



Reading Rowing Club Safety Policy

Ratified by Reading Rowing Club Committee meeting 8th July 2019



1. GENERAL INFORMATION

- 1.1. Reading Rowing Club fully supports and implements the British Rowing RowSafe Guide. The Committee, through advice received from the Club Rowing Safety Advisor, will take all possible steps to ensure that the Club remains compliant with the RowSafe Guide
- 1.2. Reading Rowing Club members have a responsibility for their own safety and a duty of care for those that they train with and are encouraged to use the guidance contained within this document as a basis for their safety practices. Furthermore, Reading Rowing Club members are reminded that if they wish to compete for Reading Rowing Club in British Rowing affiliated events that they will need to be a registered member of the British Rowing organisation with the appropriate membership category and that all registered members of the British Rowing organisation have agreed to abide by the guidance given in the British Rowing RowSafe Guide. Copies of the British Rowing RowSafe Guide can be found via the British Rowing website (www.britishrowing.org) and the Reading Rowing Club website (www.readingrc.com); a hard copy is also available at the club premises.
- 1.3. Every club member is required to assist the committee in making continuous improvement to the club's safety practices through the adoption and exercising of these safety guidelines.
- 1.4. Everyone involved with the club has a Duty of Care to ensure their actions both on and off the water are conducted in a manner which does not compromise the safety of others. Adults also have a personal responsibility for their own safety.
- 1.5. These guidelines have been set out by Reading Rowing Club and do not necessarily reflect the practices of other clubs.



1.6. You Must:

- Complete a capsized and swim test at the first available opportunity upon joining, or if a junior, before going afloat unless the parent/guardian has demonstrated that the child has sufficient swimming proficiency, in which case they will still need to do a swim test at the first available opportunity after joining.
- Be in good health and wear suitable clothing.
- Wear a lifejacket for coxing, including 'explore' boats and when on a launch.
- Know the local navigation rules.
- Record any accident or near miss via the British Rowing website.
- Read and be aware of the content and recommendations contained within British Rowing RowSafe Guide.

1.7. All members should directly challenge any member or water user who is seen to be non-compliant with the RowSafe or these guidelines and report it to the Club Captain, Club Rowing Safety Advisor or a member of the Committee.

1.8. All accidents on or off the water, whether involving personal injury or damage to equipment or not, and involving either club or private boats, or any near-misses, defined as taking a significant action to prevent an accident occurring that would not normally require an action, should be recorded online via the British Rowing website (www.britishrowing.org/).

1.9. The committee reserves the right to take disciplinary actions against any member(s) who act in an irresponsible or unsafe manner on or off the water. This right applies to members using their own equipment as well as those using club equipment.

1.10. Members holding junior membership and any member who coaches a junior member at the club are directed to the junior regulations which contain additional safety related instructions that juniors must adhere to as a condition of their membership at the club. The junior regulations are available on the club website (www.readingrc.com); a hard copy is also available at the club's premises.



2. EQUIPMENT SAFETY

- 2.1. The committee will undertake periodic safety inspections / audits of the Club's fleet and equipment, and will record any reported issues in line with the boat repair process as outlined in Section 2.2.
- 2.2. All members should report any unsafe, damaged or missing equipment, immediately to the Head Coach, Club Captain or Vice-Captains. The Head Coach, Club Captain or Vice-Captains will make an assessment as to the onward suitability of that equipment to be used at the time of reporting. The issue must also be recorded on the members page of the website: <http://www.readingrc.com/members>
- 2.3. Do not remove equipment from one boat to remedy a deficiency or damage in another.
- 2.4. Before using club or private boats please check the following items to make sure the equipment is safe to use.
 - Bow Ball - securely fitted, no cracks or splits
 - Heel restraints:
 - Quick release foot stretchers. In all boats the foot stretchers, shoes or other devices holding the feet of the rowers shall be a type which allows the rowers to get clear of the boat with no delay in an emergency.
 - Where shoes or other devices holding the feet will remain in the boat, each shoe or device shall be independently restrained such that when the heel reaches the horizontal position the foot will be released from the shoe.
 - In addition, where laces, Velcro or similar materials must be opened before the rower can remove their feet from the shoes or other device, all such materials must be able to be released immediately by the rower with a single quick hand action of pulling on one easily accessible strap.
 - Bungs or corks - check these are in place and secure
 - Steering Equipment - check rudder cables are free and have full movement, check for frayed cable
 - Rudders and fins - check rudder and fin are not bent, free and full movement of rudder
 - Riggers - secure and operating freely
 - Oars and scull - no damage, buttons are secure and properly set
 - Hatch Covers - secure and watertight
- 2.5. As above, please report any defects in club boats to the Vice-Captains, Club Captain and Head Coach and apply a defect note to the equipment. Please also enter the defect in the repair book as set out in Section 2.2. Any such defects in a private boat should be rectified before the boat is used



3. LAUNCHES AND COACHING

- 3.1. Launch drivers and those accompanying drivers on launches shall wear life jackets at all times whilst afloat.
- 3.2. The members of Reading Rowing Club eligible to drive club launches will be agreed in advance by the committee in conjunction with the advice from the Club Rowing Safety Advisor. No visiting club is permitted to use a Reading Rowing Club launch unless they can provide a RYA Level 2 certification to the Club Captain or the Club Rowing Safety Advisor in advance or alternative other agreed in advance with the Club Captain and the Club Rowing Safety Advisor. All RRC launch drivers must pass a test run by the club's nominated launch officer before driving a launch unsupervised. The Club Captain, Club President and Club Rowing Safety Advisor may use their discretion to grant permission to individuals in the use of club launches on an ad-hoc temporary basis.
- 3.3. All launch drivers must carry a mobile phone and portable radio to summon help where necessary. Details on how to contact each launch should be noted in the club house. Persons following crews from the bank must carry a suitable means of communication and a throw line of at least 15 metre length at all times. Persons following crews on bicycles must wear a helmet at all times and carry a throw rope around the waist or over the shoulder.
- 3.4. When junior crews are on the water a launch suitable to provide safety cover should be on the water either with them or in a position to be directed to them. Specifically, if no suitable rescue launch is accompanying the junior training session, there must be a launch suitable to provide water rescue moored to the Berkshire side of the river outside the club. In addition, a person qualified to drive the rescue launch should be available to operate the launch and contactable at all times during the session. The driver of this launch must be made aware by the person responsible for the junior outing that they are providing safety support to the junior outing.



3.5. All coaching launches and safety boats shall carry the following safety aids:

- A bailer, and, for inflatable rubber dinghies, a suitable inflation pump and a spare inflation valve where required.
- A sound signalling warning device, capable of attracting attention over at least 200 metres.
- A throw bag (at least 15m line).
- Thermal exposure blankets.
- A basic first aid kit (contents recorded and checked as before).
- A safety knife or rope-cutter.
- Spare PFDs (Personal Floatation Devices).
- Length of spare rope.
- A paddle.
- Simple handholds fixed to the side of the launch to give help to any person being rescued and provide self-help should the driver fall overboard.
- Engine cut-out lanyard device “kill cord” which must be used. □
Mooring lines in good condition on both sides of the boat.

4. SPECIFIC SAFETY PROCEDURES FOR THE RIVER

- 4.1. The Club Rowing Safety Advisor shall advise all members and those boating from the club as to the current river conditions typically by means of making the flow rate available via the club website.
- 4.2. The current river conditions will be clearly displayed on the club’s website (www.readingrc.com) and updated regularly by the webmaster. The current river condition will also be displayed using the coloured boards positioned next to the club’s erg room and visible at the point of entry into the boathouse (see Table 1 for details) but the website flow rate must be seen as the definitive record of the flow, unless it is not working or supplied by the EA. Members who wish to boat on the water outside of structured squad training times, e.g. weekday mornings before work or during standard working hours Monday to Friday, are recommended to check the river status on the website prior to coming down to the club for the most up to date status of river conditions which may have been updated online but not reflected on the coloured boards at the club or by reading the flow meter situated downstream of the town bridge.



4.3. Additional information relating to river conditions may be reflected in writing on the safety board by a member of the committee, the Club Rowing Safety Advisor, or Head Coach.

Colour	Flow Rate (CM/Sec)	Level of Restriction
Green	0-75 * 50 -75	No Restriction No Novice coxes or steerspersons.
Amber	75 - 100	4s and 8s only. Juniors at coach's discretion. Smaller boats if signed out as per 4.8 & 4.9
Red	Over 100	No Rowing unless signed out as per 4.8 & 4.9

Table 1: Coloured boards indicating river conditions.

4.4. Table 1 records the river flow rate range and specific restrictions against a traffic light colour coding system. The level of restrictions associated with each traffic light colour is applicable to all Reading Rowing Club members using the river with club equipment. These restrictions are also applicable to any individual or visiting club that boat from or use the Reading Rowing Club facilities but visiting crews remain responsible for their own safety and risk assessment at all times.

4.5. The Club Captain or in their absence the Club President, Vice-Captains, Director of Rowing or Club Rowing Safety Advisor have the right to stop crews boating if it is judged that the crew or equipment is not suitable for the prevailing conditions. This decision takes into account other factors such as temperature, visibility, wind conditions or other safety concern.

These factors include but are not limited to:

- The wind is high: force 7 (32-38mph) or more.
- Ice on the water.
- Thunderstorms. If one is brewing or if lightning is seen, get off the water.
- Mist and fog: If you can't see further than 500 meters. Caversham Bridge should be visible from opposite the canoe club.
- Any member may suggest a change of river restriction status to a committee member who may decide to change the status of the river condition.

Rowers are responsible for their own decision to go rowing or not.



- 4.6. It should be noted that these additional factors allow the river condition as displayed on the board and the website to be changed on safety grounds that are independent of the river flow rate as stated in Table 1.
- 4.7. Individuals and visiting clubs using their own equipment on the water boating from Reading Rowing Club facilities under river conditions where restrictions apply do so at their own risk and acknowledge that they are taking full responsibility for their safety and the safety of those that they are boating with and accept that Reading Rowing Club are not liable for any damages or losses that may result from boating when restrictions are in place.
- 4.8. The Committee through the sanctioning of these guidelines have given the responsibility to named coaches from each squad to apply their discretion with respect to the restrictions listed in Table 1 to allow individual(s) and / or crew(s) to boat in the prevailing conditions through the completion of a water-based risk assessment prior to boating. Blank forms are located next to the main entrance to the clubhouse and completed forms should be filed back into the appropriate section of the risk assessment folder which will be collected and retained by the Club Rowing Safety Adviser. The named coach must communicate that there are individual(s) and / or crew(s) afloat on the safety notice board next to the erg room or by telling a responsible member who will be at the club throughout the outing. The named coaches acknowledge the right of the Club Captain, Club President, vice captain, Director of rowing and Club Rowing Safety Adviser to stop individual(s) and / or crew(s) from boating in the prevailing conditions as denoted in Section 4.5.
- 4.9. In the instance where permission has been granted to individual(s) and / or crew(s) to boat where specific river restrictions are in force the Coach signing off the water-based risk assessment has a duty of care of those individuals and themselves. In the context of this document this duty of care means the following: the Coach is to consider accompanying the individual(s) and / or crew(s) on the water using a launch and if necessary, that they are satisfied that the launch is suitable for the prevailing conditions and that they are / or have a suitably experienced launch driver to accompany the training session. In addition, the Coach is to ensure that they have a means of contacting other club members in the event of an emergency to provide details of the incident such as locations and the number of persons involved so as to alert club officials to the incident.



- 4.10. If individual(s) and / or crew(s) have not been cleared by a Coach as defined in Section 4.5 they shall not be permitted to boat until the river conditions have returned to a level relative to their experience and competence. Individual(s) and / or crew(s) do not have a right to appeal this decision.
- 4.11. Nothing in the above removes the ultimate responsibility of safety from the individual. If you are not happy to go out in the prevailing conditions regardless of what the coach / crew / river condition board indicates then you can and should say no.
- 4.12. Bear in mind that the river conditions / weather can change rapidly - crews must be prepared to abandon an outing at any time if the conditions deteriorate once they are on the water and should then return to the boathouse by the safest route.
- 4.13. Navigating in or near locks is potentially dangerous, weirs on the upper Thames tend to be unguarded and capable of crushing a boat and person. Locks must not be navigated on EA red boards and extreme care must be exercised on EA amber boards. Crews using a lock should have a bank person to assist and must take great care not to snag the bow or stern of their boat under lock gates. Blades should be kept extended as far as possible but care taken not to snag on chains on lock sides.

5. RIVER NAVIGATION

- 5.1. Coxless boats should be looking at least every 3-5 strokes to check that the river is clear. If there is a boat in their path, they should take evasive actions which may include stopping their boat, and shout warnings as appropriate.
- 5.2. Boats travelling in a direction from the club towards Purley (upstream) should be on the Oxfordshire side of the river (Canoe Club side) Approx. 2 Blade Lengths from the bank. Boats travelling from Purley towards Reading Rowing Club (downstream) should be on the towpath side but can take the centre of the river to keep in the stream if required for training but care must be taken at all times and no boat has right of way over the centre channel. Crews should be aware of other river traffic and apply nationally accepted collision avoidance processes (right hand side rule) while on the water.



- 5.3. Particular care should be taken to remain on the correct side around bends and resist the temptation to cut any corners, as this is potentially extremely dangerous. Note that canoe club members may sometimes navigate on the left-hand side of the river and will expect rowing boats to apply this 'right hand side' rule in moving out of the way.
- 5.4. Particular danger areas include:
 - Marina Bend
 - Between the top of the club landing stage and Caversham Bridge
 - The Gut
 - The bottom approach to Rat Island
 - The corner by Purley
- 5.5. See Appendix A for a map showing these danger areas.
- 5.6. No high rate rowing, race pieces or overtaking is permitted from the end of Caversham Gardens and onwards throughout the stretch of the river until Caversham lock. Exceptions to this rule are limited to: Reading University Head, overtaking stationary boats and restricted use of 2,000m or head distance race pieces, in organised training sessions. In instances where pieces past the club form part of a training session, a coach must act as a marshal on the landing stage, with a clear view of Caversham Bridge and a phone call should be made from the racing boat to the acting marshal, prior to the beginning of the piece.
- 5.7. When returning downstream to the Reading Rowing Club boathouse proceed under Caversham Bridge as far as the University before spinning. If there are other boats at this turning point turn in rotation and proceed back under Caversham Bridge on the Pipers Island side. Paddle upstream of Caversham Bridge to a point where the river is clearly visible upstream and wait for an opportunity to cross the river safely. In high stream or wind, be careful not to drift too close to the bridge or out of position. If the river ahead is clear proceed quickly across the river on to the Reading Rowing Club side and tuck in close to the bank before making your way to the landing stage. If the landing stage is busy or there are boats coming downstream in the vicinity of the landing stage, hold station just upstream from the bridge on the Oxford side until the landing stage becomes free and / or the boats have passed by, then proceed across to the landing stage. Boats must never return to the club by rowing on the left-hand side of the river heading upstream.



5.8. See Appendix B for a map showing the landing circulation.

6. ROWING OFF THE HOME STRETCH

- 6.1. Prior to rowing on unfamiliar waters for training a risk assessment is to be undertaken by the relevant organiser. This risk assessment is to be circulated to all affected individuals and a copy sent to the Club Rowing Safety Adviser.
- 6.2. It is the individual's responsibility to ensure that they are aware of any local navigation rules / dangers.
- 6.3. It is the responsibility of all members to ensure they have read all safety guidelines and competitor instructions for any race meeting and to follow the risk assessment and guidelines set down by event organisers.
- 6.4. Training camps should be risk assessed in line with British Rowing guidelines and contact details held by the camp organiser for all participants.
- 6.5. When boats are towed, the trailer driver remains in charge of the vehicle and trailer in accordance with road traffic laws in the relevant country and has the absolute right to refuse to tow or require changes to the boat loadings. Drivers must follow RRC policy on towing.
- 6.6. Prior to each trip the driver must check the tyres (including spare), lights, projection markers and the security of the load, jockey wheel and brakes.
- 6.7. All trailers must carry a spare wheel and suitable tools and jack for changing a wheel.
- 6.8. Drivers must always carry a passenger to help with navigation, manoeuvring, and any emergency.
- 6.9. Always be aware of the dangers of high winds and icy road conditions and consult the weather forecast before setting off.



7. SWIMMING & CAPSIZE TRAINING

7.1. All members are to complete swimming & capsize training at the first available opportunity upon joining the club unless evidence can be provided of passing an equivalent test. All members must be able to demonstrate competence and confidence in the following:

- Swimming at least 50m in light clothing (front and then on back)
- Treading water for at least 5 minutes
- Swimming under water for at least 5 metres

This test must be completed by juniors before going afloat and by adults within 3 months of joining the club, in accordance with membership rules. Before a test is taken members should consider wearing a buoyancy aid when on the river.

7.2. The Capsize Training will consist of the following, note not all the following elements will be assessed at the same time as the swim test:

- Getting on top of the boat
- Lying on top of and paddling a boat
- Summoning Help
- Buddy Rescue
- Recovery using a throw line
- Getting back into the boat
- Developing confidence in the boat

The examiner will also brief participants on the dangers of swamping and the correct procedures to follow in the event of it occurring, as well as the correct use of a throwline.

7.3. Prior to sculling unsupervised all elements of the capsize training is to be signed off by a coach.

8. EXPERIENCE

8.1. No beginners or Juniors (under 18) should go out unaccompanied at any time. They should always be accompanied by a coach, preferably in the launch.

8.2. No Novice / inexperienced coxes should cox inexperienced crews - ensure that novice crews have an experienced and competent cox and that novice coxes are trained in an experienced and competent crew.



- 8.3. Coaches and captains should ensure that novice coxes and steers are appropriately briefed as to the safety policy, circulation pattern and given suitable instruction and supervision when on the water. It should not be assumed that an experienced rower is necessarily an experienced steer or cox.
- 8.4. Coaches of Learn to Row, Row for Gold or similar 'taster' events should be aware of the limitations of absolute beginners and ensure that the conditions are appropriate for their outings. For such outings a specific pre- outing checklist should be completed and filed with the water-based risk assessments. A launch suitable for safety use must always be available during such outings in accordance with 3.4 and coxes must be sufficiently experienced in accordance with 8.2 & 8.3.
- 8.5. Explore rowing outings that may involve inexperienced participants must be arranged in accordance with the guidance and best practice set out in 'Row Safe' and as circulated from time to time by British Rowing. Specifically, 'explore' outings involving an overnight trip must be planned and assessed by the event organizer with appropriate records of such planning held by the club.
- 8.6. New club members, prior to being issued with a club house access fob, will receive a basic induction from a club coach or committee member and the date of this shall be recorded on a database controlled by the membership secretary but edited by nominated club officers.

9. TEMPERATURE

- 9.1. Crews are reminded that, especially during the winter months, the risk of hypothermia from wearing insufficient clothing or with inexperienced crews not moving vigorously enough to generate sufficient body heat is a real danger. Ensure that you are all wearing several thin layers of appropriate clothing, preferably with a waterproof garment on top. Coxes, especially, should be well protected, including hats and gloves (preferably waterproof). If layers are removed during the outing they should be put back on as you return to the boathouse to ensure you do not chill while waiting to disembark.



10. ROWING IN LOW VISIBILITY/NIGHT/AFTER DARK ROWING

- 10.1. If you must go out at night, make sure that you carry appropriate lights on the boat (both rowing and launches) so you can be clearly seen by other boats / crews. Lights are required at twilight and dawn - as a 'rule of thumb' if cars on Caversham bridge are using lights they are required on boats. Rowing in conditions of heavy fog or falling snow is extremely dangerous and you must ensure there is at least 100m of clear visibility before boating.
- 10.2. Lights shall be white and showing fore and aft and provide 360 degrees of visibility to the boat.
- 10.3. Lights must not be attached to riggers, and not attached to people. Empacher slots, bowball and stern posts are preferred light attachment points or the bow/stern decks if suitable suction lights are used. The front and rearmost person in a crew should, if possible, wear light or reflective clothing.
- 10.4. Single scullers must not go out at night unaccompanied.
- 10.5. Crews should not be coxed by novice / inexperienced coxes at night.
- 10.6. Beginner crews should not go out after dark.

11. LIGHTNING

- 11.1. No boats are to go afloat within 30 minutes of a lightning flash or thunder clap.
- 11.2. In the event that you are on the water when a lightning storm starts then you are advised to get off the water as quickly as possible and seek proper shelter.
- 11.3. Although no place is absolutely safe from lightning some are safer than others and 'proper shelter' can be:
 - an enclosed substantial building with electric and telephone wiring and plumbing to provide a safe pathway for the current to earth to the ground.
 - a fully enclosed metal vehicle with windows shut. This acts as a Faraday cage and guides the lightning around the passengers - mini-buses are an excellent shelter for large groups of people.



11.4. Unsafe locations and situations include:

- open spaces - field, lake, river underneath canopies, small rain shelters, trees, umbrellas, tents & marquees
- close vicinity to the tallest structure in an area
- Near metal or carbon objects - riggers, boats, blades, trailers, launches, etc.
- Using appliances or plumbing such as water taps, sinks etc.

12. WATER BORNE DISEASES

12.1. The water we row upon is not always as clean as we would choose and certainly is not pure enough to be swallowed without giving more than a passing thought to the possible effects it will have upon our internal systems.

12.2. Members are advised to:

- Never drink water from a river or lake.
- If contaminated water has been swallowed, refer to your doctor with full details of the incident.
- Only drink from your own water bottle.
- Always shower after contact with the water.
- Wash hands thoroughly and shower if necessary, before eating or drinking.
- Do not throw your coxswain into the water.
- Cover cuts and abrasions (including blisters) with waterproof dressings.
- Wear suitable footwear when launching or retrieving a boat, particularly if it is necessary to wade into the water to prevent direct contact with the water and protect the feet from cuts and abrasions.
- Avoid immersion in, or contact with, water, particularly if there is an algal scum or bloom.
- Do not splash river or lake water onto your face or body in order to cool down (take a bottle of tap water with you for this).
- Hose down all equipment after outings to remove any potential contamination.
- Keep oar handles clean particularly if contaminated with blood.
- Wash, and thoroughly dry, any contaminated clothing before re-use.
- Maintain your immunisation regime against Tetanus, also Hepatitis A, Hepatitis B, Polio, Typhoid and Dysentery when training abroad.



12.3. The British Rowing Row Safe has its primary concern, the prevention of accidents involving physical injury, damage to equipment and at the worst, drowning. There are other risks to health associated with water-based activities which arise from the micro biological or chemical quality of the water itself and of its immediate environs. The use of inland waters can never be risk free and it is essential that as users, we are aware of the risks present.

13. WEIL'S DISEASES - LEPTOSPIROSIS

13.1. The risk of contracting Leptospirosis from recreational water is very small, however the serious nature of the disease is such that we must be aware of the dangers and should take simple precautions to reduce the risk of infection.

13.2. Leptospirosis is an infection caught through contact with infected animal urine (mainly from rodents, cattle or pigs).

13.3. The causal organism can enter the body via cuts or abrasions of the skin or, the lining of the nose, mouth, throat or eyes. If flu-like symptoms develop shortly after contact with the water (1-3 weeks) then your doctor should be contacted and advised of the circumstances of exposure.

14. BLUE-GREEN ALGAE - CYNOBACTERIA

14.1. Cyanobacteria are commonly found in fresh and brackish water during mid to late summer. In favourable, stable conditions, blooms may form. Algal scums accumulate downwind on the surface of lakes and slow-moving water. Toxins produced by large blooms have caused the death of sheep and dogs and skin and other disorders in humans, although no particular illness has been identified that can be linked with Blue-Green Algae.

15. GASTRO-INTESTINAL ILLNESS

15.1. The use of inland water will never be risk free and it is essential that users are aware of the risk involved in using a particular stretch of water.

15.2. Assessing the risks posed by water quality is difficult as conditions can vary substantially in a very short space of time. In general, the health risk will depend on the number and proximity of sewage effluent discharges in any particular body of water.



- 15.3. There are currently no micro-biological standards for recreational water and at present only the powers provided under the Public Health Act 1936 - Section 259 to deal with “any pond, pool, ditch, gutter or water course which is so foul or in such a state as to be prejudicial to health or a nuisance” provide us with protection.
- 15.4. Many organisms causing gastro-intestinal illnesses (e.g. Salmonella) can be found in water contaminated with sewage and extra precautions should be taken when rowing on flood-water and water known, or suspected, to contain sewage.

16. FIRST AID KIT

- 16.1. A First Aid Kit containing plasters, sterile dressings and eye wash is located in the corridor of the boathouse by the door and is carried in the launch safety bag on every launch. If for whatever reason you need to use any of the contents of the first aid kit, note in the book provided those items you used and inform the Club Rowing Safety Advisor. A list of first aid qualified members is listed by the first aid box in the club.

17. USE OF CLUB SINGLE SCULLING BOATS

- 17.1. Beginners should use stable or ‘float’ singles until a recognised club coach agrees they may use a ‘fine’ boat.
- 17.2. No club member not signed off under 17.3 may use a club fine single except under the direct supervision of a coach (or experienced club member with the agreement of the club captain) who will at all times be close enough to the inexperienced sculler(s) to be able to assist them if they get into difficulty or rescue them if required. This supervision should ideally be from a launch, though it is recognised that some experienced coaches may coach from a single themselves which is permissible if they are competent and confident to rescue a sculler in the prevailing conditions.
- 17.3. Club members who are competent to use a single without direct coaching supervision must ensure that their name has been recorded onto a database which the membership secretary is responsible for but which club coaches and vice captains may edit. The person editing the database is responsible for confirming that the individual they are adding is competent to use a club fine single without direct supervision.



- 17.4. No member may use a club fine single in a group of scullers smaller than 2 except where a club coach has given direct permission for them to do so as part of a training outing with an agreed outing plan and where that coach will remain at the river and able to search for a sculler who has not returned promptly to the expected time.