

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, 27th February at 10.00am.

Via Zoom.

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 the RRSA for CARA.

Representatives of Non-Hants & Dorset ARA affiliated Wessex West Region Clubs were also invited and are 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.

As attendance at a Club was not possible no re-audit of the host Club was possible.

Hants & Dorset ARA Safety Meeting.

Agenda.

- 1) Apologies
- 2) Minutes of the last meeting. *Note: copy attached and previously circulated – and a copy can be downloaded from the Hants & Dorset ARA Web site at – www.hdara.co.uk. See downloads section-meetings.*
- 3) RRSA's 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 12th year – and stats from BR.
- 8) Safety incidents Reported by H&D (& Wessex) Clubs in 2022 and at 2020 Hants & Dorset Events.
- 9) Boat Inspections & Regatta/Event Audits.
- 10) To review Association Safety equipment including status after 2019 season (Gary Joyce) including the Association owned defibrillator.
- 11) Public Liability Insurance at Events.
- 12) Format of the Hants & Dorset Water Safety Committee.
- 13) Venue for 2022 Meeting.
- 14) Any other business.

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 – however we hardly ever vote – decisions usually taken by consensus.
- Wessex West & South East Coast remain responsible for review and acceptance of own Club Audits and analysis of incident reports - although BR are not able to split incidents.
- Jo Johnstone (Dover) is Safety Adviser for South East Coast/CARA and attends NSC meetings.

Hants & Dorset ARA Safety Meeting

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

Due to the Covid-19 Pandemic only one face to face Safety Meeting was held in 2020.

The National Safety Committee have held monthly meetings via Zoom all but two of which I attended. This has proved to be fairly successful and it is likely that in future we will only hold one face to face meeting – probably in December and the rest will be held monthly via Zoom which will save time and expenses for BR.

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*) -

RowSafe.* (including a clarification).

Club Rowing Safety Audit.*

Incidents & Incident Reporting System.*

Safety – On-line Learning Modules. *

HRSA Monthly Reports.

Safety Alerts.

Event Safety Plans.

Emergency Stop Video.

Covid-19.

Governance Issues.

Disaster Planning.

Back Stays.

Sepsis.

Disaster Planning.

Club Emergency Response Plans.

Hants & Dorset ARA Safety Meeting

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

NOTE: Club Water Safety Adviser (CWSA)- 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 – the ClubHub portal – and in theory they will advise me of any changes.

5) BR Row Safe.

- A major revision of RowSafe 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 are not rules. Its advice and guidance not minimum standards.
- How do I find it?
 - Go to the British Rowing home page - <https://www.britishrowing.org/>
 - Click on “Knowledge”
 - Find “Safety” – on right hand side.
 - Click on RowSafe
 - Click on the link to RowSafe
 - You can download a pdf copy – but its 189 pages long!

5) BR Row Safe. British Rowing Regulations and RowSafe.

“Everyone involved in rowing is expected to make sure that their actions (or lack of actions) do not compromise anyone’s safety. That expectation is reflected in the British Rowing Regulations which require everyone to organise, manage and carry out rowing in a safe and responsible manner.

RowSafe is designed to help all participants in rowing understand and put into practice what needs be done to make sure that rowing is carried out safely. It is a toolkit for everyone to use as general guidance to make sure that rowing is safe, while at the same time considering the circumstances in which rowing is taking place.

The new British Rowing Regulations (September 2018) 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. As noted in RowSafe, clubs are responsible for maintaining up-to-date risk assessments, and for defining and monitoring their own safety practices, guidance and procedures specific to their environment and activities.

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”.

5) BR Row Safe. Changes for RowSafe 2020.

The 2020 edition of RowSafe has been updated – the major changes were -

- The term “Competition” is now used widely across British Rowing in place of the previously used term “Event”. The term “Event” has been replaced by “Competition” throughout RowSafe.
- General updates. Hyperlinks have been checked and, in some cases, updated. Links have been added to Safety Alerts issued since the last revision.
- Chapter 1. Culture and Expectations.

In 1.1 Roles and Expectations The following have been added under Everyone is expected to:

Examine their own actions if they are involved in an incident and identify opportunities for improvement.

In 1.2. Positive Safety Culture The following have been added under Why should a club want to build a positive safety culture? members would always:

• Report all the incidents that they see and consider how they could have been avoided.

- Chapter 3 – Club Safety

3.2 Club Safety Plans and Safety Rules The following has been added under Safety Rules should include: Steers should be encouraged to use head mounted mirrors or similar devices.

3.3 Club Emergency Response Plan The following has been added under Club officers are expected to

produce a safety plan that includes: A plan showing all emergency access points, with post codes,

what3words descriptors, or grid references where possible, to assist emergency services. The same

addition has been made in 4.3 Competition Emergency Response Plan

5) BR Row Safe.

Changes for RowSafe 2020.

- Chapter 5. – Competence

5.1 Steering and Navigation The following has been added under Coxes and steers are expected to: Steers should consider using a head mounted mirror or similar device. 5.2 Launch Driving The following has been added under Launch Drivers are expected to: When necessary, instruct rowers in the water to climb on top of their inverted boat to facilitate their recovery into the launch. The reference to the RYA Coastal Endorsement of its Level 2 Powerboat qualification has been removed as the RYA no longer offers this qualification.

- Chapter 6. People.

The expectation on the use of lifejackets has been changed from: Make lifejackets available to all rowers and ensure that they are worn by non swimmers and juniors who have not completed a capsized drill. To: Make lifejackets available to all rowers and ensure that they are worn by non swimmers. Determine whether lifejackets should be worn by juniors who have not completed a capsized drill based on a risk assessment that includes the circumstances and their ability.

5) BR Row Safe.

Changes for RowSafe 2020.

- Chapter 7 – Equipment

7.1 Boats and Blades The following has been added under Equipment Checklist: Buoyancy bags are fully inflated ... 7.3 Safety Aids The following has been added under Everyone is expected to: Wear a lifejacket if: • They are juniors who have not completed a capsize drill if a risk assessment determines that this is appropriate. The following has been added under Club Officers and Coaches are expected to: • Provide training to club members in the use of safety aids including the use of crotch straps on life Jackets.

- Chapter 9 – Topics Covered in Risk Assessments.

Two new sections have been added, they are: 9.10 Rowing in Floods and 9.11 Indoor Rowing.

- Chapter 10.

Rowing on the sea 10.2 Fixed Seat Sea Rowing The following has been added under Coxes are expected to: • Take command of the boat, although coxes who are juniors should be guided by a senior rower or a coach in the immediate vicinity (e.g. in a launch).

- Chapter 11 - Land Training

11.1 Indoor Rowing This section has been “generalised” to include expectations for schools and gyms. The following has been added under everyone is expected to: • Exercise more control to make in

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 in 2016 – and as suggested it relates to what we have termed “Inshore Coastal Rowing” as opposed to Offshore – FISA, Gig etc..

There are now 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 –

10.3 Ocean Rowing - with a sub section – 10.3.1 – Ocean Rowing Safety Equipment.

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

- A revised Club Audit was launched on 1st October, 2020/close 30th November, 2020. RRSA's were expected to Accept / Accept with provisos / Rejects – the audit within two weeks of receipt.
- There was two weeks grace form 30th November , then BROE was blocked for Clubs that had not complied and had their audit accepted.
- It remains a recognised part of the affiliation process.
- 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.
- Guidance for audit procedure and use of Google Folders was sent out to all CWSA's.

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

- All Wessex Clubs audits were submitted and accepted prior to the deadline – one of only two regions to achieve this.
- Fifteen Club Audits were initially not accepted – due to missing /incorrect responses or failure to upload risk assessments.
- 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 I did receive a copy of the audit.
- Solent University Boat Club - although they are hosted by Coalporters they are not affiliated to British Rowing.

6) Club Safety Audits – report on last year's audits. CHANGE TO SUBMISSION PROCEDURE.

- The Audit completion and submission process was the same as 2019 and guidance was sent out. However the process was not without its difficulties – most centred around 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 many cases.
- On a number of occasions the RRSA's had to be upload the audit or documents to the Clubs Google Folder.
- These issues need to be addressed next year.

6) Club Safety Audits – report on last year's audits. ISSUES WITH SUBMISSION. Summary of Issues With Audit.

- Total 22 – 2 ok, 18 with issues. Some with more than 1.
- 1 - Folder In Wessex H&D and in Wessex CARA. Submitted to CARA - so no notification to me and not in folder. CARA accepted Southsea audit and CRSA forwarded copy.
- 1 - No notification E Mail received but in Google Folder.
- 15 - not in Google Folder - I uploaded from copy on notification. User error?
- 1 –queried method – advised on procedure.
- 10 - documents not in Google Folder. I uploaded on receipt of documents.
- 1 - audit delayed because no host Club audit received.
- Additional instructions to address these issues will be published next year.

6) Club Safety Audits.

– report on this year's audits.

- This year BR have been able to provide all RRSA's with a breakdown of the Audits for their region in Excel Format.
- 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.

6) Club Safety Audits.

– report on this year's audits.

- **Club Safety Audits 2020. Wessex/H&DARA Region.**
- **Analysis of items "TO BE ADDRESSED"**
- **BR converted Clubs Audits for each Region into a spreadsheet.**
- **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.**
- **The spreadsheet has been analysed and any Questions that had five (five last year) or more "To be addressed" response's listed for review – there were 10.**

6) Club Safety Audits.

– report on this year's audits.

- **This year reviewing any that had four or more “to be addressed” (five last year)- was 10 – one more than last year. The aim is to reduce them year on year.**
- **The 10 are – [with number of clubs].**
- **Does your club review its risk assessments regularly (typically yearly)? (5)**
- **Does your club have a Safety Policy? (6)**
- **Does your club provide training in risk assessment and safe practice? (7).**
- **Does your club keep a record of Club First Aiders and encourage them to maintain their certification? (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).**

6) Club Safety Audits.

– report on this year's audits.

- Throw Lines: Does your club provide training for Safety Aids? Please specify what other Safety Aids your club provides training for, if applicable. (5).
- Does your club have rules in place on boating in dark/low/poor visibility situations? (14).
- How does your club determine members' ability to swim? (6).
- 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 or equivalent certified training? (6)

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 of relevant incidents.

7) On Line Incident Reporting – 2020. analysis of 12th year – National. (BR stats).

Stephen and Andrea Worley have produced an extensive and very detailed report on incidents reported in 2020 – which has been circulated to CWSA with the HRSA’s January Monthly Report. The 51 page report (to detailed!) is difficult to summarise but -

Some highlights –

- **There were 1477 incidents reported in 2020 (2120 in 2019) – surprisingly high considering we were locked down for 7 – 8 weeks in the spring and later in the year further restrictions were imposed on a regional basis.**
- **Of those, 675 involved simple capsizes (804 in 2019) and 802 described as “significant” incidents (1316 in 2019).**

7) On Line Incident Reporting – 2020. analysis of 12th year – National. (BR stats).

The number of Reported Incidents in 2020 reflects the strange circumstances we were living in. It is pleasing to see that the level of reporting remains high, given that:

- We were locked down for 7 –8 weeks in the Spring
- The lockdown was followed by weeks of rowing in singles and household doubles during what would be the busiest period of the year
- Later in the year further restrictions were imposed on a regional basis
- The proportion of Simple Capsizes is higher this year reflecting the fact that -
- During part of the summer only singles and household doubles were permitted.
- The long lockdown meant that scullers lost some of their skills
- Many sweep rowers started to scull for the first time or not having sculled for some years.

7) On Line Incident Reporting – 2020. analysis of 12th year – National. (BR stats).

- **The top ten causes of significant incidents in 2020 was –
Last year in [Brackets].**
- **POOR LOOKOUT. (316/39%). [480/36%]**
- **FAILURE TO CHECK EQUIPMENT. (98/12%). [110/8%].**
- **NON-ADHERANCE TO NAVIGATION CODE (91/11%).[82/15%]**
- **ANTISOCIAL BEHAVIOUR. (71/9%). [55/4%].**
- **POOR LOOKOUT & NON ADHERANCE TO NAVIGATION CODE. (71/9%).
[6]**
- **FALLS & OTHER INJURIES. (54/7%). [93/7%].**
- **POOR STEERING. (25/3%) [54/4%].**
- **GOING OUT IN BAD WEATHER. (11). [49].**
- **EVENT INSPECTION REPORTS. (7).**
- **LAUNCH INCIDENTS & NO LIGHTS. (5). [24].**

7) On Line Incident Reporting – 2020. Analysis of 12th year – National. UNDER REPORTING.

- **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.**
- **I am not entirely comfortable with this approach – as they are arguably the most “unsafe” clubs!**
- **In 2020 the Marlow R. C reported the most incidents – with 54, Putney Town were 2nd with 41 and The Lea 3rd with 34 – all are big Clubs.**
- **No Wessex/H&DARA Club appeared in top twelve - CHRISTCHURCH with 23 were the “top” Wessex/H&D ARA region club.**

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

- An 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.
- Nationally I was invited to comment on 44 reports from other regions and did so where I thought I had something to contribute.
- **In 2020 8 Incident Reports in our region were opened for comment – none of which related to the Boat inspections as we did not do any!**
- **Two were opened by Steve Worley (15634) relating to an anti-social incident near to Bournemouth Rowing Club but not involving them and one sought clarification on an incident (14885).**
- **One related to a query over the use of a Life Jacket that was satisfactorily resolved (14992).**
- **The others was where there was more than one Club involved and I sought a comment/report from the other Club/Clubs.**

8). Incident Reporting, 2020. Wessex Region.

Excluding CARA/Wessex South East Coast

Some basic facts –

Incidents recorded in the region – 78 (143 in 2019) of which 11 came from CARA Clubs (22 in 2019), leaving 67 from H&D/Wessex Clubs (121 in 2019) which 1 was linked/duplicated – leaving 66 (118 last year).

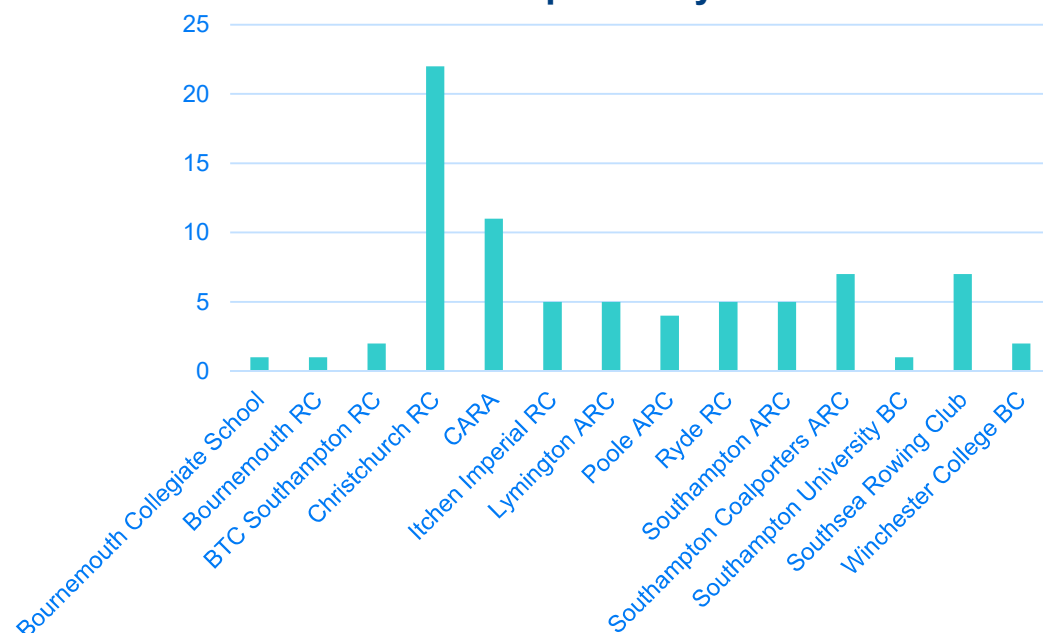
There were no H&D ARA Boat Inspections or event summaries in 2020.

26 were simple capsizes (47 in 2019).

8). Reported Incidents, 2020. Wessex/H&D Region. By Club!

All H&D Clubs & Wessex Clubs except Shanklin Sandown, Newport, Ryde School & Portsmouth, Bournemouth and Southampton Universities reported at least one incident.

Number of incidents reported by Club in 2020.

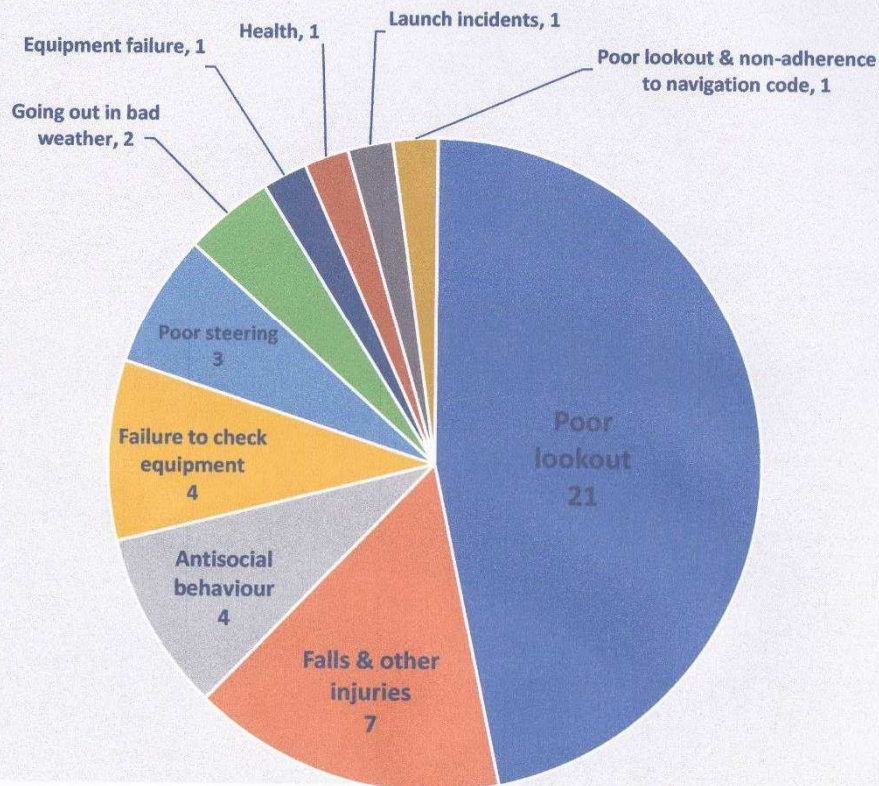


Bournemouth Collegiate School	1
Bournemouth RC	1
BTC Southampton RC	2
Christchurch RC	22
CARA	11
Itchen Imperial RC	5
Lymington ARC	5
Poole ARC	4
Ryde RC	5
Southampton ARC	5
Southampton Coalporters ARC	7
Southampton University BC	1
Southsea Rowing Club	7
Winchester College BC	2
	78

Clubs should analyse their incidents for patterns/learning points.

8). Incident Reporting, 2020. Wessex/H&D Region. Total incidents reported by Type.

Wessex & S.E. Coast - 2020



Clubs reporting 5 or more incidents

Christchurch RC	23
Southsea Rowing Club	13
Southampton Coalporters ARC	8
Shoreham RC	6
Southampton ARC	6
Itchen Imperial RC	5
Lymington ARC	5

The clubs shown in the table should all be congratulated for reporting 5 or more incidents in 2020

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

- **With 66 incidents reported – its difficult to select ones to review – but I have selected a few that I thought were of interest – and can discuss any others hi-lighted.**
- **14862 - There was one fatality in the CARA region – a fatal heart attached from a Deal Member while rowing on an Ergo.**
- **15128 – Travellers moved on to the hard standing out side Coalporters Clubhouse.**
- **15634 – Teenagers using Bournemouth Rowing Club facilities disturbing neighbours. Unconnected with Club.**
- **14992 – Itchen Safety Boat caught in squall and capsized trapping driver under boat. He had a manual inflation life jacket which he did not inflate and was able to get clear – may not have been possible with automatic inflation life jacket.**

8) Safety incidents at the 2020 Hants & Dorset Competitions.

There was only one competition held in the region in 2020 – due to the Covid-19 Pandemic where two incidents were recorded.

One related to a collision between Coalporters and BTC resulting in an injury to a Coalporters oarsman and had to attend hospital.

The other incident related to a Ryde Race Official who aggravated a previous injury while climbing on to the finish pontoon which had to be bandaged.

9) Boat Inspections at H&D ARA Events – 2020.

There were no boat inspections or Life Jacket inspections in 2020 – due to the Covid-19 Pandemic.

The Boat Inspection Policy for 2021 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.

10) Regatta/Event Audits - reports on last seasons audits and plans for 2021.

- **The only competition held in 2020 submitted their event safety documentation which was approved by the RRSA.**
- **Policy in 2020 – it was agreed that Clubs who failed to send a representative to the 2020 Safety Meeting would have their event audited.**
- **All H&D ARA Clubs attended the Safety Meeting except Ryde School who don't stage an event.**
- **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.**

10) Regatta/Event Audits - reports on last seasons audits and plans for 2021 + BR Public Liability Insurance.

- We believe that BR are willing to allow the long standing agreement between BR & H&DARA to allow H&D Events to take out BR Public Liability Insurance remains 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.

10) Regatta/Event Audits - reports on last seasons audits and plans for 2020 - BR Public Liability Insurance.

- We believe that British Rowing are willing to allow their Event Public Liability Insurance to be available to H&DARA Clubs again this year - but they have not announced the rate for 2021 yet (due 1st April, 2021)[£120 in 2019].
- 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 £120 in 2019.
- The contact at BR - BR have asked us to use - clubs@britishrowing.org

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.

- 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. Checks after 2019 Season. By Gary Joyce.

Kits – all kits were checked by Gary Joyce after the 2019 season and various items were replaced and one new Loud Hailer purchased. They were only used once in 2020.

- **10 H&D lifejackets were serviced in 2020 - Service by Ocean Safety, Southampton and have not been used since – and therefore do not require a service this year.**
- **All Life Jackets have now been fitted with a crutch strap.**

We will be adding – ref Covid-19 – Hand Sanitizers, Disposable Gloves, Face Masks and anti-septic wipes for the use of Race Officials to the Safety Kits.

12) H&D ARA "portable" Defibrillator.

- The Hants & Dorset ARA has now purchased a portable defibrillator. This 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”. **Replacement pads were 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



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 -

- Chairman.
- **Mark Viner.**
- Sub Committee Members.
- **Steve Bull.**
- **Gary Joyce**
- **Mick Gisborne.**
- **Adam Ratcliffe.**

Lymington Rowing Club.

**Ryde R. C. & Wessex Region RRSA
Itchen Imperial Rowing Club.**

Southsea R. C.

BTC Rowing Club.

13). Rowing Safety Committee. To discuss potential management structure around Hon. Secretaries Role post March, 2020.

Ref. Special Meeting on Rules and Competitions Subcommittees 6/2/19.

It was agreed in 2019 that committees, including H&D Safety Committee including H&D Safety Advisor should be self-managing with Chair and Secretary and to run their own meetings: preparing agenda, notes and dealing with relevant business.

Steve Bull, as the Regions Safety Adviser has agreed to continue as Secretary of the H&D Safety Committee.

14). Venue for 2022 and future meetings. Current rotation – 2022 – Southampton.

H&D ARA Safety Meeting. Venues.2		
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 202 we should visit **SOUTHAMPTON** – there is no need to slot “Dolphin” into the rota – as they are no longer affiliated to the H&DARA – and Ryde School are hosted by Newport. R. C.

How can we make rowing safer?

The most common incidents are collisions and many incidents on land result in serious injuries.

- Be careful on land as well as on the water
 - Falls and other injuries account for over 40% of serious incidents
- Keep a good lookout on water
 - Collisions account for almost 30% of serious incidents
- Know and abide by the local navigation plan
 - 15% of serious injuries resulted from not following the navigation plan
- Don't assume that other water users are keeping a good lookout and following the navigation plan
- Take care on land, wear suitable footwear to avoid slips, keep pontoons clean and apply non-slip coatings if appropriate

Serious incidents = incidents requiring more than one week off rowing

Hants & Dorset ARA Safety Meeting.

14) Any other business.

- **Safety information on H&DARA Web site.
(additions/amendments in 2020 none other than updating details.)**
- **South Coast Championships. Support for Boat Inspections.**
- **Safety training within a club – see over.**
- **Covid-19.**

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-

Safety training within a club.

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

Safety training within a club.

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.