

# **Safety Report for NRC Executive February 2019**

## **Safety Audits**

All the region's racing clubs have completed their Safety Audits. Several questions have been answered "to address"; please address these questions. Answering these questions and taking any measures that result from thinking about them will make your club safer in the future.

## **Incident Reports**

Please keep submitting reports, they help us avoid repeating the same mistakes. All clubs should report incidents; they are not a sign of an unsafe club but rather of a club that takes safety seriously.

Congratulations to Tyne ARC; they have been awarded a certificate from British Rowing for the fourth highest number of Incident Reports (35) in 2018.

## **Heel Restraints**

The new rules will be introduced in April 2019 allowing the heel to lift until the shoe is horizontal. I still strongly recommend that heel restraints should not allow the heel to lift more than 50mm, and certainly no more than 70mm. Control Commission at regattas cannot refuse permission to boat if the heel restraints meet the rules, but that does not mean that the boat is safe. I will investigate whether an event can impose a local rule reducing the maximum heel lift.

## **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.

## **Seeing**

The cox, sitting in the stern of the boat, cannot easily see what is straight ahead; in these circumstances, bow should look ahead frequently to warn the cox of impending danger.

## **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.

## **Hazards in the Boathouse**

Please ensure that there are no obstructions in passageways in the boathouse. A member of a local club could not row for some time after tripping over an obstruction left in a dark passageway.

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

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