

Minutes of the Hants & Dorset ARA Safety Meeting. Saturday, 7st February, 2015.

Minutes of the Hants & Dorset ARA (Wessex Region) Safety Meeting on Saturday, 7st February, 2014 at Itchen Imperial Rowing Club.

Present: Clubs/Events represented - Southsea, Ryde, Shanklin, Newport, Itchen, BTC, Coalporters, Lymington, Southampton (+ Woolston Regatta), Christchurch & Westover (+ Bournemouth Regatta) plus Swanage Regatta. Non-H&D affiliated Wessex Clubs/Schools and Universities were invited but none attended. Phil McCorry, RRRSA of Wessex East invited but did not attend.

The only H&D Rowing Clubs not in attendance were Poole who sent their apologies and Worthing. Apologies were received from – Andrea Davies of Southampton, Donna Millward of Coalporters and Ian Dryden of Canford School.

Mark Viner, the Chairman of the Safety Sub Committee opened the meeting, thanked and welcomed everyone in attendance. Prior to the formal start of the meeting Steve Bull the Regions Rowing Safety Adviser (RRSA) briefed the meeting on what little was known following the feared drowning of a Rowing Coach on the Thames earlier in the week. He then gave a brief statement on the Associations move towards E Mail only communication which the majority of the Club and Event Rowing Safety Advisers (CRSA & ESA) were in agreement with. They were reminded that it was very important that their E Mail addresses registered with both the Hants & Dorset Amateur Rowing Association/Wessex Region and British Rowing were kept up to date to ensure safety information reached the correct person quickly.

The meeting then considered the minutes of the last meeting which had been previously circulated and were agreed to be a correct record – with matters arising from the minutes all covered by agenda items.

The Association Secretaries Report to the H&D Autumn Delegates Meeting and the Wessex Region AGM, which had been previously circulated was approved by the meeting (*see attached Appendix A*) and he then went on to give a brief summary of the activities and meetings of British Rowing National Safety Committee which he attends in his capacity of RRSAs, in what had been a difficult year for the committee – with a number of significant changes taking place at BR. A written report of this is attached. (*Appendix B.*). Following his report the new BR “Collision Avoidance Video” was shown to the meeting.

The Club Safety Audits (Gap Analysis) for 2014/2015 were then examined. The RWSA was able to report that all Wessex West region clubs duly had completed the 2014/2015 BR Club audit – except two Clubs that are part of others Clubs - Canford Crocs and Winchester’s Icena - although some were a little late in complying – risking suspension from racing by BR. All had now been approved as completed by the RWSA. For the CARA Clubs Phil McCorry had approved the audits although Steve Bull provided cover for this role while Phil was away. It was noted that Langstone Cutters, Bournemouth Surf Club & Gig Clubs as well as water sports centres (SWAC, Hengistbury Head Outdoor Education Centre etc...) are not BR affiliated clubs - so don't have to complete an audit. The RRSAs has been unable to establish what safety procedures they have to have in place to be endorsed by BR. As of 1/2/15 – 24 BR affiliated Clubs had failed to complete the audit and have been suspended from rowing.

Steve pointed out that there is a vast amount of information provided by the Club audit which makes meaning full analysis difficult. Some information relating to coaching had been extracted and passed to Mike Green for the use of the Wessex Region Coaching group. As far as the meeting was concerned – as with previous years the top “to be addressed” items, by number across Wessex West Clubs (more than five clubs stating “to be addressed”), were discussed and solutions sought – although in a number of area the poor wording of the question was at fault. These were -

- d) Ensure swimming ability and capsizing training is recorded for each member of the club?
- b) Have written procedures in place for the use of safety aids and ensure that all members
 - i) Require all those involved in rowing to be trained and have had practice in the use of a throw line?
 - l) Require junior beginners to wear a PFD until they have completed a swim test, received training in capsizing procedure and reached a satisfactory level of competence in, for example, a single sculling boat?

- a) Require all launches to carry a plate stating the maximum weight it can safely support, together with this translated into the number of adults?
- c) Have a method to check the nose weight of the trailer?
- f) Ensure that information regarding the Maximum Allowed Mass (MAM) is fixed to the trailer? Note: Information regarding tyre pressure and unladen trailer weight is also recommended.

The BR on Line Incident Reporting procedure was then discussed starting with a reminder of the process and an outline of the limited number of improvements introduced during the last and the improvements planned for the future. The disarray at the National Safety Committee during the year and the lack of IT and financial support during the last year had had an impact on this and this had also effected the monthly recognition and rewards for well written and informative incident reports that had been planned- none of which had been made. The national statistics were discussed – where there had been more than 2000 incident reports submitted nationally between 1st January and 30th September - but it is known that there is still much under reporting of incidents – nationally and within the Wessex Region. Nationally collisions – the majority with a moving object (i.e. another boat) are by far the biggest incident type reported – with over 1600 recorded – and this is a cause for concern at national level. Capsize is the 2nd largest incident at around 300 – although one suspects many more have taken place. The RRSA explained that he or any other RRSA can “open” incident for comment and discussion - and send these to – other clubs and individuals involved as long as BR membership number is known – and/or to other RRSA’s if it was felt there was a lesson to be learned or a point made. Nationally the RRSA was copied on 65 incidents that were opened for comment – generating 188 further comments. He opened Eight incidents from Wessex region for comment /discussion during 2014 including 3 related to boat inspections. The others were usually opened for comment when an incident reported involves a 2nd club who have not reported the incident.

There were 103 incidents reported in the Wessex and South East Coastal Region in 2014 - 5 of these were linked or duplicated, 7 were from Coast ARA Clubs (for analysis purposes Worthing are regarded as a CARA Club/Southsea H&D.) and 4 related to Hants & Dorset ARA Event boat inspections. So the total separate incidents reported by H&D/Wessex Clubs was 87 (last year – 86). Regarding the duplicates the RRSA would expect to see a report from any Club who had a safety related incident in competition – and to see a report from the event safety adviser – and this is one area where we certainly under report. This is easily proven as Hants & Dorset ARA Race Officials reports indicate 36 safety related incidents at Hants & Dorset ARA events during the season – but only seventeen of the incident reports received indicate that the incident occurred during competition. For the number of incidents per club and the reasons for the incidents – see the charts in the appendix – C and D.

In contrast to the national trend – capsized was the biggest single reason for Incident Reports within the region.

With regards to the Incident reports in competition – there were 18 events planned within the region of which 2 Heads were cancelled. H&D race officials reports noted 36 safety related incidents (26 last year) – but Incident reports were only received for 17. (23 last year). The RRSA would expect to receive report from each club involved plus the event safety adviser - which could be in the form of a summary of incidents on one report if all of a minor nature. There remains significant under reporting of incidents at H&D events.

Unannounced and random Boat Inspections were undertaken by the H&D ARA Safety Committee at four H&D events during the season – Ryde, Coalporters, Christchurch and Bournemouth Regattas. A total of 89 boats of all types were inspected with 29 faults found – some boats having more than one fault. As ever over two thirds of the faults found were with heel restraints, others were – no boat ID, long rigger bolts and compromised buoyancy tanks. Two Clubs – Southampton and Southsea – went through the inspection process with no fault found during any of the inspections – and will/have received an award in recognition on this. The boat inspection at Christchurch Regatta was a full heel restraint check on every boat present and a full inspection of Coxswains Life Jackets was undertaken. The BR Incident reporting system was used

to summarise the results of the boat inspections and by opening these for comment ensured the Club Safety Advisers were advised of the issues with their boats as quickly as possible and were able to comment – and some did! [See Appendix E for details of Boat Inspections.]

The Association Secretary reported on the Regatta/Event Audits for last seasons and plans for 2015 were considered. All H&D (Wessex) events submitted an event safety audit with risk assessments, safety and communication plans – with emergency plans accompanying most. These were reviewed and approved by the RRSA and BR advised so that the BR Event Public Liability Insurance would be issued by BR on payment of the appropriate fee. All H&D Events except Newport use the BR Public Liability insurance scheme – Newport use another provider. The procedure is that event secretaries apply direct to BR for the insurance cover – and send the safety documentation to the Association Secretary/RRSA. The RRSA views and approved the documents. BR asks the RRSA if he has received and approved the documents. Providing the RRSA responds positively BR confirm the event is covered and invoice the event. In 2014 the cost was £206 per day.

The policy in 2014 had been that - re-audits would only be undertaken where requested or where concerns were raised and on an occasional random basis - and it was agreed that this policy should be continued for 2015. It was felt that the race officials reporting system already hi-lighted safety concerns and this would be used alongside safety commission members observations to hi-light events where a re-audit would take place. All events submitted a self-audit in 2014, No events were re-audited in 2014 and there were no candidates nominated for re-audit in 2015.

The Safety Equipment Provided for Race Officials at events with H&D Permit were discussed and a report on their condition at the end of the 2014 season noted. The Association Secretary reported that the equipment had been checked and in order to bring them back into standard – one new first aid kit and some exposure blankets had been purchased. With regards to the Air Horns – all three have depleted cylinders that needed replacement. The substitution of an alternative - a Pump Action Emergency Horn with no requirement for a cylinder was considered and agreed by the race officials meeting and endorsed by the safety meeting. The Loud Hailers remained an issue – and a further unit had been purchased to add to the two purchased at the end of last season in anticipation of the South Coast Championships – so we start the 2015 season with three new working units. The Association Secretary had three units that were unreliable in his possession – two probably suffering from water ingress – and one with an electrical fault – this unit being fairly new – but now out of warranty – and the Association Secretary apologized for not returning this when the fault was first found. Pete Staddon has offered to attempt a repair of the units. It was felt that the new bags for the safety kits introduced in 2014 were a definite improvement.

LIFE JACKETS – Still one life- jacket missing from 2013 season. The nine available appear to be in reasonable condition - plus the 2 arming kits – have not been used and are OK. One extra life has been purchased to bring number back to ten. [Cost - £109.98] – although we have since been advised that Stephen Worley of WEARA has one of our Life Jackets – that he would return to us via Denny Woodford. *Note – Two Life Jackets have gone missing in three years - they were Serial number 295 85238 and 295 85225 and are marked H&D ARA inside. Strangely serial number – 295 85238 has reappeared – but Serial number 295 85226 has gone missing and 295 85225 is still missing.* Note. 3 Life Jackets were serviced in 2014, 4 in 2011 – 1 (the one that has been found) was last serviced in 2009 - 1 was new in 2014 and 1 is new this year. Additional note – one of the Life Jackets is NOT automatic – this was the one purchased in 2014 – serial number - 07-05 20395 and was a mistake. Around £300 had been spent to bring the Kits & Life Jackets up to standard for the 2015 season.

The re-write/revision of “row-safe” – Coastal Section. This is underway driven by the Safety working group. Basically it “lost its way” a few years ago when Clive Killick stepped down – and because BR would/could not provide any real support at the time. The Structure as a whole and the page structure is being reviewed. A Summary of available material and material that is needed/yet to be drafted has been circulated to NSC members. The Revised “row-safe” will be Guidance only with support and advice although BR can’t remove its liability. There will be a Disclaimer (to protect BR) but the Legal relationship between

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BR and Club and Clubs and members remains unclear. It is recognized that there is a need to keep it simple with expectations not responsibilities. It will probably be an on-line/electronic document only – with options to print – but no printed document circulated as it has in the past. There has been the usual discussion on Coastal Rowing/Open water rowing – BR still don't really understand what we do – and confuse it with Open water and gig activity – and Steve Bull's view was that there was some merit in splitting the Coastal Section into Coastal/inshore and off shore – and perhaps a separate section of other disciplines like Gig Racing.

The safety working group is trying to identify pairs of people who can work together on each topic and the assumption is that Phil (McCorry) and Steve Bull as RRSA's will be asked to champion the "Coastal Section" and some work had already been done on this and circulated. Steve stated that he would very much welcome the input of this safety committee – and the Wessex development committees – where it is already one of the subject to be discussed. Mick Gisborne, from Southsea confirmed Jeff Watling and his interest in being involved with this as did Mike Green and Gary Joyce. Steve Bull would coordinate this activity, advise the HRSA about the plan and involve Phil McCorry in the process. Apparently there is a specimen draft page of the format for the "top page" which we need to follow which Steve Bull will try and get hold of. This will contain hyperlinks to further information.

Membership of the Associations Rowing Safety Committee was then considered by the meeting with the following recommendation to be made to the Associations AGM. The current - Chairman - Mark Viner, Lymington Rowing Club and Sub Committee Members - Steve Bull, Ryde R. C. & Wessex Region RRSA and Gary Joyce, Itchen Imperial Rowing Club were re-elected with Adam Radcliffe of BTC and Mick Gisborne of Southsea added as additional sub-committee members in place of Garry Walters of Shanklin Rowing Club; and Peter Lamb of Westover Rowing Club. The term of reference for the Sub Committee remain unchanged – "To try to ensure, as far as practical, that all Hants & Dorset ARA affiliated Clubs and Event's comply with British Rowing's Water Safety code of Practice and guidance notes ("Row Safe") and any additional terms of practice introduced by the Hants & Dorset Amateur Rowing Association

The Venue for 2016 and future meetings was discussed – according to the rota this should be Poole – and it was agreed that they would be asked to host the next safety meeting on a date to be agreed in February, 2016.

There being no other business the meeting closed at approximately 2.30pm with thanks to Itchen for hosting the event. Following the meeting some of those in attendance joined the Water Safety Commission members in a re-audit of the Safety procedures and facilities of Itchen Imperial Rowing Club – which proved to be satisfactory.

[Minutes taken and written by Steve Bull, February, 2015]

M. Viner, Chairman.

The attached Appendices form an integral part of these minutes –

[Appendix A] The Association Secretaries Report to the H&D Autumn Delegates Meeting and the Wessex Region AGM.

[Appendix B.] A report on the activities and meetings of British Rowing National Safety Committee.

[Appendix C] Incident Reports by Club.

[Appendix D] Incident Reports – reason

[Appendix E] Details of Boat Inspections

[Appendix A.]

The Association Secretaries Report to the H&D Autumn Delegates Meeting and the Wessex Region AGM.

The Regional Rowing Safety Advisers (and H&D ARA Safety Committee's) Report to the Associations 2014 Autumn Council Meeting and to the 2014 Annual General Meeting of the Wessex Regional Rowing Council.

National Safety Committee and National Safety Committee (NSC) Meetings. As the regions Rowing Safety adviser (RRSA) I attended 2 of the 4 BR National Safety meetings that were planned for 2014 – one early in the new year – and one just a few weeks ago – both held at the BR HQ at Hammersmith. I was unable to attend the Spring meeting due to a clash with an H&D event at which I was officiating and the summer meeting, due to be held in July was cancelled due to the on-going dispute between BR and the NSC following the appointment of Stephen Worley as the new BR Honorary Rowing Safety Adviser (HRSA) over the acting HRSA and Chairman of the NSC – Chris George. BR also decided – against the advice and view of the NSC that in future the HRSA could not also be chairman of the NSC - which has always been the case. As a result Chris George resigned his position as Chairman to the NSC – and the dedication, enthusiasm and hard work he brought to this role will be missed by the committee and will be a significant loss to BR. NSC members do not dispute Stephen Worley's qualifications for the role of HRSA, with his background in health and safety, or that he will be equally as enthusiastic and hard working in the role – but they were disappointed that he failed to advise the NSC of his intention to challenge Chris George for the role – and for his support for splitting the role from the Chairmanship of the NSC – when, in committee he had appeared to support Chris's nomination and the views of the NSC on the format. This and further issues over funding of safety and BR's refusal to commit to a budget for safety matters – and the lack of IT support for safety issues has left the NSC wondering exactly what their role is. The "air was cleared" at the September NSC meeting which Deputy Chairman Gary Harris attended and addressed although issues still remain over funding and IT. However the meeting accepted Stephen Worley as the new HRSA and will support him in the role – and a new Chairman of the NSC – Clive Pendry – was elected with Tony Reynolds as his deputy.

Annual BR Club Audit.

All Wessex region clubs duly completed the 2013/2014 BR Club audit – although some were a little late in complying – risking suspension from racing by BR. The 2014/2015 Club Audit – unchanged from last year due to lack of BR IT support will launch in mid-October – with completion and submission to the RRSA by the end of December, 2014 – or Clubs will again risk suspension from racing.

Event Safety Audits. All H&D (Wessex) events submitted an event safety audit with risk assessments, safety and communication plans – and emergency plans accompanying most. These were reviewed and approved by the RRSA and BR advised so that the BR Event Public Liability Insurance would be issued by BR on payment of the appropriate fee. All H&D Events except Newport use the BR Public Liability insurance scheme – Newport use another provider.

Incident Reporting. In spite of more than 2000 incident reports being submitted nationally between 1st January and 30th September it is known that there is still much under reporting of incidents – nationally and within the Wessex Region. Nationally collisions – the majority with a moving object (i.e. another boat) are by far the biggest incident type reported – with over 1600 recorded – and this is a cause for concern at

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national level. Capsize is the 2nd largest incident at around 300 – although one suspects many more have taken place.

In the same period I have records of seventy-four incidents recorded by Wessex Region Clubs – six of which came from CARA Clubs – which means that they are either incredibly safe or under report on an even greater scale than we do! The data I can retrieve from the BR Incident Reporting statistics indicates ninety two incidents reports made by Wessex Club in this period – and I need to do a comparison to see if I have missed or not received some reports. There will be duplicates in both sets of figures. I would certainly expect to see a report from any Club who had a safety related incident in competition – and to see a report from the event safety adviser – and this is one area where we certainly under report. This is easily proven as Hants & Dorset ARA Race Officials reports indicate 36 safety related incidents at Hants & Dorset ARA events during the season – but only seventeen of the incident reports received state that the incident occurred during competition. A full analysis of the incident reports in the region will be compiled at the end of the year and reported on to the Associations Safety Meeting which is usually held in February.

Boat Inspection at H&D/Wessex Events.

Unannounced and random boat inspections were undertaken by the H&D ARA Safety Committee at four H&D events during the season – Ryde, Coalporters, Christchurch and Bournemouth Regattas. A total of 89 boats of all types were inspected with 29 faults found – some boats having more than one fault. As ever over two thirds of the faults found were with heel restraints, others were – no boat ID, long rigger bolts and compromised buoyancy tanks. Two Clubs – Southampton and Southsea – went through the inspection process with no fault found during any of the inspections – and will/have received an award in recognition on this. The boat inspection at Christchurch Regatta was a full heel restraint check on every boat present and a full inspection of Coxswains Life Jackets was undertaken. The BR Incident reporting system was used to summarise the results of the boat inspections and by opening these for comment ensured the Club Safety Advisers were advised of the issues with their boats as quickly as possible and were able to comment – and some did!

H&D Race Officials Safety Equipment. Although not returned yet for their end of season inspection and refurbishment it is believed that the H&D ARA Safety equipment has survived another season fairly intact although there will be the inevitable wear and tear. There were the usual issues during the season with the Loud Hailers – including an intermittent performance from a new one. Two new Loud Hailers were purchased just prior to the South Coast Championships Regatta to ensure we had enough working units but neither was actually used and are available as replacements. The new waterproofs bags have been a success – being larger with better access, easier to handle/carry and providing better protection for the contents. The Life Jackets are in a good condition – although we have not recovered the missing one. Event Secretaries/Safety Advisers need to be reminded once again that the safety kits and Life Jackets are for Race Officials use only and are not to be used to supplement the safety equipment on event safety boats.

Steve Bull. Wessex Region Safety Adviser and Hants & Dorset ARA Safety Committee. October, 2014.

[Appendix B.] A report on the activities and meetings of British Rowing National Safety Committee.

National Safety Committee and National Safety Committee (NSC) Meetings. As the regions Rowing Safety adviser (RRSA) I attended 3 of the 5 BR National Safety meetings that were planned for 2014 – one early in the New Year, one in September – and one in December – all held at the BR HQ at Hammersmith. I was unable to attend the Spring meeting due to a clash with an H&D event at which I was officiating and the

summer meeting, due to be held in July was cancelled due to the on-going dispute between BR and the NSC following the appointment of Stephen Worley as the new BR Honorary Rowing Safety Adviser (HRSA) over the acting HRSA and Chairman of the NSC – Chris George. BR also decided – against the advice and view of the NSC that in future the HRSA could not also be chairman of the NSC - which has always been the case. As a result Chris George resigned his position as Chairman to the NSC – and the dedication, enthusiasm and hard work he brought to this role will be missed by the committee and will be a significant loss to BR. NSC members do not dispute Stephen Worley’s qualifications for the role of HRSA, with his background in health and safety, or that he will be equally as enthusiastic and hard working in the role – but they were disappointed that he failed to advise the NSC of his intention to challenge Chris George for the role – and for his support for splitting the role from the Chairmanship of the NSC – when, in committee he had appeared to support Chris’s nomination and the views of the NSC on the format. This and further issues over funding of safety and BR’s refusal to commit to a budget for safety matters – and the lack of IT support for safety issues has left the NSC wondering exactly what their role is. The “air was cleared” at the September NSC meeting which Deputy Chairman Gary Harris attended and addressed although issues still remain over funding and IT. However the meeting accepted Stephen Worley as the new HRSA and will support him in the role – and a new Chairman of the NSC – Clive Pendry – was elected with Tony Reynolds as his deputy.

The meetings are pretty well attended with most regions represented at most meetings. Stephen Worley as HRSA attends and – often his wife – Andrea – is also present although not a NSC committee member – but is allowed to stay. Phil McCorry the CARA rep missed some meetings because of his cross-Atlantic row. Following the debate over the HRSA elections – Senior BR figures have attended – Gary Harris, deputy chair in September and Anne Marie-Phelps BR Chair in December.

These meetings have covered a wide range of topics – a flavour –

- Inclusion of safety information in the new on-line entry system being developed for 2017
- Access to incident reports. The information is protected under the data protection act. Some reports shared on occasions but anonymised. For breeches there can be heavy fines/6 month’s prison. There was criticism that IR are kept secret by BR. should be more safety alerts. Incident reports will not be published. BR wont publish photos that our too graphic!
- Discussion on how it is not a good idea to throw coxswains into water you are unfamiliar with – but agreed we can’t restrict/ban what we can’t control.
- Concussion issue. Some good advice from International Rugby Board. (BR Medical Committee to look at). Coaches should be aware of when you can return to training after a concussion incident. May be more frequent than we think. Incident at Oxford – in bumps race – permanent, all be it mild, brain damage. Key issue – not to return to training too quickly.
- Oxford and Cambridge sub regions requested that they be given full voting rights on the NSC. As a constitutional change will require approval from Sports Committee and Council. Gary Harris explained BR view on NSC Committee made-up – basically how BR moved to remove “Club” representation – i.e. Leander/Oxford/Cambridge/Durham etc... BR objection is giving “extra” votes to a region. Their view is regional representation – adopted in 2012 and so it was felt that BR will not approve this request.
- Web site improvements. The plan is Big Button for Safety on Home Page – goes to new page – with 3 or 4 safety related “buttons” where you will find safety related information.
- Discussed the re-write of “row-safe” (on our agenda)
- The Water Safety Working Group – was re-established – will meet two or three times a year between NSC meetings to discuss details. Meeting sought volunteers for writing and reviewing tasks – did not put my name forward due to other commitments. The initial focus would be on the

revision of Row safe and to get what we have got on the web site ASAP and then add additional items. The working group will report to the National Safety Committee.

- Adaptive/Rowability (seems to be an issue with the term used – with a preference for Adaptive over Rowability which is the New BR Term). Had an opportunity to view (and try) the adaptive seat – made by “draft”. There was a long discussion on adaptive rowing/racing - Awareness/communication, the ability to accommodate, straps, safety cover, control commission role. Risk assessment, responsibilities and training
- Discussions took place regarding Working closer with other committees and the paid BR staff. There are 15 BR Employees we can consult with/get information from. Stephen Worley is happy that safety is not under resourced at BR. Other committee members were less convinced – as few BR Employees have a specific safety related role.
- Risk Assessment Training Modules – all three will soon be available (Row How).
- Monthly Report. Since becoming the HRSA Stephen Worley has published a monthly report on his activities – and I receive a copy – shall I send them round?
- Safety Volunteer Award. Neil Pickford of Cygnet RC (Thames) was the Rowing Safety Category Winner – for his really impressive brand new video of how to navigate safely and correctly when rowing on the Thames Tideway. [See the Tideway Code on the Thames Regional Rowing Council web site].
- BR 2020 Vision BR’s latest five year development document was launched and discussed at the NSC. I have a copy of the power point presentation if anyone is interested.

Some specifics -

Safety Alerts. Procedure.

Any RRSA and the JRSA can write a Safety Alert, perhaps in response to an incident. If they prefer then they can send the information to the HRSA and he will write it.

It will then be sent to each RRSA and they will be expected to check it and send it to all the CRSAs in their region. There were 3 issued in 2014.

Risk Management Modules

There are now three Risk Management online learning module available on RowHow. My understanding is that any BR Member can sign in to RowHow and access this training using their BR log-in. (are we all familiar with RowHow?)

The Risk Assessment modules are –

Safety Basics – Risk Assessment (basic) – which some of you completed – as a group – as the H&D Safety Meeting in 2013?

This has been joined by an – Intermediate Risk Management Module and Advanced Risk Management Module.

I am instructed to recommend that all CWSA’s undertake these training modules if they have not yet done so. This training is also available to people who do not have Row How "logins",

There are also on-line training modules on Cold Water & Hypothermia and Trailer Towing on RowHow.

CAPSIZING DRILL. Conflict between National Coaching Committee and National Safety Committee.

There has been some debate about the capsizing drill following a statement made by the National Coaching Committee who have stated that: *“It is recommended that a capsizing drill be led by a qualified coach or someone who has completed the recent Capsizing Drill Training.”*

The majority view of the NSC is that it is the content that is delivered during the training which is more important than the qualifications or training of the person delivering the training. In our view the key features of the capsized drill are that:-

- * The training should be conducted in a safe and appropriate manner
- * It should represent current best practice
- * The content should be appropriate for the risks that are present at the venue where the people normally row.

Clearly lots of unqualified coaches do deliver coaching, and take capsized drills and some/most do it well. Although BR has an education and training scheme that produces qualified coaches and having coaches trained to deliver capsized drills is clearly a “good thing”.

The NSC is not comfortable supporting this statement from the Coaching Committee. Not all qualified coaches have recently completed the training so and being qualified is no guarantee of being up to date and have proposed an alternative statement along the lines of - “It is recommended that capsized drills are designed taking into account the latest advice in Row How and that:- The training should be conducted in a safe and appropriate manner; It should represent current best practice and the content should be appropriate for the risks that are present at the venue where the people normally row”

With regards to best practice – the latest BR view is “don’t tow the boat get on the top of it and not to train people how to get back in – although the current BR Safety video (on Row How at <http://www.rowhow.org/mod/resource/view.php?id=3559>) still shows “towing the boat to the bank” (at about 8 minutes into the video). However the commentary clearly indicates that this should only be attempted when close to the bank – which most of the NSC felt was acceptable – the statement goes like this -

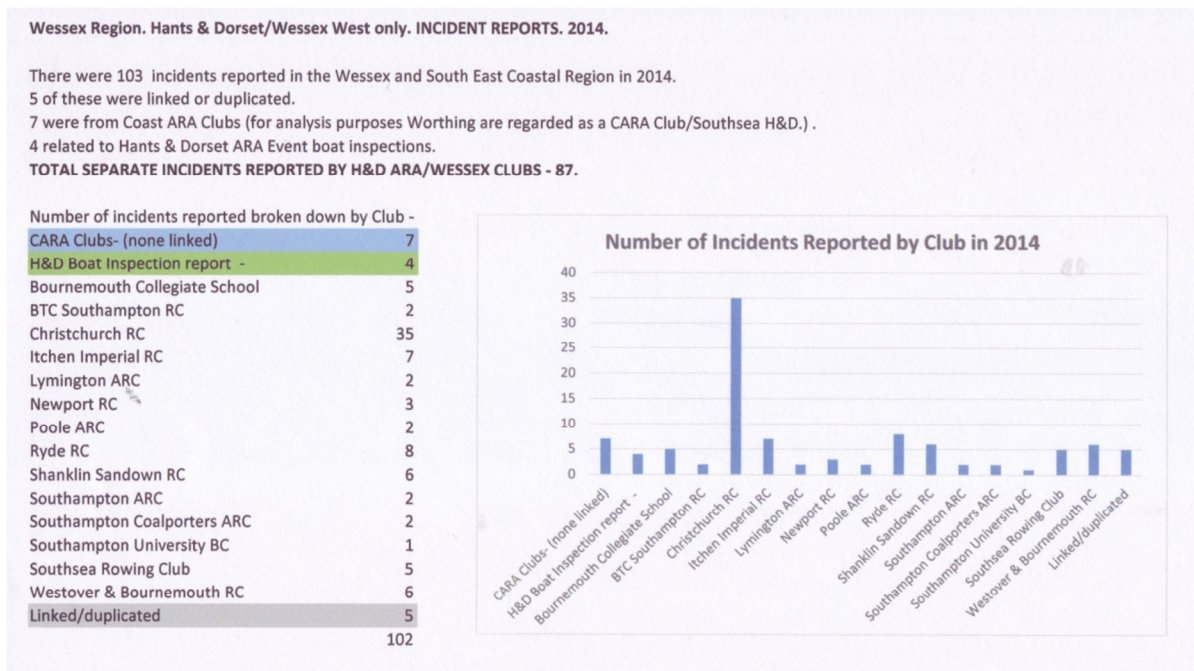
Towing the boat whilst swimming

This method is a potentially higher risk option compared to those methods which remove the body from cold water because of the greater potential for cold water shock, swim failure and hypothermia when remaining immersed in cold water. It should only be employed when the water is not very cold, the distance to the bank or shore is short and there is a reason why another option cannot be used; e.g. the sculler cannot climb onto the top of the hull. When swimming it is advisable to hug the hull with one arm and look in the direction of travel. Towing an inverted hull will be slow and tiring. Towing a righted hull will be easier but still tiring and the effects of cold water will sap energy quickly.

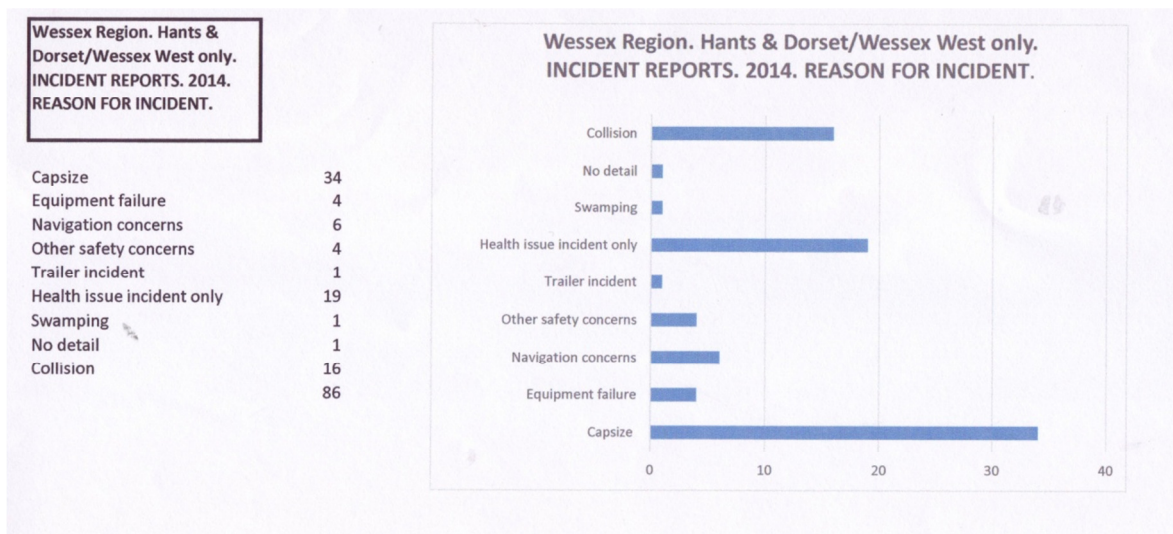
Collision Avoidance

Stephen Worley – HRSA has produced a video simulating sculling towards a group of scullers. This demonstrates the importance of wearing brightly coloured kit and of looking ahead frequently. There is a link to this on the H&D Web site.

[Appendix C] Incident Reports by Club.



[Appendix D] Incident Reports – reason.



[Appendix E] Details of Boat Inspections

Hants & Dorset ARA.
WATER SAFETY COMMITTEE.

BOAT INSPECTIONS

2014

Boat Inspections were undertaken at 4 events during the 2014 Season.

EVENT	DATE	Number of Boats Inspected	Number of faults found.
RYDE	17/05/2014	24	10
COALPORTERS	07/06/2014	17	7
CHRISTCHURCH	28/06/2014	25	4
BOURNEMOUTH	26/07/2014	23	8
		89	29

By Club -

	No of Boats	No of Faults	
BTC	10	1	10.00
Christchurch	10	5	50.00
Coalporters	9	2	22.22
Itchen	9	2	22.22
Lymington	7	4	57.14
Newport	6	2	33.33
Poole	8	6	75.00
Ryde	9	3	33.33
Shanklin	4	2	50.00
Southampton	7	0	0.00
Southsea	4	0	0.00
Westover	6	2	33.33
Worthing	0	0	0.00
Notes	89	29	32.58

Award made
Award made

Over 100% means an average of more than 1 fault per boat.

0% means no fault found on any boats.

* Ryde had an "advisory" note ref. long rigger bolts at BTC.

Analysis of Faults found

Fault Found	17/05/2014	07/06/2014	28/06/2014	26/07/2014	Total
Buoyancy Tank	0	1	0	1	2
Stretchers	0	0	0	0	0
Heel Restraints	6	3	4	5	18
Riggers (Bolts)	2	1	0	0	3
Shell	0	1	0	0	1
Steering	0	0	0	0	0
Self Bailers	0	0	0	0	0
Bow Ball	0	0	0	0	0
Number Bracket	0	0	0	0	0
Boat ID	2	1	0	2	5
Other	0	0	0	0	0
	10	7	8	4	29

