

**Minutes of the Hants & Dorset ARA (Wessex Region) Safety Meeting on Saturday, 13th February, 2015 at Poole A. R. C.**

Present: Clubs/Events represented - Southsea, Ryde, Shanklin, Itchen, BTC, Coalporters, Southampton (+ Woolston Regatta), Lymington, Christchurch and Poole plus Swanage Regatta. Non-H&D affiliated Wessex Clubs/Schools and Universities were invited and Canford School attended. Phil McCorry, RRRSA of Wessex East invited but did not attend.

The only H&D Rowing Clubs/Events not in attendance were Newport and Westover & Westover (+ Bournemouth Regatta). Neither had sent apologies. No individual apologies were received.

Mark Viner, the Chairman of the Safety Sub Committee opened the meeting, thanked and welcomed everyone in attendance and expressed his disappointment at the non-attendance of Newport and in particular of Westover – who were host Club Pool's closest neighbors.

The meeting then considered the minutes of the last meeting which had been previously circulated and were agreed to be a correct record on a proposal from Adam Radcliffe, seconded by Richard Wardsworth – 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*).

He then went on to give a brief 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). He 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; Phil McCorry (Bexhill) is Safety Adviser for South East Coast.] He went on to advise that as the regions Rowing Safety adviser (RRSA) he had attended 3 of the 5 BR National Safety meetings that were planned for 2015 – one early in the new year – one in September and one in December – all three held at the BR HQ at Hammersmith. But was unable to attend the spring and summer meetings due to a clashes with H&D event at which I was officiating. Among the matters discussed at NSC was – the ongoing review of RowSafe which due to lack of IT support, resources and funding at BR had had been further delayed; the roles of the paid staff at BR; the re-write of the Tideway code; Boat Trailers – plating, MOT's and trailer towing and licensing; various incidents including the two fatalities and incidents involving BR Crews – and general improvements to the incident reporting system. Much time was spent discussing safety issues relating to Adaptive/disability/ rowability – rowing. Bow balls and bow shapes were discussed and there was a briefing on the BR conference at Leeds - which Phil McCorry attended to represent Wessex views from a safety point of view.

Brief discussions followed on other areas of Safety related matters within BR -

British Rowing Safety Alerts. Sent to the E Mail address registered with BR by each Club for Safety and also to the H&D/Wessex Safety Contact E Mail list – by the RRSA – when received as a “belt and braces”. There were Five issued in 2015 – on Head Injuries, Outboard Motor Safety, Adaptive Rowing Straps and Lights on Rowing Boats.

HRSA Monthly Reports. Stephen Worley BR's Hon. Rowing safety Adviser issues a monthly report and the RRSA forwards these to all Wessex/H&D Club Safety Advisers. This surprised the National Safety Committee – only Wessex appear to do this – although the HRSA has no objections.

New BR Web Site. The BR Web Site has been re-launched - but in spite of the NSC's lobbying BR are refusing to give safety a prominent “button” on the home page – which again is an illustration of their poor attitude towards safety. The NCS lobbied hard for Safety to be very prominent on the new site – but were not very successful. Information on Safety is quite difficult to find – and the Incident Reporting system – even more so which was very disappointing.

Prominence of Safety in BR. When making my Regional Safety Report to the September Wessex Regional Rowing Council Meeting, chaired by Colin, the RRSAl mentioned comments - both formal and informal - made at NSC meetings regarding BR's approach to safety - for example the prominence of the safety section on the new BR website, the lack of any consultation or information regarding the change to the software for the Club Audit system and the apparent lack of availability of IT resources for safety, the delays in updating row-safe and the discussions on a lack of BR funding for safety issues and the "pulling of the capsized drill video from U Tube". Our Regional Chairman had reported these concerns at Council and lobbied for BR to do better – which appears to have struck a nerve – and the BR HRSA (Stephen Worley) brought this up at the next NSC meeting stating that “we should not forget one of the key principles (or whatever it is called) in the strategic plan is "Pulling Together". Which although true - when the RRSAl's comments were explained the meeting endorsed his view. A good example of all this is the Capsized Drill which someone put on “YouTube”. We been told that it will be removed as it should only be available to people who have done the BR capsized drill training and should not be freely available to others. There is some logic in this as BR (or at least BR Education & Training) say that it is important to do all the training in the Capsized Drill course and not just to view the video. The NSC view is different and it is that all BR Safety information should be freely available to everyone, or at least to BR members. A cynic may think that this is to protect the revenue of BR E&T, for example one capsized drill course cost £52 per person for BR Members and £80.50 for non-members. A copy of the Video has been “ripped” and if anyone wants a copy they should approach the RRSAl – and in the short term, until removed the U Tube link will be added to the Safety pages of the H&D Web Site.

Removal of Free Access Safety Information from Website. The NSC view is that all safety information and videos should be freely and readily available.

Coastal. HRSA/BR still don't seem to have any idea of our type of Coastal Rowing – they assume that “Coastal” is “Gig” or “FISA” style Coastal Rowing and have little understanding of our type of coastal rowing in spite of frequent explanations given.

The RRSAl explained 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 on-line BR Club Management system. From analyses of Club Audits, the RRSAl was concerned that – Bournemouth University, Lyminster, Newport, Poole, Coalporters, Winchester and the University of Portsmouth may have the wrong E Mail addresses registered and they were asked to check this.

BR Club Safety Audits. RRSAl reported that all were eventually completed – a couple missed the deadline but only by a few days. The only Clubs to be briefly suspended from Racing by BR for failure to comply were – Bournemouth University Boat Club where there was an issue because they stated they operated under Canford Schools CWSA and Rules – but Canford did not agree - eventually resolved when Bournemouth Uni re-submitted with own Safety Adviser and rules in place – and Southampton University – who did not submit their audit until the end of January. The questions were much the same as last year - the key difference this year is that once a club selects the option declaring that they do have a Risk Assessment they were asked to upload the document to the system. The same applies for the Club Safety Plan, Competition Safety Plan and a First Aid Emergency Action Plan where applicable. Most did. So the committee now has a large number of example risk assessments. The Clubs represented at the meeting agreed to share these with other Clubs in the region if/when appropriate – and the RRSAl was asked to review them for good assessments that could be published as examples of good practice. There were a few issues with the audit noted including the fact that you can't now look back at last years and will have to start from scratch, some experienced a Web Site crash on a number of occasions meaning that they to start again and some could not save their audits. The biggest issue with the Club Audit from the RRSAl's point of view is that BR have changed the software – without any consultation with the NSC and while Clubs will notice little difference it's a big problem for RRSAl's who have to approve them as all we are now going to get is a pdf copy E Mailed to them and there is no longer any on line platform where we can analyze the responses or download into a spread sheet for ease of use. No one on the NSC felt this was acceptable – and we asked that this be taken up with BR as a matter of urgency. But there was little optimism that BR would come up with an early fix – which proved correct –

they still have not! As a result, the RRSA has been unable to provide the usual analyses of the results – in terms of the questions where Clubs had indicated they were “still to address” which we have considered at meetings in the past in the hope of providing solutions.

The questions will be reviewed next year with a view to dropping some as it was generally agreed that the audit is too long, some questions are irrelevant and some unrelated to safety – the audit presumably being used by BR to gather information for other reasons. The NSC plan is to remove any question that does not relate to safety.

However, the audit does provide Clubs with the opportunity to do a gap analysis and come up with Action Plans to improve safety in their Clubs which they were encouraged to do. Mike Green from Christchurch mentioned an Induction Book he was working on which he agreed to share with the committee on completion.

On Line Incident Reporting – analysis of sixth 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 following Blockley and Reading incidents and they are an important formal record of an incident – in case of repercussions at a later date. Reports are completed on-line via BR Website and are “Relatively” simple form to complete – with more detail added if an incident is flagged as serious and a “Simple Capsize” option is available. Anyone can complete an incident report and its better to receive more than one on 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.

The RRSA did not have a full analysis of incidents reported nationally at the time of the meeting but was aware that more than 2000 incident reports had been submitted nationally between 1<sup>st</sup> January and 30<sup>th</sup> September and 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. Capsize is the 2<sup>nd</sup> largest incident at around 300 – although one suspects many more have taken place. Nationally therefore collision avoidance – is a big concern.

In the Wessex Region there had been 83 incidents reported during the year – 6 of these related to H&D boat inspections and 8 were from CARA Clubs and 1 was incomplete leaving 68 – of these 11 were from Wessex only Clubs and 57 were from H&D Clubs and 23 were in Competition and 45 in training. 5 duplications leaving 63 individual incidents recorded in the Wessex West/H&D Region.

The RRSA had requested two improvements to the incident reporting system – 1) When an incident report is made naming several Clubs only the primary club's CWSA seem to receive a pdf copy automatically. Any other Club mentioned just get an E mail to say they have been mentioned in an incident report - and to ask for details from the RRSA. A change has been requested so that any Club mentioned in an incident report automatically get a copy saving them having to contact the RRSA and for him to advise them about the incident. 2) To help tackle the obvious under reporting - it these days of smart phone and instant access - BR need an Incident Report Ap. for smart phones.

The RRSA can opened 16 Incident Reports for comment – 6 of these related to the Boat inspections which did receive some comments/responses. Most of the others were opened because more than one club was involved – and/or an Incident report was only received from one of them – or only from an Event Official. Very few of these received any further comment. The RRSA was invited to comment on 45 reports from other regions and did so where there was something to contribute.

The summary of incident types within the Wessex Region was – Boat Inspections – 6; Capsize – 27; Collision – 16; Swamping – 3; Boathouse – 4; Equipment – 1; Health – 10, Land training – 1; Obstruction – 1. There

were 4 summaries of incidents at H&D Events by Event RSA's – which was considered by the meeting to be good practice and to be encouraged. [*Appendix B. Incident Reports – reason*].

Christchurch had reported 15 incidents, Itchen 8, Shanklin & Bournemouth Collegiate - 7 and Ryde 6 – which were considered to be examples of good practice – in that they submit incident reports - rather than poor safety procedures. Lymington, Winchester College, Bryanston and Canford Schools and Bournemouth and Portsmouth Universities reported no incidents during the year – and Newport – just one – by a race official – which the meeting found hard to believe and was a likely indication of under reporting. [*Appendix C. Incident Reports by Club*].

Seven incidents of note were reviewed by the meeting – including the cardiac arrest suffered by a Poole Oarsman in training – who survived thanks to the quick reactions of those in attendance which lead to a commendation from British Rowing echoed by the meeting. Discussion on the incident led to a discussion on the availability, ease of use and location of defibrillators.

An incident reported submitted this year had also led to a Special Commendation from the BR HRSA - as it was particularly detailed or can be used to drive significant improvements in safety. The report into a recent incident in Southampton and the subsequent discussion was particularly helpful in identifying an at-risk behaviour in such a way that action will be taken to address that behavior and improve safety – and a note of congratulation to all those involved was received from the BR HRSA.

During the discussions on incidents – a couple of points were made – the need for crews to check all club boats, the fitting of crutch straps to life-jackets and there regular servicing. The need for Risk assessments to be undertaken even for Club only events.

The tragic death of Michael Hill. [Tin Fish 005. Man Overboard with resulting Fatality (Michael Hill)] and the Conclusions and Recommendations following the Incident investigation by the PLA was discussed. The Conclusions were – CAUSES. 1. Mechanical issues. Thames Rowing club run and maintain a number of TIN FISH coaching craft. The vessels undergo twice yearly in house checks and the outboard engines are externally serviced at the same time. Despite these checks, the issues with the interlock and throttle on the outboard engine, could result in the outboard being started in gear and with significant throttle being applied. 2. Kill Cord. The evidence suggests the kill cord was not connected to the casualty as it was intact and remained attached to the vessel. This is supported by witnesses who observed TIN FISH 005 out of control and operating at speed. Had the kill cord been connected to the casualty then the vessel would have remained in close proximity to the casualty after he had entered the water. 3. Lifejacket. The body of the casualty was recovered from the water without a lifejacket. While colleagues have noted the casualty was a habitual wearer of lifejackets, there is no firm evidence to support the wearing of a lifejacket at the time of the incident. 4. Lone Working. At the time of the incident, the casualty was navigating TIN FISH 005 alone and not in close proximity to any other rowers or river users. As a result, there were no witnesses to the event and therefore no one was able to render assistance to the casualty or raise awareness of the incident with emergency services. Discussions followed of the Safety of Tin Fish and night time rowing both of which, in the view of the RRSA should be banned – in most circumstances – although this few was not shared by all at the meeting – Christchurch using a Tin Fish – and several clubs who row in the dark.

Safety incidents Reported by H&D (& Wessex) Clubs in 2015 and at the 2015 Hants & Dorset Events. It was noted that the Race Officials Reports had recorded 33 safety related incidents at H&D ARA events but only 12 BR Incident Reports had been received for incidents during competitions – further proof of significant under reporting. (see summary attached). Incident summaries had been received from four Regattas – Ryde, Shanklin, Southsea and Swanage. (*see attached Appendix D*).

Boat Inspections undertaken in 2015 and the plans for 2016. Unannounced and random boat inspections were undertaken by the H&D ARA Safety Committee at four H&D events during the season – Christchurch, Woolston, Swanage and BTC Regatta's. A total of 84 boats of all types were

inspected with 18 faults found – some boats having more than one fault. The number of boats inspected was slightly less than last year (2014 - 89) but the number of faults found showed a significant improvement on the 29 recorded in 2014 – which is an encouraging trend. As ever the largest fault found was heel restraints – at 18 – around 80% - the other 3 being no boat ID. Two Clubs – Itchen and Shanklin – went through the inspection process with no fault found during any of the inspections – and have received an award in recognition on this. A full heel restraint check on every boat present was undertaken at Bournemouth – with 50 boats checked – and just 4 faults found – again an encouraging trend - and a full inspection of Coxswains Life Jackets was undertaken at Swanage – with 26 Life Jackets examined with 9 failures. 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! This method of reporting on equipment inspection was hi-lighted at the September NSC meeting where it was well received – and thought to be an example of good practice – which the Regatta Control Commissions should consider adopting. (H&D/Wessex lead the way!). The meeting agreed that the process should remain the same for the 2016 season. (see attached Appendix E).

Regatta/Event Audits received and a report on last season's audits and discussed the plans for 2016. The RRSA reported that 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 – which for 2016 will be £110. All H&D Events except Newport use the BR Public Liability insurance scheme – Newport use another provider. The policy in 2015 had been that - re-audits would only be undertaken where requested or where concerns were raised and on an occasional random basis. It was felt that the race officials reporting system already hi-lighted safety concerns and this would be used alongside safety commission member's observations to hi-light events where a re-audit would take place. All events submitted a self-audit in 2015. No events were re-audited in 2015 but it was proposed that Newport should be re-audited in 2016.

The Association Safety equipment was discussed including its status after 2015 season. Gary Joyce had undertaken to check the kits and life Jackets reporting that -

- H&D Safety kit 3 - checked and okay.
- H&D Safety kit 1 - Missing 1 x Mediwrap blanket and 1 x air horn.
- H&D Safety kit 2 - Megaphone not working.
- The following H&D lifejackets (11 in total) have been serviced 10/15 - 85221, 85238, 129483819, 29585220, 29585222, L140601413A, 29585239, 29585236, 070520395, 29585231, 29585237
- LIFE JACKETS – surprisingly the missing one has been returned!
- All have been serviced this year.

Apart from replacing the missing and repairing the damaged parts it was agreed that no additions or changes to the kits or Life Jackets were required.

BR Row Safe – and the Coastal Section. The RRSA reported that among the matters discussed at NSC was – the ongoing review of RowSafe – where Wessex has submitted a re-draft of the Coastal section for consideration and adoption – after extensive consultations within the region however little progress had been made with the review as a whole. Stephen Worley, the HRSA, has been asked to produce a time plan; the aim is to complete RowSafe by end 2016. The structure, philosophy etc. have already been defined and the review should be quick, not nit-picking. The Sport Committee review will be done by Andy Crawford in one day.

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 Lyminster Rowing Club, Wessex Regional Rowing Council Safety Advisor, Steve Bull of Ryde R. C.

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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 Venue for 2017 Meeting. The meeting agreed that the venue for the 2017 Meeting, to be held February on a date yet to be decided, would be BTC Rowing Club in Southampton, in line with the current rota.

Any other business. The RRSA advised the meeting of new Adaptive Rowing Safety Guidance for Event Organizers which could be found at - <http://www.britishrowing.org/events/adaptive-rowing-safety-guidance>; The Tideway Code – a comprehensive guide to rowing on the Tideway produced by the Thames Region which was useful guide for all clubs and users of the Tideway and it can also be found online at [http://www.pla.co.uk/assets/THE\\_ROWING\\_CODE.pdf](http://www.pla.co.uk/assets/THE_ROWING_CODE.pdf); Information on a new light weight alternative to the GTeck life jacket which could be found at - <http://www.dcrainmaker.com/2012/09/the-swim-it-in-depth-review.html> and it was not BR approved or endorsed – but maybe of interest.

Mike Green, CRSA at Christchurch mentioned that there was no river authority on the Stour at Christchurch making policing and enforcing rules difficult – and encouraged all Clubs to sign up to the Hampshire and IW Coach Network.

There being no other business the meeting closed at 2.05pm with thanks to Pete Jacobs and Poole Rowing club for their hospitality.

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 Poole Rowing Club – which proved to be satisfactory.

[Minutes taken and written by Steve Bull, February, 2016]

Steve Bull.  
Association Secretary.  
February, 2016.

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M. Viner, Chairman.

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 – reason.

[Appendix C] Incident Reports - by Club.

[Appendix D] SAFETY RELATED INCIDENTS AT EVENTS.

[Appendix E] Details of Boat Inspections.

**Appendix A. Secretaries Report (Report to H&D Autumn Delegates Meeting/Wessex Region AGM)**

*Copy of the report to H&D Autumn Delegates Meeting/Wessex Region AGM circulated with E Mail invitation to the meeting.*

The Regional Rowing Safety Advisers (and H&D ARA Safety Committee's) Report to the Associations 2014 Autumn Council Meeting and to the 2015 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 2015 – 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 and summer meetings due to a clashes with H&D event at which I was officiating – but would hope to attend December's meeting (which may now take place in January).

Among the matters discussed at NSC was – the ongoing review of RowSafe – where Wessex has submitted a re-draft of the Coastal section for consideration and adoption – after extensive consultations within the region – however due to lack of IT support, resources and funding at BR the RowSafe review has been further delayed and is now expected to be completed until next year.

Other topics covered were – the roles of the paid staff at BR; the re-write of the Tideway code; Boat Trailers – plating, MOT's and trailer towing and licensing; various incidents including the two fatalities and incidents involving BR Crews – and general improvements to the incident reporting system. Much time was spent discussing safety issues relating to Adaptive/disability/rowability – rowing. Bow balls and bow shapes were discussed and we were briefed on the BR conference at Leeds - which Phil McCorry will attend and will represent Wessex views from a safety point of view.

The BR Web Site will be re-launched soon – but in spite of the NSC's lobbying BR are refusing to give safety a prominent "button" on the home page – which again is an illustration of their poor attitude towards safety – where in the main they still just pay "lip-service".

Hon. BR Water Safety Adviser – 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 2014/2015 BR Club audit – although some were a little late in complying – risking suspension from racing by BR.

The 2015/2016 Club Audit – has now gone live and Club RRSA should have had an E Mail to this effect from BR. The questions are much the same as last year except there is an additional requirement to upload a copy of your risk assessment if you say you have one. I.e. if you don't have one – be honest and say so. You also can't now look back at last years and will have to start from scratch! The questions will be reviewed next year with a view to dropping some as it was generally agreed that the audit is too long, some questions are irrelevant and some unrelated to safety – the audit being used by BR to gather information for other reasons. The audit must be completed, submitted online and accepted by your Regional Rowing Safety Adviser before 30th November. Any clubs that do not submit their audit, or it is yet to be accepted by their RRSA by the deadline are suspended from entering races from 1st January, 2016. The biggest issue with the Club Audit is that BR have changed the software – without any consultation with the NSC and while Clubs will notice little difference it's a big problem for RRSA's who have to approve them as all we are now going to get is a pdf copy E Mailed to us and there is no longer any on line platform where we can analyze the responses or download into a spread sheet for ease of use. No one felt this was acceptable – and we asked that this be taken up with BR as a matter of urgency. It sort of sums up the BR attitude to the work of the NSC – and is a bit depressing!

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 – and have assured us that this provides suitable cover.

Incident Reporting. There were no national statistics available at the September NSC meeting – but it is still believed that there is much under reporting of incidents – nationally and within the Wessex Region. Nationally collisions remain the biggest incident reported – regionally it's capsized.

In the period from 1st January to 31st August I have records of sixty-one incidents recorded by Wessex Region Clubs – seven 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! Of the remaining 54 incident reports 5 related to H&D ARA Equipment inspections, and 4 were duplications – covering 9 reports – leaving 45 actual separate incidents logged – which will be analyzed in detail along with those reports received between 1st September and 31st December – at the 2016 H&D ARA safety meeting which will probably be held in February.

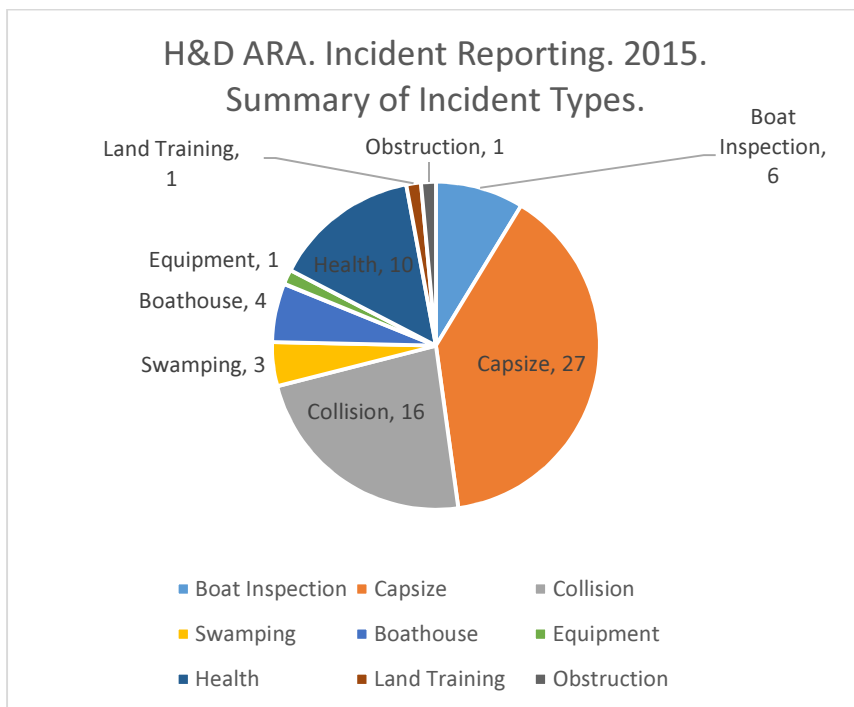
Boat Inspection at H&D/Wessex Events. Unannounced and random boat inspections were undertaken by the H&D ARA Safety Committee at four H&D events during the season – Christchurch, Woolston, Swanage and BTC Regatta’s. A total of 84 boats of all types were inspected with 18 faults found – some boats having more than one fault. The number of boats inspected was slightly less than last year (2014 - 89) but the number of faults found showed a significant improvement on the 29 recorded in 2014 – which is an encouraging trend. As ever the largest fault found was heel restraints – at 18 – around 80% - the other 3 being no boat ID. Two Clubs – Itchen and Shanklin – went through the inspection process with no fault found during any of the inspections – and will/have received an award in recognition on this. A full heel restraint check on every boat present was undertaken at Bournemouth – with 50 boats checked – and just 4 faults found – again an encouraging trend - and a full inspection of Coxswains Life Jackets was undertaken at Swanage – with 26 Life Jackets examined with 9 failures. The BR Incident reporting system was used to summarize 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! This method of reporting on equipment inspection was hi-lighted at the September NSC meeting where it was well received – and thought to be an example of good practice – which the Regatta Control Commissions should consider adopting. (H&D/Wessex lead the way!).

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. The Life Jackets are also believed to be in a good condition – and we appear to have recovered the missing one – as 10 were put into the “system” at the beginning of the season – and by mid-season there were 11! It is our intention to have all these life-jackets serviced this winter.

Steve Bull.

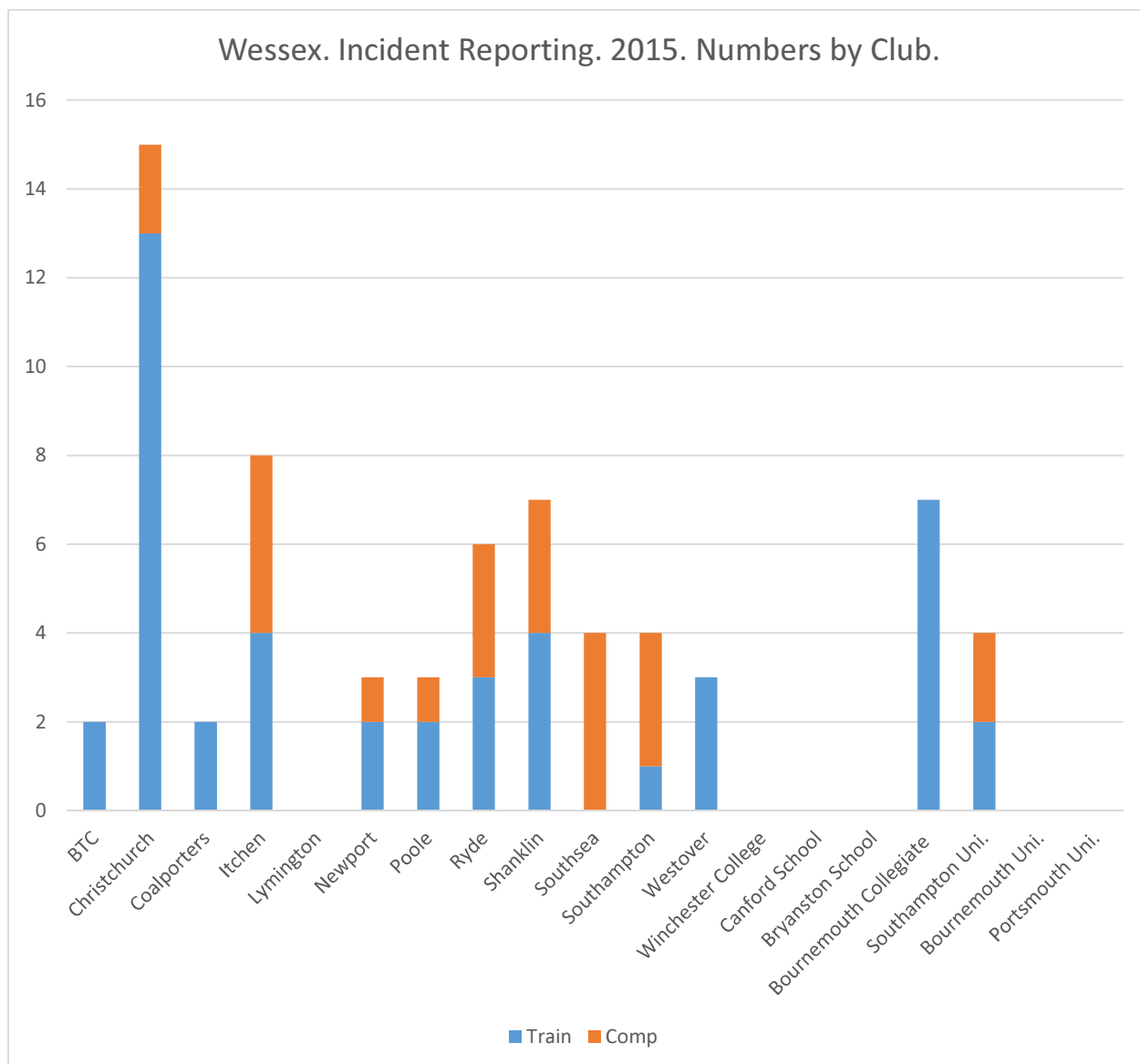
Wessex Region Safety Adviser and Hants & Dorset ARA Safety Committee.  
September, 2015.

[Appendix B] Incident – reason.





[Appendix C] Incident Reports - by Club.



[Appendix D] SAFETY RELATED INCIDENTS AT EVENTS.

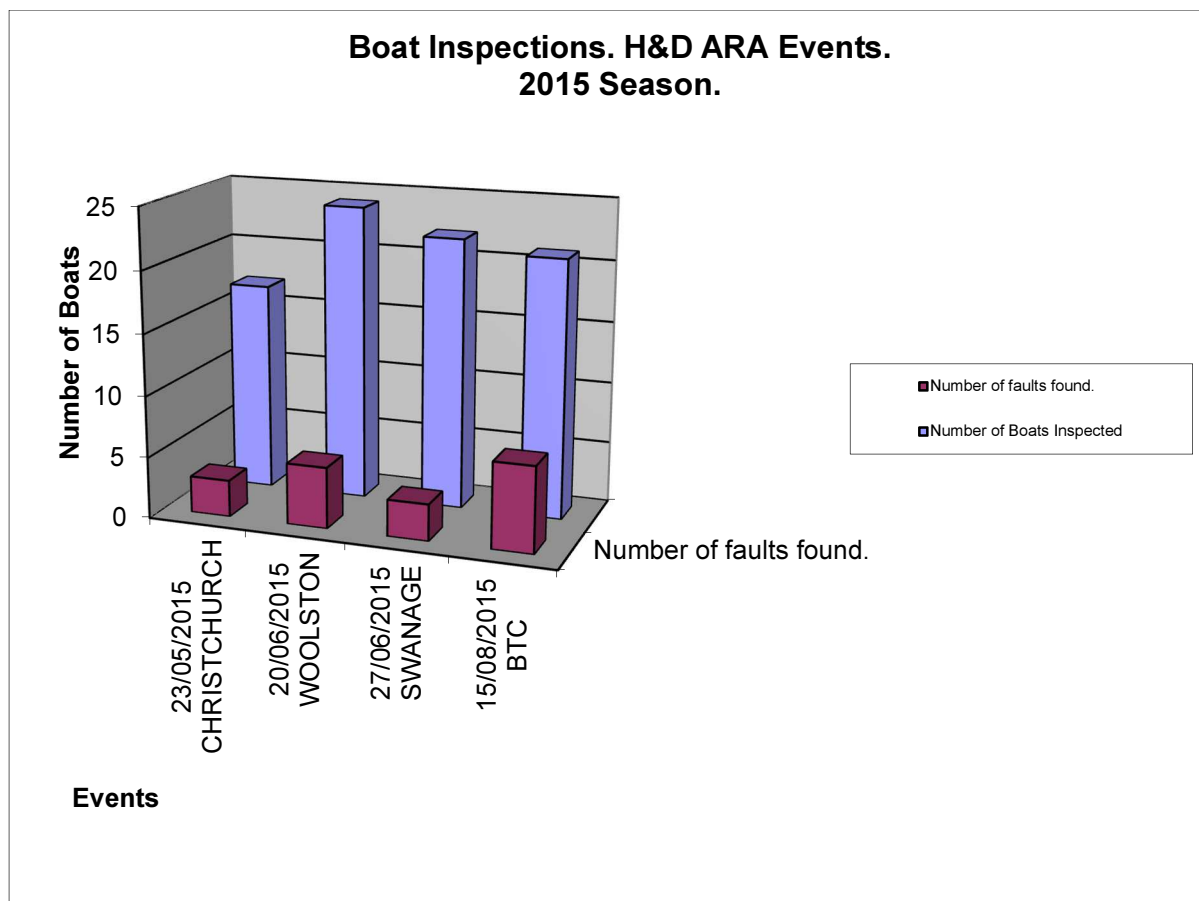
**SAFETY RELATED INCIDENTS AT EVENTS.**

Number of Safety related incidents recorded on Race Officials reports.

Event	Incidents recorded on Race Officials Form	BR Incident reports received	Summary of Incidents received
Itchen Eights & Fours.	0	0	
Head of the Stour	1	1	
Southampton Coastal HRR	0	0	
Christchurch	1	1	Reported by Race Official not Club.
Ryde	4	24485	

Shanklin	2	2 YES
Woolston	2	0
Swanage	1	0 YES
Newport. Fours.	0	0
Newport. Small & Junior.	2	1
Southsea	7	24827
Bournemouth	6	3
Poole	0	0
Itchen	2	0
BTC	1	0
Coalporters	0	0
Lymington	4	0
	33	12

[Appendix E] Details of Boat Inspections.



### Boat Inspections. H&D ARA Events. 2015 Season.

