

# **Safety Report for NRC AGM – 20 November 2023**

## **Club Audits**

This year's audit had to be completed in time for me to review it by 15<sup>th</sup> November. So far, almost all of the clubs in this region have completed their audits. I will discuss the audits with clubs at the Club Development Conference in January.

## **Incident Reporting**

Please report any incidents as soon as they happen. If you do not report an incident, it may affect your ability to make an insurance claim for injury or damage. This year there has been a problem with the Incident Reporting system; I can't get statistics for this year.

Number of incidents reported in the region; Oct 2021 – Oct 2022 = 118

Number of incidents reported in the region; Oct 2020 – Oct 2021 = 99

## **Collisions**

The most commonly reported incidents are still collisions. Collisions were also the main cause of injuries and they are avoidable if crews follow the rules of the river and keep a good lookout. All crews should look around approximately every five strokes to ensure that there is nothing in their way. Also, if a crew is approaching you, shout a warning; don't just sit quietly waiting to be hit.

## **Lights**

Boats out in the dark must have adequate lighting. On the Wear at Durham, bike lights may be used (white front and red rear); on all other rivers, ColRegs apply (white lights front and rear). The lights should be visible from the sides so that boats are visible when turning around. This is a very simple and cheap way of making effective boat lights. See:

<https://sway.com/GG6lmSjnQumioSUo>

## **Boat Maintenance**

Clubs and crews are responsible for the maintenance of their boats. Bow balls, heel restraints, hatch covers etc. should be checked before each outing, whether training or racing. Umpires at events simply ensure that the boats that they check comply with the Rules of Racing; they are not responsible for a crew's boat maintenance.

## **Communication**

I would like to improve communication on safety within the region. How would CRSAs feel about a WhatsApp group for CRSAs to discuss safety matters?

## **Trailer Towing**

There have been several incidents of boats coming off trailers this year. A safety rope over the forward rack on the trailer can reduce the consequences of a broken tie. Also, cheap ties bought from unknown suppliers on the internet are cheap for a reason, they are not made to BS EN 12195-2:2001.

## **Rowing away from home**

If a club is training away from its home water, it must find out from the host club the circulation plans, navigation rules and other requirements, e.g. lights.

If you want further information on any of the above, please contact me.

John Mulholland

Regional Rowing Safety Adviser

British Rowing Northern Region

e-mail: [john.rrsa@jdmulholland.plus.com](mailto:john.rrsa@jdmulholland.plus.com)