

Thames Scullers

Safety Documents

2019

Revised/reviewed annually by CRSA

Latest revisions - P C - January 2019

Contents

Page

- 3 Safety Rules and Code of Conduct**
- 5 River Map**
- 6 Hazards**
- 8 Control of Crews on the River**
- 9 Novice Rowers Safety Plan**
- 11 Training on River – All Crews - Safety Plan**
- 13 Red Boards and Strong Stream – Safety Plan**
- 18 Leptospirosis and Water Borne Diseases**
- 19 Annual briefing to Coaches/ Emergency procedures**

SAFETY RULES & CODE OF CONDUCT

All members of the Boat Club must ensure that they read, understand and abide by the following. In essence it is expected that all members of the boat club will treat themselves, others, the environment, facilities and equipment with due respect. Each person is responsible for their own personal safety and that of others around them. All members of the club will be treated equally and fairly. This document is non-gender specific. As a club affiliated to British Rowing we are guided by the Water Safety Code of Practice a copy of which is available at www.britishrowing.org.

General

1. No member may row, scull or cox, until the Club has written confirmation of their swimming ability from parents/guardians, and a risk assessment for that individual has been made. Lack of ability to swim may preclude athletes from some water based activities.

2. A boat may only be used with the express permission of a rowing coach ..

3. Those going afloat must confirm with the person on duty at the Boathouse that their proposed outing is safe in the prevailing water and weather conditions. They must report to coach on their return. Normally all rowers and sessions are supervised directly by a coach.

4. In the event of capsizing, the crew/sculler must stay with the boat until help is available or they have brought the boat ashore. Normally a coach with safety boat will assist in returning to the boat or directly to the boathouse. Otherwise the crew/sculler should return to the Boathouse as quickly as possible and report. If feeling unwell after being in the water, go to their GP without delay and report the contact with the river (eg in relation to *Weill's Disease*, below).

5. Report any damaged or defective equipment to your coach as soon as possible.

6. Any injuries or illness must be reported to your coach as soon as possible.

7. If, in the event of illness or injury, you are unable to attend an outing or training session, then you must ensure that your coach receives a message in advance.

8. Running and cycling in front of the Boathouse, by or on the rafts is forbidden.

9. No pupil may intentionally swim in the river at any time.

10. Rowing clothing should be clean and appropriate for the weather conditions and training activity.

11. Coxswains and coaches must always wear a life jacket (provided).

12. Launches are never to be driven by athletes. Athletes as passengers in a launch will wear a life jacket.

13. All crews must give way to sailing boats and motor boats and give consideration to wildlife. E.g. proceed with caution through geese. Never risk a collision with any other boat. If in doubt, Stop!

14. All river users must follow the rules of the river and stay to the right hand side (as viewed by the cox).

Single Sculling

15. All potential scullers will undertake capsizing drill instruction.

17. No member may go afloat unaccompanied in a single scull. Scullers should always remain within hailing distance of another sculler, crew or responsible person.

Travelling to and from the Boathouse

18. Those running or cycling to and from the Boathouse must do so safely and responsibly. TAKE CARE WHEN USING OR CROSSING ROADS –.

19. iPods, MP3 players and similar equipment with headphones MUST NOT be worn/used en route to the boathouse. These have contributed to accidents and confiscation should be expected.

20. Those cycling must-

- Ensure that the cycle is safe for use e.g. fully functioning brakes
- Abide by the Highway Code
- Wear a cycle helmet.
- Ensure fully functioning lights are fixed when required
- Use the cycle lane wherever it exists.
- Not cycle on any footpath -
- Cycle in single file and show consideration for other road users or pedestrians – “racing” other cyclists is not allowed.

Weill's Disease, Avian Flu And General Hygiene

- Weill's disease (Leptospirosis) is very rare but serious. Follow general hygiene rules (below) and avoid swallowing any river water. Alert your coach if this happens (eg during capsize or from splash in rough water) and your GP if you subsequently develop flu-like symptoms.
- Avian Flu is not a current risk but avoid contact with ANY wildlife be it dead, injured or healthy.
- Despite daily cleaning, bird faeces will be found on the boating rafts. Avoid getting this on your hands. Disinfectant soap is kept in the toilets for hand washing should contact be made.
- Hands should be washed after EACH rowing session and CERTAINLY before eating.
- Each active rower is expected to carry a **Water Bottle** to each training session. These must be kept clean and NEVER shared. Hydration must be maintained but not at the expense of sharing viruses or infections. Use your own bottle!

River Map



River Thames, Whitchurch to Mapledurham -Landmarks, hazards etc

LOCATION	HAZARD	NOTES
Whitchurch bridge	<ul style="list-style-type: none"> ● Fast stream below weir. Narrow arch 	No rowing through bridge. Beware of boats exiting lock cut when turning
Canoe Centre/ town moorings	Boats on wrong side of river. Canoes boating from stages	Take extra care in this area, particularly in summer when moorings are busy.
Hardwick boathouse	Crews boating/ landing	Boat heading upstream, approach from downstream.
Island	<ul style="list-style-type: none"> ● Moored boats Narrows	Launches: especial care to observe speed limit past moored boats. Beware of boats in middle of river here. Keep to towpath bank going downstream if practible.
Mapledurham Lock	<ul style="list-style-type: none"> ● Boats coming out of lock. ● Boats preparing to enter lock. 	Crews parking and/or turning should observe correct procedure (see ‘control of crews on river’). Turn well above weir, at white post

Thames Scullers

CONTROL OF CREWS ON THE RIVER

Turning around

ONLY permitted at the approved places (except in an emergency)

The approved places, under normal (No stream warning) conditions would be at Whitchurch bridge, the main straight by boathouse and above Mapledurham lock. No turning at the islands.

At Mapledurham: crews should NOT stop, still headed downstream, for a rest or a chat, until they have turned around. They should do a U-turn immediately, then may 'park' close to Estate Bank if wished, heading upstream.

On the main straight if not impeding 'through' traffic. Stop close into bank.

At Whitchurch, do not impede other river traffic when turning

In all cases be aware of any through traffic and maintain a navigation channel.

Giving way

Launch drivers must always be aware of other crews behind them, and keep out of the way of faster boats. Do not coach from the middle of the river at busy times.

Timed 'pieces'

Ideally these would be planned in advance and done by a number of crews together and within an agreed time-slot. Coaches not involved must be informed in advance and must agree to any restrictions placed upon them and their crews during the timing operation.

It should be possible for a crew to do a timed track without prior announcement, provided that restrictions above are correctly observed.

Coxwainless Boats

Steersmen will receive a full briefing before each outing on new hazards or restrictions placed on them. The number of coxwainless pairs and fours on the river at any one time will be restricted. Only J16's and above will row coxwainless fours or quads. A record will be kept of those steering these boats, and the training received during outings.

Novice Rowers/ Scullers Risk Assessment

RISK	PRECAUTIONS TAKEN
Weather causing difficult conditions	Coach in charge takes particular account of wind. Coach i/c aware of consequent problems of rescuing a sculler who has capsized, or crew blown on to bank, etc.
River level high	Boating from rafts may involve use of gangplank, which must be sound, secured, and as non-slippery as possible.
Boating rafts slippery.	Pupils warned, and instructed to move very slowly and cautiously. No running.
Safety equipment not in place.	Boat(s) must be ready for action in appropriate place(s), with throwbag and First Aid kit on board. Coach on raft has throwbag, and any other necessary safety gear.
Rowers' clothing inadequate	Coach will not allow a member to go in a boat unless properly clad (taking account of prevailing and anticipated conditions), AND has brought adequate spare clothes, as previously instructed.
Scullers inadequately briefed	Coach i/c must brief all scullers before they get boats, as per document "Novice Scullers: Safety Plan".
Capsize or injury while launching boat	Novices must always have Coach or other person to assist when getting into boat and moving off. Coach will have instructed pupils how to give safe assistance.
Capsize, when not close to raft.	Scullers briefed by Coach beforehand of procedure, as per document "Novice Scullers: Safety Plan". Safety boat(s) will be deployed ready for sudden action, at appropriate place. Capsized sculler will be rescued as quickly as possible and brought ashore to change clothes, dry off, have warm drink etc, in Club Hut (or other pre-arranged location). Coach will check at suitable intervals on physical state of the victim, and release him/her when satisfied that he/she can return home safely. If in doubt, Coach will take appropriate action (e.g. initiate hypothermia procedure; call Ambulance).
Athlete behaves badly on water: risk to self and/or others.	Coach orders crew to land at once, and takes appropriate action. All incidents of this nature should be reported to Welfare Officer/ Captain.
Athlete on water too long: chill and/or fatigue.	In winter especially, risk of a mishap increases if pupil is on water for more than about 30 minutes as a rule, especially if hands and body are getting colder. Crews should be called to land after such time. Coach must bear in mind that air temperature falls sharply as sun goes down.
Boat damaged during session, hence risk to a subsequent user	Coach must report damage to Captain ASAP

Novice Rowers/ Scullers Safety Plan

1) PERSONNEL

“Coach i/c” = the coach who is in charge of this sculling session.

“Supervisor” = a coach who is directly supervising part of the operation.

“Crew” of a launch will usually consist of one person only.

2) BOATING RAFT(S)

Coach i/c check:

- a) that there is enough raft area clear for boating the numbers expected
- b) that the raft surfaces and any gangplanks are sound and safe for use
- c) that the water-side raft edge is free from splinters, sprung nails, etc.

3) SAFETY EQUIPMENT AND FACILITIES ON LAND

a) Coach i/c must ensure beforehand that there is accessible a suitable changing (clothes) area, boys separate from girls.

b) Ready to hand by the boating raft there should be:

Throwbag, Space blankets

4) SAFETY BOATS

a) How many boats Coach i/c, decide how many safety boats to deploy, considering the prevailing conditions and number of scullers in action.

b) Boat Equipment. Each Safety Boat must carry:

1 paddle

1 throwbag

launch bag containing space blankets, first aid kit, knife, etc

5) SCULLERS' CLOTHING

Supervisor will only allow a sculler to boat only if:

a) he/she is appropriately dressed

b) he/she has brought an adequate set of spare clothing & towel to the Boat Club

6) BRIEFING TO SCULLERS: BOATS AND BLADES

Scullers work in pairs, to carry boats.

Launching:

Fetch blades and place near (but not on) raft before getting boat

Fetch boat.

Put boat on water headed upstream.

Assistant helps sculler to get in boat.

Landing:

Call for an assistant to help you get alongside raft, and hold boat while you get out.

Park blades neatly on bank (not on raft).

Get boat off water, and take it back to rack immediately.

Put blades away.

Report to Supervisor.

7) BRIEFING SCULLERS: SAFETY PROCEDURES

- a) Supervisor tells all scullers where the changing areas are.
- b) Remind them of procedure if they fall in, or have any other problem:
 - i) Stay with the boat, using it as a buoyancy aid.
 - ii) Get the attention of the nearest Safety Boat.
 - iii) With help of Safety Boat, get back to Boat Club and to the changing area (previously designated by the Supervisor) as quickly as possible.
 - iv) When in the changing area, take off wet clothing immediately, dry self with towel, put on spare clothing.
 - v) Wring out wet clothing, and put into a bin liner, which sculler must take away with him/her when leaving.
 - vi) Report back to Supervisor.

8) PROCEDURE WHEN A SCULLER/ ROWER FALLS IN (WINTER)

The first priority is to get the sculler back to the Boat Club and to a warm place, to change into dry kit, as quickly as possible. The sculler's boat can be retrieved later.

- a) Safety boat goes to the sculler.
- b) Crew helps sculler into boat. Put splashtop or thermal cape from emergency bag on sculler if judged necessary.
- c) Proceed to nearest suitable landing-point.
- d) If Supervisor deems necessary, get an escort to take wet sculler to changing area and to stay with him/her, with instructions to report back immediately if victim is in a bad way.
- e) Hypothermia. If Supervisor deems necessary, follow standard First Aid procedure for hypothermia. Then call ambulance if and as appropriate.
- f) Safety Boat crew must ensure that Coach i/c knows the details of the incident.
- g) Coach i/c must write a report and send copies of this to the Captain and Welfare officer

9) AT END OF SESSION

Supervisor(s) check:

- a) All scullers safely back on land and accounted for.
- b) Any "swimmers", or other personal mishaps, notified to Captain with a note of any relevant information.
- c) Any damage to boats or equipment reported to Captain
- d) All boats, sculls, and other equipment put away correctly.

Training on river

Risk Assessment/ Safety Plan

RISK	PRECAUTIONS TAKEN	NOTES
River status yellow or red: hence risk to safety of crews.	a) Coach must comply with constraints as in "Use of River: Strong Stream Conditions" b) Squad Coach orders such further constraints as may be necessary. c) Squad Coach ensures that members in crews can be expected to have the physical capabilities needed to cope with the conditions without personal harm.	
Bad weather	Squad Coach to assess prevailing and expected weather, especially wind strength and direction, and takes precautions as above.	
Crew members inadequately clothed.	Crew's Coach is responsible for checking that each crewman is correctly clothed for the prevailing conditions. If crewman is not, Coach should not allow him into the boat.	
Bad crew discipline.	Crew's Coach insists on good crew discipline throughout, and deals with any miscreants accordingly. Serious instances must be reported to Captain/ welfare officer.	
Boat stopped by <i>force majeure</i> , e.g. wind and/or current.	Crew's Coach takes action as detailed in "Training on river: Safety Plan".	
Trainee coxswain / steersman	Safeguards must be in place as detailed on pg 13	
	Coach in launch, close to boat at all times. See document as above.	
Crew member(s) suffering ill-effect from rigours of the outing.	Crew Coach must debrief crew before releasing them, and satisfy him/herself that each member has not suffered undue ill-effects from the experience. If any doubt, it must be reported to Captain	
Damage to boat, blades, or other equipment, hence future safety hazard.	Crew Coach reports damage as per standard procedure. See document as above.	

Training on River – All crews - Risk Assessment / Safety Plan

	DETAILS	ACTION
RIVER CONDITIONS	<p>a) Boating on or off?</p> <p>b) Weather</p> <p>c) Limits</p> <p>d) Hazards</p>	<p>Squad Coach to inform Coaches of decision by Safety Committee.</p> <p>All Coaches must be aware of weather prospects for next 2-3 hours</p> <p>Squad Coach to announce how far boats may go.</p> <p>Advise all coaches of any particular hazards.</p>
CLOTHING	Tracksters over shorts Shirts (2 min), tight, OR lycra over 2 shirts thermal base layers,	Coach checks each member has all the correct kit. If not, should not be allowed to boat.
CREW'S CAPABILITIES	Coach satisfied that crew can manage the outing safely.	Coach must be confident that crew can manage the outing without undue physical demands. Also aware of any medical conditions which might affect the planned outing
TRAINEE COXSWAIN/ Steersman	<p>Cox's kit</p> <p>Briefings</p>	<p>Cox adequately clad, with splashtop and lifejacket correctly worn. Cox must also be properly briefed and understand conditions, as far as possible.</p> <p>Coach in safety launch continuously close to boat.</p> <p>All coxes/ steersman to be briefed beforehand, and their actions during an outing assessed and corrected as required.</p>
EMERGENCY	<p>a) Mobile phone with Coach</p> <p>b) First Aid kit (incl. space blanket) must be taken: see above.</p>	
ACCIDENTS	<p>a) Accident involving personal injury.</p> <p>b) Damage to boat or equipment.</p>	<p>Personal Injury Accident Form must be duly completed and delivered promptly.</p> <p>CRSA to notify BR as required</p> <p>Write details in Damage Report Book (in Workshop) and/or report verbally to Captain</p>
BEHAVIOUR	Coach's responsibility to set standards of crew discipline; to remind boys of these; and to insist on proper behaviour.	<p>Coach emphasises necessity of this for safety.</p> <p>Details of any serious breach to be reported in debriefing (see below).</p>
DEBRIEFING	<p>a) Talk with crew.</p> <p>b) Report to Captain</p>	<p>Coach reviews the outing.</p> <p>Coach to make notes if requested by Captain.</p>

RIVER THAMES NAVIGATION WARNINGS

INTRODUCTION

EA Lock keepers display yellow 'stream increasing' (or 'decreasing') boards and red 'strong stream' boards. These are based on amount of weir gates drawn, and thus an indication of stream strength. Under the present system, when Red or Yellow warnings are in force, there are often occasions when, although the stream is fairly fast, the level of risk is acceptable for certain crews, in the judgement of experienced rowing coaches. However, it is noted that the EA suggest no unpowered craft should navigate under red or yellow boards.

PROCEDURE / SAFETY PLAN

No crew/ coach has an automatic right to be on the water

When a red or yellow warning is in force, a decision on which crews, **if any**, should be allowed to use the river shall be made by a committee of: Captain, Coach and Safety Officer, or other Club committee member.

At least two of these will inspect the river, observe the prevailing weather, and consider the relevant regional weather forecast. A decision will then be made, which must have the complete agreement of all three of the committee

If the committee decides that certain crews may be allowed to use the river, then the relevant coaches, coxes and steersmen must be informed about:

- 1) The river conditions, including weir
- 2) The weather at present, and the forecast for the relevant period
- 3) Any new hazards on the part of the river to be used
- 4) Any restrictions or special precautions to be observed, especially turning
- 5) Ability of crew concerned

In the light of this information, if the a coach feels that he/she would rather not take the crew out, then his/her decision will be final.

A written note will be made of prevailing conditions, and the crews which are allowed out.

COACHES AND COXSWAINS: BRIEFING

All coaches and coxswains/ steersmen who may be permitted to use the river when on Red, and Yellow status, shall have previously (probably in January) been given a specific briefing about the hazards and the extra safety procedures and precautions to be observed. This will be updated daily as and when conditions change during Strong Stream periods.

HAZARDS: A CHECK LIST

1) Whitchurch Weir.

If this is fully drawn so that the speed of stream is fast, there are particular dangers for crews turning. Keep well clear of bridge.

2) Trees, bushes, etc.

In certain places, in fast stream conditions, there are particular danger spots near overhanging or fallen trees and branches, on the towpath bank. Coxswains, crews and coaches must be especially aware of these if they are permitted to go afloat. New hazards of this kind are most likely to appear in the winter months.

3) Floating debris

After heavy rains, tree branches, old fence posts (+ barbed wire!), and other debris is often brought downstream, capable of doing major damage to racing boats.

4) Wind

Any dangers and difficulties caused by strong stream may be enhanced by the wind. For example, 'wind against stream' produces high, breaking waves and sinking conditions.

Coaches must brief coxswains about the present state of wind, and the forecast, and what special dangers may result from this. Boats used will be assessed for inherent buoyancy able to deal with any expected water ingress.

5) Turning places

In strong stream conditions it becomes especially important that crews turn around only in certain areas where it is safe to do so, and that they follow the correct procedures, which will be described in briefings to coaches and coxswains, and will depend on particular daily circumstances.

6) Mapledurham weir

Turn well above weir, at white post, which is at least 150 m above weir. If in doubt turn earlier!

STRONG STREAM CONDITIONS: SAFETY PLAN

It is vital, for safety, and for efficient operation, that the following principles are observed:

- 1) Crews should keep considerably further apart from each other than under still-water conditions.
- 2) Crews should only stop rowing/sculling for any appreciable time if they are headed upstream.
- 3) Coaches, coxswains/ steersmen and scullers must understand that the acceptable areas for turning are different, under strong stream conditions.
- 4) It is especially important that the rules and guidelines about turning are strictly obeyed.

Facts to be aware of

- 1) A crew that has stopped rowing or sculling can be controlled and steered easily if it is heading upstream, but is difficult to control if heading downstream.
- 2) Crews which have slowed down or stopped rowing near a turning area will be carried downstream by the flow, or into the bank, or into another crew.

Turning at Whitchurch

If two or more crews are in the turning area, and they intend to turn around and proceed downstream without any significant pause (e.g. for coaching chat, technical adjustments), crews should follow each other, and not overtake, or 'cut off', another crew, during the turning operation. Any overtaking should be done after the crews concerned have got under way, going downstream.

If a crew plans to pause or rest, they should 'park' close to the Whitchurch bank, well upstream of the area where other crews will turn, just below the bridge.

Crews and Coaches must always be aware of other river users, from TS or elsewhere, and never put themselves or others in a 'close quarters' situation where collision becomes unavoidable.

There is significant danger of a boat being capsized if swept under overhanging trees or onto bank projections by a strong stream. This would lead to a serious situation involving multiple swimmers, and major difficulties in rescue. Rowing fatalities have occurred during similar experiences on other waterways.

HAZARD	CONTROL MEASURES IN PLACE	RISK FACTOR	FURTHER CONTROL MEASURES
GENERAL River on Status Red/Amber	Safety committee applies restrictions on all Coaches and Crews as per document 'Strong Stream Conditions – Safety plan'	HIGH	1) Captain to have checked previously that all coaches have studied and agreed to the relevant documents: Training on the River, and Strong Stream Conditions. 2) All Coaches to be aware that any personal accident, and any damage to boat or equipment, must be reported in writing in the correct way.
PARTICULAR Danger of boat being swept by current and/or wind on to a fixed obstacle, or into a danger area.	Coaches and coxswains aware of specific danger areas, after briefing beforehand.	HIGH	Up to date briefing of coaches by safety committee on any new obstacles or other hazards.
Danger of boats colliding with each other.	Coaches and coxswains aware of need to allow extra distance.	MEDIUM	Captain aware of how busy the river will be, and advising or applying limitations as necessary.
Wind & stream causing large waves: danger of boats taking in water and swamping.	River inspected beforehand and apply restrictions as laid down in document 'Strong Stream Conditions'. Boats assessed for ability to deal with expected conditions	MEDIUM	Coach shall have studied weather forecast for next few hours.
Wind with stream: struggle to return upstream.	Coaches aware of crew's capabilities, and how much time is needed.	HIGH	Less able crews will not be allowed to boat / have outing plan shortened
Floating debris: risk of damage to boat hitting it.	Inspection beforehand; removal if practicable of substantial items. Coach & cox extra vigilant.	LOW	If boat does hit an obstruction, return to boathouse immediately to assess damage. Boats with watertight compartments will not sink even if several are holed.
Single scullers: vulnerability.	Each sculler must have own coach nearby at all times.	HIGH	It is unlikely anyone except experienced J15 and above will scull in these conditions

Chilling & hypothermia	<p>Before boating, Coach checks physical condition of all athletes & coxswains; and their clothing</p> <p>Coach has drybag of emergency clothing in launch.</p>	MED	<p>1) Safety committee must be satisfied that all coaches know how to deal with chilling and hypothermia; also must have ensured that all coaches agree about minimum clothing requirements for athletes.</p> <p>2) Warning notice on Boat Club noticeboard</p> <p>3) Athlete not allowed to boat if inadequately clothed.</p> <p>4) Facilities at Boat Club for emergency treatment of hypothermia must be immediately available.</p>
Capsize of sculler.	<p>Coaching launch in sight at all times; safety kit in launch; drybag of emergency clothing.</p> <p>Mobile phone contact with Captain</p>	MED	<p>Only experienced scullers allowed out</p> <p>Capsize incidents should be reported to the Captain</p>

Leptospirosis (Weil's Disease)

This water-borne disease is always a threat, but can be more prevalent in rivers after a flooding event.

The illness

Leptospirosis is an infection caught through contact with urine from infected animals (mainly rodents, cattle and pigs) in water or soil. The bacteria enter the body through abrasions or cuts in the skin and through the lining of the nose, mouth and eyes.

Early symptoms include flu-like symptoms, vomiting, high temperature, headache and muscle pains. The treatment is antibiotics.

If you think you may have the infection, go to your doctor and tell them there may be a risk of leptospirosis.

Prevention of water borne infections

- Do not swallow river water
- Wash your hands before eating if you have been in contact with the riverbank or water
 - Cover all cuts and abrasions with waterproof plasters
 - Always wear foot-wear to avoid cutting feet
 - Rowers avoid capsized drills in suspect waters
- Where possible, shower soon after coming into contact with river water

Leptospirosis is very rare, and its deterioration into Weil's Disease even more rare. Weil's Disease is however a very serious illness, and must be swiftly diagnosed and treated.

If in doubt, contact your doctor early, particularly if you experience 'flu-type' symptoms.

Further information on this and other water borne diseases will be communicated to coaches and rowers following specific warnings from the Environment Agency.

2019

Thames Scullers Coaching Staff - Briefing January 2019
Emergency Action Plan

The Club's Water Safety Adviser, Equipment Manager and person responsible for site Health and Safety is Phil Colborne. He can be contacted on 07818 610726.

Equipment

A recorded annual check of all boats and associated equipment is carried out by the CRSA prior to their first use. Coaches must check bow balls, heel restraints, hatch covers, fittings and hull condition before every use. Any concerns should be raised with the CRSA immediately, before the boat goes afloat. It is the responsibility of the each coach to ensure boats used under their direction comply with British Rowing 'Row safe' standards at all times. You must encourage athletes to use the equipment safely and carefully.

Launches/ Engines

These are serviced and inspected regularly. Please let the CRSA know of any problems encountered. When driving, keep to the correct side of the river, and a good look out behind for faster boats coming past – keep yourself and your crew out of the way as far as possible. Please remember that your primary concerns are the safety of your athletes, and of other river users.

Emergency Procedures

Should you need to contact the Emergency Services, direct road access to the river is only available at the Boathouse:

**Hardwick Boathouse
Sheepwash Lane
Whitchurch
Oxon RG8 7RA**

Or at Whitchurch Bridge

**Dolphin House
Whitchurch Road
Pangbourne
Berks
RG8 7DA**

Hypothermia

This represents a high risk, especially for younger athletes. It is your responsibility to ensure all athletes, especially coxes, are suitably dressed before going afloat. Weather conditions and crew wellbeing must be monitored constantly. Foil blankets are provided in the safety bags, but anyone suspected of hypothermia must be returned to the boathouse for immediate attention.

River and Weather Conditions / Rowing in Strong Stream

Initial risk assessments will be carried out by the CRSA or coach, in discussion with the Safety committee on the morning of rowing days, and any crews deemed not capable of dealing with prevailing or expected conditions will operate a land based programme. At times it may be that a further 'dynamic' risk assessment is carried out once members are at the river. Decisions on those boating will be agreed at a meeting of the Captain, CRSA, and Coach/ or other committee member. Any one of those have a veto on an outing taking place.