

# **Safety Report for NRC AGM November 2018**

## **Heel Restraints**

The introduction of new rules has been postponed until 2019. I still strongly recommend that heel restraints should allow the heel to lift more than 70mm, and preferably less than 50mm.

It is also important to ensure that the shoes are in good condition. If the sole of the shoe is not properly screwed to the stretcher and comes apart, the only attachment of the shoe is the heel restraint and that is also very dangerous.

## **Club Audits**

This year's audit must be completed in time for me to review it by 30<sup>th</sup> November. So far, only half the clubs in this region have completed their audits. Please get them in soon; your club may be suspended from competition if you are late. I will discuss the audits with clubs at the Club Development Conference on 27<sup>th</sup> January.

## **Incident Reporting**

Only half the region's clubs have reported any incidents. That is unlikely to reflect reality! 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.

Number of incidents reported in the region; Oct 2017 – Oct 2018 = 174

Number of incidents reported in the region; Oct 2016 – Oct 2017 = 168

Number of incidents reported in the region; Oct 2015 – Oct 2016 = 111

## **Collisions**

The most commonly reported incidents, after simple capsizes (78), were collisions (47). 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.

## **Regional Danger Spots**

There are a few locations around the region that appear in several incident reports. The worst appears to be the shallows just downstream of Durham ARC, with several crews being hit as they go wide to avoid the shallows while other crews cut the corner opposite the shallows. Another is the River Tyne between Tyne ARC and Tyne United; the problem is usually pulling away from the steps without looking for crews coming past, and crews attempting high-speed pieces through that area without regard for novices, who are not very manoeuvrable.

## **Event Paperwork**

Over the last year we have been trying to bring the paperwork for events up to the standard of the best. While my priority is to ensure safe racing at events, I would like to see all events producing risk assessments that address all safety issues at their events, and producing clear instructions for competitors, officials and volunteers.

## **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 boats comply with the Rules of Racing; they are not responsible for a crew's boat maintenance.

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

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