported to a Club Captain or the Boatman.

The following should be checked regularly to ensure the equipment is safe for use:

1. **Bow ball** – should be secure with no cracks or splits
2. **Heel restraints** – should be in good condition and act such that the heel only comes up above the stretcher so far as to allow full movement
3. **Steering equipment** – check that rudders and fins are present and in good order, with cables free and with full movement
4. **Riggers** – should be attached securely to the hull
5. **Oars** – should be damage-free, with buttons secure and properly set
6. **Hull** – check for cracks in the shell that would allow water into the boat

Circulation Pattern

All members must adhere to CUCBC circulation patterns (applicable to the River Cam) or circulation patterns of local clubs if boating elsewhere.

Coxswains and Steerspeople

Coxswains and steerspeople have the following responsibilities with regards to safety:

1. In all coxed boats, the coxswain is deemed responsible for the overall safety of the boat and crew. The wearing of lifejackets or buoyancy aids by coxswains is compulsory. If front-loaders are being coxed, only manual lifejackets may be used to prevent entrapment.
2. In coxless boats, the person occupying the bow seat or the person controlling the rudder (when fitted) is deemed responsible for the overall safety of the boat and the crew.
3. The only exception to the foregoing being when the coxswain, or the steersperson, is a novice; in which case responsibility will be transferred to the coach or to the person providing the direct instruction and supervision.

Coaches

Coaches have the following responsibilities with regards to safety:

1. Ensure crews are aware of the appropriate safety procedures;
2. Monitor and ensure crews use safe rowing/sculling equipment;
3. Conduct outings appropriate to the prevailing weather and water conditions;
4. Consideration is shown to other water users;
5. Crews are appropriately dressed for the session;
6. Remain particularly alert for symptoms of hypothermia and heat stroke / dehydration;
7. Give particular attention to the coaching of coxes, as their competence is essential to water safety as well as the crew's success.

Thunder Storms and Lightning

1. Coxes and coaches should be aware of the local weather forecast, particularly when thunderstorms have been predicted.
2. If thunder is heard and/or lightning observed before the outing has commenced; individuals and crews must remain at the club.
3. If thunder is heard and/or lightning observed whilst on the water, individuals and crews must seek proper shelter. If safe to do so, individuals and crews should return immediately to the Club.
4. Individuals and crews must remain at the club or under proper shelter for a minimum period of 30 minutes after the last lightning or thunder, before considering it safe to commence the outing.

Rowing and Sculling at Night

1. Lighting down is defined as the time when the sun rises to 95° below the zenith, whilst lighting up is the time at which the sun sets to 94° below the zenith.
2. In accordance with CUCBC regulations, all rowing/sculling boats must show lights from 15 minutes after Lightning Down and 15 minutes before Lighting Up. ***No crews are permitted to be on the water before Lighting Down or after Lighting Up, at any location.***
3. White lights must be mounted on the boat to both bow and stern. LED lights are permitted. Flashing lights are not to be used as main lights. Lights should not be fixed to the riggers as they can be obscured when negotiating bends and turning.

Launches

Launches are to be used only by drivers authorized by the Club. The Club Safety Officer maintains the list of current approved drivers. All drivers and passengers are to wear lifejackets. The driver is responsible for ensuring that all safety equipment detailed in BR RowSafe is carried. Any items used or missing are to be notified to the Club Safety Officer as soon as possible.

1. All launch drivers are to ensure that the launches are handled with consideration to other river users and in accordance with the BR RowSafe and the Environment Agency (EA) Regulations.
2. The launches are designed to carry two persons. In the event of a capsize recovery operation the maximum number of persons on the launch may exceed two persons in order to safely convey athletes to the bank or boathouse.
3. All launches must contain a kill cord, a throwline, a foil blanket and a first aid kit.
4. All launch drivers must carry a mobile phone or portable radio device, which can be used to summon help.

Unescorted Outings

1. Unescorted outings in single sculls, doubles or pairs are to be authorised by a Club Captain. An estimated return time is to be stated along with crew details. Individuals are to ensure that they contact a Club Captain on their return to avoid false alarms.
2. Any unescorted rowers using CCCBC single sculls, doubles or pairs must have done a capsize test.
3. Unescorted outings in single sculls are only permitted after 10 escorted outings with an experienced club member and a competency assessment by the Boatman.
4. Pairs and doubles may go out without a banksteerer only if the steerer has at least a year's experience of steering small boats, and the permission of the Boatman. In addition, during Full Term, pairs and doubles must have a banksteerer outside the hours of 9 am to 4 pm, or 30 minutes before lighting up if earlier.
5. Coxless IVs and quadruple sculls must be escorted at all times.

Outings at External Locations

Outings or races at external locations require the approval of the Boatman. An external location is deemed as a body of water external to the Jesus Lock to Bottisham Lock stretch of river.

Responsibility for assessing conditions for outings at external locations, without the CUCBC flag system, lies with the Coach, Cox and/or Captain. The following guidelines should be used to assess whether the outing should take place:

Outing more likely to be safe	Outing less likely to be safe
<ol style="list-style-type: none">1. Senior crew2. Senior cox3. River only just above red board level4. River slower5. No debris on the River6. Weather conditions forecast to improve7. Good visibility and not likely to deteriorate8. Wind – light, not gusting, with stream	<ol style="list-style-type: none">1. Non-senior crew2. Non-senior cox3. River well above red board level4. River faster5. Debris on the River6. Weather conditions forecast to worsen7. Poor visibility (fog or darkness)8. Wind – high speed, gusting, against stream (wind against stream produces large standing waves).

Incidents and Accidents

1. *All members are responsible for reporting all accidents (i.e., an event that results in injury or ill health), incidents and near incidents that they have knowledge of within 24 hours of the event to the Club Safety Officer through the incident report form (<https://forms.office.com/e/CC2kGQh32a>).* The Club Safety Officer will then report this via the BR online system where appropriate (<https://incidentreporting.britishrowing.org/>). All incident report forms will also be automatically forwarded to relevant College Staff.
2. All accidents and incidents will be reviewed by the Club Safety Officer, and these will be discussed at committee level, along with any additional control measures that are deemed necessary to avoid any future repetition.

Emergency Services are to be contacted by the best means possible as appropriate to any accident or emergency.

2.1 Safety Equipment

The Club provides items of safety equipment, which shall be used by its members in accordance with the following guidelines. *Any damaged/faulty equipment should be reported to the Boatman.*

2.1.1 Life Jackets

1. The wearing of a lifejacket is compulsory for
 - a. All coxes
 - b. All drivers and passengers of any launch used in connection with Club activities.
2. *In bow loaders, the cox must only wear a manual lifejacket to prevent entrapment.*
3. Where, due to a medical condition, members are considered to be at risk of becoming unconscious or immobile after immersion, an automatic lifejacket must be worn.

Before each use, inspect the life jacket to ensure:

1. There are no visible signs of wear, tear, or damage.
2. All fastenings and buckles are secure and functioning properly.

Annual Lifejacket Inspection

Lifejackets must be thoroughly inspected by the Club Safety Officer at least once per year. The following checks should be carried out:

1. **General Condition**
 - o Inspect for visible signs of wear, tear, or damage to the outer fabric and stitching.
 - o Confirm that all fastenings and buckles are secure and functioning correctly.
2. **Bladder and Inflation System**
 - o Open the lifejacket to expose the bladder.
 - o Check the oral inflation tube for cracks and verify that the one-way valve operates properly.
 - o Inflate the bladder using a hand pump and leave it overnight to test for leaks.
 - o To deflate, use the cap attached to the oral inflation tube. Invert the cap and press down on the valve.
 - o Avoid inserting any foreign objects into the oral tube, as this may damage the valve.
 - o Roll or press the jacket to ensure complete deflation.

3. CO₂ Cylinder and Auto-Inflation Mechanism

- Remove the CO₂ cylinder and inspect for rust, corrosion, or signs of piercing.
- Weigh the cylinder using kitchen scales. The weight must match the engraved minimum gross weight $\pm 2\text{g}$.
- Replace the cylinder immediately if it is damaged, pierced, or underweight.
- For auto-inflating models, confirm that the auto components are armed and within their expiry date.
- Refit the cylinder by hand, tightening until firm - do not over-tighten.

4. Repacking and Accessibility

- Repack the lifejacket according to the manufacturer's instructions.
- Ensure the manual inflation toggle is clearly accessible and unlikely to snag or activate unintentionally when worn.

Lifejackets should be replaced every **eight** years and be rated to **>150N** buoyancy (ideally 275N).

2.2.2 Other Safety Equipment

Throwlines

1. The coach must equip himself or herself with a throw line if:
 - a. Coaching small boats (single sculls, doubles, pairs but not tub pairs)
 - b. Coaching from a launch
2. All active club members and coaches should make themselves aware of the procedure for correct, safe use of a throwline.

Foil Blankets

1. Foil blankets are available in all first aid kits.
2. Coaches must carry foil blankets on the launch if coaching at an external location away from the boathouse.

First Aid Boxes

1. A First Aid Box is located at the back of the boathouse (near the Sidney Sussex/Girton oar rack).
2. *Should any of the contents of a first aid kit be used, the Club Safety Officer should be notified through an incident report so that items can be restocked where necessary.*
3. First Aid Boxes will be checked by the Club Safety Officer every 6 months, and any out-of-date items will be replaced.

3 Site-Specific Control Measures

The following control measures apply to all outings on the River Cam between Jesus Lock and Bottisham Lock.

CUCBC Flag System

Flag State	Restriction
	Green There are no restrictions on which crews may boat.
	Yellow Boating is restricted to University crews, first VIIIIs and tub pairs. During Lent Term, any VIIIIs in the first or second division of the Lent Bumps may boat. During Easter Term, any VIIIIs in the first or second division of the May Bumps may boat. Members of crews permitted to boat under a Yellow Flag may do so in fours or small boats (i.e. single and double sculls and pairs) with the express permission of the Club Captain and/or Boatman.
	Red/ Yellow The river is closed, except to tub pairs between Jesus Lock and Chesterton and University crews with the express permission of their Head Coach.
	Red The river is closed to all crews.

1. Where the Flag permits a given crew to boat (i.e. green or yellow flag), the final decision lies with the cox and coach as to whether that crew is able to handle the conditions and thus whether boating is appropriate.
2. Where the Yellow Flag is set due to fog, all crews are expected to carry white lights on the bow and stern, even during daylight hours.

3.1 Rules of the Cam: General

1. That no boat be used for a rowing outing on the Cam without its full crew and a coxswain, if appropriate, being present in the boat at the commencement of the outing.
2. That no tub pairs be allowed below Chesterton footbridge except for a race recognised by the CUCBC.
3. During Full Term, pairs and doubles must have a banksteerer outside the hours of 9am to 4pm, or 30 minutes before lighting up if earlier.
4. No College crew may be on the water before 11am on a Saturday or Sunday, save when participating in a CRA, BR or CUCBC race.
5. Unless otherwise required for safety reasons, or acting on the instructions of an umpire during a race, boats may only spin at Jesus Lock, the Penny Ferry, between the two posts at the bottom of the Long Reach, and by the sign in Baitsbite Reach.

6. At the Baitsbite Spinning area and in green flag conditions only, two crews may spin in tandem, providing they do not impede other crews and move off promptly.
7. That rowing below Baitsbite Lock is restricted to University crews, first boats, and any other boats in the top two divisions of the CUCBC May Bumps only.
8. Crews or individuals shall not boat or row with their College club between the Fish and Duck marina and the Adelaide, except with the express permission of the relevant University President(s).
9. That in the Michaelmas and Lent terms no boat may paddle below Baitsbite Lock between 8.30am and 1.00pm or after 4.30pm on any weekday.
10. That there be no racing between boats below Baitsbite, and that any training at race pace be kept between the last downstream Horningsea mooring and the Clayhithe Bridge.

3.2 Rules of the Cam: Novices

A novice is a crew member who has completed less than one full term of rowing. A crew is classified as novice if the majority of its members are novices and/or the cox is a novice.

1. No novice crew must be unaccompanied.
2. The first outing of a novice eight must be with an experienced cox, not a novice cox.
3. No novice crew may be on the river before 7.30am or within fifteen minutes of lighting down, whichever is later.

3.3 Rules of the Cam: Rights of Way

1. Below Baitsbite Lock and above Chesterton footbridge each boat keeps to its right, the downstream boat giving way to the upstream boat.
2. Boats going downstream below Chesterton keep to the non-towpath side of the river until after rounding Ditton Corner, when they cross over to the towpath side at the sign.
3. After rounding Grassy Corner they cross back to the non-towpath side at the sign, and keep to that side as far as Baitsbite Lock.
4. Boats going upstream below Chesterton keep to the towpath side until they have reached the middle of the Gut, when they cross over to the non-towpath side, taking the inside of Grassy Corner.
5. At the top of the Plough Reach, they cross back to the towpath side (taking the inside of Ditton Corner) and keep to that side all the way up to the Boathouses.
6. If there is any danger of collision, the boat going downstream gives way to the boat coming upstream.
7. All boats (whether going upstream or downstream, and whether rowing or paddling) give way to CUBC crews and Trial Eights, subject to general navigation law.
8. No boat has any rights of way when on the wrong side of the river.

4 Off-Water Safety

Use of Ergometers

1. During ergometer use, each member is responsible for his or her own safety. Each member should be made aware of the risks of strenuous exercise and the warning signs of injury and dangerous excursion.
2. Care should be taken to use equipment only for the function they have been designed for, to refrain from moving the equipment into an unsafe location (i.e. placing ergs too close together or blocking fire exits) and to utilise the correct technique (if unsure, advice should be sought from Captains or Coaches).
3. Equipment should be wiped down by the user once the session has ended and stowed away tidily.
4. Members should refrain from wearing loose clothing, which could be caught within the mechanisms of the ergometers.
5. The use of drills/exercises which may damage the erg should be avoided in order to protect the longevity of the equipment.

Removal and Replacement of Boats and Blades

1. Appropriate lifting technique is to be used (straight back, bent knees) when lifting boats from heights below the shoulders.
2. One person (usually the cox where appropriate) will be responsible for calling the lifting and lowering of boats. This person should give clear instructions.
3. Where possible, boats should be carried at shoulders to reduce risk of injury.
4. Care must be taken when stepping down from the bank onto the landing stage.
5. Extra care is to be taken when the landing stage is wet.

Fire Procedures

1. In the event of a fire, leave the boathouse by the nearest fire exit and raise the alarm.
2. If the fire is small, the appropriate fire extinguisher present in the boathouse should be used as long as doing so does not put the user or any others at risk. If a fire extinguisher is discharged, it must be reported to the Boatman.
3. The fire assembly point is located on the grass patch parallel to Cutter Ferry Lane.
4. No one, under any circumstances, is to re-enter the building until it has been declared safe by the Fire Brigade.

Boat Transportation

1. Only those authorised by CCCBC are allowed to drive cars attached to trailers.
2. Loading the trailer is to be done under the advice of the Boatman to ensure the arrangement is safe.
3. It is the driver's responsibility to ensure the necessary requirements for rear projections and lighting are observed, and any additional legal requirements when trailering abroad (lights, spares, yellow vests, fire extinguishers, triangle, overhang, etc.).
4. All authorised trailer drivers should be aware of the British Rowing and Association of Chief Police Officers (ACPO) guidance for the Transport of Oar Propelled Racing Boats. <https://www.britishrowing.org/wp-content/uploads/2015/09/TowingGuidance.pdf>
5. Trailer drivers must always carry a passenger to help with navigation, manoeuvring, and any emergency that may arise.
6. It is strongly advised that all trailer drivers take a break every 2 hours of driving.

5 Health Concerns

5.1 Sunburn, Heat Illness and Exhaustion

Prolonged exposure to sun can cause sunburn or skin damage at any time of the year, not just in the summer. The body produces a lot of heat when exercising. When dehydration occurs, body temperatures can rise to levels that cause heat illness (hyperthermia).

Symptoms of heat illness

1. Confusion/lack of mental clarity
2. Inability to hold a conversation
3. Bizarre behaviour
4. Hot
5. Red skin

Symptoms of heat exhaustion

1. High levels of fatigue/ tiredness
2. Dizziness
3. Nausea/vomiting
4. Chills or shivering
5. Fast weak pulse
6. Clammy cool skin
7. Fainting
8. Headache
9. Rapid strong pulse and sweating
10. Appearing pale
11. Numbness or tingling in head, neck, back or hands

Treatment and procedures to reduce the risk of heat illness and heat exhaustion:

1. Carry drinking water and remain hydrated
2. Use high factor sun-cream
3. Take breaks and rest in the shade
4. Consider rescheduling outings to cooler parts of the day
5. Wear appropriate clothing

5.2 Hypothermia

Hypothermia is a condition caused by the dropping of the core body temperature below 35 degrees Celsius (though mild hypothermia can start at higher temperatures). Hypothermia is a big risk in rowing following immersion in water or because of weather conditions.

Symptoms of mild hypothermia include:

1. Feeling cold and tired
2. Poor comprehension
3. Disorientation and confusion
4. Poor concentration
5. Shivering

6. Pale skins, blue lips and nails
7. Rapid Breathing
8. Wheezing or coughing
9. Fast pulse
10. Slurred speech

The symptoms of moderate-to-severe hypothermia include:

1. Lack of responsiveness
2. Shivering ceases
3. Rigid muscles
4. Very slow and shallow breathing
5. Slow/irregular pulse

Treatment for mild hypothermia:

1. Get the person somewhere warm and sheltered
2. Remove any wet clothing
3. Wrap them in (foil) blankets or any available dry clothing
4. Give them a warm drink
5. Encourage light activity if possible

Treatment for moderate to severe hypothermia:

1. Attempt to warm up the person
2. Seek immediate medical attention
3. DO NOT apply direct heat to arms or legs (e.g. hot water or heating pad) as this can worsen the condition
4. Once body temperature has returned to normal, keep person warm and dry

Adhering to the following procedures should reduce the risk of members becoming hypothermic:

1. Responsible assessment of weather conditions and subsequent decisions as to whether the outing is appropriate (high risk conditions includes where there is a combination of cold, wet and windy conditions)
2. Members should wear appropriate clothing for the conditions (warm inner layers and waterproof outer layers) – coaches can make the decision not to let an athlete row if their clothing choice is deemed unsafe
3. Avoid long periods of inactivity during high-risk weather conditions
4. Reducing the length of an outing where appropriate
5. Taking care to avoid immersion in water
6. Avoid allowing inexperienced rowers in small boats without an experienced partner or bankside coach being present
7. Ensure any coaches on bicycles take care to avoid cycling off the towpath or in to the river
8. Being careful when boating to avoid placing a foot off the raft and getting wet
9. Taking immediate action upon the event of an immersion
10. Getting a person out of the water as quickly as possible
11. Returning the wet or hypothermic person to the boathouse when and where possible
12. Removing wet clothes
13. Having bank-based coaches carry a foil blanket and throwline in high-risk conditions

5.3 Water Borne Diseases

The presence of unclean water introduces the risk of members contracting water borne diseases. To help prevent this, members are advised to:

1. Never drink the water from any river/lake they are training on (either on home water or externally)
2. Wash hands thoroughly following an outing
3. Cover open blisters and cuts with waterproof dressings and wash thoroughly using antibacterial solution following an outing
4. Avoid contact with water where possible – especially where it contains a visible algal scum or bloom
5. Wear appropriate footwear to prevent cuts during boating
6. Not splash water on the face or body during outings using water from anywhere other than their drinking bottles
7. Wipe down equipment after outings, washing where possible
8. Take particular care to thoroughly clean oar handles and allow to dry
9. Take responsibility for their own immunisation regime – particularly Tetanus
10. Seek immediate medical attention should they knowingly ingest contaminated water

Weil's Diseases (Leptospirosis)

This is a rare disease carried by water organisms, which can cause death if left untreated. The chances of contraction are small, but the effects are serious so members should take note of the symptoms and necessary treatment of the disease.

1. Early symptoms are flu-like (severe headache, chills, muscle aches and vomiting) and develop between 7-14 days after infection (however incubation time can be as short as 2 days or as long as 30).
2. Should these symptoms be developed, the member should see their GP as soon as possible and mention that they are a rower with regular water contact. Clinical suspicion will be followed by a blood test to allow diagnosis. Treatment will be antibiotics administered early in the course of the disease.

Appendix A: Emergency Action Plan

In the Event of a Capsize

1. If out of your depth and unable to wade ashore, hold onto the capsized hull as a buoyancy aid and attempt to swim it to shore.
2. If the water is cold, get as much of your body out of the water as soon as possible, draping yourself over the upturned hull (if necessary, turning over the hull for this purpose).
3. If possible, "buddy-up"; holding on to each other until rescued to provide mutual warmth and support and to help ensure all are accounted for.
4. Other boats in the vicinity should fetch help or a launch if one is available. **DO NOT ATTEMPT TO RESCUE FROM ANOTHER ROWING SCULL** - you are likely to tip over, putting more people in the water with no one to get help.

In the Event of a Serious Incident

In a medical emergency, including a crewmember being taken seriously ill, drowning or becoming unresponsive, immediately:

1. Raise the alarm with a launch or with other boats if available.
2. Use a mobile phone to dial for emergency assistance 999; OR if no mobile phone is available (including from a passer-by) row to the nearest location where a safe landing can be made, get to a telephone, and make a 999 call, indicating the closest access location (see Emergency Access Points).

In the Event of a Near-Drowning

In the event of a near drowning, emphasis is placed on rapid recovery of the victim and the initiation of first aid. DO NOT endanger yourself in any attempts to rescue the person. Make as many surrounding people aware of the situation to give options for provision of aid.

Recovery options for a drowning person:

1. Use a throw line or long stick to help the person to the bank or a launch.
2. Use a rowing boat to tow the person to shore. Do not attempt to haul the person into the boat as this could cause capsise or injury.
3. Rescue using a launch – take extreme care to avoid swamping the person in wash from the engine, which could worsen their situation.
4. Attempt a swimming rescue as a last resort, only if such a rescue is within your capabilities:
 - a. Approach the person from behind, trying to calm them down as you do so
 - b. Grab a piece of clothing or cup an arm under the person's chin and pull them face-up to the bank
5. If the person has at any stage lost consciousness, an ambulance should be phoned for as soon as possible.

First aid for a drowned person:

1. If the person's breathing has stopped, give 5 mouth-to-mouth breathes as soon as it is safe to do so (this can be whilst the casualty is still in the water)
2. Once on shore, reassess the person's breathing and circulation:
 - a. If there is breathing and a pulse, and the person does not have a suspected spinal injury, place them in the recovery position to allow water to drain. Tilt the chin up to keep the airway open.

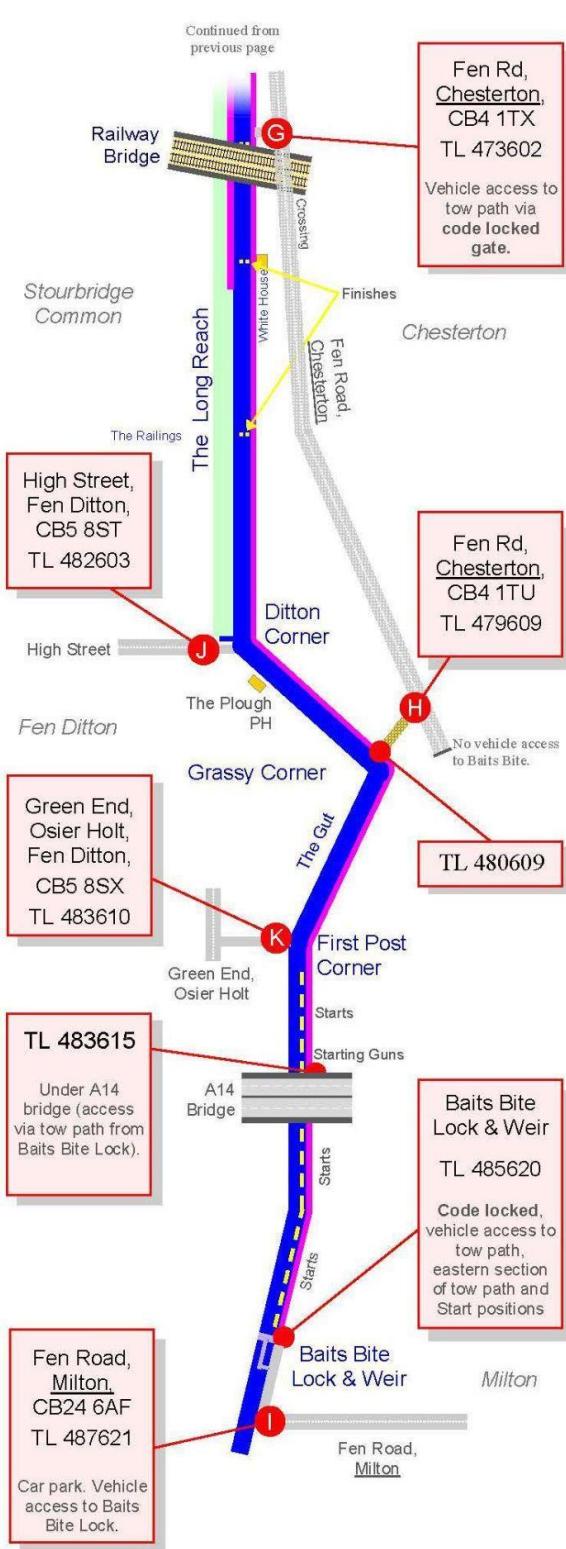
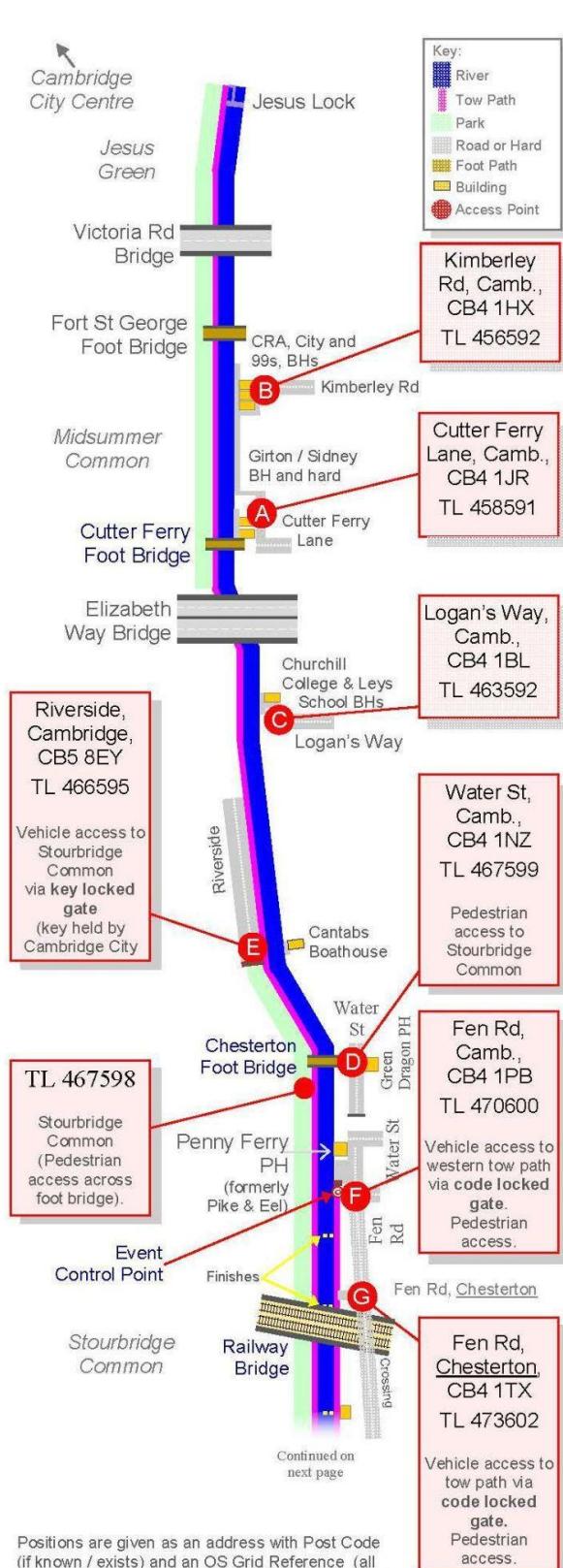
- b. If there is no breathing, begin CPR: 30 chest compressions followed by 2 rescue breaths. Repeat.
- 3. If the person has a suspected spinal injury, avoid moving them unless necessary. If you have help, get another person to place their hands either side of the person's head to keep their head still whilst you administer first aid. It is essential an ambulance be called in the event of a suspected spinal injury, regardless of whether the person has regained consciousness.
- 4. If the person regains consciousness, keep them warm by removing wet clothing and covering them with blankets.
- 5. Remain with the person until the emergency services have arrived.

Any incident resulting in the implementation of the EAP must be reported to the Club Safety Officer, Boatman and Senior Treasurer at the earliest opportunity after casualties have been dealt with.

Key Phone Numbers

Emergency Services (Police, Fire Service, Ambulance)	999
Corpus Christi College (Porters)	01223 338000
Boatman (Tim Rhodes)	07891 131616
Conservators of the Cam	01223 863785 (working hours) 01223 646459 (out of hours)
Cambridge University Security	01223 767444 (emergency)
RSPCA 24-hour helpline (for injured wildlife)	0300 1234 999
Environment Agency Incidents Hotline	0800 80 70 60 (pollution incident)

Emergency Access Points



Positions are given as an address with Post Code (if known / exists) and an OS Grid Reference (all beginning TL). Relative distances are approximately correct but the river shape is simplified.

Unless otherwise noted, keys and codes are available from the River Manager. Written permission is required under the Conservators' byelaws for vehicles to use the towpath, with the exception of the emergency services. In general the tow path is not suitable for rapid vehicle access.

Appendix B: Club First Aiders

Name	Mobile Number	Level
Tim Rhodes	07891 131616	First Aid at Work

Appendix C: Launch Drivers

Name	Level
Tim Rhodes	RYA Level 2 Powerboat
Takashi Lawson	RYA Level 2 Powerboat

Appendix D: Trailer Drivers

Name	Level
Tim Rhodes	N/A

All trailer drivers have been briefed on British Rowing and Association of Chief Police Officers (ACPO) guidance for the Transport of Oar Propelled Racing Boats.

Appendix E: Safety Declaration

(This form is signed by all members of the club)

- I understand that rowing and coxing are undertaken at my own risk.
- I have read and understood the Club's safety policy.
- I have declared all disabilities and/ or medical conditions, which may affect my ability to participate in Club activities. I agree to bring medication (where required) to all Club sessions. I will inform my Club Captain if circumstances change in the course of my membership.
- I confirm I am confident in and under the water and able to do the following:
 - Swim at least 50 metres in light clothing
 - Tread water for at least two minutes
 - Swim under water for at least 5 metres remaining fully submerged

Appendix F: Small Boats

The Club's fleet of small boats (2x, 2-, 2+, 1x) may be booked with a bank rider, if permission is sought from a Club Captain. The bank rider must be an experienced rower or cox (>1 year membership of the Club, generally from the 1st VIII).

To scull or sweep unescorted (*i.e.* without a bank rider) in the Club's fleet of small boats (2x, 2-, 2+, 1x), a Club member must complete a competency assessment. In addition, the rules under Section 2: Unescorted Outings must be adhered to.

Assessments must be carried out by the Boatman, or their authorised deputies.

Assessment Criteria

1. Understand the CUCBC Ten Golden Rules for Safety
2. Complete a capsize test
3. Record ten supervised outings in small boats
4. Demonstrate an understanding of the safety features of the boat, including buoyancy compartments, heel restraints and bow-ball.

Additionally, for use of a Club 1x

5. Be able to take the single from the boat rack in the correct manner and place safely in the water. At the end of the session, return it safely to the rack
6. Be able to embark and disembark competently and safely
7. Be able to scull a total distance of 3600m observing the correct circulation pattern
8. Turn the sculling boat 180° in its own length
9. Reverse paddle for 10 strokes (backing down)
10. Execute an emergency stop (whilst paddling light)
11. Demonstrate the "safe position"

Small Boats Usage

1. Once approved for using the Club's fleet of small boats, you must always book small boats out using the booking system, giving an expected return time. Any damages or maintenance requests must be communicated to a Club Captain.
2. A list of approved members is maintained by the Captain of Boats.
3. The Double must never be rigged to a Pair, unless you have permission from the Boatman.