



BRITISHROWING

# HRSA Monthly Report

April 2020

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TEAMWORK | OPEN TO ALL | COMMITMENT

## Introduction

This report is very short as rowing clubs have been advised to close and there have been no significant incidents in April. There have been some contributions from the Rowing Community and enquiries and these are summarised below.

A Rowing Safety Quiz has been prepared in the hope that this will enable readers to reflect on the subject and maintain their interest at a time when there is little opportunity for direct practical involvement. It may even provide some entertainment.

The Quiz is included as an Appendix to this report and will be provided in an editable document so that it can be adapted for other uses, if required.

## Ideas and Suggestions

The following ideas were contributed by readers.

### Remember the 7 'C's when going afloat:

- Clothing - crew check hi viz, life jacket for cox and clothing cannot catch on the boat
- Craft - check-nuts and bolts, shoes, heel restraints
- Capture the outing on the safety board (type of boat and time out and back)
- Consider lights if dusk or night
- Course - keep to the right
- Care and attention – maintain a 360° lookout
- Clean the boat and tidy up equipment, slings and personal items

### Keep a good Lookout

When bow steering bow and when coxing, to take advantage of corners for viewing the water behind and in front. As you are coming around a bend, the water which you are intending to use is normally in view until you have completed steering. It is good practice to keenly observe the following straight for logs, other river users etc., while it is in view to the slight right or left of your crew.

For those who are regular offenders for failure to lookout and only understand advice related to winning more pots, framing the request as “if you are more aware of the water you're about to use, and craft overtaking you, then there are two main advantages to boat speed”

- not seeing a log can lead to lost training due to a boat being off the water;
- if you're more aware of the water, you can make better decisions about the line to take and where to utilise mid-race pushes most effectively (it's amazing how slower crews on the inside of a bend refuse to teleport magically out of the way, and how much more time it costs if you didn't mitigate the fact that they were there, never-mind after you've clashed blades).

## The Importance of Safe Behaviour

In a previous report I explained that safety is often determined by behaviour. A correspondent expressed surprise that this was the case in view of the work we all do on Risk Assessment. The reply contained the following:-

*I believe that Risk Assessment is central to all safety considerations, in life generally, as well as in rowing. I am also a Coach Educator and helped prepare the training material for Learner Coaches on this subject. The problem that we have generally is that risk assessments, although essential, are not sufficient in themselves to ensure safety. We have to use what the risk assessment tells us to control or influence the way people behave.*

*Safety really depends on the behaviour of people. This is true on the water, on land, on the road, in the home, at work and everywhere else. This is clearly demonstrated, year after year in our [analysis of rowing incidents](#). Risk Assessment can be used to define the requirements for that behaviour but more work is needed to influence that behaviour in order to improve safety. In other words, in order to improve safety it is necessary to have a good understanding of risk assessment (and good risk assessments) but this, in and of itself, is not sufficient. We must also ensure that rowers avoid at-risk behaviours.*

## Safety in Virtual Indoor Rowing Competitions

Many clubs are organising indoor rowing competitions for their members. This should be welcomed as they provide opportunities to promote both mental and physical wellbeing. However there are risks if rowers are competing from home, particularly if they are at home alone.

In preparing for these competitions it would be helpful to provide the following advice to competitors:-

*"In preparing for the challenge, try to make progressive small improvements in performance rather than deliver a sudden herculean effort. Exercise regularly and acclimate yourself to physical activity. It is OK to control your workouts so that you can deliver peak performance for a competition but remember that good performances do not come out of nowhere, they result from careful planning."*

There is further advice in the Safety Alert entitled "[Indoor Rowing is good for you](#)".

Strenuous exercise should be avoided by people who are recovering from a disease. Even having or recovering from a mild tummy bug (that may cause diarrhoea and/or vomiting) can be problematic. Please also remind rowers that:-

- If you do not feel well then do not exercise.
- If something is making you feel unwell then stop doing it.
- The NHS is busy at the moment, take care not to add to their burdens unnecessarily

## Safety Arrangements for a Private Match

There was a request for information from a School Head of Rowing on the safety requirements for a Private Match. He was reminded that it would not be possible to hold such an event until the government relaxes its rules on social distancing, and until British Rowing amends its advice to clubs accordingly. He responded that this was a general enquiry and was not in contemplation of an event in the near future.

The term "Private Match" is defined in the [Rules of Racing](#) as follows:-

**Private Match:** *A competition arranged solely between the clubs or competitors concerned. There shall be no advertising for entries and no more than four clubs shall compete unless specific permission has been granted by the National Competition Committee. Organising club(s) should note that the competition requirements of section 5.2 of the Rules of Racing still apply and appropriate insurance cover is required.*

Section 5.2 of the [Rules of Racing](#) was included in the reply.

There were specific questions about the designation of launches, the need for umpiring and the extent of safety and first aid provision. The responses were:-

*If yours is a competitive event then I think you need someone to fulfill the role of an umpire to ensure safe and fair racing. In my view you should make safety provision, both on land and on the water. You can use your risk assessment to determine the level of provision that you will need. The risk assessment should also help you to define how these provisions are coordinated and how the various elements will communicate.*

*As far as first aid provision is concerned, this can be defined using the risk assessment. You can factor into this the availability of external resources, for example, you could include the travel time to the nearest A&E unit.*

*I would not worry too much about the designation of safety launches, providing they all have qualified drivers (RYA Level 2 Powerboat or better). Launch drivers are trained to regard the preservation of human life to be of paramount importance. Whatever else they are supposed to do, if they are needed to provide safety support then they will do so. If the safety resources are committed to a rescue on the water then it would be advisable not to start any further races until they are able to resume their duties.*

*As far as redundancy is concerned, again this should be defined from your risk assessment. In some ways the extent of provision is a matter of scale. Please remember that some of the support on land will be provided by the staff and coaches of the competing schools. To some extent, they can be expected to look after their own pupils.*

## RowSafe Updates

The updates for RowSafe 2020 have been completed and provided to the Communications Team for publication. As you may have noticed, the communications team has been very busy and productive in recent weeks so it may take a little more time before RowSafe 2020 is published.

The 2020 updates have been incorporated into a presentation that is included with this report.

## Marine Accident Investigation Branch Safety Digest

There is a report on a rowing incident in the latest MAIB Safety Digest, this is available [here](#). Safety digests are collections of articles involving vessels from the merchant, fishing and small craft sectors to help the marine community to learn lessons arising from a variety of accidents. The Rowing Incident is included as item 22 (page 42) and was described in the November 2019 HRSA Monthly Report.

## Carbon Monoxide (CO) in Kitchens

There was an enquiry about the forced ventilation of kitchens that contain gas cookers following a Gas Safety check for the building after the club had installed a new gas cooker. This resulted in a Warning Notice for exceeding the acceptable CO limit by 10%. Also the Engineer would not consider the kitchen as being for domestic use and the check was also failed because the extraction system did not have a statutory auto interlock.

Gas Safety is a highly technical topic and the legislation is also quite complex. The basic legal requirement is in the [Safety in the installation and use of gas systems and appliances Gas Safety \(Installation and Use\) Regulations 1998 as amended](#). The requirement is included in Regulation 27 (4), this states

*“No person shall install a power operated flue system for a gas appliance unless it safely prevents the operation of the appliance if the draught fails.”*

There is further guidance in [HSE Catering Information Sheet No 10](#) , Ventilation in catering kitchens.

## **Appendix 1 - Rowing Safety quiz - April 2020**

This quiz is intended for anyone who is interested in rowing, particularly if they are interested in Rowing Safety.

The answers to this quiz will be circulated early in May. There are 30 questions in this quiz and there will be a further 30 with the report at the end of May.

The questions in the quiz are based on information in RowSafe, and Safety Alerts and other safety information, linked to from RowSafe. Most of the questions have multiple choice options but some require narrative answers as they ask for examples.

You may wish to use these questions in a club quiz, as an introduction to training, or for some other purpose. If you would like to make the questions less easy then feel free to remove the multiple choice options.

### **General Safety**

**1 Is the Club Rowing Safety Adviser expected to be responsible for everyone's safety?**

- a. Yes
- b. No

**2 Is each Club Rowing Safety Adviser expected to have completed the Advanced Risk Assessment Training (online learning module on the British Rowing website)?**

- a. Yes
- b. No

**3 Who can report an incident using the British Rowing Incident Reporting system?**

- a. A rowing safety adviser
- b. A club official
- c. A qualified coach
- d. An unqualified coach
- e. A member of the rowing club involved
- f. A member of any rowing club
- g. A Navigation Authority Official
- h. A member of the public who is not a member of British Rowing
- i. All of the above

**4 Can incidents be reported anonymously?**

- a. Yes
- b. No

**5 Who is expected to take responsibility for your safety (one correct answer)?**

- a. You Club Rowing Safety Adviser
- b. Your Club Chairman
- c. Your coach
- d. You.

## **Lifejackets**

**6 Which 4 things should you always check before you put on a lifejacket?**

- a. Check that it is dry (if it is wet then it may have been used (check in more detail))
- b. Check that it is the correct colour so that people will know which club you are from
- c. Check that the straps are in good condition
- d. Check that the casing is clean
- e. Check that the manual inflation toggle is accessible
- f. Check whether it is manual or automatic

**7 When checking that you are wearing the lifejacket correctly, what 3 things should you be careful of?**

- a. Check that you can fasten your jacket over the top of the lifejacket
- b. Check that the chest strap is tight so that you can just get your fist between the chest strap and your chest
- c. Check that your name is showing so that people know who you are
- d. Check that the crotch/thigh straps are correctly fitted
- e. Ensure that no clothing is worn over the lifejacket

**8 Which one of the following types of lifejacket is suitable for a cox in a bow loaded 4+?**

- a. Buoyancy Aid
- b. Manual inflation lifejacket
- c. Auto inflation lifejacket
- d. None needed

**9 Which 2 of the following types of lifejacket are suitable for a cox in a stern loaded 4+?**

- a. Buoyancy Aid
- b. Manual inflation lifejacket
- c. Auto inflation lifejacket
- d. None needed

**10 Why do you need to know if your automatic lifejacket has a hydrostatic actuator? (3 correct answers)**

- a. Because it will not automatically inflate until the actuator is at least 1 metre under the water
- b. Because it will inflate if it is splashed with water
- c. Because it will only inflate immediately if you use the manual inflation actuator (pull on the toggle)
- d. Because it will not stop you getting your hair wet so try not to fall in

## **Capsize and Recovery**

**11 You are coaching a group of inexperienced scullers which 3 of the following would you teach them that would help them to avoid capsize?**

- a. Check that the gates (on the riggers) are securely closed
- b. Complete the capsize drill
- c. Wear a lifejacket
- d. Wear a wetsuit
- e. Understand the safe position
- f. Do not wait at front stops with the blades square in the water

**12 Which 5 of the following should be practised in the club's capsize and recovery training?**

- a. Getting free from an inverted boat (including releasing the feet from the shoes).
- b. Move to the bow and hold the bow ball then swim to the edge of the pool towing the boat
- c. Getting on top of the boat, making rescue by launch and buddy rescue easier.
- d. Getting back into the boat for everyone.
- e. Lying on top of, and paddling a boat (straddle and paddle).
- f. Leave the boat and swim away
- g. Buddy rescue.
- h. Rescue using a throw line.

**13 Which 4 of the following should people do if they capsize?**

- a. Get free from the boat
- b. Take the sculls out of the gates
- c. Get out of the water
- d. Get off the water
- e. Swim away from the boat to the bank
- f. Stay with the boat unless doing so would put you in greater danger

**14 What is the “gasp reflex” and what can be done to minimise its effect.**

- a. It is .....
- b. The effect can be reduced by .....

**15 You have used a throw bag in a demonstration, how do you repack it? and what must you not do?**

- a. The method of repacking is to .....
- b. Do not .....

## **Hypothermia**

**16 Which 7 of the following are symptoms of hypothermia?**

- a. Poor comprehension,
- b. Irrational behaviour,
- c. Profuse sweating
- d. Slurred speech
- e. Complaints of being thirsty
- f. Shivering
- g. Agitation
- h. Slow pulse
- i. Fast pulse
- j. Rapid breathing,
- k. Reduced breathing rate
- l. Cold and pale skin, blue lips and nail beds

**17 Which 6 of the following should you do to help someone with hypothermia?**  
(some of the items on this list neither help nor do harm)

- a. Move them indoors.
- b. Remove any wet clothing and dry the casualty.
- c. Massage their limbs
- d. Wrap them in blankets.
- e. Phone for an ambulance
- f. Put the person into a hot bath
- g. Give them a warm drink, but only if they can swallow normally.
- h. Give them an alcoholic drink
- i. Use heating lamps
- j. Give energy food that contains sugar, such as a chocolate bar, but only if they can swallow normally.
- k. Get them to sit down outside
- l. Monitor the casualty's breathing and be prepared to deliver CPR

**18 Which 4 of the actions listed in question 17 above should you avoid doing with someone with hypothermia?**

## **Safe Navigation and Steering**

**19 How often should a steersperson look ahead?** (one correct answer)

- a. Once every stroke
- b. At least once every 5 strokes
- c. At least once every 10 strokes
- d. At least once every minute

**20 Which 2 of the following should a cox do if his or her view ahead is obstructed by the presence of the crew?**

- a. Ask a member of the crew to look ahead and report what they see.
- b. Do not worry about looking but stay on the correct place on the waterway
- c. Take advantage of the opportunities to see ahead at bends, etc.
- d. Make sure that the bow rower is wearing hi-vis kit
- e. Shout loudly to instruct everyone else to get out of your way

**21 Which 3 of the following should you do if you want to overtake another boat?**

- a. Check that the waterway ahead is clear of obstructions (other boats, etc.)
- b. Keep clear of the other boat
- c. Shout loudly to instruct the other boat to get out of your way
- d. Remember that you are the faster boat so the other boat has to keep clear and you have the “right of way”.
- e. Remember that you have a duty to keep clear and the other boat has the “right of way”.
- f. Start thinking of what you are going to say in the Incident Report.

**22 Which 3 of the following should you do if you are being overtaken?**

- a. Move closer to the bank or edge of the channel if it is safe to do so
- b. Move away from the bank or edge of the channel so if the other boat gets too close then you will have somewhere to go.
- c. Row Faster so that they cannot overtake
- d. Try not to obstruct the other boat
- e. Shout a warning if you think that the other boat has not seen you.
- f. Start thinking of what you are going to say in the Incident Report.

## **Risk Assessment**

**23 Which 3 of the following should the Club Risk Assessment be used for?**

- a. To define the clubs safety rules
- b. Keep the Regional Rowing Safety Adviser happy during the annual safety audit
- c. To define the club’s emergency response plan
- d. To determine whether other Barriers and Controls are needed to reduce risk to an acceptable level
- e. To show that the club is concerned about safety
- f. To show to the authorities if there is an accident

**24 Which 2 factors are used, together, to determine the level of risk**

- a. The number of members in the club
- b. The probability of a hazardous event occurring
- c. The number of outings per week
- d. The severity of harm caused if it does occur
- e. The number of other clubs in the vicinity

**25 In risk assessment, what is the difference between Barriers and Controls?, give examples of each.**

- a. A Barrier is .....
- b. A Control is .....

**26 Hazards due to the weather. What could you do to reduce the risk from each of the four hazards listed below?**

- a. Cold - .....
- b. Hot and sunny - .....
- c. Strong Winds - .....
- d. Lightning - .....

**27 Hazards due to the local environment. What could you do to reduce the risk from each of the four hazards listed below?**

- a. A bend with limited view of the water ahead - .....
- b. A narrow bridge with space for one crew only - .....
- c. Weirs & sluices - .....
- d. Steep banks or walls, where landing is difficult, reeds or overhanging trees, etc., - .....

**28 Hazards due to the water. What could you do to reduce the risk from each of the four hazards listed below?**

- a. Rough water, perhaps due to wind - .....
- b. Fast flowing water - .....
- c. Shallow water - .....
- d. Polluted or contaminated water - .....

**29 Hazards due to other water users. What could you do to reduce the risk from each of the four hazards listed below?**

- a. Anglers on the bank - .....
- b. Moored motorboats that cause an obstruction- .....
- c. Wash from large or fast boats - .....
- d. Vandals on the bank or bridges (throwing stones etc.) - .....

**30 Which other 4 types of hazard do you consider in your risk assessment prior to the commencement of the outing?**

- Hazards when going afloat and landing
- Hazards in and around the boathouse
- Hazards due to faulty, incorrectly set or poorly maintained equipment
- Hazards due to the state of fitness or health of the rowers

I hope that you enjoyed the quiz and learned something useful in the process. Please feel free to contact me at [safety@britishrowing.org](mailto:safety@britishrowing.org) if you have any comments or questions.