

# **Safety Report for NRC Executive September 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.

## **Concussion**

Concussion is relatively rare in rowing, most often caused by banging heads on riggers in the boathouse and other non-rowing incidents. But it can have very serious consequences and should not be taken lightly. If you ignore concussion, you can suffer a delayed reaction, which can be fatal. Full information can be found by searching the internet for SCAT5; a simpler guide on recognising concussion can be found at this link:  
<https://bjism.bmj.com/content/bjsports/early/2017/04/26/bjsports-2017-097508CRT5.full.pdf>

## **Resuscitation**

David Simon, Chair of the BR Medical Panel, would like to see rowing become the lead practitioner in promoting resuscitation training for all. All coaches, umpires and marshals should have some resuscitation training so that they can respond to an emergency during training or during a competition.

Large clubs or groups of clubs should have access to a defibrillator, either in their premises or close by. If clubs get a grant from the BHF, they will usually have to make it accessible to the community, which can make it vulnerable to vandalism or theft.

## **Epilepsy**

BR's current guidelines follow those of the DVLA; no rowing within 12 months of an episode, or within 6 months of stopping drug treatment. This does not apply to indoor training because there is no threat to the safety of the epileptic or others in a crew. Club members training with an epileptic should be aware of the appropriate actions in the event of an episode; before training the epileptic should be able to advise.

## **Diabetes**

Most diabetics are well aware of their treatment; others should be aware of the signs that they need to check their blood sugar and eat something. Most diabetics are able to decide whether they are fit to train or compete.

## **Competition Cover**

BR recommends a doctor be present at major events but there are practical difficulties and potential expenses involved. It is useful to have an overlay of grid squares on any maps of the course; this makes it easier to indicate the location of any incidents. Routes to access points for emergency services should be checked in advance and marked on the maps; these routes should also be known by event control. Event organisers should be aware of the difference between a paramedic and an ambulance technician; the latter is trained in first aid only.

## **Throw Line Fault**

Some throw lines were manufactured so badly that they are useless; sections of rope were joined inadequately. An easy test is to get two people to pull the ends of the rope; they should not be able to break the rope. Some ropes broke with a five-kilogram load!

## **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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