

CONSERVATORS OF THE RIVER CAM

CODE OF PRACTICE FOR COMMERCIAL PUNT OPERATORS

(being those in ownership categories 4, 5 and 6)

(amended 2006)

Preamble

At their meeting on Thursday 12 January 2006, Conservators amended the Code of Practice, introduced in 2004/05. Operators are required to accept the Code of Practice as a condition for the registration of their vessels. Subsequent failure to comply with the Code could be grounds on which the Conservators would refuse to register vessels in the future.

General

1. Operators will maintain a record of accidents, including, where possible, information on the date, time, location and the circumstances, and the contact details of those involved. These records are to be open for inspection by the Conservators and, if necessary, by the Police and insurers.
2. Any accident which results in a complaint, personal injury or damage to vessels is to be reported as soon as possible to the Conservators' Control Officer.
3. The Control Officer, assisted by the River Bailiff, will investigate accidents reported to him (whether by operators or others) and the outcome of each investigation will be reported to the Conservators, who will take whatever action they deem to be necessary that is within their powers, including refusal to register the vessels of the operator or operators involved in succeeding years.
4. All punts must display clearly legible signs regarding the maximum number of passengers and their disposition, such signs to be determined by the Control Officer (see Appendix).
5. No vessel with a capacity in excess of six persons in total is to be hired on a self-punt basis.
6. Operators are responsible for ensuring that their vessels are in a fit state for safe use.
7. The lashing together of punts is prohibited except when empty punts are being moved to other parts of the river (notice issued by the Control Officer in February 2004 under Byelaw 3).

Chauffeur Punts

8. All chauffeurs are to be given reasonable training in a fully laden punt of the size they are to operate, with particular attention given to the ability to stop in an emergency.
9. A training record is to be maintained for all trainees.
10. Chauffeurs are the masters of their vessels and therefore are responsible for the safety of their passengers. Masters are responsible for ensuring that their vessels carry no more than the permitted maximum number of passengers and that they are correctly seated.

11. As the professional masters on the river, chauffeurs are expected to set a high standard of consideration for other vessels. In particular, chauffeurs must put safety considerations before speed. They should set a proper example of navigating on the right and through the right hand arch of all bridges as the normal rule of the river.

12. When an accident occurs and people are at risk (for example, of drowning), chauffeurs who have been involved or are in the vicinity have a duty to assist to the best of their ability, consistent with the safety of their own passengers.

Self-hire Punts

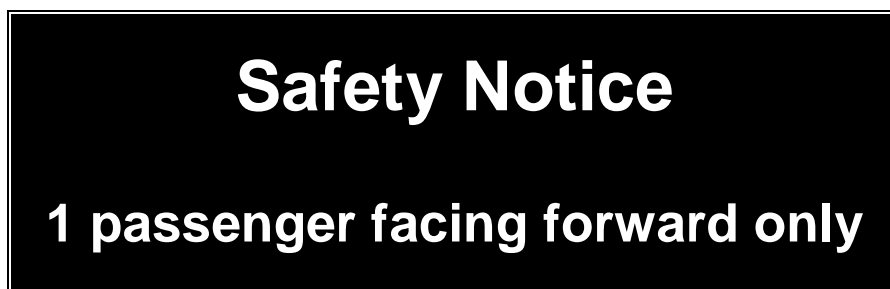
13. Operators must offer all hirers reasonable information on the basic requirements of safe punting and make self-hirers aware of the navigational rules (particularly, navigating on the right and through the right hand arch all bridges) and of their obligation to abide by such rules as far as possible, consistent with their punting ability and to advise that if there is an accident the master/hirer is responsible for reporting it to the operator.

APPENDIX TO THE CODE OF PRACTICE FOR COMMERCIAL PUNT OPERATORS (being those in ownership categories 4, 5 and 6)

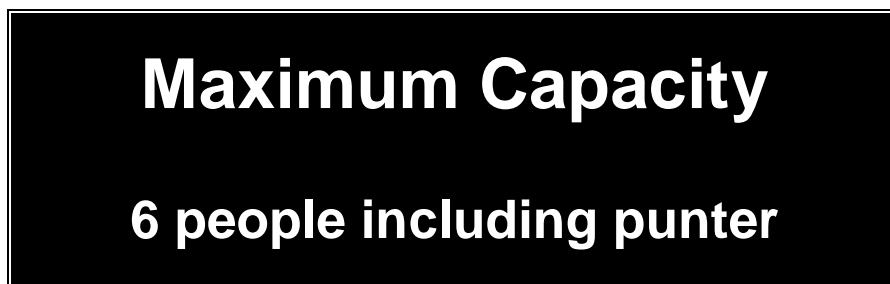
PUNT SIGNAGE

1. Every “single” punt (up to 1 metre in beam) shall display one of each of the following signs in the appropriate places:

1.1

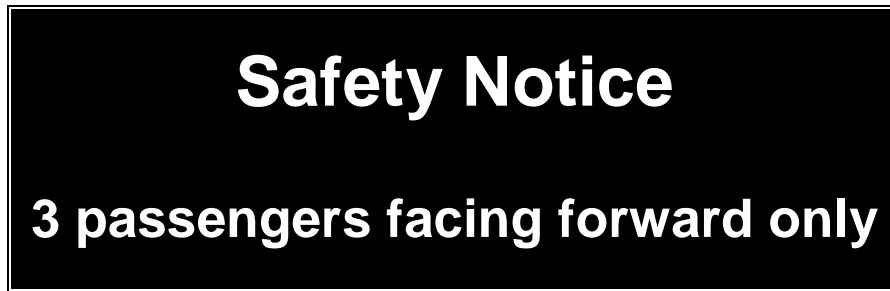


1.2



2. Every ferry punt (over 1 metre under 1.95 metres) in beam shall display one of each of the following signs in the appropriate places:

- 2.1 Where there are forward facing seats.

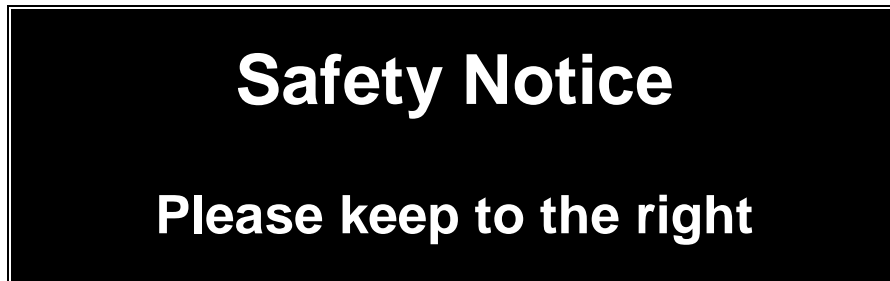


- 2.2



(The number of passengers shown as a maximum on this sign shall be the number of passengers permitted by the Conservators for the size of punt in question.)

3. Every punt shall display the following sign visible to those punting the vessel.



All signs shown above are actual minimum size (120mm x 35mm) with white lettering on a contrasting background, with white border printed in Arial, minimum font sizes 26 (headings) and 20 (remainder of text).

4. Every punt shall display the alphanumeric identification mark registered with the Conservators on both sides of the punt so that it is legible at all times from both banks of the river.