

**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 10.30am.

at Southsea Rowing Club.

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 Britt Eames from Southsea who has taken on the responsibility of Safety Advisor 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 sent via E Mail.

Prior to the formal start/or on completion of the meeting those in attendance were/are invited to join the Water Safety Committee members in a re-audit of the Safety procedures and facilities of Southsea Rowing Club.

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) Online Incident Reporting – analysis of 15th year – and stats from BR – if available.
- 8) Safety incidents Reported by H&D (& Wessex) Clubs in 2023 and at 2023 Hants & Dorset Events.
- 9) Boat Inspections & Regatta/Event Audits.
- 10) To review Association Safety equipment including status after 2023 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 2025 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/Hants & Dorset & 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.
- Brit Eames (Southsea) has taken over Safety Adviser for South East Coast/CARA.

Hants & Dorset ARA Safety Meeting

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

The National Safety Committee have held monthly meetings via Zoom all of which I “attended” all but one of them. This has proved to be fairly successful.

Meetings will continue to be held monthly via Zoom in 2024.

The last “in person” meeting was in December 2022.

An in person meeting was considered for the 2023 December Meeting but the committee eventually decided against – to save money & Travel time.

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.*

Club Rowing Safety Audit.*

Incidents & Incident Reporting System.* (some spam incident reports reported).

HRSA Monthly Reports. Circulated.

Safety Alerts. Only 3 issued in 2023. Coping with behaviour, Launch Pre-checks, AED's.

Wing Rigger Failures

Back Stays. BR Rule. Only a Recommendation in H&D.

Safety Award. National - Tony Reynolds, Thames Region.

Clubs of Concern. None in our area.

Competition Safety Documentation.

Competition Welfare Plans.

First Aid at Competitions.

Trailer nose weights.

Boat Safety Scheme.

Launch Driver Competence.

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 – but it would be prudent to let me know as well! (stephencbull@gmail.com)

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 place each April – the 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](https://www.britishrowing.org/) home page - <https://www.britishrowing.org/>
 - Click on “About Us“ Tab at the very top of the page.
 - Click on “Policies and Guidance” on the lefthand side.
 - Click on “Row Safe” on the lefthand side.
 - [You can download and view RowSafe in full here \(2023 edition\)](#)
 - You can download a pdf copy – but the 2023 version is 196 pages long!

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

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.

5) BR Row Safe.

Changes for RowSafe 2023/24.

- The 2023 edition of RowSafe was updated in April, 2023 – all new text was highlighted so that it is easy to identify - the most significant changes were –
- Club Risk Assessments.
- Club Safety Plans and Safety Rules.
- Club Emergency Response plans.
- Competition Safety.
- *Recovering a person from the water in a launch.*
- *Safety Aids.*
- *CPR.*

5) The Coastal Section(s) of Row Safe.

- **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 2nd October 2023/closed 15th November 2023. RRSA's were expected to Accept / Accept with provisos / Rejects – the audit within two weeks of receipt.
- There was two weeks grace form 15th 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.
- 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.
- It's not a “Pass” or “Fail” audit – but a statement of the Clubs situation.
- 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. CHANGE TO SUBMISSION PROCEDURE SINCE 2021.

- **The Audit completion and submission process was the same as 2022 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 and safety procedures.**
- **But this part of the process was either not understood or proved to be difficult to achieve in some cases although their was an improvement over 2022 and all eventually complied.**
- **Wessex/Hants & Dorset ARA Audits – there were a total 23 – all audits have been accepted.**

6) 2023 Club Safety Audits. New format.

- The format of the 2023 Club Safety Audits was significantly changed in 2023.
- The number of questions was reduced with many of the irrelevant questions removed – leaving around thirty-three questions to be answered as opposed to the eighty-one in 2022.
- Much of the emphasis switched to CRSA's uploading their Safety documents to their google folders including their -
 - Safety Policy.
 - Club Safety Plan.
 - Emergency Action Plan (if not covered by your Safety Plan).
 - Risk Assessments for Club Activities.
 - Risk Assessments for Training Camps (if applicable) and
 - Any other relevant supporting evidence (if applicable).

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

- **All except Southampton University submitted and had their audit accepted prior to the deadline.**
- **Southampton University Boat Club finally submitted their audit on the 19th December, and it has been accepted.**
- **Southampton University Boat Club were briefly suspended from the BR event entry system as a result of their late submission.**
- **The Coastal Rowing Academy were an additional Club to the 2023 Wessex West/Hants & Dorset Clubs in 2023.**
- **Southsea – who had been shown under Wessex South East Coast by BR – were switched to Wessex West/Hants & Dorset so I now accept their audit.**

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

- **Ten Clubs had issues uploading their documents to their BR Google Folder or their were some queries relating to the documents they had uploaded.**
- **Eventually all these issues were resolved.**
- **The change to the format of the Club Audit has meant that I have not been able to analyse the “to be addressed” responses as I have in the past – this year.**

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) Online 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) Online Incident Reporting – issues with the process!

- British Rowing have had considerable challenges with the software for the incident reporting system during the last few months and much of the data is corrupted.
- Some submitted reports are missing or missing data and a number only appear as “draft reports”.
- British Rowing are working to resolve these problems but at the moment the reports and data are not reliable.

7) On Line Incident Reporting – 2023. analysis of 15th year – National. (BR stats).

For the past few years Stephen and Andrea Worley have produced an extensive and very detailed report on incidents – running to over 50 pages!

But due to the corruption of much of the data and how unreliable it is they have not been able to produce this report for 2023.

If BR manage to sort of the reports and data Stephen and Andrea Worley will produce the report later – and it will be analysed and published.

7) Online Incident Reporting – 2023. Analysis of 15th year – National. UNDER REPORTING.

- **In the past BR have recognised and congratulated the top twelve clubs who have reported most incidents for their “positive approach to safety” – and they would normally receive a certificate of commendation but this is not available yet for 2023 because of the corruption in the system**
- **I have never been entirely comfortable with this approach – as they are arguably the most “unsafe” clubs!**

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 41 reports from other regions and did so where I thought I had something to contribute.
- In 2023 – 8 Incident Reports in our region were opened for comment – four of which related to the Boat inspections.
- One sought clarification of details of the incident.
- One sought details of the injuries involved.
- Two was shared due to the seriousness of incident.

8). Incident Reporting, 2023. Wessex Region. (Wessex RRSA Figures). Excluding CARA/Wessex South East Coast

Some basic facts –

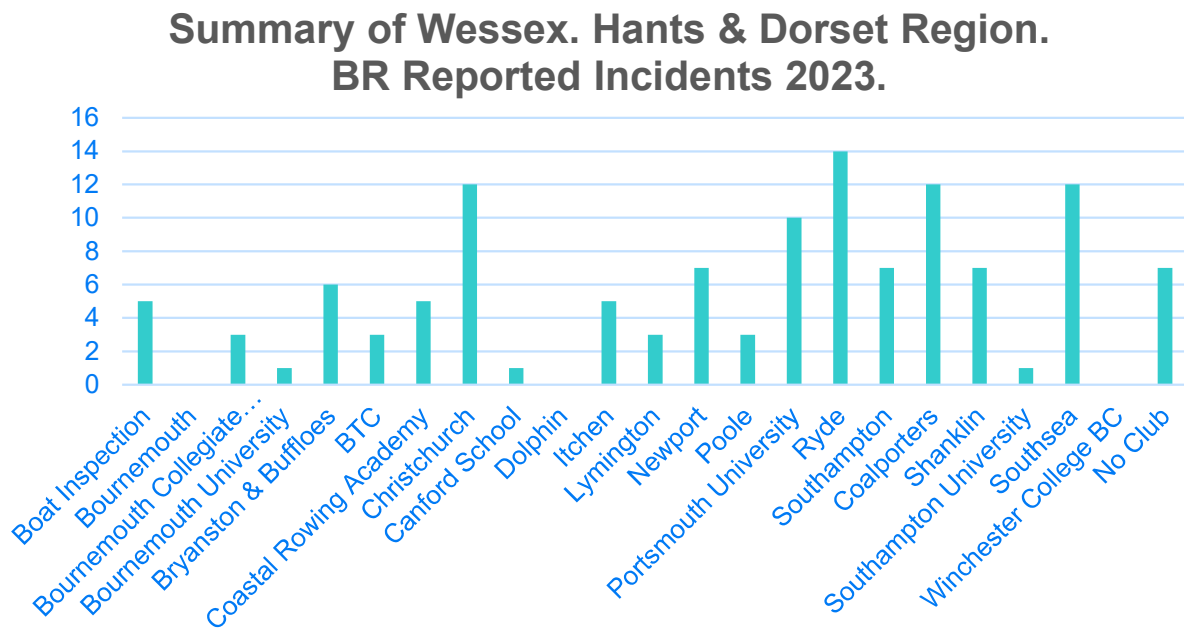
Incidents recorded in the region – 136 (112 in 2022, of which only 3 appeared to come from CARA Clubs (13 in 2022), leaving 126 from H&D/Wessex Clubs (103 in 2022) which 9 were linked/duplicated – leaving 117 (119 in 2021) of which 7 had no Club recorded.

Five of these were H&D ARA Boat Inspection summaries.

66 were simple capsizes (52 in 2022, 65 in 2021, 26 in 2020, 47 in 2019).

8). Reported Incidents, 2023. Wessex/H&D Region. By Club!

All H&D Clubs & Wessex Clubs except Bournemouth, Dolphin and Winchester Colleague reported at least one incident.



| | |
|-------------------------------|----|
| Boat Inspection | 5 |
| Bournemouth | 0 |
| Bournemouth Collegiate School | 3 |
| Bournemouth University | 1 |
| Bryanston & Buffaloes | 6 |
| BTC | 3 |
| Coastal Rowing Academy | 5 |
| Christchurch | 12 |
| Canford School | 1 |
| Dolphin | 0 |
| Itchen | 5 |
| Lymington | 3 |
| Newport | 7 |
| Poole | 3 |
| Portsmouth University | 10 |
| Ryde | 14 |
| Southampton | 7 |
| Coalporters | 12 |
| Shanklin | 7 |
| Southampton University | 1 |
| Southsea | 12 |
| Winchester College BC | 0 |
| No Club | 7 |

Clubs should analyses their incidents for patterns/learning points.

8) Incidents of note –

- With 119 incidents reported – its difficult to select ones to review – however there was three serious incident which are worth noting -
- Most serious incidents –
- BR IR Numbers – 31994/22010/22016. Southsea Master Double competing in the Stour Head – stroke collapsed. Required CPR and Resuscitation – AED deployed. Taken to hospital where he recovered. Royal Humane Society (RHS) awards were presented to three rowers involved in this incident.
- BR IR Numbers – 24414/24403. While warming up for Christchurch Regatta two fours one from Ryde and one from Christchurch collided. Christchurch four capsized and coxswain injured plus one of Ryde Crew injured. Crews were practising starts!
- BR IR 25431. Member of Christchurch injured on sharp rock when carrying boat. Need Clubs to mitigate risks to athletes while boating launching and landing. Examination of area prior to event and safe boating areas indicated by host Club.

8) Safety incidents at the 2023 Hants & Dorset Competitions.

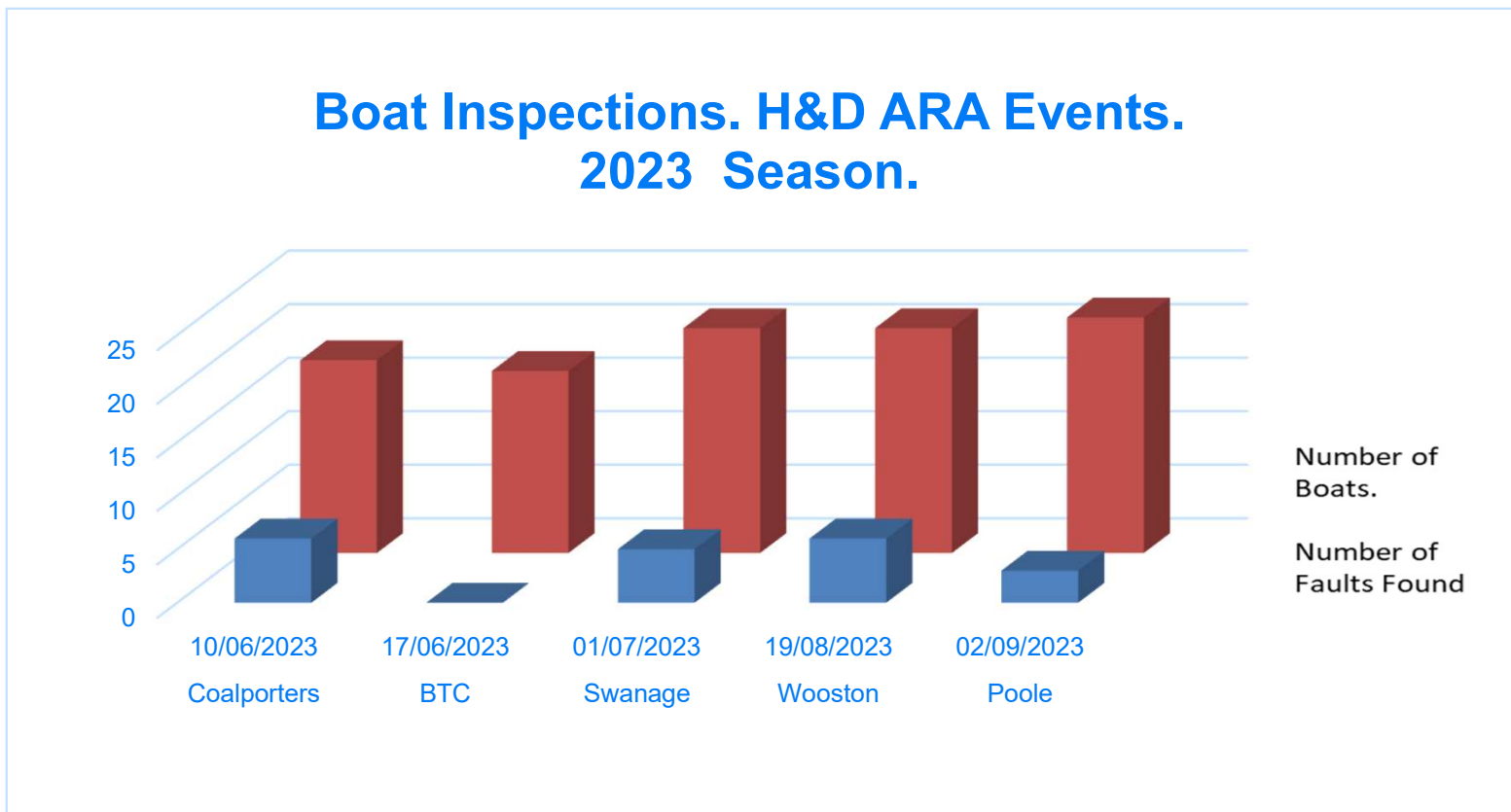
There were 12 Regattas + plus the Southcoast Championships, three head races and the Itchen and Coalporters Junior Regatta's due to be held in the region in 2023 –although Southsea and the Coalporters Junior Regatta were cancelled – and Shanklin was abandoned after only six events. [Poole was cancelled – but re-run].

There were 28 BR incident reports submitted for incidents at H&D ARA Events – with two considered significant.

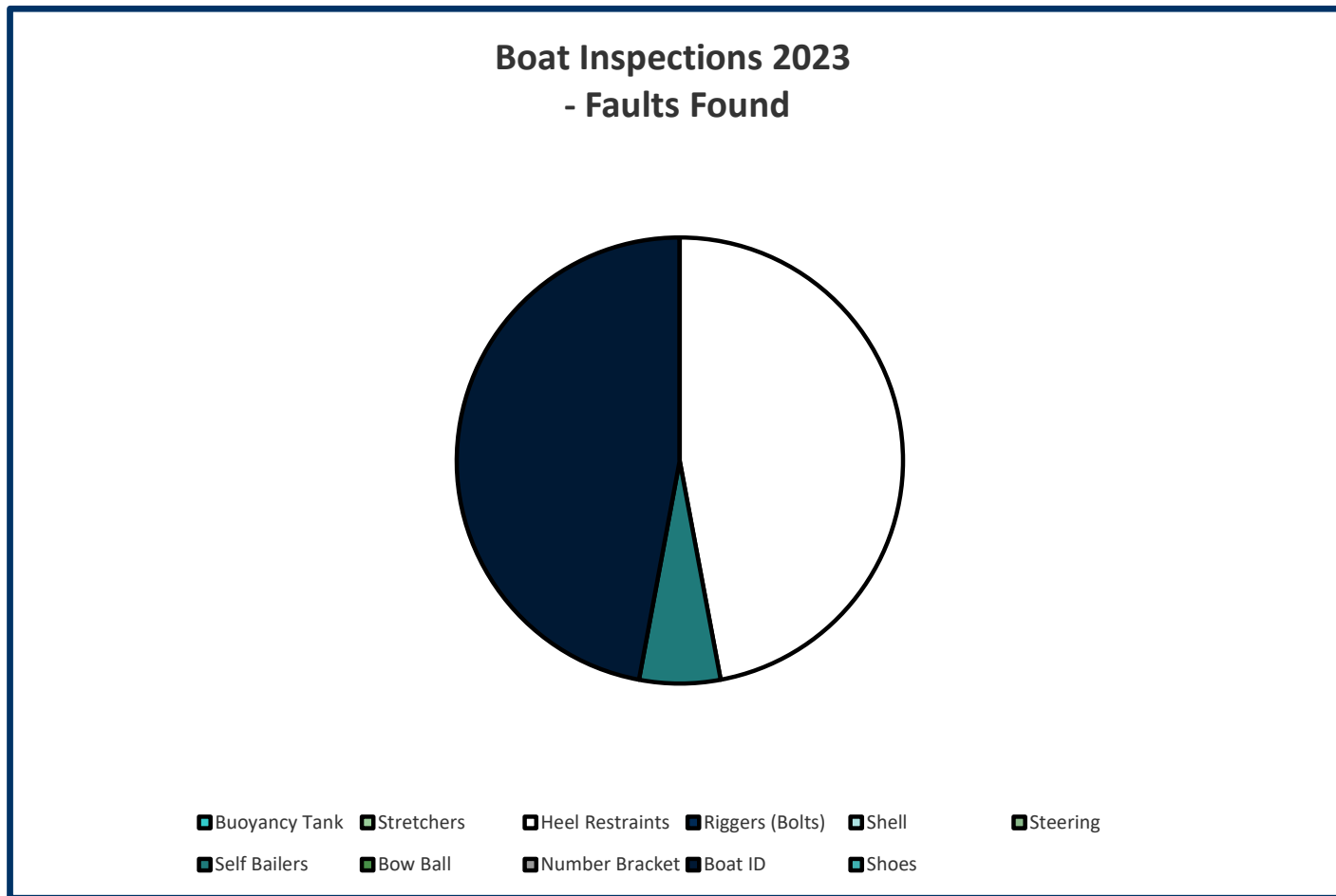
I suspect there were more – and a number were not reported – but as I have not received any copies of the racing officials reports where incident should be recorded, I can not prove this.

9) Boat Inspections at H&D ARA Events – 2023.

Five boat inspections were undertaken in 2023.



9) Boat Inspections at H&D ARA Events – 2023. Analysis of faults found.



Of the 20 faults found – 11 related to Heel Restraints, 1 to Self Bailers and 8 to Boat ID.

9) Life Jacket & 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 and BTC Regattas.
- 51 boats were checked at Woolston with 4 faults and 44 boats were checked at BTC Regatta with no faults found.
- There were 18 Life Jacket Inspected at BTC Regatta with 1 fault found.

9) Notification via IR and Award.

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.

Christchurch, Ryde, Shanklin and Southampton and Southampton - went through all boat inspections, including the full heel restraint and the Life Jacket check – with no faults found and were awarded a Trophy at the Hants & Dorset Dinner.

9) Boat Inspections at H&D ARA Events – 2024.

The Boat Inspection Policy for 2024 should be the same as in recent years with Boat Inspections taking place at random H&D ARA Competitions selected by the Safety Subcommittee 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.

9) Regatta/Event Audits - reports on last seasons audits and plans for 2024.

- All 12 Regattas, the 3 Head Races and 2 Junior Regattas due to be held in 2023 submitted their event safety documentation which was approved by the RRSA – although Southsea Regatta and the Coalporters Junior & Small boats Regatta were cancelled.
- Policy in 2024 – it was proposed that Clubs who failed to send a representative to the 2024 Safety Meeting would have their event audited.
- 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) 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. ADDED 3 PLASTIC SURVIVAL (BIVI) BAGS.
- LENGTH OF ROPE (15m)
- TRANSISTOR MEGAPHONE (Loud Hailer)



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

- RED FLAG
- AIR HORN/SOUND SIGNALING DEVICE - Pump Action Emergency Horn with no requirement for a cylinder
- WATERPROOF BOX FOR LOUD HAILER BATTERIES
- Two sets of 8 Batteries – One set in sleeves, one spare set.
- A set of Covid-19 PPE.
- As an experiment for 2022/23 the Loud Hailers were placed in robust boxes to try and offer them greater protection – this was seen as a success although they are quite large.
- 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.



10) Equipment.

Checks after 2022 Season. By Gary Joyce.

Kits – all kits were checked by Gary Joyce after the 2023 season.

Safety bags.

- 1. Purchased 3 x first aid kits as the current ones expired December 2023.**
- 2. Purchased 3 x plastic survival (bivvi) bags for each kit.**
- 3. Purchased 3 x replacement plastic lunch box containers as some of them were in bad condition.**
- 4. Looked at Life Jackets in bags. Only one useable – sent for Service – and suggest if it passes think we should add this to the pool of jackets available to the officials which will take the number we have back to ten.**
- 5. Safety kits have no lifejackets in them. Do we need to replace them?**

10) Equipment.

Checks after 2022 Season. By Gary Joyce.

Lifejackets.

9 H&D lifejackets have been received and serviced by Ocean Safety. One H&D jacket failed it's inflation test in 2022 when it went in for servicing and so we only have 9 lifejackets available for the 2024 season – 10 if we use the one good one from the Safety Bags.

All Life Jackets have now been fitted with a crutch strap and a numbered disc to aid identification and to try and keep track of them.

Loudhailers.

Loudhailers sent to Pete Staddon and asked him to do the checks which he has done and reports that they are all working now.

Ref. Covid-19 – Hand Sanitizers, Disposable Gloves, Face Masks and anti-septic wipes for the use of Race Officials were added to the Safety kits in 2021.

10) H&D ARA "portable" Defibrillator.

- The Hants & Dorset ARA has 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.**
- It is stored in the H&D lifejacket bag and as far as we can tell it is fit to use (it’s certainly not beeping warnings or such like).



11) BR Public Liability Insurance.

- **The longstanding agreement between the H&D ARA, (and CARA and the West of England ARA) that BR allow H&D Events to take out BR Public Liability Insurance for all Hants and Dorset competitions has now ceased.**
- **Most H&D Clubs have 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.**
- **Other H&D Events have found Insurance Companies that will cover them – including for Events not at their Clubhouse location including Swanage Regatta – where there is no Club and the South Coast Championships.**

12). 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.**

12). Rowing Safety Committee.

**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.

13). Venue for 2025 and future meetings. Current rotation – 2025 – BOURNEMOUTH

| H&D ARA Safety Meeting. Venues.2 | | |
|----------------------------------|------|-----------------------|
| Last | | |
| 2023 | 2012 | Christchurch. |
| 2024 | 2013 | Southsea |
| 2025 | 2014 | Westover/Bournemouth. |
| 2026 | 2015 | Itchen |
| 2027 | 2016 | Poole |
| 2008 | 2017 | BTC |
| 2008 | 2018 | Ryde/Shanklin/Newport |
| 2009 | 2019 | Coalporters |
| 2010 | 2021 | Lymington |
| 2011 | 2022 | Southampton |

According to the Rota – for 2025 we should visit BOURNEMOUTH – but as they are not active at the moment – the suggestion is that we go to the next Club in the rota for 2025 which is Itchen Imperial.

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 2023 - none other than updating details.)**
- **Two New Clubs in the Region – both affiliated to BR – “Coastal Rowing Academy” based on Hayling Island and “Coastal Barbarians Rowing Club2 based at Studland – both appear to be mostly FISA boats with no intention of affiliating to H&DARA.**
- **The wearing of Hi-Viz Jackets – especially for single scullers is strongly recommended. See BR IR 14795.**

Hants & Dorset ARA Safety Meeting.

14) Any other business.

E Life-Saver.

The thing to remember about CPR is that, to be effective, it should be a relay and not a marathon. It needs a series of people to take it in turns. This is one of the reasons why it is important that lots of people are trained to do it. Stephen Worley, Hon. National Safety Adviser recommends the Resuscitation Council UK's Lifesaver interactive game. He finds it very effective if an alternative to face to face training is needed.

Hants & Dorset ARA Safety Meeting.

14) Any other business.

Reminder – if Scullers capsize they should get themselves out of the water by climbing on the scull while awaiting rescue.

From the H&D Race Officials Meeting -

Regattas/Events – are the safest place to row/race as good safety cover – as opposed to when training.

It was noticed with some concern that Novice Scullers – often went out in dangerous conditions – which they struggled to cope with. Club Captains to be aware and withdraw them. Fees will nearly always be refunded.

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.

The Need for Rowers to be able to Swim.

It is important that Rowers who find themselves in the water do not panic and are able to respond and keep themselves safe. In effect, this means that they should be able to swim float. Floating, rather than swimming is recommended by the RNLI because it tends to conserve heat and energy when in cold water.

Everyone taking part in rowing – especially in a coastal environment – should be able to –

- Float unaided for at least 5 minutes.
- Swim at least 50m in light clothing (rowing kit).
- Tread water for at least two minutes.
- Swim under water for at least 5 minutes