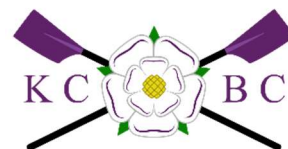


King's College Boat Club Safety Plan



Much of the safety plan for King's College Boat Club is based on the general rules that govern college rowing on the river Cam, which are administrated by Cambridge University Combined Boat Clubs (www.cucbc.org).

The key points are reproduced here as they cover most on the water eventualities.

Much of the safety advice is covered in a talk which is given to new starters each year. The slides for this talk and a recording of it are also available.

ON THE WATER

Ten Golden Rules for Safety

[10 Golden Rules for Safety \(www.cucbc.org/handbook/golden_rules\)](http://www.cucbc.org/handbook/golden_rules)

The following ten statements summarise the CUCBC Rules of the River. These must be followed by all University and College Crews rowing on the Cam between Jesus and Baitsbite Locks. Failure to obey these rules will result in clubs being fined and/or banned from using the river.

1. No College crew may be on the water during the 'Hours of Darkness' and no boat may be on the water without lights in the 15 minutes before lighting up or the 15 minutes after lighting down.
2. No boat is allowed on the water when the CUCBC flag is red. When the flag is yellow, only the following boats are allowed on the water: University Crews, first boats and tub pairs. During Lent Term, in addition to the crews listed above, any other crews in the first and second divisions of the Lent Bumps. During Easter Term, in addition to the crews listed above, any other crews in the first and second divisions of the May Bumps.
3. Only University Crews, first boats, and any other boats in the top two divisions of the May Bumps may row below Baitsbite Lock.
4. No novice crew may be on the water before 7.30 am or within 15 minutes of lighting down, whichever is later, and all novice crews must be accompanied by a bank party. In addition, the first outing of a novice eight must be with an experienced cox.
5. Loud hailers must not be used anywhere on the towpath, and coaching from the bank, and the use of cox boxes, should be kept to a minimum anywhere on the river before 7.30 am. Coaching from the bank is not permitted at all above the railway bridge before this time.
6. No College crew may be on the water before 11 am on a Saturday or Sunday, save when participating in a CRA, BR or CUCBC race, unless the Executive Committee has made an announcement to the contrary.
7. All coxless boats must have a steerer on the bank, except for single sculls at any time and experienced pairs and doubles between the hours of 9 am and 4 pm in Full Term.
8. Boats going downstream must keep to the non-towpath side of the river until after Ditton Corner when they cross over to the towpath side. At the sign after Grassy Corner, they must cross back to the non-towpath side, and stay on that side until Baitsbite Lock. Boats going upstream must keep to the towpath side until the middle of the Gut when they must cross to the non-towpath side, taking the inside of the corner. At the top of the Plough Reach, they must cross back to the towpath side, and stay on that side until they reach the boathouses.

9. Boats going downstream must give way to boats going upstream, and slower boats must give way to allow faster boats to pass. In addition, whenever a boat eases it must draw in close to the bank to allow other boats to pass unimpeded. Boats must not ease on corners.
10. Unless 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 Long Reach and by the sign on Baitsbite Reach. When necessary, boats must queue to spin, and should only spin when it is clear that no boat is approaching that is likely to be impeded. Once spun, boats must move off immediately or, if pulling in on the Long Reach or Baitsbite, may only do so above the spinning area. 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.

Rules of the River

[Rules of the River \(www.cucbc.org/handbook/rules\)](http://www.cucbc.org/handbook/rules)

Restrictions on Use of the River

5.
 - a. **That no boat may be on the water in the dark**, save University crews who, when with a coach and using lights in accordance with BR regulations, may row up until half an hour before lighting down and up to half an hour after lighting up.
 - b. That the defined "Hours of Darkness" for the CUCBC be as shown on the "[Hours of Darkness](#)" page.
 - c. That no boat may be on the water without lights during the 15 minutes **AFTER** lighting down or **BEFORE** lighting up.
6.
 - a. That, under the penalty of every member of the crew being disqualified from training and all CUCBC races during that term, no college rowing be allowed on the Cam before 11am on a Saturday or Sunday, save for a recognised Cambridge Rowing Association (CRA), BR or CUCBC race.
 - b. That University crews shall keep their use of the Cam before 11am on a Saturday or Sunday to a minimum and inform the CRA prior to all such use.
7.
 - a. That no boat be allowed on the water when the CUCBC Flag is Red.
 - b. That only University crews with the specific permission of one of their senior coaches and tub pairs may row when the CUCBC Flag is Red/Yellow.
 - c. When the flag is yellow, only the following boats are allowed on the water:
 - i. University Crews, first boats and tub pairs.
 - ii. During Lent Term, in addition to the crews allowed by 7.c.i, any other crews in the first and second divisions of the Lent Bumps.
 - iii. During Easter Term, in addition to the crews allowed by 7.c.i, any other crews in the first and second divisions of the May Bumps.

In the case of tub pairs Rule 13 applies and, in addition, the person steering must be competent and experienced. Under Yellow Flag conditions, members of crews permitted to boat under these regulations may do so in small boats, provided that they have the express permission of their Club Captain and/or Boatman, and subject to the conditions outlined in Rule 14.
8.
 - a. That the CUCBC Executive Committee shall introduce restrictions on the number of boats that may be on the water between Lighting Down and 0830 hrs on Mondays to Fridays in Full

Michaelmas and Lent Terms as necessary. These restrictions will be enforced by the Early Morning Marshals.

- b. That on the date from which restrictions are introduced until further notice, each College Club will only be permitted to have two boats on the river at any one time in the restricted period.
 - c. That this rule will apply to IVs and VIIIs but not to singles, pairs or tub pairs and will only apply during the hours stated above.
 - d. That fines for a breach of this rule will accrue to the Club, rather than the crew concerned and that any Club in breach of this rule will be fined £50 for a first offence, £100 for a second offence, a training ban of one week for the whole Club for a third offence and disqualification from all events organised or insured by CUCBC (including the Lent Bumping Races) in that Term for any subsequent offence.
 - e. That the normal appeal procedures will apply to penalties incurred as a result of breaching these rules.
9. In any given term, College rowers may train with a Town club provided that training on the water is done during college hours (for example, whether that be weekend hours, evening hours, flag, etc.), or render themselves ineligible for CUCBC competitions. College coxswains may cox for Town clubs at any time without rendering themselves ineligible for CUCBC competitions.
10. As to novices:
- a. That no novice crew be unaccompanied.
 - b. That the first outing of a novice eight must be with an experienced cox, not a novice.
 - c. Senior crews must be below Chesterton by novice boating time.
 - d. No novice crew may be on the river before 7.30 am or within fifteen minutes of lighting down, whichever is later.
11. As to evening rowing in the Easter Term:
- a. That there be two periods during these evening hours, the earlier will be from 5.30 pm until 6.30 pm and the later from 7.00 pm until 8.00 pm and that crews in the first period should be above Chesterton by 7.00 pm and crews in the second period should not be below Chesterton before 6.30 pm.
 - b. That there shall be a weekly alternation such that on one week only Women's eights will row in the earlier, and only Men's eights in the later period, and the next week the Men shall row in the earlier, and the Women in the later period.
 - c. That crews may train beyond Baitsbite Lock during either period but must be below Baitsbite Lock before 5.30 pm or 7.00 pm as appropriate, such that no crew may be between Chesterton and Baitsbite Lock during the period allocated to the opposite sex.
 - d. That only University eights, College first eights, and any other eights in the first two divisions of the CUCBC May Bumps may train below Chesterton Footbridge during these times.
 - e. That the exception to Rule 11.d is that IVs made up of normally eligible crew members may use the river during the changeover period for the purposes of going over Baitsbite lock, provided they are clear of the restricted section of river by 7.00 pm and do not return to it until after 8.00 pm.
- 12.
- a. That there be only light-pressure paddling between Chesterton footbridge and Jesus Lock except for the progress of the Fairbairn Cup Races, and for bung starts during the two days prior to the Lent and May Bumps.
 - b. That crews pay due care and attention to moored craft and to junior and novice crews in this area.
 - c. That crews should avoid unnecessary stopping and spinning above Chesterton.

13. That no tub pairs be allowed below Chesterton footbridge except for a race recognised by the CUCBC, or in the first four weeks of the Michaelmas term, where tub pairs may be allowed as far as the P&E spinning zone.

14.

- a. That Coxless IVs and quadruple sculls require a banksteerer at all times, inside and outside Full Term.
- b. That 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 club captain and/or boatman has been given. 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.
- c. That single sculls may go out without a banksteerer at any time.
- d. 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.
- e. That all coaches of small boats (pairs, double and single sculls, but not tub pairs) should carry a throwbag or line and a 'space blanket.'

*[NB. Rowers intending to go out in small boats as a beginner (i.e., they have had less than ten outings in a small boat) are strongly advised to undergo a capsizing drill and swim test as soon as practicable. Such rowers must have a banksteerer at all times, as required by Rule 14.b, when using pairs and/or doubles. They are also **strongly** advised to have a banksteerer or coach for their first ten outings if they are using a single scull.]*

15. That in the event of the Cam being unsuitable for the purposes of College rowing, College crews shall not train elsewhere until after an Extraordinary CUCBC Meeting, to be called within 48 hours.

Rights of Way

15. That below Baitsbite Lock and above Chesterton footbridge each boat keep to its right, the downstream boat giving way to the upstream boat.

16.

- a. That 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.
- b. That 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.

17.

- a. That 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.
- b. That 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.

Note that there are notice boards on the banks to mark the crossing places.

18. That if there be any danger of collision, the boat going downstream give way to the boat coming upstream.

19. That all boats (whether going upstream or downstream, and whether rowing or paddling) give way to University crews and Trial Eights, subject to rule [20](#) and general navigation law.

20. That no boat has any rights of way when on the wrong side of the river.

Easying and Overtaking

21. That when a boat eases it must draw close into the bank to allow others to go by.
22.
 - a. That no boat may easy on any corner if it is possible to go on, unless preparatory to rowing from the bottom of the Long Reach at Ditton.
 - b. That no boat may overtake on a corner or when it cannot see that it is safe to do so.
23. That a slower boat being overtaken must give way (pulling in if necessary) to allow a faster boat to pass.

Spinning

24. 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.
25. When necessary, boats must queue to spin, and no boat may spin without ascertaining that there is no other boat coming which might be impeded. 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.
26. That during the ten days preceding the Lent and May Bumps and the week preceding the University Fours Races, no boat may spin between the Little Bridge and Peters Posts except at its own risk.
27. Once spun, boats must move off immediately or, if pulling on on the Long Reach or Baitsbite, may only do so above the spinning area.

Rowing Below Baitsbite Lock

28. That rowing below Baitsbite Lock be restricted to University crews, first boats, and any other boats in the top two divisions of the CUCBC May Bumps only.
29. 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).
30. 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 week day.
31. 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.

Safety Regulations

[Safety Regulations \(www.cucbc.org/handbook/safety\)](http://www.cucbc.org/handbook/safety)

1. That each College Boat Club and each Women's and Men's Captain be required to have a copy of this Handbook for general reference. Further copies are available from the Hon. Secretary of the CUCBC. Any Club not in possession of three copies of this Handbook, a BR RowSafe Booklet/poster and displaying a Ten Golden Rules Poster renders itself liable to a fine.
2. That all coxes must wear a lifejacket or buoyancy aid, as approved by British Rowing, which is to be worn over the top of all other garments.
3. That each College Boat Club appoint a Safety Officer and that his or her name be notified to the Secretary of the CUCBC and the CUCBC Safety Advisor at the start of each academical year.

4. That each Club's Safety Officer must submit a written statement to the CUCBC at the start of each academical year confirming the following information:
 - a. The appropriate third party insurance cover is in place for the Club. **NB. It should be noted NO crew or individual from the Club will be allowed to boat when they return for the start of the Michaelmas Term until and unless confirmation that a valid insurance policy is in place has been received.**
 - b. Contact information for the Club's Safety Officer and Senior Treasurer.
 - c. That the Club has a detailed list of the boats it operates, and that each boat conforms to current BR regulations in respect of bow balls, footplates, heel-restraints, registration and buoyancy. *[NB. All boats purchased since 30 April 2003 must have inbuilt buoyancy, as defined by British Rowing. Any boats that do not have inbuilt buoyancy must have it added unless they will NOT be used off Cam, in which case it is advised. Clubs should consult the CUCBC Safety Adviser for guidance on this matter.]*
 - d. That each rower in the Club has signed an individual statement clearly specifying their ability to swim a minimum of 50m.
 - e. That the Club has a recording system in place for the number of outings undertaken by each crew to ensure that all crews meet the CUCBC ten outing requirement (Regulations for Racing, Rule 18.a).
 - f. That the Club has copies of Ten Golden Rules Poster on display in its Boathouse and that the Coaching Principles document has been distributed to all coaches.
5.
 - a. That any Club that has failed to submit the written statement referred to above by the end of Week 4 of the Michaelmas Term will be banned from using the river until the CUCBC Safety Adviser has confirmed receipt of the statement from the club concerned.
 - b. That any club that has failed to complete and return the BR Annual Safety Audit by the due date will be banned from all CUCBC events (including the Lent and May Bumping Races) until confirmation has been received from BR that the audit has been completed and submitted.
6. That every boat display its BR alphanumeric registration code on both sides of the boat, as defined in the following BR rule: *The Boat ID must be a three letter code, together with a three digit fleet number (including zeros) as determined by the club. (e.g. CUB802). Lettering shall be in capitals, in a regular sans serif (Arial-style) font, with a minimum height 6cm and clearly readable (in a contrasting colour) on both port and starboard bow saxboard or vertical surface.* Failure to do this may result in the disqualification of the boat from racing, at the discretion of the Chief Umpire.
7. That all boats (except tub pairs for coaching purposes) be obliged to carry, securely affixed to the bows, a solid ball of rubber or material of similar consistency with diameter of not less than four centimetres. This protection may be afforded by a specially shaped bow of suitable material.
8.
 - a. That the definition of a restricted boat be as in the BR handbook.
 - b. That a clinker-built boat be defined as one with not fewer than five strakes a side, none of which shall exceed four and a half inches (outside measurement).
9. That all College Boat Clubs must have a valid insurance policy to cover bodily injury to third parties and their craft to the level currently recommended by the Environment Agency; all club craft must also be registered as required by the River Cam Conservancy.

The Flag





[Flag \(www.cucbc.org/flag\)](http://www.cucbc.org/flag)

The flag is set by the CUCBC Executive Committee to instruct as to which crews may boat given the current river conditions (wind, stream, fog etc.). For the early morning periods, a pre-emptive flag will be set the night before based upon the weather forecast and will be reviewed the next morning prior to lighting down.

Outside of Full Term the flag is not operational.

Flag Status

The current Flag status is displayed on the CUCBC website homepage (at the top right). **Please note that a 'physical' flag will no longer be flown above Goldie Boathouse.**

Flag State	Restriction
 Green	There are no restrictions on which crews may boat.
 Yellow	Boating is restricted to University crews, first Vllls, men's crews in the top 2 divisions of the May Bumps and women's crews in the top division of the May Bumps as well as first fours and tub pairs. 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.

N.B. 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.

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.

Flag Guidelines

A yellow flag will be set at 22.00 hrs in preparation for the following morning if, based on the MET Office Cambridge weather forecast:

- The forecast wind speed is 35 mph or more, or
- The forecast temperature is 0°C or less and the forecast wind speed is 25 mph or more.

At the later of lighting down minus 30 minutes or 0600 hrs, the yellow flag will be confirmed for two hours or changed to green. There will be no strict criteria for this change, as the decision will be taken based on personal observation of conditions at the river. However, suggested guidelines are that the flag should continue to be yellow if:

- The wind is "too strong or gusty"
- Current exceeds 5 mph
- Fog does not allow another boat to be seen at 150 metres
- There are conditions where hypothermia would be a risk for crews held static for 10 minutes, based on the forecast criterion.

A red flag will be raised if conditions are unrowable, such as completely frozen or if the water level has risen 1.5 metres or more, or if ice exceeds 1 mm thick more than 2 metres from the bank.

Adverse Conditions and Changes to Normal Situation

While no one should take undue risks, the first port of call for this is the CUCBC website which will update the flag based on the conditions. If you are unsure, then make sure that you check that the flag has been updated during the time where the conditions have been changed. **If the cox, the coach, or a rower is in any doubt about the crew's ability to handle the weather conditions, then the crew should not boat.**

Possible hazardous weather conditions:

Lightning

- If there is any lightning, then follow the following British Rowing guidelines:
 - Use the '30-30 Rule' when you see lightning. Count the time until you hear the thunder. If it is 30 seconds (approx. 10 km away) or less, seek 'proper shelter'.
 - If you can't see the lightning, just hearing the thunder is a good back-up rule for it being time to seek 'proper shelter'.
 - Wait a minimum of 30 minutes after the last lightning or thunder before leaving shelter.

Cold

- During cold weather ensure that all rowers have adequate clothing in the boat
- If the river is frozen, in so that it is obstructed, then crews should not boat
- If there a crew does capsize, get out of the water as soon as possible and warm up as soon as possible. If there is an increased risk of capsizing (small boats) bring a spare set of clothes and carry a foil blanket.

Heat

- During hot weather make sure to take additional water in the boat, wear a sun hat/ visor.
- Do not enter the river to cool down

Fog

- If there is reduced visibility lights need to be placed on the boat
- If the visibility is significantly reduced the cox, captain and coach must make a decision to decide if it is safe to boat

High winds

- If there are strong winds, consider the direction and weather the crew can make it back to the boat house.
- Also consider the experience of the cox/steerer before continuing with boating.

Specific Advice for Coxes

More specific guidance for coxes can be found on the CUCBC website, which includes advice on novice coxing, an awareness of other river users, an awareness of wildlife, and coxing guidelines.

[Guidlines for Coxes and Coaches \(www.cucbc.org/handbook/coxes_coaches\)](http://www.cucbc.org/handbook/coxes_coaches)

Key points:

- The role of a cox is to always keep your crew safe by obeying the rules of the river and maintaining complete control of the boat.
- Safety is the prime concern of the cox, regardless of situation, if it is dangerous then STOP.
- It is a coxes' responsibility to know the rules of the river.
- Treat other river users with courtesy.

The river Cam

A map of the river Cam with important landmarks highlighted can be found at the following link:

[The river Cam - Google My Maps](#)

IN THE BOATING AREA

Moving boats

Crews should:

- Ensure that they have enough people to safely carry a boat. Suggested minimum number of people required: six for an 8+, four for a 4+, two for a 2-/2x, one for a 1x.
- Be aware of other boathouse users in the boat bay and on the hard.
- Communicate their intentions clearly to others in the boating area to avoid collisions with people and other equipment.
- Take their time when moving heavy equipment around.
- Employ correct manual handling procedures for each boat class and boat rack height, i.e., work together with the correct number of people and bend your knees, not your back.
- If there are strong winds outside, take extra caution when exiting the boat bay with a boat, considering carrying it at shoulders or waists for extra control.

Flooding

The river Cam is a controlled river, so it is unlikely to flood without some warning.

Providing that boating is allowed by CUCBC and the crew is deemed competent enough to handle the conditions, crews should adequately prepare for boating from a flooded hard before placing the boat in the water:

- Mark the edges of the hard with suitable markers, such as old oars that can be pushed into the riverbed and still sit over 1 m above the water line.
- Wear suitable footwear, such as wellies, when wading into the water.
- Take small steps near the edge of the hard, shuffling your feet along the ground to feel for the edge.
- Two rowers should hold the boat such that it does not drift onto the hard, especially as others are getting into the boat.
- Coxes should exercise caution when landing at a flooded boating area, using the edge markers as guidance, and approaching the hard slowly at a shallow angle.

ON THE TOWPATH

Coaches and bank parties should:

- Pay attention to other towpath users, as well as their crew on the water, keeping left on the towpath and giving others space when passing.
- Keep an eye on other river users, particular around corners where visibility from the towpath is better than from the water and communicate clearly with the cox and crew to help them avoid collisions.
- Cycle with bike lights if required by hours of darkness (as expected on the road).
- Consider wearing a helmet when cycling on the towpath and consider using a bike with wide tyres with good grip.
- Only cycle along the towpath if weather conditions allow. If the towpath is very wet, icy, covered in snow, or obstructed by debris, or cycling is hampered by strong winds, then consider returning both coach/bank party and crew to the boathouse.

More guidance for coaches can be found on the CUCBC website, which includes advice on coaching novice rowers and a code of practice for coaches:

[Guidlines for Coxes and Coaches \(www.cucbc.org/handbook/coxes_coaches\)](http://www.cucbc.org/handbook/coxes_coaches)

IN THE BOATHOUSE

General

Take care not to leave anything unattended that could cause a fire.

Do not overload extension leads.

Keep fire doors shut and fire exits clear.

All members should familiarise themselves with all exit routes out of the building.

Electrical wiring should be checked regularly, and any problems reported to the boathouse manager or boatman.

Boats and equipment should be fully checked over before their first use each academic year.

Heel restraints, life jackets, and bow balls should be checked at the start of every outing.

Flooding

The river Cam is a controlled river, so it is unlikely to flood without some warning.

Before flood waters reach the boathouse and providing that it is safe to do so, move equipment from the floor of the boat bay and move any low racked boats up to higher racks.

Once water enters the boat bays, do not enter the boathouse without explicit permission of the boathouse manager or boatman.

Once flood waters have receded, only enter the boat bays once permission has been granted by the boathouse manager or boatman, and carefully check the equipment in the boat bay for movement and/or damage.

Workshop

Club members must not enter the workshop without permission of the boatman.

Tools for simple repairs are available in the Club room and in the boat bay toolbox.

Large or more complex repairs should be directed to the boatman, either by discussion in person, by email, or by notification on the boathouse whiteboards.

Rowing machines

Coaches should ensure that rowers are taught the following to minimise the risk of injury:

- Correct posture and technique on the ergs.
- How to adjust the erg to their requirements.
- How to move equipment in the erg room safely, including the use of sliders and RP3s.
- How to warm-up and stretch effectively.

Any faults to the rowing machines should be reported to the boatman on the boathouse whiteboards.

ON UNFAMILIAR WATER

Off-Cam racing

Prior to racing, all crew members and coaches should familiarise themselves with the competition documentation, as set out by the competition organisers, namely:

- Competitors instructions
- Navigation rules and navigation map
- Emergency procedures

If coxes have not raced the course before, they should try to talk to a Club member with experience of the off-Cam race prior to race day.

Coaches and Captains should ensure that their crew is of a suitable standard to handle conditions and racing on an unfamiliar stretch of water. If there is any doubt, then the crew should not race.

When on the water, crews should follow all standard safety advice, as detailed in previous sections, and adhere to any race marshal instructions.

Off-Cam training

The Club does not have a regular off-Cam training camp, so does not have a separate training camp safety plan. However, if crews plan to train off-Cam, the guidelines below should be followed to gain information about the unfamiliar waterway:

- Contact a local club (to act as a host if necessary).
 - Talk to their experienced members, especially coxes, about their local waterway.
 - Ask to read any relevant documentation they have about boating on their local waterway.
 - Ask if they could provide a guide for an outing.
- Visit the local waterway authority website for navigation rules, river conditions, and river obstacles.
- For wide waterways, and those without a towpath, consider hiring a launch driver or find a qualified member of the Club to allow the coach to follow crews during each session.

Coaches and Captains should ensure that their crew is of a suitable standard to handle conditions and training on an unfamiliar stretch of water. If there is any doubt, then the crew should not go off-Cam.

INCIDENT REPORTING

Nominate a Club member who witnessed the incident to oversee coordinating a report.

Email the Club Rowing Safety Advisor, Will Miller (wgm248@gmail.com), as well as the Club Captains to make the report, providing as much detail about the incident as possible and photographs if appropriate.

The Safety Advisor or the Captains will then assist in filing a report with British Rowing and informing CUCBC.

IMPORTANT CONTACT DETAILS

Rowing Safety Advisor – Will Miller – 07875 981964 – wgm248@gmail.com

Deputy Rowing Safety Advisor – Conor Burgess – 07805 215034 – burgess.conor@gmail.com

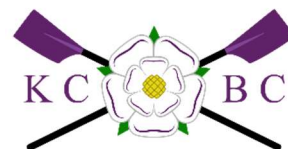
Boathouse manager – Roland Beevor – 07548 706924 – boathouse@chu.cam.ac.uk

Boatman – Piotr Rzeczkowski – 07722 282092 – boathouse@chu.cam.ac.uk

Combined College Boathouse – Logans Way, Cambridge, CB4 1BL – 01223 357217

King's College Porters Lodge – King's College, King's Parade, Cambridge, CB2 1ST – 01223 331100

King's College Boat Club Emergency Plan



If someone's life is at risk, call the emergency services on 999.

Then ring King's College Porters Lodge on 01223 331100, as they will be able to provide the most prompt and reliable assistance, including putting you in contact with any other relevant parties in college.

ON THE WATER

If you can safely return to the boathouse, then do so immediately. Otherwise, pull the boat into the bank and ensure the safety of all crew members.

If medical attention is required and the casualty can be moved, then proceed to the nearest evacuation point along the river.

If the casualty cannot be moved, then send some people to the nearest evacuation point to meet the emergency services.

A map of the river with key locations and access points is attached below.

Key evacuation points along the river (///what3words):

- Jesus lock (Chesterton Road) ///scrap.straw.silks
- Cambridge '99's boathouse (Kimberley Road) ///bells.riches.empty
- Combined Colleges boathouse (Logans Way) ///duck.transmitted.cone
- P&E (Fen Road) ///bubble.verge.full
- Ditton corner (High Street, Fen Ditton) ///eager.cover.disbelief
- First post corner (Green End, Fen Ditton) ///objective.warping.civil
- Baitsbite lock (Fen Road, Milton) ///tapes.should.erupted

AT THE BOATHOUSE

Address: Combined Colleges boathouse, Logans Way, Cambridge, CB4 1BL ///duck.transmitted.cone

Phone number (boatman's office): 01223 357217

If first aid is required, then the Club has a first aid kit in the Club room. Roland Beevor, boathouse manager, is a qualified first aider and is often on site.

There is a defibrillator located outside the boatman's office on the first floor of the building.

If you discover a fire, then raise the alarm, exit the building, and move to the assembly point, which is just outside the main gate. Do not stand on the road, as this will impede the arrival of the emergency services.

Fire extinguishers are present in most of the rooms of the building, including the kitchen and the training room. They should only be used to fight small fires by those confident to do so.

If there is an emergency, an email will be sent to all members cancelling activities. If there are scheduled outings, then members will be phoned to ensure cancellation.

