

Safety Report for NRC Executive January 2018

Audits

British Rowing has accepted all the region's audits. There are still some issues. I was planning to go through the points raised by them at the Club Development Conference; it is still my plan.

Incident Reports

Congratulations to three regional clubs that raised more than 20 Incident Reports: Durham ARC (29), Talkin Tarn ARC (24) and Tyne ARC (22); highly commended: Tees RC (18). On the other hand, the following clubs raised no reports: Chester le Street ARC, Durham School, Gateshead Community RC, St Aidan's CBC, St Chad's CBC, City of Sunderland RC, University of Sunderland RC, University of Teesside RC, Tynemouth RC and University College (Durham) BC; I suspect that they didn't get through the season completely without incident.

Boat Transport

There has been a recent report of a section of an eight coming off a trailer. The section was loaded pointed end forwards (best for aerodynamics) but the section moved backwards, which had the effect of loosening the ties. A longitudinal tie should be used to prevent the section moving.

Being Seen

Crews should not try to hide on the water! It is sensible to have single scullers and the bow rower in crew boats wearing high-visibility tops when on the water. White is usually as good as yellow, particularly at night under yellow street lighting.

Club Hub

I have put the draft Club Hub documents on the Northern Rowing website. Once they are formally issued on Row How by British Rowing, I will remove the drafts from our website.

Collisions

Collisions are still the main cause of injuries and boat damage; I would like to take this paragraph out of my reports but I can't until we stop crashing into each other. All crews should keep to their proper course and look around approximately every five strokes to ensure that there is nothing in their way. Also, if a crew is approaching you, call a warning; don't just sit quietly waiting to be hit.

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

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