

**The Minutes of the Hants & Dorset ARA (Wessex Region) Safety Meeting on Saturday, 26<sup>th</sup> February 2022 Southampton Rowing Club.**

Present: Safety Committee Chairman, Mark Viner – also representing Lymington Club & Milford Regatta, RRSA – Steve Bull – also representing Ryde Club and Regatta and Swanage Regatta and member of the H&DARA Safety Sub Committee. Members of the H&DARA Safety Sub Committee – Gary Joyce – also representing Itchen Imperial Club and Regatta, Mick Gisborne – also representing Southsea Club and Regatta and Adam Ratcliffe. Clubs/Events represented – Ryde (Steve Bull), Shanklin (James Thompson & Jane Denby-Roach), BTC (Adam Ratcliffe & Ed Jeffreys), Southampton & Woolston Regatta (Oliver Starkey) Christchurch (James Erwin), Coalporters (Mike Coffin & Meara Taylor), Lymington (Mark Viner), Bournemouth (Paul Newman), and Newport (Julie Clark & Julia Coulson). There were no Non-H&D affiliated Wessex Clubs in attendance.

All H&DARA Clubs & Events were represented at the meeting except Poole and Worthing. Invited but did not attend - Jo Johnston, RRRSA of Wessex East.

Mark Viner, the Chairman of the Safety Sub Committee opened the meeting at 11.10 and thanked and welcomed everyone in attendance.

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*].

RRSA Steve Bull then went on to give a summary of the activities and meetings of British Rowing National Safety Committee (NSC) which he attends in his capacity as the regions Regional Rowing Safety Adviser (RRSA). Due to the Covid-19 Pandemic no face to face Safety Meeting was held in 2021. The National Safety Committee have held monthly meetings via Zoom - all but two of which the RRSA attended – which is likely to continue. The RRSA reminded the meeting of the status of the Wessex Region within British Rowing from a Safety perspective [One vote on NSC – but reps. From Wessex West & South East Coast can attend meetings; Wessex West & South East Coast will remain responsible for review and acceptance of own Club Audits and analysis of incident reports; Jo Johnston (Dover) is Safety Adviser for South East Coast – but she is stepping down in March – no replacement has yet been announced.]

A wide range of Safety related subjects and topics were discussed at these meetings – the main areas of discussion being - RowSafe, Club Rowing Safety Audit, Incidents & Incident Reporting System, On-line Safety Learning modules, HRSA Monthly Reports, Safety Alerts, Back Stays, Life Jackets & Buoyancy Aids, Swimming & Swim Test, Safety Award, NSC Terms of Reference, changes to towing regulations, AED's and Avian Influenza. With regard to back stays the meeting agreed to recommend that Hants & Dorset ARA Clubs fall in line with the BR Recommendations that "The forward port and starboard rigger on all boats, other than single sculls, should be protected by a backstay" and that this should be a recommendation for the 2022 season and enforced from 2023. With regards to Swimming – there is a debate that it is safer to float than to swim and that be able to swim is not really necessary – but it was felt that this did not apply in a coastal situation where being able to swim was more important. The changes in the trailer towing regulations make life a little easier for clubs.

The RRSA reminded the delegates how important it was that the Club Safety Adviser contact with BR was correct and that it is kept up to date. This is usually the CWSA. Without this the Clubs, may not receive Safety Alerts, Incident Reports and other Safety information. Clubs can check and update their contact

information via contact with BR or through the BR Club Hub which has replaced the on-line BR Club Management system.

The Meeting was then briefed on the on the revised British Rowing Row Safe – and the Coastal Section. The 2021 version of RowSafe can be found at - <https://www.britishrowing.org/about-us/policies-guidance/rowsafe/> and is reviewed and revised every year. Its long and comprehensive – 213 pages - with links to other information both in the British Rowing website and beyond.

The RRSA also reminded the meeting that British Rowing Regulations do not make compliance with every provision and practice referred to in RowSafe a mandatory requirement. RowSafe continues to be, as has always been its intention, general guidance to clubs and their members on safe practice in rowing. Applying RowSafe to the particular circumstances of water, environment and participant level should in turn provide the highest achievable levels of safety for all. This is what ‘compliance with RowSafe’ means in practice.

The RRSA advised that the RowSafe update for April 2021 included - an explanation of the derivation of Safety Plans, Safety Rules and Emergency Plans, the addition of a section containing safety advice for people new to rowing, the Medical panel advice on what to do if someone collapses has been incorporated into the text and additional advice has been included on Lightning. The section on Coastal Rowing Coastal and Inshore Rowing (10.1) which is predominantly based on the submission the H&DARA Safety committee made to the NSC around three years ago – and as suggested it relates to what we have termed “Inshore Coastal Rowing” as opposed to Offshore – FISA, Gig etc. BR have now added two sections in RowSafe covering “offshore” coastal rowing – which we are not responsible for - 10.2 Fixed Seat Sea Rowing – with a sub section – 10.2.1 – Gig and other fixed seat boats safety kits and a new Section – 10.3 Ocean Rowing - with a sub section – 10.3.1 – Ocean Rowing Safety Equipment. The next update on RowSafe is scheduled for April, 2022.

The RRSA then reported on the 2021/2022 BR Club Safety Audits which was launched on 1st October 2021 and closed 30th November 2021. RRSA’s were expected to Accept / Accept with provisos / Rejects – the audit within two weeks of receipt. There was supposed to be two weeks grace form 30<sup>th</sup> November, then BROE was blocked for Clubs that had not complied and had their audit accepted. The audit remains a recognised part of the affiliation process, it’s not a “Pass” or “Fail” audit – but a statement of the Clubs situation, Audits are “accepted” – not “approved”. They are accepted if all questions are answered and if Risk Assessments have been uploaded if the response to the questions on Risk assessment uploaded had been YES. Guidance for audit procedure and use of Google Folders was sent out to all CWSA’s.

Most Wessex Clubs audits were submitted and accepted prior to the deadline – a couple missed the deadline – and two Club’s - Ryde School Boat Club and Portsmouth University have yet to comply and have been suspended from BT Competitions by BR. Southsea – were incorrectly classified as being a Wessex South East Coast Club by BR – so their audit was sent to Jo Johnston, Wessex South East RRSA who accepted it – although the Wessex RRSA did receive a copy of the audit.

The Audit completion and submission process was the same as 2021 and guidance was sent out. However, the process was not without its difficulties – most centered on the BR Google Folders and upload of files. On completion of the Audit – CRSA’s were expected to load the completed audit document into their respective BR Google Folders, which used to be done by BR, along with their Risk Assessments. But this part of the process was either not understood or proved to be difficult to achieve in some cases. On a number of occasions the RRSA’s had to be upload the audit and/or documents to the Clubs Google Folder.

There was a total of 21 audits in the H&DARA/Wessex Region – 19 now have had the audited accepted. 1 Club has not submitted - Portsmouth University BC. Reminder sent on a number of occasions. 1 has submitted but not approved - Ryde School BC. - no risk assessment uploaded. Reminder sent on

a number of occasions. These two Clubs are suspended from BR Events until they comply with the BR Club Safety Audit. Other issues with the audit were – 8 Clubs did not upload their Audit to their Google Folder – the RRSA did it; 3 Clubs put own name in Question 6 listing themselves as host club – reducing the number of questions they had to answer - all eventually corrected; 4 Clubs failed to upload their Risk Assessment and/or EAP not uploaded. All complied except Ryde School BC after RRSA queried this; 1 - Folder in Wessex H&D and in Wessex CARA. Submitted to CARA - so no notification to RRSA and not in folder. CARA accepted Southsea audit and CRSA forwarded copy; 2 - No notification E Mail received but in Google Folder; 1 –queried method – advised on procedure; 6 - documents not in Google Folder- RRSA uploaded on receipt of documents and 1 - audit delayed because host Club audit received late.

This year BR have been able to provide the RRSA with a breakdown of the Audits for the Wessex/ West Clubs, in in pdf and Excel Format. However, in spite of the reduction in the number of questions analysing in a meaningful way is still very difficult. However the RRSA have been able to extract, as he has in the past, a list of the questions that receive the most “still to address” responses - which we have considered at meetings in the past in the hope of providing solutions.

The spreadsheet had - 117 meaningful Columns. 25 columns relating to name & contact information. 16 questions required a numeric response. 6 questions related to swim tests 70 - Yes/No/To Be Addressed. As we have in the past the spreadsheet was analysed and any Questions that had three or more "To be addressed" responses were reviewed at the meeting – there were 7. The aim is to reduce this year on year. The 10 were - with number of clubs & some comments –

- Does your club have a Safety Policy? (3). *Example available on request.*
- Does your club provide training in risk assessment and safe practice? (5). *Meeting briefed on BR Safety Training through RowHow – however you may have to be a members of BR to access this training. RRSA to check.*
- Does your club have an Emergency Action Plan (EAP) within the Club Safety Plan which is communicated to all club members? (3). *Example available on request.*
- Does your club have immediate access to a defibrillator? (3). *around five clubs did.*
- Does your club have rules in place on boating in dark/low/poor visibility situations? (3). *Example available on request.*
- Does your club require participants who are unable to demonstrate the minimum swimming standards to wear a life jacket, receive training in capsized procedure and reach a satisfactory level of competence in, for example, a single sculling boat? (3). *Discussed in some detail.*
- How does your club determine members' ability to swim? [Practical or sign-off]. (4).

Possible solutions were discussed.

Online Incident Reporting – analysis of thirteenth year. The meeting briefly reviewed the reasons why incidents need to be reported – and the process involved. They were required so that lessons can be learnt, procedures improved and statistics provided - and for insurance purposes – and was a requirement of the ROSPA report on Safety in rowing and they are an important formal record of an incident – in case of repercussions later. Reports are completed on-line via BR Website on a “relatively” simple form to complete – with more detail added if an incident is flagged as serious and a “Simple Capsized” option available. Anyone can complete an incident report and it’s better to receive more than one on the same incident than none. Copies of all incident reports submitted automatically sent to Regional Rowing Safety Advisor, National Safety Advisor and BR and for incidents that may generate BR individual insurance claim BR are obliged to advise their insurers.

Some national statistics were available and were shared with the meeting taken from a very detailed report produced by Stephen and Andrea Worley and circulated to all the regions CWSA’s – it’s a 35 page document and is difficult to analysis – but some hi-lights were picked out – there were 1, 939 incidents reported in 2021 (1477 in 2020 – a Covid effected year). Of those, 779 involved simple capsizes (675 in 2020) and 1160

described as “significant” incidents (802 in 2020). The number of Reported Incidents in 2021 has risen close to pre-Covid levels even though we were operating under some restrictions in the first part of the year.

The top eight causes of significant incidents in 2021 was – Last year in [Brackets].

- POOR LOOKOUT. 505/44%. [ 2020 - 316/39%]
- NON-ADHERENCE TO NAVIGATION CODE. 186 /16%. [2020 – 91/11%].
- POOR LOOKOUT & NON ADHERANCE TO NAVIGATION CODE. 99/9% [2020 - 71/9%]
- FALLS & OTHER INJURIES. 93/8%. [2000 - 54/7%].
- FAILURE TO CHECK EQUIPMENT. 82/7%. [2000 - 98/12%].
- ANTISOCIAL BEHAVIOUR. 54/5%. [2000 - 71/9%].
- POOR STEERING. 30/3%. [2000 - 25/3%].
- HEALTH. 21/2%. [2000 – 20/2%]

BR NSC recognise a problem with under reporting – which they addressed in 2018 with some success – although it certainly still exists. BR recognise and congratulate the top five clubs who have reported most incidents for their “positive approach to safety” – and they receive a certificate of commendation. The RRSA is not entirely comfortable with this approach – as they are arguably the most “unsafe” clubs! In 2021 the Lea R. C. reported the most incidents – with 71, Lataymer School and Marlow were 2<sup>nd</sup> with 47 followed by Maidenhead with 40. No Wessex/H&DARA Club appeared in the top ten - CHRISTCHURCH with 32 were the “top” Wessex/H&D ARA region club. All H&D Clubs except Bournemouth – who were not active - reported at least one incident.

Incidents recorded in the region – 133 (78 in 2020) of which only 6 came from CARA Clubs (11 in 2020), leaving 125 from H&D/Wessex Clubs (67 in 2020) which 6 were linked/duplicated – leaving 119 (66 last year). In addition there were three H&D ARA Boat Inspection summaries in 2021. 65 were simple capsizes (26 in 2020, 47 in 2019). Christchurch reported the highest number of incidents at 32, Itchen and Poole were 2<sup>nd</sup> with 11.

With 125 incidents reported – it’s difficult to select ones to review – but the RRSA selected a couple that he thought were of interest –

17414. A group of 20 Southampton Canoe Club Members were on a training session when they were approached by what was believed to be a Southampton University Quad which narrowly missed several of them forcing them to take evasive action – and capsizing one. There was also a pair afloat and a coach in a coaching launch but he would not comment of the incident.

17520. A Coalporters Junior 2x was passing under Northam Bridge closely followed by a coaching launch when a member of the public threw two half bricks off the bridge which landed between the double and the coaching launch. This sort of incident of anti-social behaviour seems to happening more often.

Nationally the RRSA was invited to comment on 39 reports from other regions and did so where he thought he had something to contribute. In 2021 - 14 Incident Reports in our region were opened for comment – three of which related to the Boat inspections; one related to the need to report the incident to the Police; Two sought clarification of details of the incident; One was a racing incident – on the River with three Clubs involved and the others was where there was more than one Club involved and the RRSA sought a comment/report from the other Club/Clubs.

Safety incidents Reported by H&D (& Wessex) Clubs in 2021 at Hants & Dorset Events. There were only eight Regattas + plus the Southcoast Championships, the Itchen Junior Regatta and the Southampton Coastal HARR held in the region in 2021 – due to the Covid-19 Pandemic. There were 10 BR incident reports submitted for incidents at H&D ARA Events – none significant. The RRSA suspect there were more – and a number were not reported – but as he did not receive any copies of the racing officials reports where

incident should be recorded he cannot prove this. The RRSA is to request copies of H&DARA Race Officials reports for next season from Martin Bradbeer.

H&D Safety Committee Boat Inspections undertaken in 2021 and the plans for 2022. There were three boat inspections undertaken at the limited number of events held in 2021 – at BTC, Woolston and Itchen Regatta's and one full heel restraint check but no Life Jacket inspections. At BTC Regatta 21 boats were checked with 3 faults found; at Woolston Regatta 19 boats checked with 7 faults found and at Itchen Regatta – 18 boats checked with no faults found. At the full Heel Restraint check at Woolston Regatta 43 boats were checked with 7 faults found

After each boat inspection a BR incident report was raised recording the Club with a failure which was detailed in the report, submitted and opened for comment - an approach that has been adopted by British Rowing National Safety Committee as an example of best practice. Lymington, Newport, Poole, Ryde, Shanklin, Southampton and Southsea - went through all boat inspections, including the full heel restraint – with no faults found but as there were so many and the season so short no awards were made at the Hants & Dorset Dinner. NOTE: Bournemouth were not active in 2021.

It was agreed that the Boat Inspection Policy for 2022 should be the same as in recent years with Boat Inspections taking place at random H&D ARA Competitions selected by the Safety Sub-Committee at which at least two boats, selected at random from each club in attendance would be inspected to the laid down criteria. In addition at least one full heel restraint check would take place plus an inspection of Life Jackets.

It was suggested and accepted by the meeting that one club be selected at random for a check on all boats at some events – and that “dyneema” is the recommended heel restraint material.

Regatta/Event Audits received and a report on last season's audits and plans for 2022.

All 11 competitions held in 2021 submitted their event safety documentation which was approved by the RRSA. Policy in 2022 – it was agreed that Clubs who failed to send a representative to the 2021 Safety Meeting would have their event audited – so this will apply to Poole Regatta.

Policy in the past has been that it was felt that the race officials reporting system already hi-lighted safety concerns and this would be used alongside safety committee members observations to hi-light events where a re-audit would take place + those not attending the annual safety meeting.

The meeting where then briefed on the position regarding BR's Public Liability Insurance for events – where we believe that British Rowing are willing to allow the long-standing agreement between BR & H&DARA to allow H&D Events to take out BR Public Liability Insurance is to remain in place and that BR will continue to provide insurance to all Hants and Dorset competitions. However at least six H&DARA Clubs had found alternative Public Liability Insurance cover – usually through their own Club Insurance and in most cases at no additional cost - saving the events some expenditure. This will have cost BR and their Insurers at least £700 in lost revenue. We assume that the process will be the same as the last few years - events apply direct to BR for cover - and the Regions RSA confirm that the correct documents are in place and that they have been checked - and BR will then issue the Public Liability Insurance Certificate on payment of the appropriate fee which was £121 in 2021. The contact at BR - BR have asked us to use - [clubs@britishrowing.org](mailto:clubs@britishrowing.org)

The Association Safety equipment was discussed including its status after 2021 season. Gary Joyce had undertaken the task of checking the kits and ensuring that they were ready for the new season. The 10 H&D lifejackets have been serviced for the 2022 season - Service by Ocean Safety, Southampton. All Life Jackets have now been fitted with a crutch strap. The three kits had been checked – and were in reasonable condition except for one of the loud hailer which needed repair, one of the air horns was missing and needed replacing plus new batteries would be needed for all the Loud Hailers. We

have added to the Safety kits – ref Covid-19 – Hand Sanitizers, Disposable Gloves, Face Masks and anti-septic wipes for the use of Race Officials. As an experiment for 2022 the Loud Hailers will be stored in robust boxes to try and offer them greater protection.

It was emphasised to the meeting that the Hants & Dorset ARA Safety Kits and equipment was for the use of the Race officials – in an emergency - and that it was the events responsibility to provide all the equipment needed to run the event.

In 2019 the Hants & Dorset ARA purchased portable defibrillator which was passed from event to event along with the Race Officials safety Kits and Life Jackets ensuring that there was a defibrillator at every H&D ARA event regardless of whether there is already one available nearby or one is provided by the host club and/or their First Aid Provider. The unit purchased was a - **Phillips Heartstop HS1 First Aid Defibrillator with soft carry case** for ease of taking it around to events, a four-year battery a set of adult pad cartridges and eight years manufacturing warranty and is described as “uncomplicated and easy to use”. A new set of pads was purchased in 2020. Additional information on the Defibrillator can be found in the Safety Section of the Hants & Dorset ARA Web site at – [www.hdara.co.uk](http://www.hdara.co.uk)

There was a question with regards to pad cartridges for a child should also be available and the RRSA agreed to investigate this.

It should also be noted that the Defibrillator is stored with the Hants & Dorset Life Jackets in their waterproof bag – as at one Regatta in 2021 the Defibrillator could not be located – but was there.

Format of the Hants & Dorset Water Safety Commission. After a brief discussion, it was agreed that the Terms of reference for the Water Safety Sub Committee should remain unchanged and the Chairman, Mark Viner of Lymington Rowing Club, Wessex Regional Rowing Council Safety Advisor, Steve Bull of Ryde R. C. and Sub Committee Members - Gary Joyce, of Itchen Imperial Rowing Club, Adam Radcliffe of BTC Rowing Club and Mick Gisborne of Southsea Rowing Club should be re-elected on block – subject to ratification at the Associations AGM. The RRSA – Steve Bull – agreed to continue to act as the Secretary of the Safety Committee until at least next year’s meeting.

The Venue for 2023 Meeting. The meeting agreed that According to the Rota – for 2023 we should visit CHRISTCHURCH.

#### Any other business.

There were six items of any other business discussed -

- Safety information on H&DARA Web site – where the additions and amendments made in 2021 were recorded.
- South Coast Championships. The H&DARA were hosted the South Coast Championship Regatta last year on the 18<sup>th</sup> of September, at the Royal Victoria Country Park, Netley, Southampton. The boats inspection teams organised by Gary Joyce had worked really well with all boats inspected and a few faults found – mostly heel restraints – which were corrected on the day.
- Safety training within a club – see attached. Appendix B. The question was asked if you had to be a members of BR to access this material as all safety material should be free to view – the RRSA was to investigate.
- Covid-19 – there was a discussion on the provision of Covid-19 protocols and Event Risk Assessments – which most event had produced in 2021 and some local authorities were asking for in 2022 although Government restrictions had been relaxed.
- There was a New Club within the Wessex Region – about to affiliate to BR – “Coastal Rowing Academy” based on Hayling Island – appears to be mostly FISA boats with no intention to affiliate to H&DARA.

- The wearing of wellington boots for coxswains and coaches was discussed and it was recommended that coxswains do not wear them and that coaches should use the “sailing” type which can be secured at the top or wear waterproof legging over the boots.

There being no other business the meeting closed at 1.50pm.

Steve Bull.

Association Secretary.

March 2022. [Minutes taken and written by Steve Bull, March 2022]

*The attached Appendices form an integral part of these minutes –*

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

*[Appendix B] Incident Reports – by reason.*

*[Appendix C] Incident Reports – by Club.*

*[Appendix D] Safety training within a club.*

At the conclusion of the meeting some delegates joined the Safety Sub Committee in a re-audit of the safety facilities and procedures of the Southampton Rowing Club that were found to be satisfactory although some minor areas where improvements could be made were pointed out.

**The Regional Rowing Safety Advisers (and H&D ARA Safety Committee's) Report to the Associations 2021 Autumn Council Meeting and to the 2021 Annual General Meeting of the Wessex Regional Rowing Council.**

BR, National Safety Committee and National Safety Committee (NSC) Meetings. There have been no “face to face” National safety Meetings for around 18 months – although we had held brief National safety Meeting most months via Zoom and I “attended” most of these.

There are no current plans to resume “Face to Face” meetings that I am aware of – the staging of Zoom Meetings certainly saves time and money and are probably as effective.

Among the matters discussed at NSC Zoom Meetings was – RowSafe, incidents of interest, the club audit, Clubs/Events of concern (none in Wessex), Event Safety plans and the incident reporting system – where agreed improvements have not yet been made due to lack of IT resource at BR.

The governance issues i.e. the terms of office of representatives appears to have reappeared and this may affect the RRSA’s position in the future – but this is still under discussion – especially with replacement volunteers in all regions hard to recruit.

The Hon. BR Water Safety Adviser (HRSA) - Stephen Worley sends out a monthly report which is forwarded to Club RSA's and the BR Safety Alerts which Club RSA's should receive direct from BR - are also sent out again by the RRSA to try and ensure they are not missed.

Annual BR Club Audit. All Wessex region clubs duly completed the 2020 BR Club audit – more or less on time. All the audits are archived on BR’s google drive which RRSA’s and CRSA’s have access to and where Clubs & Event Risk Assessments are also archived. But note - to be of value the BR database needs Club Management information to be up to date - a Club responsibility.

The 2021 Club Audit – went live on or around 4<sup>th</sup> October and closes on 16<sup>th</sup> November. The RRSA is supposed to Accept / Accept with provisos / Rejects – the audit within two weeks of receipt. Cut-off - and suspension from racing in BR events for non-compliance will take place 6<sup>th</sup> December. There are no significant changes to the questions this year. Soft reminders would be sent – by E Mail – along with Guidance for use of Google Folders. Reports will be sent out to RRSA’s, by region, in CSV / Excel format. CWSA are reminded that they have to upload their completed Audit to their BR Google Folder along with copies of Risk Assessments, safety plans etc....

H&D Safety Meeting. The Hants & Dorset Club Safety Meeting was held over Zoom on the 27<sup>th</sup> February, was well “attended” and seemed to be pretty successful.

Event Safety Audits. All H&D (Wessex) events that took place 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 if requested BR were advised so that the BR Event Public Liability insurance would be issued by BR on payment of the appropriate fee.

Incident Reporting. In the period from 1<sup>st</sup> January to 30<sup>th</sup> September I have records of ninety-two incidents (92) in the Wessex Region of which 7 were linked leaving eighty-five (85). Of these only four were recorded by CARA Clubs (they would appear to be remarkably safe!) leaving 81 incident recorded by Wessex West Region/H&D Clubs of which sixty-three came from Hants & Dorset Clubs and eighteen from Wessex West Clubs. There is probably still an element of under reporting – and I had to remind a number of Clubs about incident I was aware of that had not been initially reported. Of the 81 incidents submitted by Wessex/H&D Clubs 3 related to H&D ARA Equipment inspections. These will be analysed in detail along with those reports received between 1<sup>st</sup> October and 31<sup>st</sup> December - at the 2022 H&D ARA safety meeting which is scheduled to be held at Southampton and will probably be held in February and be a “face to face meeting - when I would also hope to have some national statistics available.

There were only four incidents reported from events – but I have not seen the Race Officials Reports for this season so I do not know if more incidents were recorded by Race Officials – but again I suspect that there is under reporting here.

As of 31<sup>st</sup> September there were also seven Wessex/H&DARA Clubs had not recorded any incidents at all in 2021 – Shanklin, Dolphin, Ryde School Boat Club, Winchester College, Bournemouth University, Portsmouth University and Canford School – although it is not clear how active all of these Clubs are. All Hants & Dorset



Clubs except Shanklin and Bournemouth – who were not active - recorded at least 1 incident. The most incidents recorded – at 25 was Christchurch. Bryanston School were second with 16. All the others were in single figures.

Boat inspections at H&D/Wessex Events. Unannounced and random boat inspections were undertaken by the H&D ARA Safety Committee at only three H&D events during this reduced season – BTC, Woolston and Itchen Regatta's. A total of 58 boats of all types were inspected with 9 faults found - some boats having more than one fault.

As ever the largest fault found was heel restraints – in fact all 9 faults found were with heel restraints. A full heel restraint check on every boat present was undertaken at Woolston Regatta - with 43 boats and 7 faults found. The safety Sub Committee were unable to complete a full inspection of Coxswains Life Jackets this year. The BR incident reporting system was used to summarise the results of the boat inspections once again and by opening these for comment ensured the Club Safety Advisers were advised of the issues with their boats as quickly as possible and could comment - and some did! The National Safety Committee continue to regard this as an example of good practice and are encouraging other regions to adopt this system. Seven Clubs – Lymington, Newport, Poole, Ryde, Shanklin, Southampton and Southsea - went through the inspection process with no faults found during any of the boat inspections but due to the limited extent of the season and boat inspections and because there was no Life Jacket inspection this season we will not be awarding any awards at the H&DARA Presentation Dinner this year.

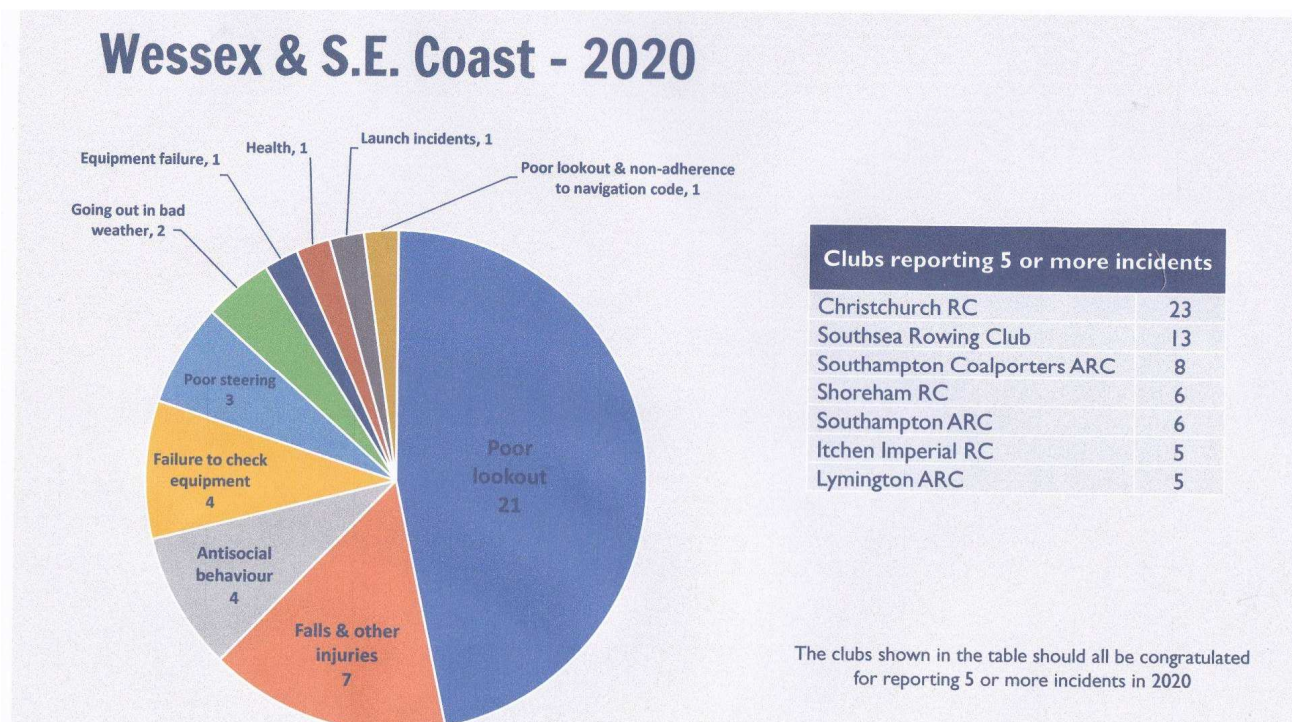
H&D Race Officials Safety Equipment. Although not returned yet for their end of season inspection and refurbishment it is believed that the H&D ARA Safety equipment has survived another season fairly intact although there will be the inevitable wear and tear. New boxes have been provided for the Loud Hailers to try and give them more protection. All the Life Jackets were professionally serviced prior to the season - and the intention remains to do this annually. The Association owned Defibrillator is still operational – and is kept with the Life Jackets - but has thankfully not been needed.

Steve Bull.

Wessex Region Safety Adviser and Hants & Dorset ARA Safety Committee.  
October 2021.

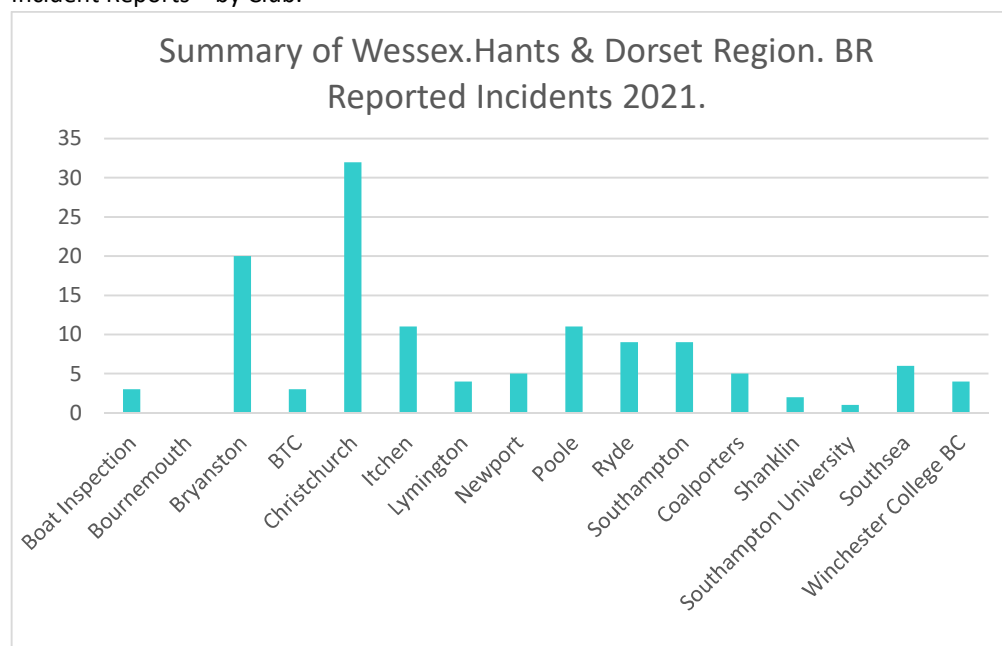
[Appendix B] Incident Reports – reason.

Incident Reports – by reason.



[Appendix C] Incident Reports - by Club.

Incident Reports – by Club.



[Appendix D] Safety training within a club.

**Safety training within a club.**

There was a request for advice on the safety training by British Rowing that should be completed by Club Members, Coaches and Club Rowing Safety Advisers.

These can be found under the heading Online Learning under RowHow.

- There are two Capsize and Recovery Modules, one for Rowers and one for Coaches.
- Safety Basics has been updated and now includes the material that was in both the old version of the Safety Basics module and the Intermediate Risk Management Module. Intermediate Risk Management has been withdrawn.

The following training was recommended –

**Members**

- Capsize and Recovery for Rowers
- Cold Water and Hypothermia
- They should also be invited, but not required, to complete Safety Basics.

**Coaches**

- Capsize and Recovery for Coaches.
- Cold Water and Hypothermia
- Safety Basics

**Club Rowing Safety Adviser (CRSA)**

- Capsize and Recovery for Coaches - I think it would be useful for the CRSA to know what Coaches are advised to do. Often the CRSA runs the capsized drill.
- Cold Water and Hypothermia
- Safety Basics
- Advanced Risk Assessment - Completing this is specified in the CRSA Job Description in section 3.4 of RowSafe. This training is currently being updated to run under new software, but the content of the new version will be largely unchanged.