



BRITISHROWING

HRSA Monthly Report

May 2020

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TEAMWORK | OPEN TO ALL | COMMITMENT

Coronavirus Guidance

There were several requests for advice about the precautions against Coronavirus. In most cases the response was to provide direction to the latest British Rowing guidance available [here](#) and [here](#).

Advice was also provided to the team producing the Coronavirus guidance. This included the precautions that can be taken to help prevent the spread of the virus at clubs and calculations of the strength of disinfectant solutions.

There was some concern from a club that bleach sprayed into locks would cause corrosion. It was stressed that diluted bleach is a surface disinfectant and should not be sprayed into any devices.

There has been another request for guidance from a rowing club that rows on the sea and launches over the beach, mostly in 4x+s. They feel that they will not be able to row so long as the current social distancing rules apply. It was stressed that we have to follow government guidance and, until that guidance permits groups from different households to meet together outdoors without requirements for social distancing, then it will not be possible to recommend crew outings for anything other than single household groups.

There was a similar requests for advice, and a similar response, associated with the number of people needed to put a launch in the water and the navigation authority's requirement for there to be a launch in the water during some sessions. It was emphasised that we will simply have to await changes in the rules. Until the government changes its advice we will simply have to continue to abide by the restrictions.

Incident Reports

There have been very few incidents reported in May. In May 2020 there were 19 reported incidents whereas in May 2019 there were 254. Of those reported in May 2020, two related to alleged non-compliance with the Covid restrictions.

This reduction in the level of reporting reflects the reduction in the level of rowing activity. However, it is possible that there have been incidents when indoor rowing at home that have not been reported. Please report all such incidents and report incidents that occur as we return to rowing.

It has been suggested that animals have lost their fear of boats and people during the lockdown. There was one incident in May where a sculler's blade hit a goose on the neck and the sculler lost control of the blade. The blade then passed under the boat and was broken. The sculler did not capsize but drifted back to his club. Please take care around birds.

There was a collision between a canal boat and a lx in which the lx was badly damaged and the sculler was relatively unhurt. This was reportedly caused by the canal boat navigating on the wrong side of the river and not keeping a good lookout. The sculling boat was on the correct side of the river, close to the bank, and did not see, and was not seen by, the canal boat as it was rounding a bend. Please take care when sculling in the vicinity of motorboats as their drivers may lack recent practice.



Sculling for Rowers

As we return to rowing, many people may find themselves in 1xs and realise that sculling is not quite the same as rowing. Some people may find themselves back in a 1x after some considerable time away. Some notes have been provided in [Appendix 3](#) to help ease the transition.

Rowing Safety Quiz

Another Rowing Safety Quiz has been prepared in the hope that this will enable readers to reflect on the subject and maintain their interest. It may even provide some entertainment.

The Quiz is included as [Appendix I](#) to this report and will be provided in an editable document so that it can be adapted for other uses, if required. The questions in the quiz are based on information in RowSafe, and Safety Alerts and other safety information, linked to from RowSafe. The following topics are covered:-

- Launches
- Emergency preparedness and response
- Cardiopulmonary resuscitation (CPR)
- AEDs
- Coaching
- Safe Navigation and Steering and
- Risk Assessment

Richard Donnor, the Regional Rowing Safety Adviser for the East Midlands Region has kindly produced a web enabled version of both the April quiz and the May quiz. These are available [here](#) and a link will be posted on the British Rowing website [here](#).

The answers to this quiz will be circulated early in June. The answers to the April quiz are presented in [Appendix 2](#).

You may wish to use these questions in a club quiz, as an introduction to training, or for some other purpose. If you would like to make the questions less easy then feel free to remove the multiple choice options.

Safety Basics

The Safety Basics Risk Assessment training has been reformulated and revised so that it can be accommodated on a modern software platform. The new version incorporates the content of both the previous basic and intermediate modules. It is entitled Safety Basics – Understanding and Managing Risk and is available [here](#). The Advanced Risk Assessment training is also being revised.

The Cold Water and Hypothermia training is in the process of being revised. Open access videos have been identified that can be used to illustrate the points made in this training module.

RowSafe Updates

The updates for RowSafe 2020 have been completed and provided to the Communications Team for publication. As you may have noticed, the communications team has been very busy and productive in recent weeks so it may take a little more time before RowSafe 2020 is published.

Legionnaires Disease

Concern was expressed about the contamination of stagnant water supplies due to growths of the bacterium *Legionella pneumophila* in water systems, and advice was provided.

Legionnaires' disease is a potentially fatal form of pneumonia and everyone is susceptible to infection. The risk increases with age but some people are at higher risk. The most significant risk is to people using showers where the water has been stagnant for some time, because, in this case the route of entry to the body is the breathing of water droplets into the lungs.

The bacterium can most easily be killed by thermal disinfection. This process is described in the British Rowing Club Hub guide on Legionnaires' Disease available [here](#). This is one of the guides on Safety in Club Premises that are available [here](#).

The need for Crotch Straps on Lifejackets

There was a request for advice from a club asking whether it was necessary for lifejackets used by beginner juniors to have crotch straps as they were thought to be uncomfortable.

The purpose of the crotch strap is to keep the inflated lifejacket on the casualty's chest and to stop it from riding up and coming off over their heads. This is illustrated in the video [here](#). They ensure that the casualty's face is kept clear of the water.

There is no need for the crotch straps to be fully tightened all the time as the casualty can tighten them when they are in the water. This is not difficult.

If, in a specific situation, the club can be sure that anyone who capsizes will be rescued immediately (within a few seconds) then they may not need crotch straps. In these circumstances, the lifejacket can become merely a means to locate the casualty rather than a means to keep their face above water. This is almost the same as saying that if they do not need to wear a lifejacket then they do not need crotch straps.

There are some designs of lifejacket that are more like a waistcoat than like a traditional lifejacket. These have chest straps, as normal, but the body of the lifejacket extends down to the bottom of the rib cage. If these are correctly fitted and the chest strap is correctly tightened then, in circumstances where rescue will be completed very soon after capsize, crotch straps may not be needed.

In some clubs the advice to rowers is "if you capsize then stand up and walk, with your boat, to the bank". In these circumstances then a lifejacket may not be needed and a buoyancy aid may be sufficient.

Appendix 1 - Rowing Safety quiz - May 2020

This quiz is intended for anyone who is interested in rowing, particularly if they are interested in Rowing Safety.

There is a web enabled version of this quiz [here](#) and a link will be posted on the British Rowing website [here](#).

Most of these questions are provided with multiple choice options but you will have to define your own answers to questions 27, 28, 29 and 30.

Launches

1 Which of the following is the minimum recommended age for a launch driver who is not accompanied (in the same launch) by an adult? (Hint, see the Safety Alert on [Children Driving Launches](#))

- 14 years of age
- 16 years of age
- 18 years of age
- 21 years of age

2 You are in a launch that is about to sink and you will be deposited in the water, what should you do? (1 correct answer) (Hint, see the [RNLI Guidance on Lifejackets](#))

- Swear profusely
- Put your coat on over your lifejacket
- Inflate your lifejacket before you enter the water
- Shout to warn others

3 If there is more than one person in a launch then how many kill cords should there be? (1 correct answer) (Hint, see the Safety Alert on [Launch Driving](#))

- You do not need one if there are two people in the boat
- You only need one providing it is correctly used
- There should be at least 2
- There should be at least 3

4 You are driving a coaching launch and you want to make a video of the crew's rowing, which 2 of the following should you do?

- It is OK to video whilst driving if you are a qualified coach and competent launch driver
- Do it in a quiet area so that there is nobody there to report you
- Ask someone else to drive while you record the video
- Ask someone else to record the video while you drive
- Make sure that you stay in the correct place on the waterway so as to avoid collisions as you will not be able to see if anyone approaches

Emergency preparedness and response

The following questions are based on “normal” Rowing Safety advice. There is additional information on how to respond during a pandemic [here](#) and [here](#).

5 Which 5 of the following should you be prepared to tell the operator when you dial 999 to call for an ambulance in an emergency? (Hint, see [RowSafe](#) section 8.7)

- Start by telling them about the medical history of the person needing assistance
- The name of the person who needs help
- The name of the club
- Directions to the club including address, postcode, what3words location, etc.
- The phone number that you can be called back on
- The nature of the emergency
- Provide any other information that is requested
- Hang up when you have passed the information

6 Someone collapses during a squad ergo session at your club. Look at these short term actions. (Hint, see [RowSafe](#) section 8.7, the Safety Alert on [Staying Alive](#) and the [Lifesaver](#) app)

- Check whether they are breathing.
- Check whether they are responsive
- Check for danger

In what order should you do each of these actions?

7 Someone collapses during a squad ergo session at your club, you have checked and they are not responsive and they are not breathing (ignore occasional gasping breaths). Look at the following actions:

- Tell someone else to take over CPR as soon as you start to feel tired (2 or 3 minutes)
- Commence CPR
- Check for a pulse
- Maintain CPR until the casualty revives or an ambulance arrives
- Remove the persons clothing
- Open the airway and check for breathing again (if still not breathing then proceed)
- Tell someone to call for an ambulance and tell someone else to fetch an AED

In what order should you do 5 of these actions? The other two may not be needed or only needed later. (Hint, see [RowSafe](#) section 8.7, the Safety Alert on [Staying Alive](#) and the [Lifesaver](#) app)

Cardiopulmonary resuscitation (CPR)

Please note - If CPR or an AED is used then the casualty will need further assessment and advanced medical care and must be taken to hospital, even if they appear to have recovered.

8. How does doing hands only CPR help the casualty? (1 correct answer)

- It buys time by circulating the blood around the body
- It agitates the heart so that it will tend to restart
- It helps to increase the oxygen concentration in the blood
- It will ensure that the person survives

9 When doing CPR where should you press? (1 correct answer) (Hint, see [RowSafe](#) section 8.7, the Safety Alert on [Staying Alive](#) and the [Lifesaver](#) app)

- In the centre of the chest at the base of the sternum
- On the left side of the casualty's chest, above the heart
- On the casualty's abdomen to also expel air from the lungs
- At the top of the chest below the throat

10 When doing CPR how hard should you press (on an adult)? (1 correct answer) (Hint, see [RowSafe](#) section 8.7, the Safety Alert on [Staying Alive](#) and the [Lifesaver](#) app)

- As hard as you possibly can
- Hard enough to move the sternum down by 5 to 6 cm
- Not too hard so as not to break any ribs
- It does not matter, just press

11 How many compressions per minute should be delivered when doing CPR? (on an adult)? (1 correct answer) (Hint, see [RowSafe](#) section 8.7, the Safety Alert on [Staying Alive](#) and the [Lifesaver](#) app)

- 60 to 80 per minute
- 80 to 100 per minute
- 100 to 120 per minute
- 120 to 140 per minute

AEDs

12 What does AED stand for (in the context of first aid)? (1 correct answer) Hint see the Resuscitation Council (UK) [AED Guide](#).

- Autonomous Energy Delivery
- Adjudicated Extended Deliberation
- Automated External Defibrillator
- Active Emergency Device

13 Which 3 of the following does an AED do?

- Analyses heart rhythms and detects life-threatening cardiac arrhythmias
- Delivers an electric shock to jump start the heart
- Talks to the user and explains what to do
- Treats the casualty by applying an electric shock that stops the arrhythmia, allowing the heart to re-establish an effective rhythm
- Uses electricity to provide energy to the heart so that it starts beating

I4 What should be done when the AED arrives, Look at the following actions:?

- Dry the casualty's skin (if sweaty or wet), remove excessive chest hair (a razor is provided)
- Stick the pads to the casualty's chest as shown in the diagram in the AED
- Follow the instructions "spoken" by the AED
- Ensure that someone continues doing CPR
- Remove clothing to bare the casualty's chest (if necessary, use the scissors provided with the AED)
- Open the AED case, if necessary switch the AED on (some switch on automatically)

Put these in the order in which they should be done (all of the answers are needed).

Coaching

I5 Which one of the following need not be included in a pre-outing check of a rowing or sculling boat? Hint, see the Safety Alert - [Check your boat before you go afloat](#))

- Bow ball in good condition and correctly fitted
- Backstays fitted on the front 2 riggers on any boat bigger than a 1x
- Hull integrity – no holes or cracks
- All hatch covers correctly fitted
- The boat number is clearly displayed
- All riggers firmly and correctly fitted to the boat
- Steering gear (if fitted) is in good condition and works correctly
- Heel restraints are in good condition and of the correct length
- Footplate and stretcher is securely attached to the boat
- Seats move smoothly on runners

I6 Which 3 of the following should you do with damaged or unserviceable equipment? (Hint, see [RowSafe](#) section 9.7)

- Put it back on the racking and hope that nobody notices
- Quarantine it
- Mark it as damaged so that it is not used by others
- Be careful to use a different boat next time you go afloat
- Not use it again until it has been repaired.

17 You are coaching a group of scullers from the tow path of a narrow canal, in daylight, in summer, using a bike, which one of the following does not help to keep people safe?

- A throw line
- A means for calling for help
- A loudhailer
- A book on coaching

18 You are coaching a group of scullers, which 7 of the following would you teach them that they can do for themselves to help them to avoid collisions? (Hint, see the Safety Alert, [Collision Avoidance](#) and the collision avoidance video on the British Rowing website [here](#).)

- Keep a good lookout in all directions
- Check their boats before they go afloat
- Look ahead at least once every five strokes
- What to do if they capsize (capsize drill)
- Understand the rules of the waterway and obey them
- Learn to swim
- Be able to control the boat and steer it accurately
- Be able to perform an emergency stop
- Wear Hi-Viz kit so that they are easy to see
- Wear a lifejacket
- Shout a warning if you see boats that look as if they are likely to collide

19 You are coaching a group of scullers, which 2 of the following will you do to help them to avoid collisions?

- Keep a good lookout yourself
- Warn scullers of potential collisions in good time
- Nothing, they can do all this for themselves

20 What are the three words to remember when doing an emergency stop (1 correct answer)? Hint – Have a look at the [Emergency Stop Video](#)

- Kill Your Speed
- Look Ahead More
- No, Not Again
- Slap, Bury, Square (or turn)
- Not My Fault
- Shout, “Look Ahead”
- Another Incident Report

Safe Navigation and Steering

21 Which one of the following need not be shown on the club navigation plan? (Hint, see [RowSafe](#) section 3.2)

- The navigation pattern
- All permanent hazards
- The location of pubs and bars
- Sites of any potential temporary hazards – if appropriate
- Locations of emergency life belt sites and safety aids
- Sites of public telephones
- Easy access points for emergency vehicles where it is easy to get out of the water
- Sites where it is difficult, or impossible, to get out of the water

Look at these Hazardous Events that are associated with weirs

- the rapid flow can pin you against the wall
- the swirling water can drag you down and pin you to the bottom of the river
- the aerated water makes it difficult to float or swim
- the rapid flow can carry you over the weir

22 Which 2 could occur immediately upstream of a weir?

23 Which 2 could occur immediately downstream of a weir?

(Hint, see the Safety Alert [Keep Clear of Weirs](#))

24 There is a sailing dinghy and a rowing boat on the same waterway, who gives way to whom? (1 correct answer) (Hint, see the [COLREGs](#) ; these are the international regulations to prevent collision between vessels at sea and are the basis for many inland navigation rules.)

- The rowing boat is longer so the sailing boat must give way
- The rowing boat is classed as a vessel under power and must give way to any vessels under sail.
- The rowing boat is usually faster so the sailing boat must give way.
- There is no order of precedence so give way to the boat on your starboard side.

25 A 1x is sculling upstream into a strong current and approaches a bend to port (the left, when looking ahead). Which one of the following should the sculler be aware of? (Hint, see the Safety Alert [Flow around bends in rivers](#))

- Be careful to turn early enough so as not to hit the bank on your starboard side
- Look ahead as there may be other boats coming towards you
- There will be a cross current that will tend to push the sculler to starboard (towards the edge of the river and the bank)
- There will be a cross current that will tend to push the sculler to port (towards the centre of the river)

Risk Assessment

26 Which 5 of the following hazards is particularly relevant when rowing in floods? (Hint, see the Safety Alert [Rowing in Floods](#))

- The wind strength will cause the water to be rough
- The water in flooded rivers tends to move quickly
- The water in flooded rivers tends to be turbulent
- There is a risk of electric shock if the bottoms of lampposts are immersed
- The boathouse toilets may be out of action
- Stationary objects, such as buoys, in fast moving water are hazardous
- The water will be unusually cold
- The water over flooded land may hide solid objects (e.g. fence posts) slightly below the surface
- Flood water is often contaminated with sewage, farm animal waste and other materials, and may contain other debris

27 Hazards when going afloat and landing. What could you do to reduce the risk from each of the four hazards listed below? (Hint, see [RowSafe](#) section 9.5)

- Tripping hazards (e.g. oars and sculls) on the approach to the water
- Mud on the pontoon or landing stage
- Steep banks in the launch/recovery area
- Manual handling of boats

28 Hazards in and around the boathouse. What could you do to reduce the risk from each of the four hazards listed below? (Hint, see [RowSafe](#) section 9.6)

- Boats on trestles obstructing access to boats on racking
- Riggers protruding into the area where people walk
- Boats, oars, etc. falling from racks
- Objects left on the floor (tripping hazards)

29 Hazards due to faulty, incorrectly set or poorly maintained equipment. What could you do to reduce the risk from each of the four hazards listed below? (Hint, see [RowSafe](#) section 9.7)

- Ineffective heel restraints (e.g. too long or not strong enough)
- Flat batteries in electrical equipment (e.g. loudhailer, “cox box”, boat lights, mobile phone, etc.)
- Steering failure
- Incorrect stretcher placement or inappropriate gearing

30 Hazards due to the state of fitness or health of the rowers. What could you do to reduce the risk from each of the four hazards listed below? (Hint, see [RowSafe](#) section 9.8)

- Unfit rower
- Rower still recovering from an infectious disease (or gastroenteritis)
- Crew member or sculler with asthma
- Crew member or sculler who is ill or recovering from illness

Appendix 2 - Answers to the April Quiz

General Safety

1 Is the Club Rowing Safety Adviser expected to be responsible for everyone's safety?

- a. ~~Yes~~
- b. **No**

Comment CRSAs are not expected to be responsible for everyone's safety but they are expected to provide advice to the club leadership on all matters relating to safety.

See [RowSafe](#) sections 1.1 and 3.4

2 Is each Club Rowing Safety Adviser expected to have completed the Advanced Risk Assessment Training (online learning module on the British Rowing website)?

- a. **Yes**
- b. ~~No~~

Comment Everyone is expected to complete the Safety Basics training and Club Rowing Safety Advisers are also expected to complete the Advanced Risk Assessment Training.

See [RowSafe](#) sections 3.1 and 3.4. See also the [Safety Basics](#) Training and the [Advanced Risk Assessment](#) Training (log on to RowHow before using these links).

3 Who can report an incident using the British Rowing Incident Reporting system?

- a. A rowing safety adviser
- b. A club official
- c. A qualified coach
- d. An unqualified coach
- e. A member of the rowing club involved
- f. A member of any rowing club
- g. A Navigation Authority Official
- h. A member of the public who is not a member of British Rowing
- i. **All of the above**

Comment Absolutely anyone can report an incident using the British Rowing Incident Reporting system, and many people do.

See [RowSafe](#) Chapter 12 and the introduction to the [Incident Reporting](#) system.

4 Can incidents be reported anonymously?

- a. **Yes**
- b. ~~No~~

Comment You can, but please do not do so unless you feel that you have to.

See [RowSafe](#) Chapter 12 and the introduction to the [Incident Reporting](#) system.

5 Who is expected to take responsibility for your safety (one correct answer)?

- a. ~~You Club Rowing Safety Adviser~~
- b. ~~Your Club Chairman~~
- c. ~~Your coach~~
- d. **You.**

Comment In RowSafe it says “Everyone is expected to take responsibility for their own safety both on and off the water and ensure that their actions both on and off the water do not put others at risk.” Other people may also have responsibilities but you are responsible for what you do and what you do not do. Safety is all about behaviour.

See [RowSafe](#) section 1.1.

Lifejackets

6 Which 4 things should you always check before you put on a lifejacket?

- a. **Check that it is dry (if it is wet then it may have been used (check in more detail))**
- b. ~~Check that it is the correct colour so that people will know which club you are from~~
- c. **Check that the straps are in good condition**
- d. ~~Check that the casing is clean~~
- e. **Check that the manual inflation toggle is accessible**
- f. **Check whether it is manual or automatic**

Comment Some things are important and others are vitally important because your life may depend on them.

See [RowSafe](#) section 7.3 and the Safety Alerts on [Lifejackets](#) and [Check your Lifejacket](#).

7 When checking that you are wearing the lifejacket correctly, what 3 things should you be careful of?

- a. ~~Check that you can fasten your jacket over the top of the lifejacket~~
- b. **Check that the chest strap is tight so that you can just get your fist between the chest strap and your chest**
- c. ~~Check that your name is showing so that people know who you are~~
- d. **Check that the crotch/thigh straps correctly fitted**
- e. **Ensure that no clothing is worn over the lifejacket**

Comment Your life may depend on getting this right.

See [RowSafe](#) section 7.3 and the Safety Alert on [Lifejackets](#).

8 Which one of the following types of lifejacket is suitable for a cox in a bow loaded 4+?

- a. ~~Buoyancy Aid~~
- b. Manual inflation lifejacket**
- c. ~~Auto inflation lifejacket~~
- d. ~~None needed~~

Comment Wearing the wrong type of lifejacket could result in the cox being pinned inside the boat as it sinks or pushed back and up into an inverted boat.

See [RowSafe](#) sections 5.1 and 7.3 and the [Rules of Racing](#) rule 7.2.7a

9 Which 2 of the following types of lifejacket are suitable for a cox in a stern loaded 4+?

- a. ~~Buoyancy Aid~~
- b. Manual inflation lifejacket**
- c. Auto inflation lifejacket**
- d. ~~None needed~~

Comment Buoyancy aids do not provide sufficient buoyancy or keep your head above water.

See [RowSafe](#) sections 5.1 and 7.3 and the [Rules of Racing](#) rule 7.2.7a

10 Why do you need to know if your automatic lifejacket has a hydrostatic actuator? (3 correct answers)

- a. it will not automatically inflate until the actuator is at least 1 metre under the water**
- b. ~~it will inflate if it is splashed with water~~
- c. it will only inflate immediately if you use the manual inflation actuator (pull on the toggle)**
- d. it will not stop you getting your hair wet so try not to fall in**

Comment Most automatic inflation lifejackets will inflate if the actuator gets wet. The hydrostatic actuator contains a pressure sensitive device designed to inflate an automatic inflation lifejacket only when it is under water. You may well get your hair wet before the lifejacket inflates. It is designed in this way so that it will not inflate if merely splashed with water.

See [RowSafe](#) section 7.3, the Safety Alert on [Lifejackets](#) and the [RNLI guide to lifejackets and buoyancy aids](#) (click on orange box for the detailed guide).

Capsize and Recovery

11 You are coaching a group of inexperienced scullers which 3 of the following would you teach them that would help them to avoid capsize?

- a. Check that the gates (on the riggers) are securely closed**
- ~~b. Complete the capsize drill~~
- ~~c. Wear a lifejacket~~
- ~~d. Wear a wetsuit~~
- e. Understand the safe position**
- f. Do not wait at front stops with the blades square in the water**

Comment – Many capsizes are caused by the bar at the top of the gate being released because it is not fastened correctly. The “safe position” (arms straight, legs straight, back straight, blades feathered, flat on the water and hands pressed together (if sculling) is very stable. Sitting at frontstops with the blades square in the water is very unstable.

See [RowSafe](#) section 3.7, Capsize and Recovery, and the Safety Alert “[Close the Gate](#)”

12 Which 5 of the following should be practised in the club’s capsize and recovery training?

- a. Getting free from an inverted boat (including releasing the feet from the shoes).**
- ~~b. Move to the bow and hold the bow ball then swim to the edge of the pool towing the boat~~
- c. Getting on top of the boat, making rescue by launch and buddy rescue easier.**
- ~~d. Getting back into the boat for everyone.~~
- e. Lying on top of, and paddling a boat (straddle and paddle).**
- ~~f. Leave the boat and swim away~~
- g. Buddy rescue.**
- h. Rescue using a throw line.**

Comment Swimming with the boat should not be included because it is only safe in very limited circumstances. Getting back into the boat can be practised but is not recommended as it usually results in failures and repeated failure can leave a rower exhausted, cold and still in the water. Only leave the boat if staying with it would be more dangerous.

See [RowSafe](#) section 3.7, Capsize and Recovery, and the [Capsize Drill Video](#)

I3 Which 4 of the following should people do if they capsize?

- a. **Get free from the boat**
- b. ~~Take the sculls out of the gates~~
- c. **Get out of the water**
- d. **Get off the water**
- e. ~~Swim away from the boat to the bank~~
- f. **Stay with the boat unless doing so would put you in greater danger**

Comment Taking the sculls out of the gates is a waste of effort and results in there being two extra items to recover. Only leave the boat if staying with it would be more dangerous.

See [RowSafe](#) section 3.7, Capsize and Recovery, and the [Capsize Drill Video](#)

I4 What is the “gasp reflex” and what can be done to minimise its effect.

- a. It is a **sharp intake of breath when the skin loses heat rapidly. This is dangerous if it happens when the face is under water.**
- b. The effect can be reduced by **entering the water slowly and breathing in before entering the water. Knowing about it in advance can help a rower to control their breathing.**

Comment Explaining what happens in the first minute of cold water immersion can help rowers to survive the initial shock and recognise that their situation will soon improve.

See [RowSafe](#) section 8.1, Cold Water Immersion and Hypothermia, and the Safety Alert [Cold Water Kills](#)

I5 You have used a throw bag in a demonstration, how do you repack it? and what must you not do?

- a. The method of repacking is **when it is dry, feed it into the bag.**
- b. Do not **coil it first and then try to push it into the bag.**

Comment If the throw bag is repacked incorrectly then there is a risk that the line will not deploy correctly next time the it is used. This could endanger someone's life.

See The Safety Alert on [Unusable Throw Lines](#).

Hypothermia

16 Which 7 of the following are symptoms of hypothermia?

- a. **Poor comprehension,**
- b. **Irrational behaviour,**
- c. ~~Profuse sweating~~
- d. **Slurred speech**
- e. ~~Complaints of being thirsty~~
- f. **Shivering**
- g. ~~Agitation~~
- h. ~~Slow pulse~~
- i. **Fast pulse**
- j. **Rapid breathing,**
- k. ~~Reduced breathing rate~~
- l. **Cold and pale skin, blue lips and nail beds**

Comment Some of the incorrect answers are signs or symptoms of hyperthermia (too hot) rather than hypothermia (too cold). See [RowSafe](#) section 8.1 and the Safety Alert, [Cold Water Kills](#). You can learn more from the [Cold Water and Hypothermia](#) training on RowHow (log on to RowHow before using this link).

17 Which 6 of the following should you do to help someone with hypothermia?
(some of the items on this list neither help nor do harm)

- a. **Move them indoors.**
- b. **Remove any wet clothing and dry the casualty.**
- c. ~~Massage their limbs~~
- d. **Wrap them in blankets.**
- e. ~~Phone for an ambulance~~
- f. ~~Put the person into a hot bath~~
- g. **Give them a warm drink, but only if they can swallow normally.**
- h. ~~Give them an alcoholic drink~~
- i. ~~Use heating lamps~~
- j. **Give energy food that contains sugar, such as a chocolate bar, but only if they can swallow normally.**
- k. ~~Get them to sit down outside~~
- l. **Monitor the casualty's breathing and be prepared to deliver CPR**

Comment Some of the incorrect answers are harmful and others are simply not usually needed.

See [RowSafe](#) section 8.1 and the Safety Alert, [Cold Water Kills](#). You can learn more from the [Cold Water and Hypothermia](#) training on RowHow (log on to RowHow before using this link).

18 Which 4 of the actions listed in question 17 above should you avoid doing with someone with hypothermia?

- ~~a. Move them indoors.~~
- ~~b. Remove any wet clothing and dry the casualty.~~
- c. Massage their limbs**
- ~~d. Wrap them in blankets.~~
- ~~e. Phone for an ambulance~~
- f. Put the person into a hot bath**
- ~~g. Give them a warm drink, but only if they can swallow normally.~~
- h. Give them an alcoholic drink**
- i. Use heating lamps**
- ~~j. Give energy food that contains sugar, such as a chocolate bar, but only if they can swallow normally.~~
- ~~k. Get them to sit down outside~~
- ~~l. Monitor the casualty's breathing and be prepared to deliver CPR~~

Comment These actions can cause positive harm and should be avoided.

See [RowSafe](#) section 8.1 and the Safety Alert, [Cold Water Kills](#). You can learn more from the [Cold Water and Hypothermia](#) training on RowHow (log on to RowHow before using this link).

Safe Navigation and Steering

19 How often should a steersperson look ahead? (one correct answer)

- ~~a. Once every stroke~~
- b. At least once every 5 strokes**
- ~~c. At least once every 10 strokes~~
- ~~d. At least once every minute~~

Comment This is fundamental to safe sculling and rowing.

See The British Rowing [Collision Avoidance video](#) also available from the [Safety](#) page of the website.

20 Which 2 of the following should a cox do if his or her view ahead is obstructed by the presence of the crew?

- a. Ask a member of the crew to look ahead and report what they see.**
- ~~b. Do not worry about looking but stay on the correct place on the waterway~~
- c. Take advantage of the opportunities to see ahead at bends, etc.**
- ~~d. Make sure that the bow rower is wearing hi-vis kit~~
- ~~e. Shout loudly to instruct everyone else to get out of your way~~

Comment This is not unusual in stern loaded boats and the “cox’s blind spot” excuse is not valid. All boats are required to keep a good lookout at all times.

See [RowSafe](#) 5.1 where it says Coxes and steers (including scullers) are expected to keep a good lookout at all times when afloat. Coxes who cannot see directly ahead should enlist the help of members of their crew.

21 Which 3 of the following should you do if you want to overtake another boat?

- a. Check that the waterway ahead is clear of obstructions (other boats, etc.)**
- b. Keep clear of the other boat**
- ~~c. Shout loudly to instruct the other boat to get out of your way~~
- ~~d. Remember that you are the faster boat so the other boat has to keep clear and you have the “right of way”.~~
- e. Remember that you have a duty to keep clear and the other boat has the “right of way”.**
- ~~f. Start thinking of what you are going to say in the Incident Report.~~

Comment Many collisions occur when one boat overtakes another, most of these can be avoided if both crews understand and follow the rules.

See [RowSafe](#) section 5.1 and the [COLREGs](#) rule 13.

22 Which 3 of the following should you do if you are being overtaken?

- a. Move closer to the bank or edge of the channel if it is safe to do so**
- ~~b. Move away from the bank or edge of the channel so if the other boat gets too close then you will have somewhere to go.~~
- ~~c. Row Faster so that they cannot overtake~~
- d. Try not to obstruct the other boat**
- e. Shout a warning if you think that the other boat has not seen you.**
- ~~f. Start thinking of what you are going to say in the Incident Report.~~

Comment Many collisions occur when one boat overtakes another, most of these can be avoided if both crews understand and follow the rules.

See [RowSafe](#) section 5.1 and the [COLREGs](#) rule 13.

Risk Assessment

23 Which 3 of the following should the Club Risk Assessment be used for?

- a. To define the clubs safety rules**
- ~~b. Keep the Regional Rowing Safety Adviser happy during the annual safety audit~~
- c. To define the club’s emergency response plan**
- d. To determine whether other Barriers and Controls are needed to reduce risk to an acceptable level**
- ~~e. To show that the club is concerned about safety~~
- ~~f. To show to the authorities if there is an accident~~

Comment Completing the Risk Assessment is necessary, but not sufficient to ensure safety. It is also necessary to use the conclusions from the risk assessment to identify opportunities for improvement and formulate Rules and Plans.

See [RowSafe](#) Chapter 3.

24 Which 2 factors are used, together, to determine the level of risk

- a. ~~The number of members in the club~~
- b. The probability of a hazardous event occurring**
- c. ~~The number of outings per week~~
- d. The severity of harm caused if it does occur**
- e. ~~The number of other clubs in the vicinity~~

Comment The “incorrect” answers may be factors in determining the probability of a hazardous event occurring but they are not one of the two factors used, together, to determine the level of risk.

See the [Risk Assessment training on RowHow](#) (log on to RowHow before using this link).

25 In risk assessment, what is the difference between Barriers and Controls?, give examples of each.

- a. A Barrier is **something that reduces the probability of a hazard causing a hazardous event – e.g. teaching good sculling technique reduces the probability of a capsized.**
- b. A Control is **something that comes into effect after the hazardous event has occurred and tends to reduce the harm caused – e.g. teaching the capsized drill tends to reduce the harm resulting from a capsized.**

Comment There are other valid examples.

See [RowSafe](#) Chapter 9 and the [Risk Assessment training on RowHow](#) (log on to RowHow before using this link).

26 Hazards due to the weather. What could you do to reduce the risk from each of the four hazards listed below?

- a. Cold - **ensure that the rowers are correctly attired and keep the outing short with short rest periods.**
- b. Hot and sunny - **ensure that the rowers are correctly attired, use sunscreen and carry sufficient water to keep them hydrated. Avoid outings in the middle of the day. Take rest in the shade if possible.**
- c. Strong Winds - **use bigger boats, restrict rowing to sheltered areas, avoid being upwind of hazards, stay upwind of the boathouse, avoid holding crews in unstable positions.**
- d. Lightning - **Avoid rowing when lightning is present or forecast, get off the water asap if lightning starts, adopt the 30-30 rule.**

Comment These are examples, you may have thought of other valid examples.

See [RowSafe](#) section 9.1.

27 Hazards due to the local environment. What could you do to reduce the risk from each of the four hazards listed below?

- a. A bend with limited view of the water ahead - **keep a better lookout and slow down.**
- b. A narrow bridge with space for one crew only - **stop on approach to the bridge for a better view and wait till it is safe to proceed.**
- c. Weirs & sluices - **Keep well away, further away if the stream is strong.**
- d. Steep banks or walls, where landing is difficult, reeds or overhanging trees, etc., - **Avoid these areas, Practise buddy rescue, , etc. Have safety boat and throw lines available, Use Lifejacket.**

Comment These are examples, you may have thought of other valid examples.

See [RowSafe](#) section 9.2.

28 Hazards due to the water. What could you do to reduce the risk from each of the four hazards listed below?

- a. Rough water, perhaps due to wind - **stay in sheltered areas, use bigger more stable boats (2xs rather than 1xs).**
- b. Fast flowing water - **row upstream first, use bigger faster boats (2xs rather than 1xs).**
- c. Shallow water - **Provide information on the location of these areas and avoid them, Use coxed rather than coxless boats, be aware of the tide times and plan accordingly.**
- d. Polluted or contaminated water - **Avoid these areas, minimise crew contact with the water, wash open wounds, cuts and blisters properly on return to land, know when to seek medical advice.**

Comment These are examples, you may have thought of other valid examples.

See [RowSafe](#) section 9.3.

29 Hazards due to other water users. What could you do to reduce the risk from each of the four hazards listed below?

- a. Anglers on the bank - **– keep a good lookout and steer to avoid fishing gear.**
- b. Moored motorboats that cause an obstruction- **– keep a good lookout and take extra care when passing.**
- c. Wash from large or fast boats - **Avoid areas where wash is expected, use larger boats (4x rather than 1x) or more stable boats, coach crews in how to handle wash, ensure that there is adequate boat buoyancy.**
- d. Vandals on the bank or bridges (throwing stones etc.) - **Avoid areas where this can be expected, notify the Police to help prevent further occurrences.**

Comment These are examples, you may have thought of other valid examples.

See [RowSafe](#) section 9.4.

30 Which other 4 types of hazard do you consider in your risk assessment prior to the commencement of the outing?

- a) Hazards when going afloat and landing
- b) Hazards in and around the boathouse
- c) Hazards due to faulty, incorrectly set or poorly maintained equipment
- d) Hazards due to the state of fitness or health of the rowers

See [RowSafe](#) sections 9.5, 9.6, 9.7 and 9.8.

Appendix 3 - Some notes for Rowers who want to try single sculling

As we return to rowing, many people may find themselves in 1xs and realise that sculling is not quite the same as rowing. Some people may find themselves back in a 1x after some considerable time away. These notes are intended to ease the transition.

1. Sculling boats come in different sizes, use a boat that fits you,

Sculling boats do not follow the “one size fits all” philosophy. They are each built for a specific range of body weight. If you try to use one that is too small for you then it will either sink when you get in it or float so low in the water that you will find sculling very difficult and you will probably get very wet. If you use one that is too large for you then it will float so high in the water that it will be unstable and you will probably get very wet again.

Ask your club which boats would suit you best.

2. Check and adjust the gate height

Gate height is critical in sculling and may need to be adjusted to suit you. It is easy to test whether the height is right for you by sitting at backstops with the blades square and the top edge of each spoon (the wide bits at the end of each scull) just level with the surface of the water. In this position check how high the ends of the handles are on your chest. They should be somewhere close to the “bra-line”. If you are a woman then you know where this is. If you are a man then use your imagination, if all else fails then ask your wife or girlfriend.

If your hands are too low then move the gates up and if your hands are too high then move them down. If you are lucky then the boat will be fitted with height adjusters (see photo). If they are not then you will have to find a spanner and lift the gate off the pin and move some of the washers.

The optimum gate height will depend on your size and weight (the boat will sit lower in the water if you are near the top of the weight range for the boat.) It varies a lot from person to person.



3. Ensure that the gate is correctly closed

A surprisingly large number of capsizes are caused by the bar at the top of the gate opening. This tends to release the scull from the gate. Once that has happened, capsize is almost inevitable. All you have to do to avoid this is ensure that both gates are closed correctly.

Have a look at the [Safety Alert](#).

4. Know the safe position

This is the best position in which to keep the boat stable. All you have to do is sit with a straight back, legs straight, arms straight, blades feathered and flat on the water and having the top hand pressed against the bottom hand. Engaging the core also helps at this point.



5. Know how to protect your thumbs

When sculling you should place each thumb on the end of the handle to help you to maintain outward pressure to stop the buttons pulling away from the gates. You will need to take care when the handles cross over, about halfway through the drive, as it is possible for the ends of the handles to clash and crush your thumbs. This can be quite uncomfortable.

If you keep one hand slightly above and further from your chest than the other then this can be avoided. It helps to reach slightly further with the top hand, at the end of the recovery. Most people scull with the left hand on top. This can be seen in the Safe Position photo (above)

6. Concentrate on getting the technique right, work comes later

When you are developing your skill it is best to focus on technique and not worry about power.

When you feel confident and ready then you can add a bit of power. To do so maintain a constant rating and start to “squeeze” at the finish. Watch how far the puddles have travelled past the stern by the time of the next catch. You can then start to “squeeze” a bit earlier and see what happens.

7. Learn how to cope with wash

If you can see a wash approaching then try to position your boat so that it is parallel to the wave and get into the safe position. Have a look at the [Safety Alert](#) on wash and waves.

8. Be conspicuous and keep a good lookout

These are important factors in avoiding a collision.

Wear hi-vis kit above the waist because that makes it easier for others to see you and avoid colliding with you. This is explained in detail in a [Safety Alert](#).

Keeping a good lookout means looking over your shoulder frequently, at least once every 5 strokes. Have a look at the video [here](#).

9. Learn how to steer

In a 1x you do not have a cox to steer you and you will have to do it for yourself. If you keep a good lookout then you should know where you need to go to avoid hitting anything (including the bank). Be wary of other boats, but also be wary of trees and bushes, as they have a habit of leaping out in front of careless scullers.

It is important to know where you are on the waterway and where you are supposed to be. You should study and understand the circulation plan and make sure that you comply with it at all times.

There are many techniques for steering, and each coach will tell you something different, but the one that works for me is to take a **longer** stroke with the scull on the side I want to steer away from. Just practise it a few times and you will find that it is not difficult.

10. Know what to do if you capsize

If you do capsize then the key things to remember are:

- Get free from the boat
- Get out of the water and
- Get off the water

You should also stay with the boat unless doing so would put you in greater danger.

Have a look at the [Capsize and Recovery Video](#)

11. Do not sit at frontstops with square blades

The boat is very unstable when you are in this position. 4x+s have been known to capsize with rowers in this position. As you improve your technique, you will learn how to balance the boat in this position but for now, that can be left till later.

Take baby steps when moving off from stationary; do not take a full first stroke. Try to make your first few strokes relatively short, perhaps even arms only, then lengthen progressively. This will help you to get the boat moving before you reach out at frontstops.

12. Book the boat out and book it in again, make sure that someone ashore knows where you are going

This is a fairly standard rule for most clubs but many rowers may leave it to the cox to do. You will not have this opportunity in a 1x. Whatever system your club uses to record who has gone afloat and who has returned then make sure that you use it.

13. Learn how to do the emergency stop

If all else fails and you are about to hit something then execute an emergency stop. Learn how to do this before you go afloat.

The basic things to remember are:-

- **slap** your feathered blades flat on the water
- lift your hands to **bury** the blades
- as the boat slows down then **square** the blades (turn the handles through 90°)

Have a look at the British Rowing [Emergency Stop](#) video. Practise this technique before you have to do it for real, it is not difficult.

14. Do not be afraid to use adaptive rowing floats or “recreational” boats

Some clubs fit adaptive rowing floats to 1xs so that beginners can learn in a stable platform and some clubs have other types of stable boats. Do not be afraid to use these until you have developed the correct technique. It is better to take baby steps than to fall in.

15. Relax and enjoy it

Rowing is all about having fun afloat so relax, smile and enjoy it. Sculling is much easier if you are relaxed.