

**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, 26th February at 11.00am.

**at Southampton 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 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.

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 Southampton 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) On Line Incident Reporting – analysis of 13th year – and stats from BR.
- 8) Safety incidents Reported by H&D (& Wessex) Clubs in 2021 and at 2021 Hants & Dorset Events.
- 9) Boat Inspections & Regatta/Event Audits.
- 10) To review Association Safety equipment including status after 2021 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 2023 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 but is due to step-down in March – and no replacement has yet been advised.

Hants & Dorset ARA Safety Meeting

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

Due to the Covid-19 Pandemic no face to face National Safety Meetings was held in 2021.

The National Safety Committee have held monthly meetings via Zoom all except one 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.

Circulated.

Safety Alerts.

Only 4 issued in 2021.

3 so far issued in 2022.

Back Stays.

Life Jackets v Buoyancy Aids.

Swimming & Swim Tests.

Safety Award.

Julie Hogg from City of Cambridge RC - helped improve safety in her club, but also all the rowing clubs in her local area.

NSC Terms of Reference.

Changes to Towing Regulations.

AED's

Avian Influenza.

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 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](https://www.britishrowing.org/) 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 around 190 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 2021.

- **The 2021 edition of RowSafe was updated in April, 2021 – all new text was highlighted so that it is easy to identify - the most significant changes were –**
- **An explanation of the derivation of Safety Plans, Safety Rules and Emergency Plans.**
- **The addition of a section containing safety advice for people new to rowing.**
- **The Medical panel advice on what to do if someone collapses has been incorporated into the text**
- **Additional advice has been included on Lightning.**

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 1st October, 2021/closed 30th November, 2021. 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.**
- **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.

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

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

- The Audit completion and submission process was the same as 2021 and guidance was sent out. However the process was not without its difficulties – most 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 some 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 21 - 19 now have had the audited accepted.
- 1 Club has not submitted - Portsmouth University BC. Reminder sent on a number of occasions.
- 1 has submitted but not approved - Ryde School BC. - no risk assessment uploaded. Reminder sent on a number of occasions.
- These two Clubs are suspended from BR Events until they comply with the BR Club Safety Audit.
- 8 Clubs did not upload their Audit to their Google Folder. RRSA did it.
- 3 Clubs put own name in Question 6 listing themselves as host club – reducing the number of questions they had to answer. All eventually corrected.

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

- 4 Clubs failed to upload their Risk Assessment and/or EAP not uploaded. All complied except Ryde School BC after RRSA queried this.
- 1 - Folder In Wessex H&D and in Wessex CARA. Submitted to CARA - so no notification to me and not in folder. CARA accepted Southsea audit and CRSA forwarded copy.
- 2 - No notification E Mail received but in Google Folder.
- 1 –queried method – advised on procedure.
- 6 - documents not in Google Folder. I uploaded on receipt of documents.
- 1 - audit delayed because host Club audit received late.
- 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 – although there were some anomalies.
- Analysing this in a meaningful way remains a challenge – it is a very large file!
- 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 2021. 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 three (five last year) or more "To be addressed" response's listed for review – there were 7.**

6) Club Safety Audits.

– report on this year's audits.

- **This year we are reviewing any that had three or more “to be addressed” (five last year) - there was 7 – three less than last year. The aim is to reduce them year on year.**
- **The 7 are – [with number of clubs].**
- **Does your club have a Safety Policy? (3)**
- **Does your club provide training in risk assessment and safe practice? (5).**
- **Does your club have an Emergency Action Plan (EAP) within the Club Safety Plan which is communicated to all club members? (3).**

6) Club Safety Audits.

– report on this year's audits.

- **Does your club have immediate access to a defibrillator? (3)**
- **Does your club have rules in place on boating in dark/low/poor visibility situations? (3).**
- **Does your club require participants who are unable to demonstrate the minimum swimming standards to wear a life jacket, receive training in capsized procedure and reach a satisfactory level of competence in, for example, a single sculling boat? (3)**
- **How does your club determine members' ability to swim? [Practical or sign-off]. (4)**

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 – 2021. analysis of 13th year – National. (BR stats).

Stephen and Andrea Worley have produced an extensive and very detailed report on incidents reported in 2021 – 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 1939 incidents reported in 2021 (1477 in 2020, 2120 in 2019) –**
- **The number of Reported Incidents in 2021 has risen close to pre-Covid levels even though we were operating under some restrictions in the first part of the year.**
- **Of those, 779 involved simple capsizes (675 in 2020 & 804 in 2019) and 1160 described as “significant” incidents (802 in 2020 & 1316 in 2019).**

7) On Line Incident Reporting – 2021. analysis of 13th year – National. (BR stats).

- **The top eight causes of significant incidents in 2021 was –
Last year in [Brackets].**
- **POOR LOOKOUT. 505/44%. [2020 - 316/39%]**
- **NON-ADHERENCE TO NAVIGATION CODE. 186 /16%. [2020 – 91/11%].**
- **POOR LOOKOUT & NON ADHERANCE TO NAVIGATION CODE. 99/9%
[2020 - 71/9%]**
- **FALLS & OTHER INJURIES. 93/8%. [2000 - 54/7%].**
- **FAILURE TO CHECK EQUIPMENT. 82/7%. [2000 - 98/12%].**
- **ANTISOCIAL BEHAVIOUR. 54/5%. [2000 - 71/9%].**
- **POOR STEERING. 30/3%. [2000 - 25/3%].**
- **HEALTH. 21/2%. [2000 – 20/2%]**

7) On Line Incident Reporting – 2021. Analysis of 13th 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 2021 the Lea R. C reported the most incidents – with 71, Lataymer School and Marlow were 2nd with 47 followed by Maiden Head with 40.**
- **No Wessex/H&DARA Club appeared in top twelve - CHRISTCHURCH with 31 according to the BR Analysis and 32 according to the RRSA’s analysis - 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 39 reports from other regions and did so where I thought I had something to contribute.**
- **In 2021 - 14 Incident Reports in our region were opened for comment – three of which related to the Boat inspections.**
- **One related to the need to report the incident to the Police.**
- **Two sought clarification of details of the incident.**
- **One was a racing incident – on the River with three Clubs involved.**
- **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, 2021. Wessex Region. (Wessex RRSA Figures). Excluding CARA/Wessex South East Coast

Some basic facts –

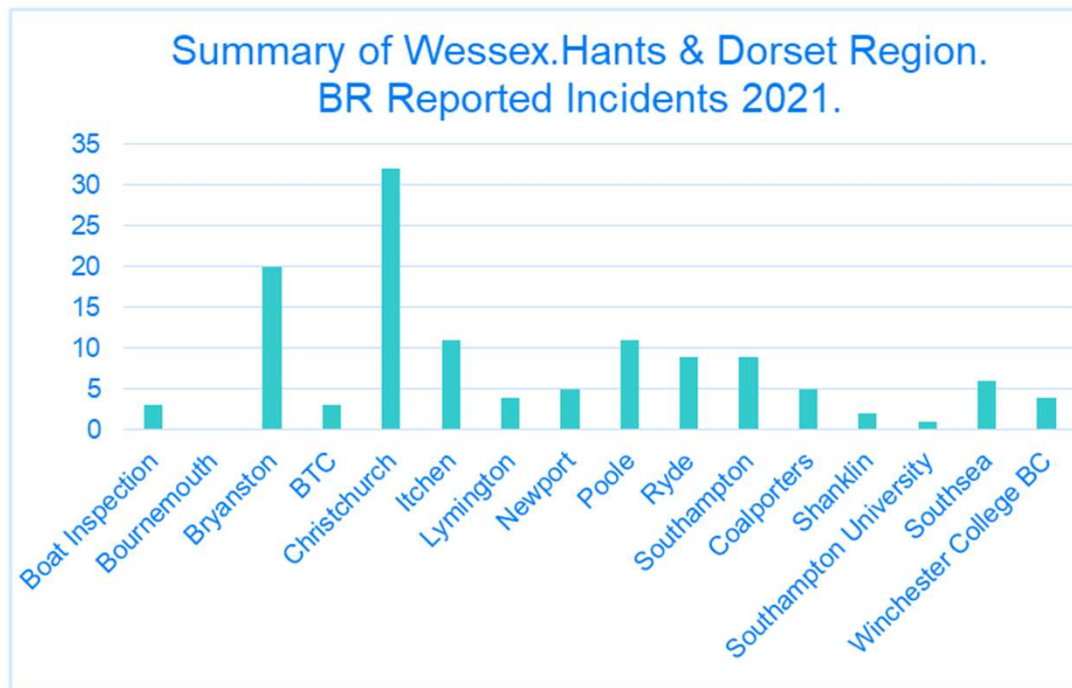
Incidents recorded in the region – 133 (78 in 2020, 143 in 2019) of which 6 came from CARA Clubs (11 in 2020, 22 in 2019), leaving 125 from H&D/Wessex Clubs (67 in 2020, 121 in 2019) which 6 were linked/duplicated – leaving 119 (66 in 2020, 118 in 2019).

In addition there were three H&D ARA Boat Inspection summaries in 2021.

65 were simple capsizes (26 in 2020, 47 in 2019).

8). Reported Incidents, 2021. Wessex/H&D Region. By Club!

All H&D Clubs & Wessex Clubs except Canford School, Bournemouth Collegiate Schools, Portsmouth and Bournemouth Universities reported at least one incident.

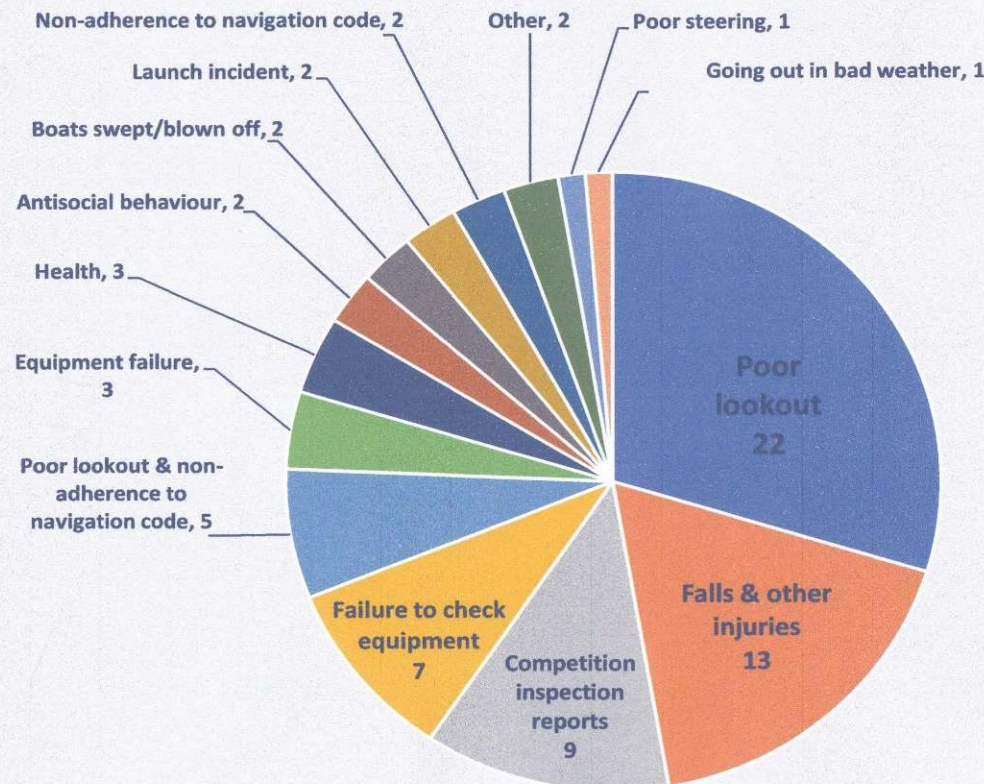


Clubs should analyses their incidents for patterns/learning points.

	RRSA Anal	BR Anal.
Boat Inspection	3	
Bournemouth	0	
Bryanston	20	20
BTC	3	
Christchurch	32	31
Itchen	11	11
Lymington	4	
Newport	5	
Poole	11	10
Ryde	9	8
Southampton	9	7
Coalporters	5	
Shanklin	2	
Southampton University	1	
Southsea	6	7
Winchester College BC	4	7
	125	

8). Incident Reporting, 2021. Wessex/H&D Region. Total incidents reported by Type.

Wessex & S.E. Coast - 2021



Clubs reporting 5 or more incidents

Christchurch RC	31
Bryanston School BC	20
Itchen Imperial RC	11
Poole ARC	10
Ryde RC	8
Winchester College BC	7
Southampton ARC	7
Southsea Rowing Club	7

The clubs shown in the table should all be congratulated for reporting 5 or more incidents in 2021

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

- With 125 incidents reported – its difficult to select ones to review – I have selected two which I thought were of interest – and we can discuss any others that are hi-lighted.
- 17414. A group of 20 Southampton Canoe Club Members were on a training session when they were approached by what was believed to be a Southampton University Quad which narrowly missed several of them forcing them to take evasive action – and capsizing one. There was also a pair afloat and a coach in a coaching launch but he would not comment of the incident.
- 17520. A Coalporters Junior 2x was passing under Northam Bridge closely followed by a coaching launch when a member of the public threw two half bricks off the bridge which landed between the double and the coaching launch. This sort of incident of anti-social behaviour seems to happening more often.

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

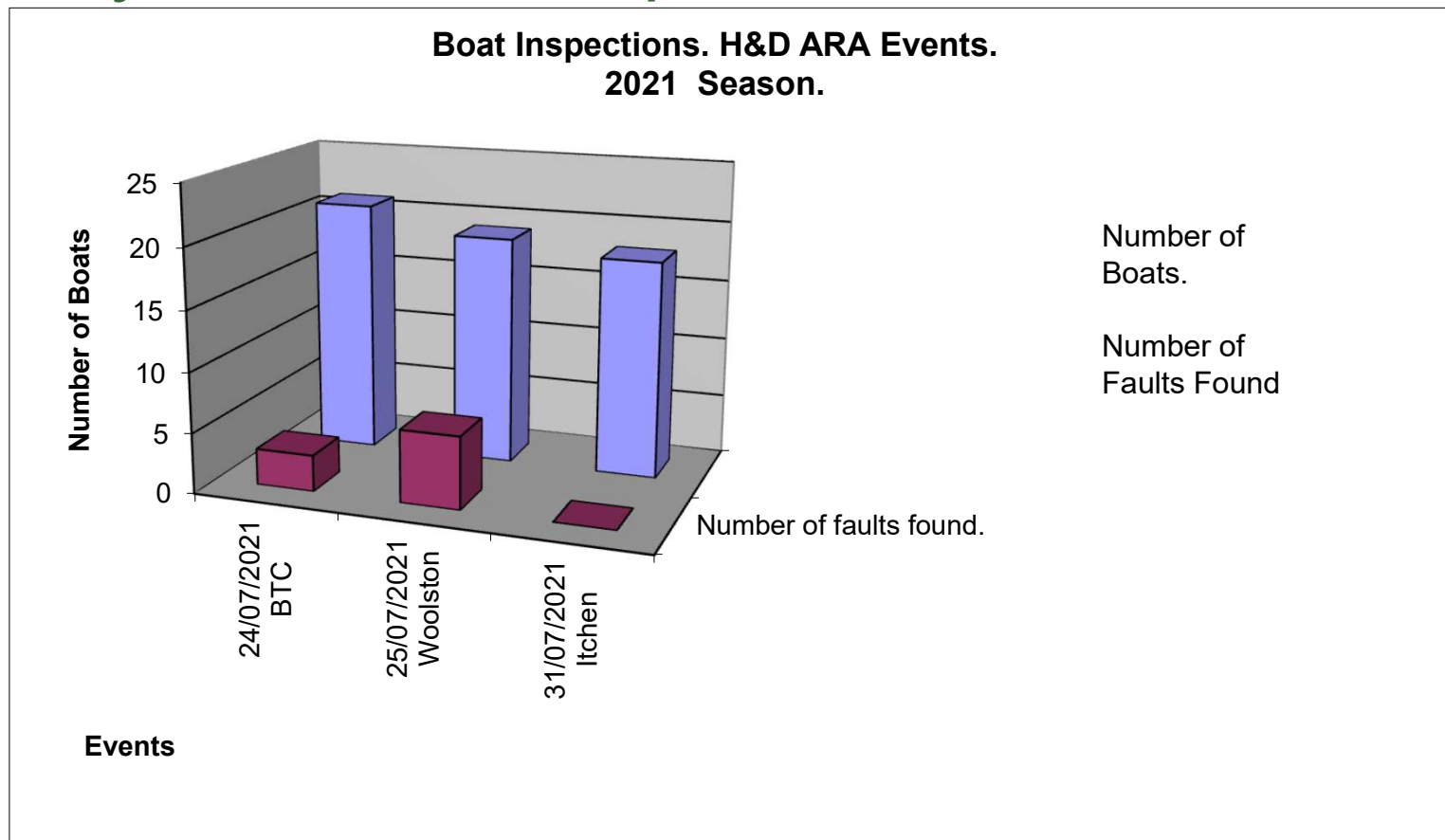
There were only eight Regattas + plus the Southcoast Championships, the Itchen Junior Regatta and the Southampton Coastal HORR held in the region in 2021 – due to the Covid-19 Pandemic.

There were 10 BR incident reports submitted for incidents at H&D ARA Events – none significant.

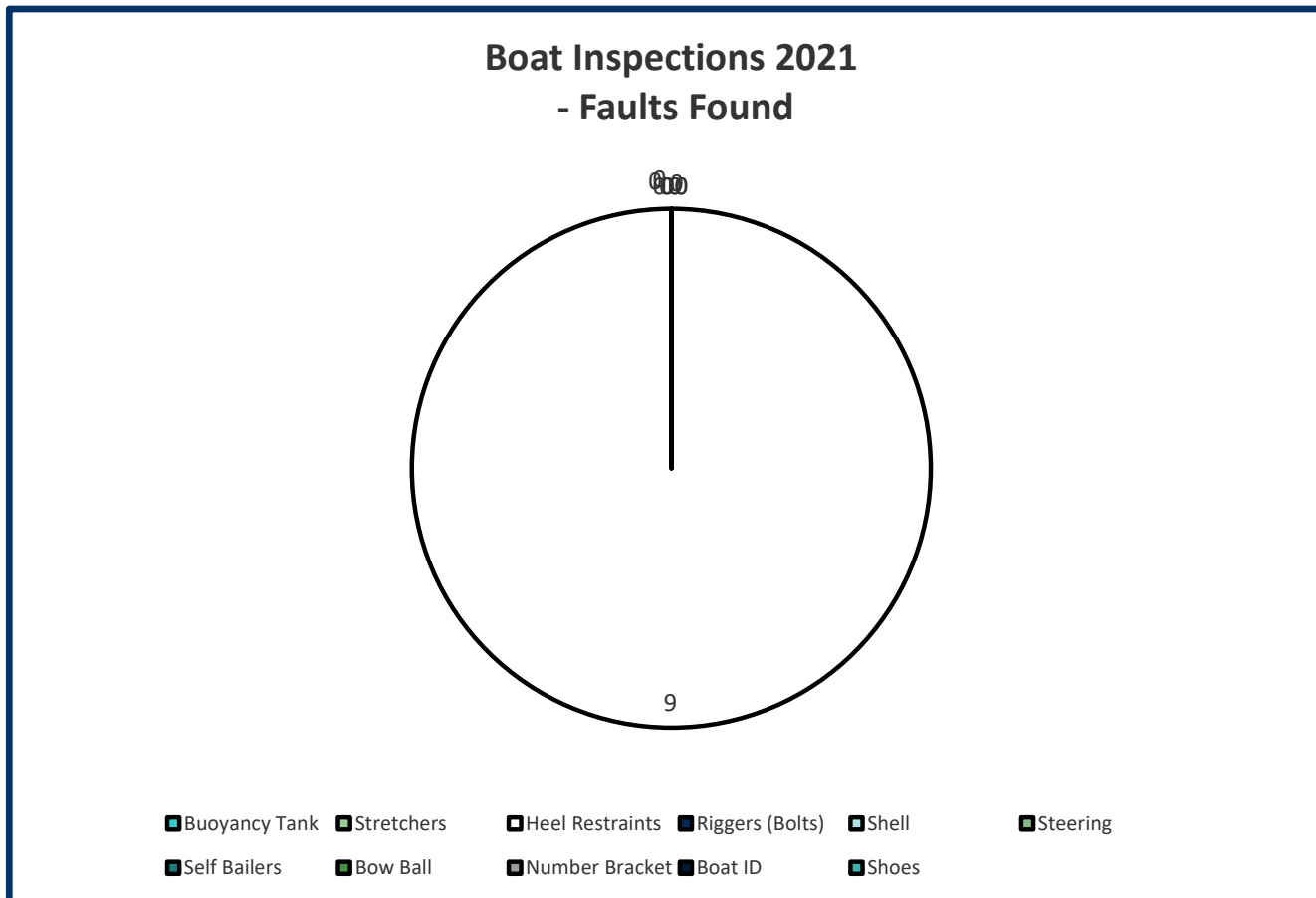
I suspect there were more – and a number were not reported – but as I did not receive any copies of the racing officials reports where incident should be recorded I can not prove this.

9) Boat Inspections at H&D ARA Events – 2021.

Only three boat inspections were undertaken!



9) Boat Inspections at H&D ARA Events – 2021. Analysis of faults found.



All 9 faults found related to heel restraints.

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 Regatta.**
- 43 boats were checked (38 in 2019. 54 in 2018, 44 in 2017, 49 in 2016) with 7 faults found against 7 in 2019, 5 in 2018 and 10 in 2017.**

There were no Life Jacket Inspections undertaken in 2021.

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.

NOTE: Bournemouth were not active in 2021.

Lymington, Newport, Poole, Ryde, Shanklin, Southampton and Southsea - went through all boat inspections, including the full heel restraint – with no faults found but as there were so many and the season so short no awards were made at the at the Hants & Dorset Dinner.

9) Boat Inspections at H&D ARA Events – 2022.

The Boat Inspection Policy for 2022 should be the same as in recent years with Boat Inspections taking place at random H&D ARA Competitions selected by the Safety 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.

10) Regatta/Event Audits - reports on last seasons audits and plans for 2022.

- **All 11 competitions held in 2021 submitted their event safety documentation which was approved by the RRSA.**
- **Policy in 2022 – it was agreed that Clubs who failed to send a representative to the 2021 Safety Meeting would have their event audited.**
- **All H&D ARA Clubs attended the Safety Meeting.**
- **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 2022 + 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 2022 - 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 2022 yet (due 1st April, 2022)[£121 in 2021].
- We assume that the process will be the same as the last few years - Events apply direct to BR for cover - and the Regions RSA confirm that the correct documents are in place and that they have been checked - and BR will then issue the Public Liability Insurance Certificate on payment of the appropriate fee which was £121 in 2021.
- The contact at BR - BR have asked us to use - clubs@britishrowing.org

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.
- LIFE JACKET
- LENGTH OF ROPE (15m)



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

- TRANSISTOR MEGAPHONE (Loud Hailer)
- RED FLAG
- AIR HORN/SOUND SIGNALING DEVICE -
Now a 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 was added to each kit for 2021.
- As an experiment for 2022 the Loud Hailers will be stored in robust boxes to try and offer them greater protection.
- 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 2021 Season. By Gary Joyce.

Kits – all kits were checked by Gary Joyce after the 2021 season and various items were replaced and one new Loud Hailer purchased.

- **10 H&D lifejackets were have been serviced in 2022 - Service by Ocean Safety. They were not serviced in 2021 as they had been in 2020 – but not used.**
- **All Life Jackets have now been fitted with a crutch strap.**

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 for 2021.

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.

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 2023 and future meetings. Current rotation – 2023 – Christchurch.

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 2023 we should visit CHRISTCHURCH – there is no need to slot Dolphin or Ryde School into the rota – as they are no longer affiliated to the H&DARA.

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 2021 none other than updating details.)
- 2021 South Coast Championships. Boat Inspections.
- Covid-19. Covid-19 Risk Assessments.
- Safety training within a club – see over.
- New Club in Region – about to affiliate to BR – “Coastal Rowing Academy” based on Hayling Island – appears to be mostly FISA boats with no intention to affiliate to H&DARA.
- ?

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 capsize 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.