

HRSA Monthly Report

March 2016

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HRSA Monthly Report, February 2016

Analysis of 2015 Incident Reports

The more detailed analysis of last year's incident reports has been completed. The results of this analysis have been incorporated into a presentation that was delivered at recent NRSC and National Coaching Committee meetings.

The analysis has been extended since those meetings and the resultant presentation is included with this report.

The following key points should be noted:-

- More incidents are being reported
- 81% of incidents (excluding simple capsizes) result in no harm to people
- 74% of incidents (excluding simple capsizes) result in no damage to equipment
- Over 90% of incidents are caused by at-risk behaviour
- Poor lookout and non-adherence to local circulation plan are the causes of over 55% of incidents
- Safety Alert and Rowing and Regatta Articles help people to understand how to behave more safely and avoid incidents
- There are suggestions, in the presentation, for improving safety for Clubs, Coaches, Event Organisers and Everyone

The overall pattern of causation for all significant incidents (i.e. those not being simple capsizes) is similar to that in previous years and the at-risk behaviour of rowers and coaches remains the most significant underlying cause of reported incidents.

The extension of the analysis covers the causes of incidents that resulting in serious damage or harm. The causes were significantly different to those of "all incidents".

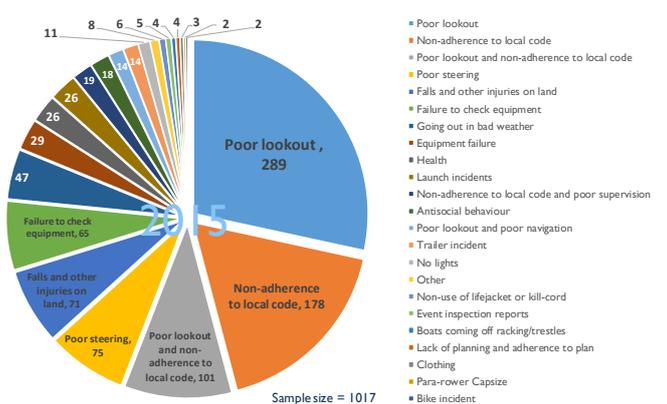
It is clear from the chart here and the other charts in the presentation that there is also a need to consider incidents on land (e.g. slips, trips and falls, contact with fixed objects, etc.) and health related issues.

It is worth noting that, on average, every week there is:

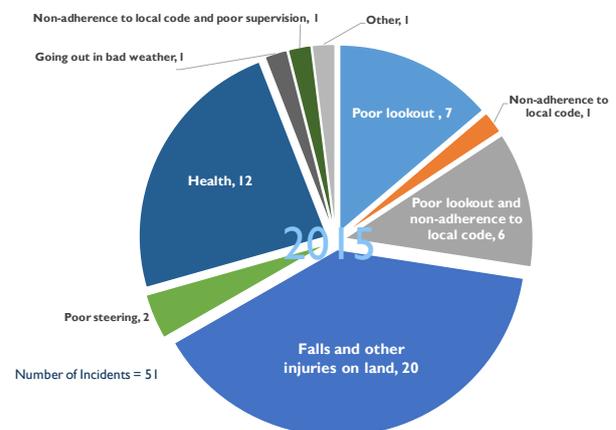
- One serious injury requiring more than one week off rowing
- One significant injury requiring a few days off rowing
- £4,500 worth of damage

Analysis of Significant rowing incidents by cause - 2015

Significant accidents = all except simple capsizes (most result in collisions or near collisions)



Causes of Incidents resulting in a week or more off rowing



Of the 36 were health related incidents: -

- 13 were head injuries, some resulting in concussion
- 9 were incidents where a rower fainted (mostly after a race)
- 8 were respiratory incidents (mostly at Events)
- 4 were cardiac incidents, and
- 2 involved asthma attacks

There were 42 incidents involved non-rowing boats, of which:-

- 24 involved motor vessels (including launches)
- 13 involved canoes and
- 5 involved sailing dinghies

The number of incidents involving heel restraints and shoes was very small There were 4 incidents referring to heel restraints not working when afloat, 2 problems with undoing shoes afloat and 7 reports of problems during event inspections on land.

An analysis of incidents in the Thames Region and at Thames Rowing Club was provided to the respective RRSA and CRSA.

Incident Reporting

Incident reports were reviewed (other than those of simple capsizes). Comments were made on a few and some were forwarded to others for information. Several were linked where two reports related to the same incident.

One report (number 5840) concerned Lea Rowing Club; the club that gave first aid assistance to a passing cyclist (not a club member) who fell from his bike into the canal thereby injuring his nose and mouth.

There were reports from two coaches and an umpire who each took separate actions to prevent potentially serious collisions from. The following should be commended:

- Chris George of Thames Rowing Club (twice) (numbers 5805 & 5807)
- Philip Gray of University of London Boat Club (number 5804) and
- Jacob Rowe, an umpire at Cambridge (number 5754)

Notes of thanks and appreciation will be sent to those involved.

Safety Alerts

In 2015 there were eight incidents where riggers came loose or detached while in use; these resulted in capsizes. There have been similar incidents in 2016. There have been extensive discussions with the UK supplier of quick release wing riggers and he has produced a guidance note on the correct fitting and adjustment of these devices.

A copy of this guidance is included with this report and, it is hoped, will soon be distributed more widely. Please feel free to forward this to friends and colleagues.

The process for producing and issuing Safety Alerts was discussed at the recent NRSC meeting.

Heel Restraints

There continues to be some discussion on the application of the rules relating to heel restraints although the rules are fixed for the 2016 season. The analysis described above shows that defects with heel restraints relate to a very small proportion (0.4%) of reported incidents.

The specification for the limit heel movement, in the current rules, has been incorporated into the draft of RowSafe.

Support for the Harper Trust Schools in Bedford.

The Trust manages a boat house for the rowing clubs of three independent schools in the process of appointing a "Rowing Safety and Operations Manager". The Trust asked for assistance to the Bursar and the Human Resources Manager in the interviewing and final selection processes. This interviews were completed on 29th February.

Extensive comments were subsequently provided on the written submissions produced by the candidates on the day of the interviews. There was some further discussion and unanimous agreement on the preferred candidate. An offer of employment was subsequently made. Further support and assistance with training has been offered.

Interaction of Rowing Boats and Canoes

There was a serious interaction between a racing canoeist and a rowing coach on the Thames near Teddington. The incident that triggered the interaction was not particularly significant but the language allegedly used by the canoeist was abusive. This occurred in the presence of school Junior girls crews.

The canoeist sent an e-mail to the HRSA and was then encouraged to report the incident using the Incident Reporting system, which he subsequently did (number 5718).

A meeting, organised by the school was held on 10th March and involved representatives from many of the local rowing clubs together with the Thames Upper 4 Regional Representative, the RRSA of Thames Region and the HRSA.

It became evident during this meeting that this was not an isolated incident and that there had been many interactions of a similar nature between a small number of canoeists, and rowers and their coaches. It is, however, interesting to note that it was not unusual for other members of the canoe club to visit the rowing club involved, after one of these interactions, and apologise for the unacceptable behaviour of their colleagues.

It was resolved at this meeting that:-

- Clubs would report incidents using the Incident Reporting process
- Clubs will brief their members on the local navigation rules and the need to report incidents
- Clubs would encourage their members to attend the open evening for clubs that use this stretch of the Thames at Thamesis Sailing Club on 14th April.
- The RRSA would contact the Environment Agency
- The HRSA would liaise with British Canoeing.

It has become common practice, to the extent that it could be considered a policy, to report interactions that could be considered criminal, to the Police. (In this case the alleged behaviour would be contrary to section 4 or 4A of the Public Order Act 1986 as amended by the Criminal Justice and Public Order Act 1994.) The school took statements from those of its staff and pupils who were present and provided these to its Police liaison officer.

As the alleged abuse took place in the presence of children it was also reported to the British Rowing Lead Safeguarding Officer who contacted the school.

A visit was made to the headquarters of British Canoeing to meet with Mike Devlin and John Hatton on 22nd March. The subsequent discussion was not entirely satisfactory. We were able to provide details of the many interactions between rowing boats and canoes and an analysis of the data. British Canoeing had almost no information to contribute. British Canoeing incident reporting is focussed on insurance and has limited information.

This discussion led to the following conclusions and actions.

Information about canoes:-

- 90% of canoeists are not members of British Canoeing
- There are many different types of canoes
- Racing canoes are very unstable
- There have been similar issues in Chester (without the abuse)

Leaving aside the abuse, it appears that the fundamental issue is the inherent difference between rowing boats and canoes. In general: -

- Rowing boats are faster and tend to travel in straight lines,
- Canoes are more manoeuvrable,
- Rowing (coxed and coxless) boats have a “blind spot” directly in front,
- Canoes have a “blind spot” directly behind.

These factors combine to produce a hazardous situation when a rowing boat overtakes a canoe. There is a general navigation rule that the “any vessel overtaking any other shall keep out of the way of the vessel being overtaken” (Col Regs, Rule 13) and that “every vessel shall at all times maintain a proper look-out” (Col Regs Rule 5).

It should be noted that some collisions have been caused by canoes turning towards, and in front of, an overtaking rowing boat.

It was agreed that British Rowing and British Canoeing should produce joint safety guidance to their clubs. This guidance would cover the problems due to the different types of boats (see above) and the need to build better relationships between rowing and canoeing clubs locally.

It was also agreed that the HRSA’s offer to meet the canoeist from Teddington would help to create greater understanding.

Access to Incident Reports

There has been some discussion about access to edit Incident Reports and there is some uncertainty about who has access. This is being addressed by the RRSA for Thames Region, who is a software professional, and the new British Rowing Head of Technology. They are also addressing the issues relating to the software used for the annual safety audit.

Boat Identification

Rowing clubs are required to identify their boats with a three letter and three digit number, the letters being used to identify the club. A crew was involved in an incident and the registration number was noted but it was not possible to identify the club from the three letter code. British Rowing does not publish a list of letter codes and clubs although the need to do so is included in a work-stream. There is a list on the TRRC website but this does not appear to have been updated since 2011. This information is also in the Almanack but as a simple list of club codes.

The Stream

A February edition of the Stream contained a link to the collision avoidance video (available [here](#)). It is understood that this had a very high “click through” rate.

Other Advice

Advice has also been provided on:-

- Para rowing camp risk assessments and para-rowing capsized drill
- Travel to Belgium
- Some issues with the appearance of the on-line learning modules were identified and have subsequently been resolved.
- The qualification needed to transmit using a Marine Mobile Band VHF Radio
- Trailer towing and the law

RowSafe 2016

Activity in March has focussed on the production of “final drafts” rather than the drafting of new sections. The comments, made by the Technical Editor, on the twenty-five sections that have been already drafted, have been incorporated or addressed.

The numbering system has been revised to make it more logical and the new order is outlined below.

- 0 Policy**
- 1 Culture and Responsibilities**
 - 1.1 Roles and Responsibilities*
- 2 Communication**
 - 2.1 Websites
 - 2.2 Make up of Induction Packs*
- 3 Club Safety**
 - 3.1 Club Risk Assessment*
 - 3.2 Club Safety Plans and Rules*
 - 3.3 Club Emergency Response Plan*
 - 3.4 CRSA Job Description*
 - 3.5 Training Camps and Rowing on unfamiliar waters*
 - 3.6 Swimming Competence*
 - 3.7 Capsize Training*
 - 3.8 Rowers with disabilities*
- 4 Event Safety**
 - 4.1 Event Risk Assessment Template*
 - 4.2 Event Safety Plans*
 - 4.3 Event Emergency Response Plan*
 - 4.4 ERSA Job Description
 - 4.5 Navigational Arrangements for Events
 - 4.6 Abandonment Plan
 - 4.7 Safety Boat Providers
 - 4.8 Adaptive Events
 - 4.9 Junior and Events
 - 4.1 Tours
- 5 Competence**
 - 5.1 Steering and Navigation
 - 5.2 Launch Driving*
- 6 People**
 - 6.1 People New to Rowing*
 - 6.3 Adaptive Rowers
 - 6.4 Masters
 - 6.5 Juniors
- 7 Equipment**
 - 7.1 Boats and Blades*
 - 7.2 Transport and Trailers
 - 7.3 Safety Aids*
 - 7.4 Launches
- 8 Medical**
 - 8.1 Cold Water Immersion and Hypothermia
 - 8.2 Sunburn, Heat Stroke and Exhaustion
 - 8.3 First Aid
 - 8.4 Water borne Infections
 - 8.4.1 Weil's Disease
 - 8.5 Lightweight Rowers
 - 8.5 Concussion
 - 8.7 Asthma
- 9 Recreational Rowing**
- 10 Coastal Rowing**
- 11 Land Training**
 - 11.1 Indoor Rowing*
 - 11.2 Gym Training
 - 11.3 Other Land Training
- 12 Incident Reporting**
- 13 Auditing**
 - 13.1 Safety Inspections*

Sections on Policy, and Positive Safety Culture, have been drafted.