

Abingdon Rowing Club Risk Assessment (RA) 04/11/2025

Location: Abingdon Rowing Club, Wilsham Road, Abingdon, OX14 5LD

Usual activities carried out by the club:

Rowing by, novice, master and elite rowers

Gillian Douglas – ARC Captain

Tony Hughes – ARC President

Gillian Douglas/Mireya Etxaluze– ARC Health & Safety Officer

Hazard	Risk	Control Measures in place	Person(s) responsible	Risk factor
River based				
Collision	Drowning	All rowers must be able swim 100m in “rowing” clothing. Swim tests and capsize practice to be completed by all new members. First aid kits in launch, first aid and phone available in offices near boating pontoons.	President, Safety Officer	low

	Skeletal and soft tissue injury or knocked unconscious	Adherence to the circulation pattern. Cox training to be prioritised. Launch with experienced coach and full safety equipment to accompany inexperienced steers-people. Small boats to train as a group and stick together on the water, supervised by experienced coach in a launch. No rowing after dark. All participants aware of location of nearest phone. A mobile phone is to be carried as standard on launches	Coaching team, coxes, steers-people, president.	low
	Immersion, with consequent risk of infection, drowning, hypothermia	Launches equipped with foil blankets, rowers educated about Weil's disease (British Rowing RowSafe section 5.3) and hypothermia (British Rowing RowSafe section 1.8). Launch throwbags and first aid kits to be available and checked regularly.	President, Safety Officer, coaching team.	low
	Penetrating injury by bows	Bow balls fitted and checked.	Safety Officer, President, cox, coaches	Low
Capsizing	Immersion (as above)	Launch present, as above. Senior/experienced crews only	President, coaches	Low

	Becoming trapped in boat	Heel restraints securely fastened in all boats (British Rowing RowSafe section 2.3). Bow-loaded IV+ only to be used in suitable river and weather conditions, with adequate supervision and by an experienced cox.	Coaches, Crews	low
Swamping	Immersion (as above)	Cox and coach to make assessment of conditions at ARC stages, following advice of team captains and safety officer. Rowers taught to stay with (buoyant) boat.	Coaches, coxes, president	Low
Catching “crabs”	Skeletal and soft tissue injury (including to head) Being thrown from the boat, with risks from immersion (as above).	Rowers instructed on how to extract blade. First aid, rescue equipment, blankets available as above.	Coaches, crews	low
Over-exertion	Hyperventilation, pulled muscles, cramp, hypothermia, back injury.	Rowers to warm up before any exercise, and warm down and stretch as appropriate. Suitable clothing to be worn, ARA/British Rowing qualified coach to specify training sessions and adapt to conditions. Coach to be aware of medical and/or physical conditions of crew.	Coaches, crews	med

'S' bends	Collision, with attendant risks (see above), crashing into banks.	Adherence to circulation pattern. Additional care taken when boats training side-by-side. Safety issues given priority which may require crews on occasion to 'wind down' to safely negotiate bends. Experienced coxes only and appropriate supervision from coaches.	Coaches, coxes, crews	med
Moored boats	Collision (see above) with both bridge and crews.	Adherence to circulation pattern. Spin by buoys	Coaches, coxes, crews	low
Weirs	Capsizing and associated risks (see above).	No spinning permitted within 50m of weirs.	Coaches, coxes, crews	
High stream and/or high wind conditions	Being swept onto obstacles, including bridges, bank, debris, or weirs. Swamping or capsizing when spinning, difficulty manoeuvring, boating and landing.	Outings only to be undertaken following the Code of Practice.	Coaches, coxes, president, crews.	low-high, (depending on combination of conditions, see Code of Practice)
Fishermen	Collision with fishing lines, especially round bends, with risks of injury.	Careful attention paid to location of fishermen and if necessary, a request that fishermen move to reduce danger to rower and equipment. No stopping opposite fishermen.	Coaches, coxes, crews.	Low-high, depending on prevalence of fishermen on any given day.

Use of safety and coaching launches	Capsizing	Stable launch to be used, launch driver to be qualified to RYA level 2 or equivalent & boat handler of equivalent experience.	President, coaches.	low
	Falling out	Proper seating to be fitted and not overloaded. Kill cords to be fitted and used on launches. Lifejackets to be worn by all launch crew. All buoyancy aids used to have minimum buoyancy of 150 N and comply with other specifications as in British Rowing RowSafe.	President, launch crew	low
	Failure of engine due to fouling of propeller.	Assess state of river for debris. Carry British Rowing recommended safety equipment, including a knife and paddle. (see full list at end of Risk Assessment) (British Rowing Row Safe section 2.4)	President, launch crew, Safety Officer.	low
	Mechanical failure	Ensure regular servicing. Servicing to be done each year before the start of the training season, i.e Early July.	President	med
Lightning	Athletes struck by electrical charge of lightning.	Consider alternative training session/ time. Train within a restricted radius of the boathouse so that shelter can be quickly (< 15min) reached in the event of the weather deteriorating. These restrictions	President, Coaches	med

		would be lifted if the weather were to show improvement, making an electrical storm appear unlikely. Decision to be taken by coaching staff and president. If the storm is estimated to be closer than 10km, or getting closer, then crews should land and seek shelter in the boathouse. Use 30-30 rule (see end of Risk Assessment)		
Land based				
Equipment stored at ARC boat house.	Tripping, colliding with protruding riggers.	All boats to be properly racked, with boat bay floors kept clear. No boats to be left on the ground.	President, coxes, crews	med
Lifting boats	Back injury; muscular, skeletal or abrasion injury.	All crews to be instructed on proper lifting technique. Bays to be kept clear to facilitate lifting.	Coaches, coxes, crews.	low
Travel RA				
Travel to training (at Abingdon or elsewhere, e.g. Nottingham) or competition	Car or minibus accident	Insurance in place. Private cars to be well maintained. Always observe current road traffic law.	President, car and trailer drivers.	low
Breakdown	Car or minibus	Membership of recovery services	Drivers	low

Boat transport	Trailer overturning	Appropriate license must be in place. Experienced and/or trained driver used to tow. Trailer serviced and fitted with anti-snake apparatus. British Rowing guidelines to be followed.	Driver, president, safety officer.	low
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Competition RA

Rowing on unfamiliar bodies of water				
Competing on unfamiliar bodies of water	Local environmental conditions and peoples unfamiliar with hazards.	Coxes, coaches and steerspeople to be familiar with details of local information on navigation and hazards. Club Risk Assessment. and Code of Conduct to be obeyed and rules and advice of host clubs to be observed.	Coaches, coxes, crews, president.	low
External competition	Rowing accidents whilst racing	Club Risk Assessment always observed. Attend only properly regulated and approved British Rowing events. Coxes and steers people to obtain information concerning course before start of event.	Coaches, coxes, crews, president.	low
Training or competing on unfamiliar bodies of water	Local environmental conditions and unfamiliarity with hazards heightening risks detailed above.	Local information on navigation and hazards to be obtained: Coxes, coaches, and steers people to be familiar with details. Local weather reports to be obtained, and advice to be taken from local clubs or water users.	Coaches, coxes, president, crews	low

	Borrowed equipment being unsafe	All equipment to be inspected for compliance with British Rowing standards. Insurance to be confirmed.	Coaches, coxes, crews	low
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Land-training RA				
Ergometers	Overexertion (as above)	Rowers to be taught proper technique. Coaches to advise on appropriate level of training, and suitable warm-up, cool down and stretching routines.	Coaching team	low
Weights	Back injury, pulled muscles, other soft tissue damage.	Proper lifting technique to be taught. Warm up before any exercise, and warm down and stretch as appropriate. Suitable clothing and non-slip footwear to be worn. Floor area to be kept clear, weights to be stored after use. Experienced coach to be in attendance for junior gym sessions	President, coaching team, coxes	med
	Trapping, asphyxiation (bench press)	Spotters must be present when lifting any heavy weight.	Coxes, crew members, coaches.	low

	Heightened risk of major soft tissue or back injury on failure (back squat)	Two spotters must be present when lifting near maximum weight or front squat to be used, and no deep squatting	Coxes, crew members, coaches.	low
Circuits	Overexertion (as above), injury, pulled muscles, other soft tissue damage.	Rowers to warm up before any exercise, and warm down and stretch as appropriate. Suitable clothing to be worn.	Coxes, crew members, coaches.	low

Launch Equipment

For whatever purpose they are employed, launches must carry in addition to a fully stocked First Aid kit, the following equipment and safety aids:-

- A bailer and, for inflatables, a suitable inflation pump and a spare inflation valve.
- A sound signalling device (*capable of attracting attention over a distance of 200 metres*).
- Simple handholds fixed to the side of the launch to provide assistance to any person being rescued and provide self help should the driver fall overboard.
- A sharp knife with carrying sheath.
- A paddle.
- An anchor and line appropriate to local conditions.
- Engine cut-out lanyard device. (*kill-cord*)
- A proprietary “throw line” or a “grab line” (*min 15 metres*) with a large knot tied in one end to assist throwing.
- Life rings and approved lifejackets or buoyancy aids.

- Thermal blankets.
- Dry kit.

Lightning

- 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.
- On average a typical storm moves at about 40 km/h giving approx 15 minutes to seek 'proper shelter'

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. (i.e. the boathouse)
- 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.

Unsafe locations and situations are:

- 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 electrical appliances or plumbing such as water taps, sinks etc.

Plan for Thunder/Lightning Conditions

1) If thunder/lightning is predicted/suspected

- Consider alternative training session/time
- Train within a restricted radius of the boathouse (e.g. no further than pylons upstream/S-bends downstream?) so that shelter can be quickly (≤ 15 min) reached in the event of the weather deteriorating
- These restrictions would be lifted if the weather were to show improvement, making an electrical storm appear unlikely.
- Decision to be taken by coaching staff and president.

2) If there is detectable thunder/lightning before the start of an outing

- Determine whether the storm is getting closer or further away
- ONLY go out if the storm is deemed to be getting further away, and is currently estimated to be at least 10km away (30-30 rule, see above)
- Train within a restricted radius of the boathouse until conditions have improved, making any further danger unlikely d. Decision to be taken by coaching staff and president.

3) If thunder/lightning is first heard/seen during an outing

- Return to the boathouse stretch
- If storm is estimated to be distant (> 10km) and getting further away, training can continue within a restricted radius of the boathouse until conditions improve.
- If the storm is estimated to be closer than 10km, or getting closer, then crews should land and seek shelter in the boathouse.

Code of Conduct- Code of Practice.

Appendix I – Outing guidelines

13.1.2 If cycling to training individuals should wear cycle helmets and use bike lights when dark.

13.2 Preparation for boating.

13.2.1 On arrival at the boathouse the crew must assess the weather and water conditions, and if necessary, consult the team captains, club captain or club safety officer. The final decision on an outing must be made by the appropriate club officer; however no outing should be attempted if any crew member feels unsafe.

13.2.2 The cox must have a securely fastened life jacket before the outing is undertaken and should not be wearing wellington boots. If he/she is wearing them, they must be removed before getting into the boat.

13.2.3 The Cox and Safety Officer must ensure the following equipment checks are made before boating:

- Hull damage, leaks etc.,
- Buoyancy compartments, seals, hatch covers and ventilation bungs are secure and watertight.
- Bow ball is securely fixed and fully covers the bow of the boat in order that adequate protection is given to any person or object struck by the moving boat. This check should also examine any fixing screws or bolts to ensure that they do not represent a further hazard in the event of accident.

- Outriggers, swivels, gates, seats and stretchers are secure and operating freely.
- Heel restraints are secure and that restraints are adequate and effective, i.e., heels are positively restrained not to rise above the fixed point of the shoe.
- Rudder lines, steering mechanisms, rudder and fin, are secure and in good working order.
- Oars and sculls for damage and ensure that “buttons” are secure and properly set.
- Where “shoes” are fitted in the boat, check that the laces are adequate for their purpose. Check also, when tied, that they are not too tight, thereby immobilising the feet. Check also the condition of shoes and their fixing. Where “Velcro” straps are fitted, check for wear and replace regularly.

13.3 Getting the boat from the boathouse to the water

13.3.1 No single or double scullers or pairs are to have an outing if there is no-one else present.

13.3.2 Once the crew is assembled by the boat in preparation for the outing, the cox/steersperson is in charge, and all orders must come directly from, and only from him/her.

13.3.3 Getting a boat out must never be rushed, and the crew must be aware at all times of the other equipment and buildings and possible obstructions around them. Crews must accept liability for any damage caused by negligence whilst getting the boat out.

13.3.4 Where possible, usually once the boat is outside the boathouse, a crew should carry the boat with each crewmember opposite their rigger.

13.3.5 A boat can be carried at ‘heads,’ at ‘shoulders,’ or at ‘waists’ to the water. It is up to the cox’s discretion as to which is most suitable.

13.3.6 To put the boat in the water, the cox’s instructions must be followed.

13.3.7 When putting the boat in the water it is important to feel for the edge of the ground, or the landing stage, so that the bottom of the boat will not be damaged when putting the boat in.

13.4 Boating.

13.4.1 All crews should boat with the bow pointing into the stream, unless local practice dictates otherwise.

13.4.2 The side with their blades nearest the boathouse should put their blades into their gates and then hold their riggers down to prevent capsize.

The other side (normally bow side) should then get in and put their blades in. No rower should get into the boat before being told by their cox. All rowers on one side should act at the same time. No one should ever step on the bottom of the boat, as the outer skin is very fragile and will puncture easily.

13.4.3 Once bow side are in and have fixed their blades into their gates – the boat is virtually stabilised. Once this is done capsize practically impossible. They should then hold their blade with one hand and the stage with the other hand, while stroke side get in. The cox should make sure the boat is pushed off enough from the bank or stage to prevent damage.

13.4.4 Once the whole crew have double checked that all the safety nuts are tight, that their foot plates are secure in the boat, their feet are secure in the shoes and that heel restraints are correctly tied the crew is ready. Each member of the crew should number off as directed by the cox to signal that they are ready.

13.4.5 The cox must assess at this point if the boat is safe to have an outing.

13.5 The outing

13.5.1 Crews must stick to the local rules of boating, as well as maintaining standards laid down by British Rowing in the RowSafe document, FISA and OURCs. At all times courtesy must be extended to all other crews, sailors and fishermen.

13.5.2 Whilst on the water the cox/steersperson is the only person in charge. What he/she says must be followed. The crew should therefore be attentive at all times and alert to the cox's/steersperson's instructions.

13.5.3 When not rowing the crew should 'sit' the boat. That is their blades should be flat on the water and the crew should hold on to the handles lightly. This is to maintain stability.

13.5.4 As the cox is in charge they must take responsibility for steering and right of way. In coxless boats the crew as a whole must take responsibility.

13.6 Finishing the outing.

13.6.1 The boat must be landed pointing the same way it was boated, **i.e. with the bow pointing upstream.**

13.6.2 The crew must pay particular attention to the cox whilst landing, especially in windy conditions. It is at this point that the boat is most likely to be damaged.

13.6.3 The procedure for getting out of the boat and putting it away is exactly the same as getting the boat out but in reverse. Crews must ensure that all boats, blades, and equipment have been put away before they think about getting changed or leaving the river. If equipment is dirty, muddy, or left with a residue on, it must be cleaned before being put away.

13.6.4 Once equipment has been put away it should be checked for damage. Any found should be reported immediately to the club Safety and Equipment Advisor and the club President. A note should also be left warning any crews if the damage is not immediately fixable.

14.0 Appendix II – Travelling guidelines

14.1 Before events.

14.1.1 It must be checked that all members racing are members of British Rowing unless otherwise stated by organisers.

14.2 Boat loading.

14.2.1 It is the responsibility of each crew competing to ensure that their boat is ready for loading - i.e. de-rigged, with riggers and seats tied together, foot plates and hatches well secured and blades specified, before the allotted boat loading time.

14.2.2 Boat loading is to take place at the discretion of the Trip Organiser. However, it is the responsibility of each crew.

14.2.3 When loading the trailer it is important to ensure that it is as balanced as possible, in that all boats are not placed on one side of the trailer. It is also desirable to place the heavier boats as near to the base as possible.

14.2.4 All lights on the trailer must be checked before the trailer can be towed on the roads. Similarly, a correct licence plate must be displayed and a luminous tie hung from the boat that overhangs the back of the trailer furthest to make the trailer more visible to vehicles following it. It is the responsibility of the person driving the towing vehicle to ensure that the trailer is roadworthy and that all boats are attached securely.

14.3 At events.

14.3.1 On arrival at the event, whether by car or in the minibus, the first priority is to safely park the trailer and report to the Race Office for registration.

14.3.2 It is then important for each crew to take responsibility for preparing their boats for racing. Crews racing in earlier events will obviously have priority over the use of tools and trestles, and other people should help them prepare if they are not too busy.

14.3.3 It is important to keep the minibus locked during events as there is invariably a lot of clothing and other personal items stored there during the day.

14.3.4 When boating it is important to listen to the instructions of marshal's carefully and comply with them promptly. The crew must allow adequate time from boating to reach the start. All coxes must wear lifejackets and once in the boat the cox is in control and the crew must obey his/her instructions.

14.3.5 While racing coxes/steerspersons must be aware that being competitive and coxing aggressively should not endanger the safety or equipment of themselves or other crews. They should also pay extra attention to the movements of other boats who will be similarly competitive. It is important that coxes familiarise themselves with the course as much as possible before racing.

14.3.6 After completing the race, and assuming the boat is not to be used for further races, the priority is to de-rig and load the boat and other equipment. Boats must never be left on the trailer or other racking without being tied on. If boats are to be used again they may be racked on the trailer, racked on the racking provided at the race, or left on trestles. In all cases the boat must be secured against being blown over.

14.3.7 Once a crew has completed racing it would be nice if they remained to support other crews, but this is not compulsory.

14.4 Returning to Abingdon.

14.4.1 It is the responsibility of everyone to ensure that the minibus and trailer leave the event safely and then everyone should meet up again at ARC for boat unloading.

14.5 Boat unloading.

14.5.1 All crews are responsible for unloading the boats and equipment with which they competed at the event. This should be done as soon as possible after the trailer has returned to Abingdon at a time stated by the Trip Organiser. Once the boats are stored safely people may leave. It is the responsibility of the Trip Organiser to ensure the above is completed and that provision has been made to return any hired vehicles to the hire company.

14.5.2 Reports of damage, to any club property, to the minibus or to anything else should be made initially to the Trip Organiser and the club safety and Equipment Advisor (if present). These people will then be responsible for further action as appropriate.

15.0 Appendix III - Rowing Specific Accident and Emergency Procedures

15.1 Capsize and collision procedures.

15.1.1 The immersion of rowers in water presents the greatest danger to health from the possibility of hypothermia. In addition if immersion results from a collision rowers may have sustained additional debilitating injuries.

15.1.2 Once capsized rowers must roll forward out of the boat pulling their feet from out of the shoes via the heel restraints. The cox may inflate his/her lifejacket.

15.1.3 Rowers should then hold onto the boat, ensure all crewmembers are safely holding it, and then alert other rowers or fishermen.

15.1.4 To reduce heat loss keep clothes on except heavy top garments which may drag the rower down.

15.1.5 If the crew is confident, they should right the boat by standing on a rigger and reaching over the boat to the opposite rigger and pulling it across. Care must be taken not to be hit by blades. This makes the boat easier to tow.

15.1.6 The crew should then swim the boat to the bank. It is recommended that they hold either the bow or riggers and kick with their feet. Rowers should not attempt to swim in without the boat, as it is their only method of support.

15.1.7 Once the rowers have reached the shore and secured the boat they should go to the boathouse immediately and remove wet clothing

15.2 Hypothermia.

15.2.1 Avoidance must always be the first consideration. Hypothermia occurs when the whole of the body has been chilled to a much lower than normal temperature, i.e. below 35 °C compared with the normal temperature of 37°C.

15.2.2 Rowers should dress to beat the cold. Several layers are more effective than one garment. The outer layer should be wind and waterproof.

15.2.3 When hypothermia is suspected the aim should be to prevent the casualty losing more body heat and to re-warm the casualty.

15.2.4 Send for help. Hypothermia is a medical emergency whether the patient is conscious or unconscious.

15.2.5 If the patient is conscious, they should be actively re-warmed under careful observation.

15.2.6 If the patient is unconscious, they must get medical aid as soon as possible. Follow instructions on resuscitation under point

15.3.5 of this document.

15.2.7 The following are the most usual symptoms and signs of hypothermia (all may not be present): unexpected and unreasonable behaviour possibly accompanied by complaints of coldness and tiredness; physical and mental lethargy with failure to understand questions or orders; slurring of speech; violent outburst of unexpected energy and violent language, becoming uncooperative; failure of, or abnormality in, vision; twitching; lack of control of limbs, unsteadiness and, complaining of numbness and cramp; general shock with pallor and blueness of lips and nails; slow weak pulse, wheezing and coughing.

15.2.8 A very dangerous situation is present when a person who has been in the water for some time is taken out. Further heat loss must be prevented. The victim should be protected against wind and rain if possible. Re-warming can be carried out as follows: wrapping the victim in a thermal/exposure blanket and sleeping bag; others placing their bodies against the victim; giving hot drinks (if conscious).

15.2.9 Prevention is always the best policy.

15.2.10 Remember there may be neck or back injuries requiring extra care when moving patients.

15.3 Resuscitation.

15.3.1 To be effective, resuscitation must be started immediately, even whilst the patient is in the water, otherwise irreversible damage or death will occur within a few minutes. Many thousands of lives have been saved by ordinary citizens who have known what to do and have had the courage to do it at the critical time.

15.3.2 The saving of life during a medical emergency depends on the accurate assessment and proper management of the ABC of resuscitation:

A – Airway

B – Breathing

C – Circulation

15.3.3 On finding a person requiring rescue:

- Establish there is no danger to yourself or the patient. If you see someone in difficulties in the water do not go into the water after them.
- Look for something to pull them out - e.g. a throw line, stick, rope, or clothing.
- Lie down to prevent yourself falling in.
- If you cannot reach them, throw any floating object - e.g. a football or plastic bottle - for them to hold onto.
- Having rescued the victim, shout immediately for help.
- Assess the patient:
- Establish responsiveness by shouting “Are you alright?” loudly and gently shaking the shoulder; Inspect the airway - remove blood, vomit, loose teeth, or broken dentures;
- Open the airway - the rescuer should place two fingers beneath the point of the patient’s chin, lift the jaw and at the same time place the palm of the other hand on the patient’s forehead. Tilt the head well back by pressing on the forehead and the airway will open;
- Check for breathing - do this by placing an ear close to the patient’s mouth, looking down along the line of the chest; □ Listen for the sound of breathing. Feel for air movement indicating breathing. Look for the rising and falling of the chest; □ Check for the presence of a pulse by feeling for the prominent artery in the neck. The artery lies along each side of the voice box (larynx);
- If the patient is unresponsive, not breathing, and with no pulse, leave the patient immediately and go and telephone for help (dial 999). Return to the patient and commence resuscitation;
- If the patient is unresponsive, not breathing, but with a pulse, perform ten mouth to mouth (expired air resuscitation) breaths, then leave the patient, and go and telephone for help (dial 999). Return to patient, check for breathing and pulse and continue resuscitation.
- If the patient is unresponsive but is breathing and has a pulse, turn them on their side into the recovery position.

15.3.4 To put the patient into the recovery position, you should do the following:

- kneel to one side of the patient;
- take the nearest arm and place it at 90 degrees to their body, elbow bent and palm uppermost;
- take the farthest arm and place it with the palm outwards held against the casualty's cheek;
- Bend the far knee upwards to 90 degrees, keeping the foot flat on the ground. supporting the hand on the face, pull gently but firmly on the bent-up thigh to roll the patient onto his/her side'
- Rearrange the far side, so that now the upper leg to 90 degrees and ensure the airway is still open by tilting the head and lifting the chin.

15.3.5 Resuscitation procedure is the provision of an artificial ventilation by mouth-to-mouth breathing, and an artificial circulation by external chest compressions. The procedures are as follows:

Mouth to mouth breathing (expired air resuscitation):

- Lie the patient on his/her back;
- Kneel beside the patient and open their airway by tilting the head and lifting the jaw;
- Open the patient's mouth and pinch their nostrils closed;
- Open your mouth, take a deep breath, seal your mouth firmly over the patient's mouth and exhale steadily into the patient;
- Watch the patient's chest rise as if he/she is taking a deep breath (so far, this inhaling should take 2 seconds);
- Remove your mouth from the patient's mouth and allow the chest to fall (taking 4 seconds);
- Give two breaths;
- If mouth to mouth breathing is difficult, check and reposition the airway;
- Vomiting may occur if breathing returns - if so, place the patient in the recovery position to prevent them from choking.

External chest compression:

- Place the patient flat on his/her back and kneel alongside their chest;
- Place the heel of one hand on the lower third of the breast bone;
- Place the heel of the other hand on top of the first hand;
- With your arms held straight and your hands on the chest all the time, press down on the breast bone to depress it 4-5cm, then release;
- Compress the chest smoothly, 15 times at a rate of approximately 80 compressions per minute;
- After 15 compressions give two ventilations;
- Continue the compressions and ventilations until help arrives - do not stop to reassess the patient's pulse or breathing before help arrives.

15.3.6 These guidelines are no substitute for proper training available through British Rowing, Red Cross, and St John's Ambulance organisations.