

**Hants & Dorset Amateur Rowing Association.  
WATER SAFETY COMMITTEE.  
Acting as agents for Rowing Safety for the  
WESSEX WEST REGIONAL ROWING COUNCIL.**



**Hants & Dorset ARA  
Safety Meeting.**

**Saturday, 17th February at 1pm\*.**

**RYDE ROWING CLUB.**

**Following inspections of Newport,  
Shanklin and the Ryde's boathouse at  
the Folly.**

**Hants & Dorset ARA Safety Meeting.  
INVITATIONS/INTRODUCTIONS.**

**INVITATIONS/INTRODUCTIONS.**

All H&D Club & Event Rowing Safety Advisers were invited to the meeting and H&D Club & Regatta secretaries were copied – and Jo Johnstone from Deal who took over from Phil McCorry as RRSA for CARA this year.

Representatives of Non-Hants & Dorset ARA affiliated Wessex West Region Clubs were also invited and were welcome to attend – but were made aware that much of the content of the meeting relates specifically to Hants & Dorset ARA Clubs.

As agreed all invitations were via E Mail.

Prior to the formal start/or on completion of the meeting those in attendance were invited to join the Water Safety Committee members in a re-audit of the Safety procedures and facilities of the Newport, Shanklin and Ryde's Folly Boathouse as well as the main Ryde Clubhouse.

## Hants & Dorset ARA Safety Meeting. Agenda.

- 1) Apologies
- 2) Minutes of the last meeting. *Note: Previously circulated – a copy can be downloaded from the Hants & Dorset ARA Web site at – [www.hdara.co.uk](http://www.hdara.co.uk). See downloads section.*
- 3) Secretaries Report (Report to H&D Autumn Delegates Meeting/Wessex Region AGM) [See attached]
- 4) To receive a report on the British Rowing National Water Safety Committee Meetings.
- 5) BR Row Safe.
- 6) BR Club Safety Audits.
- 7) On Line Incident Reporting – analysis of 9th year – and stats (if available from BR).
- 8) Safety incidents Reported by H&D (& Wessex) Clubs in 2017 and at 2017 Hants & Dorset Events.
- 9) Boat Inspections - report on last seasons Inspections and plans for 2018. [See attached]
- 10) Regatta/Event Audits - reports on last seasons audits and plans for 2018.
- 11) To review Association Safety equipment including status after 2017 season. (Gary Joyce).
- 12) Review of availability of defibrillators at H&D Clubs & Events and need for Association owned unit.
- 13) Format of the Hants & Dorset Water Safety Committee.
- 14) Venue for 2019 Meeting.
- 15) Any other business.

## Hants & Dorset ARA Safety Meeting. Apologies, Minutes & Report to H&D Council & Wessex AGM.

- 1) Apologies.
- 2) Minutes of the last meeting  
*Previously circulated – a copy can be downloaded from the Hants & Dorset ARA Web site at – [www.hdara.co.uk](http://www.hdara.co.uk). See downloads section.*
- 3) Secretaries Report (Report to H&D Autumn Council Meeting/Wessex Region AGM)  
**ALREADY CIRCULATED/DISTRIBUTED.**

**Hants & Dorset ARA Safety Meeting.**

**4) Report on the British Rowing National Water Safety Committee Meetings.**

**Status of region with British Rowing. REMINDER.**

- Wessex has one vote on National Safety Committee – but reps. From Wessex West & South East Coast can attend meetings.
- Wessex West & South East Coast remain responsible for review and acceptance of own Club Audits and analysis of incident reports (although BR appear to have an issue splitting incidents!).
- Jo Johnstone (Dover) is new Safety Adviser for South East Coast taking over from Phil McCorry.

**Hants & Dorset ARA Safety Meeting**

**4) Report on the British Rowing National Water Safety Committee Meetings.**

As the regions Rowing Safety adviser (RRSA) I attended all 3 of the BR National Safety meetings that were planned for 2017 - one in March, one in September and one in December. A meeting was also scheduled for July – but this was cancelled and replaced with a Conference call – but I was unable to take part in this due to H&D Commitments.

**A Report on NSC Meetings was circulated in advance.**

### Hants & Dorset ARA Safety Meeting

#### 4) Report on the British Rowing National Water Safety Committee Meetings.

A wide range of Safety related subjects and topics were discussed at these meetings – the main areas of discussion being – [with more information on some to follow\\*](#) -

**BR reduction in funding**

**Medical.**

**RowSafe.\***

**Club Rowing Safety Audit.\***

**Incidents.\***

**Clubs/Events of concern.**

**Discussions with British Canoeing.**

**Heel Restraints.\***

**Club Hub.\***

**Volunteer of the Year Award.**

**Governance Review.**

**HRSA Monthly Reports.**

**Safety Alerts.**

**Event Safety Plans.**

**Regional AGM Safety Reports.**

**Equipment.**

**NSC Meeting Dates – for this year.**

### Hants & Dorset ARA Safety Meeting

#### 4) Report on the British Rowing National Water Safety Committee Meetings.

NOTE: Club Safety Adviser - contact with BR.

It is important Clubs have the correct E Mail address registered with BR for Safety Matters – usually the CWSA – and keep it updated. Without this the Clubs may not receive Safety Alerts, Incident Reports and other Safety information. Update via contact with BR or through the on-line BR Club Management system – and in theory they will advise me of any changes.

## 5) BR Row Safe.

- The long awaited major revision of RowSafe finally went live in early 2016 and is now a web enabled document with hyper-links – there will not be a printed copy issued by BR - although it can be downloaded.
- An Annual review takes each April – same time as rules of racing. In between time issues that arise covered by Safety Alerts. Remember RowSafe are expectations not rules. Its advice and guidance not minimum standards.
- How do I find it?
  - Go to the [British Rowing](#) home page
  - Click on “Knowledge”
  - Find “Safety”
  - Click on RowSafe
  - Click on the link to RowSafe

## 5) BR Row Safe.

### RowSafe 2018.

- The RowSafe - update for April 2018 to includes - Advice on epilepsy (based on British Canoeing advice); extended radio operating procedure with an additional urgency working example as written for a BR event; removing the link to the Scottish RYA advice on types of launches as link no longer works; remove the link to the 2008 lightening guidance and replace it; use of Macon's by J13s - its all about the gearing – waiting on report from Tech committee; insert links to all other Safety Alerts issued since the 2017 revision. Note: radio licencing (not needed now in RowSafe as it has been included in Club Hub) and there will be a section on “Ocean Racing” added.

## 5) – and the Coastal Section(s).

- 10. Coastal Rowing

- 10.1 Coastal and Inshore Rowing.

This is predominantly based on the submission we made to the NSC around nearly two 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 new sections to RowSafe covering “offshore” coastal rowing –**

**10.2 Fixed Seat Sea Rowing – and a sub section – 10.2.1 – Gig and other fixed seat boats safety kits.**

## 6) Club Safety Audits – report on last year's audits.

- A revised Club Audit was launched on 2nd October/close 27th November. Giving RRSA's a couple of months to check and accept before BR suspends clubs from racing. It remains a recognised part of the affiliation process and as such it had to be **completed, submitted online and accepted by the Regional Rowing Safety Advisor (RWSA) no later than 27<sup>th</sup> November 2017 with suspension from racing (BR) if not submitted and accepted by 1<sup>st</sup> January, 2018.**
- The number of questions that had to be answered was further reduced with most of those that were not safety related now removed (now 81).
- Its 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.

## 6) Club Safety Audits – report on last year's audits.

- LAST YEARS AUDITS.
- All Wessex Clubs audits have been accepted except Bournemouth University – who have yet to submit an audit and are presumably suspended from Racing in BR events.
- Two Clubs had still not submitted their Audit by 1<sup>st</sup> January and were suspended from Racing/OARSA by BR for failure to comply.
- These were Southampton University and Bournemouth University. Southampton have since complied.
- Bournemouth University finally submitted an audit on 9<sup>th</sup> Feb – seeking early acceptance as they wanted to enter Head races. However I initially rejected the audit for a “hosting” issue – which they have now corrected and I finally accepted the audit on 13/2/18.
- Seven Club Audits were initially not accepted – due to missing /incorrect responses, failure to upload risk assessments or “host Club issues”.
- 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 – and sent me a copy.
- Solent University Boat Club - I can now confirm that although they are hosted by Coalporters they are not affiliated to British Rowing.

## 6) Club Safety Audits – report on last year's audits.

- **Acceptance by RRSA.**
- **Issues/Reasons for non-acceptance.**
- Clubs stating in their submitted Audit that they had uploaded to the Clubs Google Drive Folder copies of their Risk Assessments – but had not. Solution is to upload the Risk Assessment – or change the response to the Questions from “YES” to “NO” or “TO BE ADDRESSED”.
- Clubs stating in their submitted audits that they were a “hosted” Club when they were not – several Clubs stated that they were hosted by themselves. The questions asked of a “hosted” Club automatically reduces from 81+ to 41 – therefore a number of questions were unanswered. The correct response to the “hosting” question is “NONE OF THESE” unless you are a hosted Club.
- Clubs answering question in their submitted audit with an “X” rather than “NO” or to be addressed.

## 6) Club Safety Audits. – report on this year's audits.

- BR were eventually able to address the problem we had in 2016 when our ability to download the audit responses into a spreadsheet was not available.
- This year they were able to provide this again for Wessex, in Excel Format – after I requested the information – and presumably this has been done for other regions.
- However in spite of the reduction in the number of questions analysing in a meaningful way is still very difficult.
- However I have been able to extract, as I have 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.
- This has been circulated.

## 6) Club Safety Audits. – report on this year's audits.

- **Club Safety Audits 2017. Wessex/H&DARA Region.**
- **Analysis of items "TO BE ADDRESSED"**
- **BR converted to Clubs Audits for each Region into a spreadsheet.**
- **The spreadsheet had - 125 Columns. 34 columns relating to name & contact information. 16 questions required a numeric response. 7 questions related the provision of tours – all Wessex clubs stated they don't tour provide rowing tours, 68 - Yes/No/To Be Addressed.**
- **Last year spreadsheet was analysed and any Questions that had five or more "To be addressed" response's listed for review – there were 9.**



## 6) Club Safety Audits. – report on this year's audits.

- **This year reviewing any that had five or more “to be addressed” - still 9 – but shows some progress. Aim is to reduce year on year.**
- The 9 are –
- Does your club review its risk assessments regularly (typically annually)?(Please only tick "Yes" if you have uploaded an up-to-date copy of your Risk Assessment for club activities and your Club Safety Plan to your Google Drive folder) [4].
- Does your club have an Emergency Action Plan (EAP) within the Club Safety Plan which is communicated to all club members? (Please only tick "Yes" if you have uploaded an up-to-date copy of your Emergency Action Plan to your Google Drive Folder) [8]
- Does your club provide information on diseases most likely to be encountered by club members, either on their home water or when they visit other venues? [4].

## 6) Club Safety Audits. – report on this year's audits.

- Does your club regularly monitor the British Rowing online reporting system to gather information on club incidents and use the statistics to develop safer practices? [5]
- Does your club have written procedures in place for the use of safety aids and ensure that all members understand and follow them? [5]
- Have a service record in the maintenance log: Does your club ensure that, before use, all lifejackets and buoyancy aids. [4].
- Does your club have rules in place on boating in dark/low/poor visibility situations? [9]
- Does your club require all launches to carry a plate stating the maximum weight it can safely support, together with this translated into the number of adults? [5]
- Does your club require launch drivers to hold, as a minimum, the RYA Level 2 powerboat certificate (appropriate to water conditions; inland; coastal and use: Safety boat) or equivalent certified training? [5]

## 7) On Line Incident Reporting – reminder of the process.

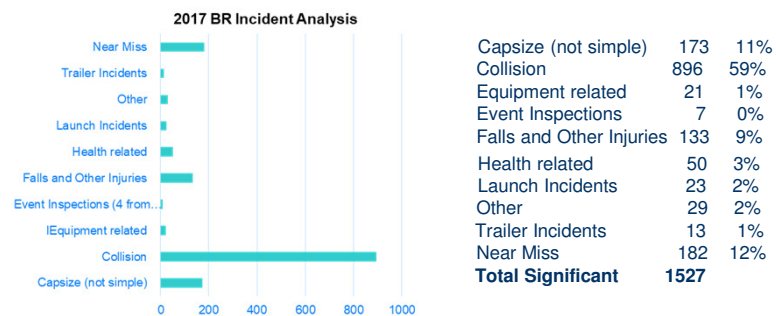
- Required so that lessons can be learnt, procedures improved and statistics provided - and for insurance purposes – and was a requirement of the ROSPA report on Safety in rowing following Blockley and Reading incidents.
- Important formal record of incident – in case of repercussions at a later date.
- On-line via BR Web-site. “Relatively” simple form to complete – more detail if event flagged as serious.
- “Simple Capsize” option available.

## 7) On Line Incident Reporting – reminder of the process.

- Anyone can complete an incident report.
- 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.
- Incidents that may generate BR individual insurance claim. BR are obliged to advise insurers.

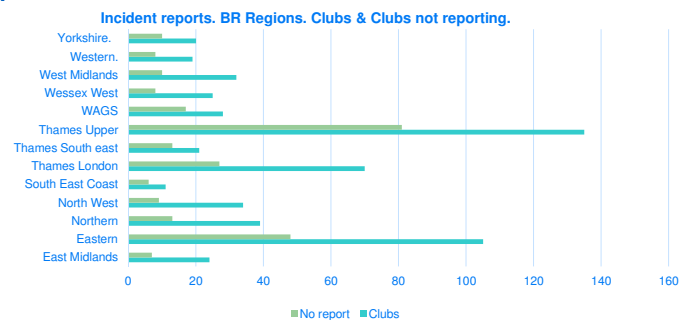
## 7) On Line Incident Reporting – 2017. analysis of 8th year – National. (BR stats).

There were 2269 incidents reported. Of those, 742 (33%) (604 in 2016) involved simple capsizes and 1527 (67%) (1196 in 2016) described "significant" incidents. The following table contains a breakdown of the significant incidents:-



## 7) On Line Incident Reporting – 2017. analysis of 8th year – National. UNDER REPORTING.

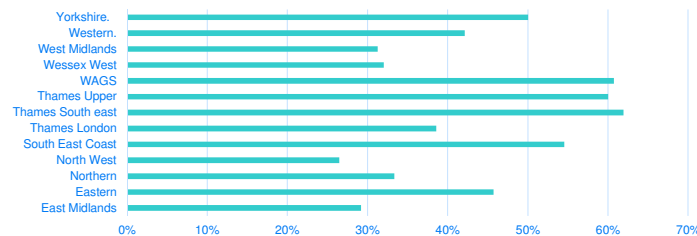
- BR NSC recognise a problem with under reporting – which the hope to address in the coming year.
- BR figures show 563 Clubs, 257 of which did not report an incident in 2017 – 46 %.



## 7) On Line Incident Reporting – 2017. analysis of 8th year – National. UNDER REPORTING.

- Wessex West – actually better than most – 25 Clubs – no reports from 8 – 32% - 4<sup>th</sup> best behind North West, East Midland and West Midland.
- Wessex West Clubs not reporting – BTC, Bryanston Buffalos, Canford Crocodiles & School, Portsmouth University, Ryde School Boat Club, Southampton University Medical School BC and Winchester College.

Incident Reports, Clubs not reporting, by BR Region as a % of Clubs in the Region.



## 7) Improvements to on-line Incident Reporting System.

I have asked BR for two improvements – these were agreed but have still not been implemented – BR Resource issue?

- 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. I have asked that all Clubs mentioned automatically get a copy saving them having to contact the RRSa and for him to advise them about the incident which I get this several times a year.
- To help tackle under reporting - it these days of smart phone and instant access – BR need to develop an Incident Report Ap. for smart phones. I believe this would increase the number of incidents reports as it would allow them to be done almost immediately.

## 7) On Line Incident Reporting. Opened for comment.

- RRSA can “open” incident for comment/ discussion - and send to – other clubs and individuals involved as long as BR membership number is known – and/or other RRSA’s.
- In 2017 I opened 11 Incident Reports for comment – 4 of these related to the Boat inspections which did receive some comments/responses.
- Five of the others were opened because more than one club was involved – and/or I only received an Incident report from one of them – or only from an Event Official – this prompted additional comments on two of them – but no further information on three – two involving Newport. One other was to seek clarification that no other club was involved – and was to allow the attachment of some related files.

## 7) On Line Incident Reporting. Opened for comment. Nationally.

- Nationally I was invited to comment on 53 reports from other regions and did so where I thought I had something to contribute.
- I read all of these. While I accept I may have missed something - I only felt that 4 were of real relevance and worth sharing with the meeting.
- 1) Use of coke as a post capsized treatment. (the drink not the drug!)
- 2) Advise about algae blooms.
- 3) Towers - the driver is responsible for his load.
- 4) Tragic death of coach. + support for witnesses.

## 8). Incident Reporting, 2017. Wessex Region.

Excluding CARA/Wessex South East Coast

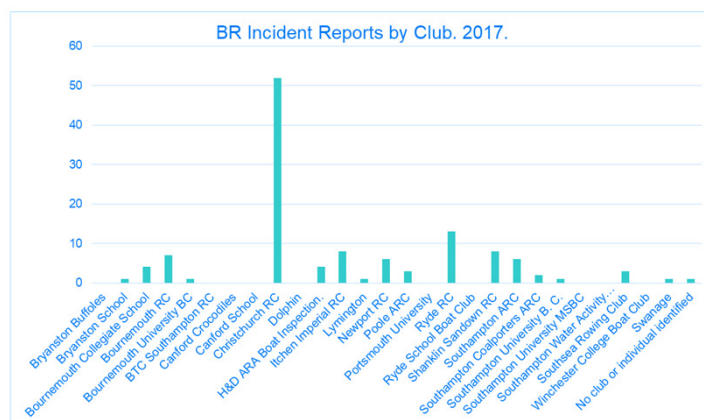
Some basic facts –

Incidents recorded in the region – 137 of which 11 came from CARA Clubs, leaving 126 from H&D/Wessex Clubs of which 4 were linked/duplicated – leaving 122.

4 of these were for H&D ARA Boat Inspections & 5 were event summaries - leaving 113 of which 43 were simple capsizes.

Question - If a Club reports a high number of incidents – if this conscientious reporting or an indication of an unsafe Club?

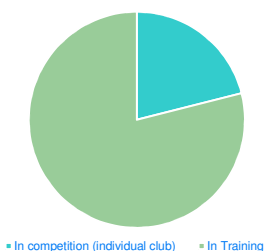
## 8). Reported Incidents, 2017. Wessex/H&D Region. By Club!



Clubs should analyse their incidents for patterns/learning points. (See Ryde report).

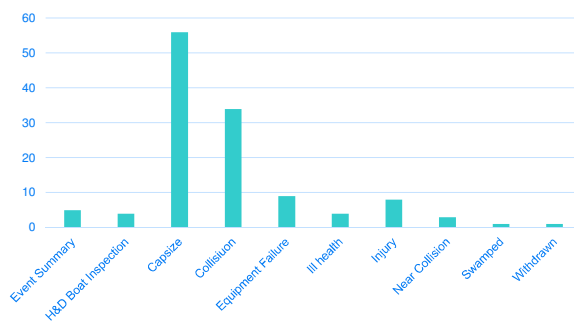
### 8). Reported Incidents, 2017. Wessex/H&D Region. Training v Competition.

Reported Incidents -  
in training (90) & in competition (24).



### 8). Incident Reporting, 2017. Wessex/H&D Region. Total incidents reported by Type.

Type of Incident (RRSA definition)



## 8) Incidents of note – to review at the meeting –

- With 137 incidents reported – its difficult to select ones to review – but there was one I thought worth looking in more detail – 8694.
- “A” frame on Ryde R. C. Trailer snapped  
Need to inspect on regular basis.



### Other observations –

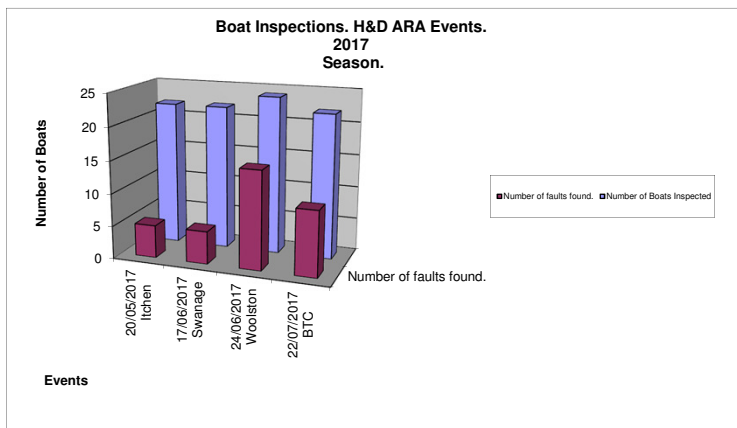
River Itchen and Stour both seem quite dangerous places! (busy!)  
Quite a few incidents on the Itchen involved boat to boat collisions or near collisions.  
Quite a few incidents on the Stour involved collisions with static objects – buoys, banks.

## 8) Safety incidents at the 2017 Hants & Dorset Events.

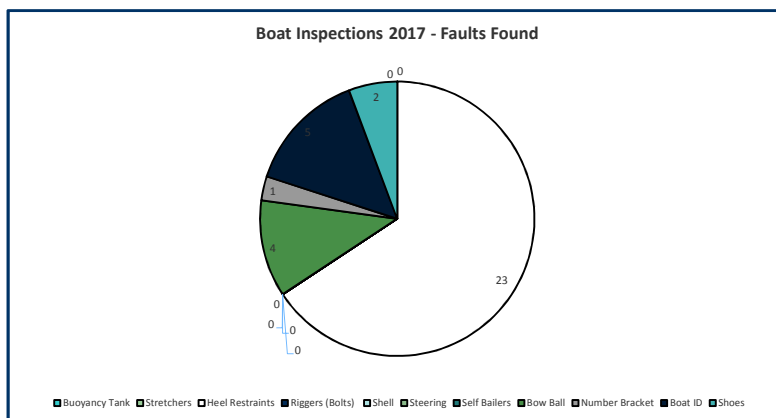
- 18 events – including 3 Head Races - 1 cancelled, 1 Junior Regatta –with 1 cancelled (Newport) and 1 Regatta that were cancelled (Milford). [19 last year].
- Would expect to receive report from each club involved plus event safety adviser - which could be in the form of a summary of incidents on one report if all of a minor nature.
- These were received from Ryde, Shanklin, Swanage, Southsea and Itchen Junior and are in addition to the -
- 18 Incident reports received – including the four summaries (8 last year). So that indicates an improvement.
- Some reports were duplicated. Event Safety Adviser & Clubs.
- Eight of the events held indicated – “no significant safety incidents”.
- H&D race officials reports noted 19 safety related incidents – slightly more than the 14 recorded last year. Better reporting?
- Assuming H&D Officials recorded all safety incidents implies less under reporting than in previous years.



## 9) Boat Inspections at H&D ARA Events – 2017.



## 9) Boat Inspections at H&D ARA Events – 2017. Analysis of faults found.



## 9) Boat Inspections - Life Jackets.

- In 2017, as agreed at the last Safety Meeting an inspection of Life Jackets was undertaken – this time at Woolston Regatta.
- 31 Life Jackets were inspected (a record – 18 in 2016, 26 in 2015).
- 16 Faults were found around – 48% - against 56% in 2016 and 70% in 2015 so improvement year on year.
- Figures are misleading as some Life Jackets had more than one fault.
- Faults found -
- Five with no Firing Mechanism Clip fitted.
- Six had the “pull toggle” to inflate the life jacket hidden.
- Five had no Crutch Strap fitted (a recommendation).
- None were found where the CO2 Cylinder had been fired.
- Most Clubs now seem to have annual service in place.

## 9) Heel Restraint Checks & Safety, Notification via IR and Award.

- In addition to the boat inspections a full Heel Restraint check on every boat was undertaken – at Woolston Regatta.
- 44 boats were checked (49 last year) at with 10 faults found.

After each boat inspection an 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.

**NOTE:** No Clubs went through all boat inspections, including the full heel restraint and Life Jacket checks – with no faults found and so no safety award was made at the Hants & Dorset Presentation Dinner.

## 9) Heel Restraints. National situation.

- NSC recommend changing to FISA Rule ref. Heel Restraints – which is very similar to the H&DARA recommendation issued in 2017 (below the fixed point or below the horizontal).
- Rules of Racing Committee rejected NSC recommendation. prompting a bit of a “constitutional crisis”.
- NSC very unhappy with this decision and challenged with an approach to Andy Crawford – BR CEO.
- As a result all agreed to introduce FISA rule from 1 April 2019 so the official statement is now - ***The heel restraint rule will be changed in 2019 to bring it into line with the equivalent FISA rule.*** I think that's a “win” for the NSC.

## 10) Regatta/Event Audits - reports on last seasons audits and plans for 2018.

- 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. All H&D Events except Newport use the BR Public Liability insurance scheme – Newport use another provider.

## **10) Regatta/Event Audits - reports on last seasons audits and plans for 2018.**

- All events submitted a self-audit in 2017.
- 3 events were re-audited in 2017.
- Policy in 2017 – it was agreed that Clubs who failed to send a representative to the 2017 Safety Meeting – Christchurch, Coalporters and Newport would have their event audited – which duly took place with no major issues found.
- 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.
- Candidates for re-audit in 2018? – not represented at the meeting.

## **10) Regatta/Event Audits - reports on last seasons audits and plans for 2018 - BR Public Liability Insurance.**

- BR have decided that they will no longer honour the long standing agreement between BR & H&DARA to allow H&D Events to take out BR Public Liability Insurance.
- See over for BR statement -

## 10) Regatta/Event Audits - reports on last seasons audits and plans for 2018 - BR Public Liability Insurance.

*The BR statement - "There has been a long standing agreement between BR and the Coastal Associations (WEARA, Hants & Dorset and CARA) that as long as their competitions that are requesting BR insurance have been approved by their respective Associations and they confirm that a risk assessment and safety plan have been submitted, then we (BR) are able to include them on our insurance. However the requirements for insurance have recently been reviewed by insurers and in order to continue insuring events that are not affiliated to British Rowing, we are required by our Insurers to confirm the following:*

*The competition is run:*

- *under British Rowing Rules of Racing*
- *in full compliance of RowSafe, with the appropriate risk assessments documentation provided*
- *with current British Rowing umpires*
- *with a Race Committee of at least 3 Umpires in order to comply with the Rules of Racing.*

*This clearly reflects a reconsideration of the risk by insurers who have indicated that compliance with the BR provisions in the Rules of Racing is a condition precedent to the granting of cover. Effectively, a non-affiliated competition which doesn't meet this criteria will have to provide its own insurance cover. Accordingly, we are sorry that on this occasion, we are unable to assist you."*

## 10) Regatta/Event Audits - reports on last seasons audits and plans for 2018 - BR Public Liability Insurance.

*H&D ARA response - On behalf of the Association I have responded to BR stating that as far as I am concerned H&D Events do meet this criteria in the sense that while not operating under the BR Rules of Racing the H&D ARA Rules of Racing are very similar especially regarding safety; H&D Clubs and Events fully comply with Row Safe; H&DARA have their own certificated and qualified umpires - who are represented on the BR Umpires Committee and we have an event committee similar to BR's race Committee in place at events (H&DARA Event safety Rules. 2.0 Event Committee). I also pointed out to them that they (BR) are happy to accept H&D ARA Race Officials for BR organised and run events - i.e. the British Offshore Rowing Championships - where they are asking us for help - and presumably our Race Officials will not now be able to support this event - as by their own imposed conditions - they would not be able to use their own Public Liability Insurance if they use H&D Officials! I have asked BR to make these points to their insurers and request that they reconsider their decision. I have also asked the Wessex Region Rowing Council to make similar representations to BR on their Club/Events behalf. I await a response from BR.*

## 10) Regatta/Event Audits - reports on last seasons audits and plans for 2018 - BR Public Liability Insurance.

I am aware that some CARA Clubs - and certainly Newport in the H&D use their domestic Clubhouse Insurers to provide the public Liability Insurance for their events and following our pre-Christmas meeting with BR and their veiled threats on this issue I made contact with my own Club (Ryde's) Clubhouse insurers as they to have a provision to provide Public Liability Insurance for events at the Clubhouse as long as they are made aware of the dates. I had always assumed that this would cover the clubhouse but not the wider area that the Regatta takes place in - beach, pavement and park in Ryde's case but to my surprise they have advised me that this would all be covered - and with no increase in premium - so assuming the local authority accept this - then this is the solution for Ryde - and will actually save us money. This may be the solution for other Club's events - but you would need to check this with your Clubhouse insurers and I am not sure it would cover an event held away from your Clubhouse - as BTC, Southampton, Lymington, Poole, Southsea and Bournemouth do - and would certainly not apply to Swanage - where there is no Club so we will definitely need another solution.

## 11) Safety Equipment Provided for Race Officials at events with H&D Permit.

- Safety Equipment available to affiliated events for use of Racing Officials.
- 3 x BR LAUNCH RESCUE KITS.
- (H&D Adapted)
- CONTENTS:
- INSTRUCTIONS
- THROW BAG (Grab Line)
- KNIFE
- WHISTLE (Warning Device)
- FIRST AID KIT
- EXPOSURE BLANKETS – Mediwrap – TWO.\*  
- Space Blanket type – THREE.



## 11) Safety Equipment Provided for Race Officials at events with H&D Permit.

- LIFE JACKET
- LENGTH OF ROPE (15m)
- TRANSISTOR MEGAPHONE (Loud Hailer)
- RED FLAG
- AIR HORN/SOUND SIGNALING DEVICE -  
Now a Pump Action Emergency Horn with no requirement for a cylinder - used for the first time in 2015. ONE BROKEN.
- WATERPROOF BOX FOR LOUD HAILER BATTERIES
- (Two sets of 8 Batteries – One set in sleeves, one spare set)
- Safety Kits and Life Jackets are for the use of Hants & Dorset Racing Officials – NOT to supplement the equipment on Regatta Safety Boats – who must provide their own.



## 11) Equipment. Check after 2017 Season. By Gary Joyce.

### Kits -

- H&D Safety kit 1 -
- H&D Safety kit 2 -
- H&D Safety kit 3 -
- The following H&D lifejackets (11 in total) have been serviced again this year - 85221, 85238, 129483819, 29585220, 29585222, L140601413A, 29585239, 29585236, 070520395, 29585231, 29585237. Service by Ocean Safety, Southampton. Cost £186.19.

## 12) Review of availability of defibrillators at H&D Clubs & Events and need for Association owned unit.

A decision was taken at the H&D AGM to procure an Association owned defibrillator, to take round to events – although for several reasons that has not yet been actioned. TO BE RECONSIDERED BY THE MEETING.

- The recommendation that – ANY HANTS & DORSET ARA EVENT THAT IS ISSUED WITH AN ASSOCIATION PERMIT SHOULD HAVE A DEFIBRILLATOR AVAILABLE ON SITE or HAVE A FIRST AID PROVIDER WHO HAS A DEFIBRILLATOR was introduced in 2017 – and was added to the Event Water Safety Audit as one of the questions.
- However – the vast majority of clubs used an updated previous form so the question was not asked! (at least 9 events did this!
- NEED TO ENSURE CORRECT FORM IS USED – THIS YEAR WILL CHECK & REJECT.
- Question asks “Available on sight” – Time/Distance? What is acceptable?
- Suggest we re-do 2015 Club/Event survey to see what’s changed?

FROM CLUB AUDIT – Question “Does your Club have immediate access to a defibrillator?”  
8 CLUBS STATED – YES, 9 – NO – but only 1 – Canford School stated that they provided training.

## 13). Rowing Safety Committee.

Term of reference: To try to ensure, as far as practical, that all Hants & Dorset ARA affiliated Clubs and Event’s comply with British Rowing’s (was ARA) Water Safety code of Practice and guidance notes (“RowSafe”) and any additional terms of practice/ guidance introduced by the Hants & Dorset Amateur Rowing Association.

Current -

- |                                 |                                 |
|---------------------------------|---------------------------------|
| • <u>Chairman.</u>              |                                 |
| • <b>Mark Viner.</b>            | Lymington Rowing Club.          |
| • <u>Sub Committee Members.</u> |                                 |
| • <b>Steve Bull.</b>            | Ryde R. C. & Wessex Region RRSA |
| • <b>Gary Joyce</b>             | Itchen Imperial Rowing Club.    |
| • <b>Mick Gisborne.</b>         | Southsea R. C.                  |
| • <b>Adam Ratcliffe.</b>        | BTC Rowing Club.                |



## 14). Venue for 2019 and future meetings. Current rotation – 2019 – Coalporters.

H&D ARA Safety Meeting, Venues.		
Last		
	2012	Christchurch.
	2013	Southsea
	2014	Westover
	2015	Itchen
	2016	Poole
2007	2017	BTC
2008	2018	Ryde/Shanklin/Newport
2009	2019	Coalporters
2010	2020	Lymington
2011	2021	Southampton

According to the Rota – for 2019 we should visit Coalporters – but we need to slot “Dolphin” into the rota somewhere so the proposal is to go to Dolphin in 2019 – and Coalporters in 2020 – with Dolphin slipping back a year if not ready.

## Hants & Dorset ARA Safety Meeting. 14) Any other business.

- Safety information on H&DARA Web site. (additions/amendments in 2017.)
- Incident analysis leads BR to be concerned about collisions and they have been encouraging the use of hi-vis kit particularly by people who row in the bow seat or in a 1x.
- **Club Hub.** Management of Clubs, Non-safety & Clubhouse information are to be included in new BR initiative – the Club Hub. Although not rowing safety – advice on areas like Work at height; Fire arrangements; safety of electrical issues; Gas safety; criminal liability in clubhouse etc. are to be included. It is also supposed to include “tools” to help clubs – recording of member’s information etc.... and access to a Club “google folder” where information can be stored and archived –A note of caution – BR will have access to anything Clubs upload to this – so be aware. Don’t think it has gone live yet.