

Safety Report for NRC Executive March 2018

Incident Reports

Please keep submitting reports, so we don't repeat mistakes. Experience is learning from your own mistakes, education is learning from the mistakes of others; education is my preferred option.

Boat Transport

While there are no legal requirements for trailers to have an annual MoT test, they should be properly serviced to ensure that brakes, lights and the structure of the trailer are checked. The towing vehicle driver can be prosecuted if the trailer is not roadworthy, but clubs should not put their members in this position through poor or non-existent servicing.

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.

Collisions

In 2017, reported collisions caused £225k of damage nationally. 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.

Documents

Please read the files on changes to RowSafe for 2018 and the RNLI Guidance on lifejackets and buoyancy aids.

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

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