



Honorary Rowing Safety Adviser Monthly Report

May 2025

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TEAMWORK | OPEN TO ALL | COMMITMENT

Incidents reported in May

Please try to avoid using names in incident reports unless you want to recognise someone for doing something particularly praiseworthy.

Check that your buoyancy compartments are watertight

There were several incidents in which boats were swamped but the buoyancy compartments worked to keep the boat and the crew afloat and safe. The World Rowing for boat buoyancy is that: -

When full of water a boat with the crew seated in the rowing position should float in such a way that the top of the seat is a maximum of 5 cm below the static waterline.

In one incident several crews rowed downriver to a competition and passed through a lock. The lockkeeper allowed the lock to empty at such a speed that the water flow across the lock caused three rowing boats to be swamped. Even though the gunwales were below water, the boats continued to float, and the crews were safe. However, this was a frightening experience.

In another incident a 4+ was rowing upriver when it encountered a group of power pleasure boats travelling downstream. There were about 10-15 power pleasure boats navigating together at fast speeds with the smaller boats overtaking each other. They generated powerful wash that was cumulative that swamped the rowing boats such that they became unrowable. One rower was recovered into the coach's launch and the others were rescued by the RNLI who subsequently recovered the boat. The tide at the time was high and there was nowhere to moor or land the boat.

In a further incident, a rower in a 1x was hit by the wash from a motor cruiser. This resulted in the rower having to bail water out of their boat.

In another incident the wash from a coaching launch that passed very close to a 1x and a 2x almost caused the 1x to capsize.



Take care to check the boat before going afloat

The Incident Reporting system was used to record and share the results of boat checks at Competitions. Checks at three Competitions resulted in the following faults being identified.

- 9 boats with defective Heel Restraints
- 3 boats with Poor Bow Balls
- 2 boats with Missing identification numbers
- 2 boats with Missing bungs on a buoyancy tank

There was an Incident Report following boat inspections at another Competition, faults were found in boats from 13 clubs. In total 17 boats from these clubs failed control commission inspection. Fourteen of these were for inadequate or missing heel restraints. The Regional Rowing Council is keeping records of inspection failures.

Reporting in this way facilitates the sharing of information with the clubs involved and urges them to take more care when checking the remainder of their fleet. I regard this as best practice. Please encourage rowers to check their boats each time before they go afloat.

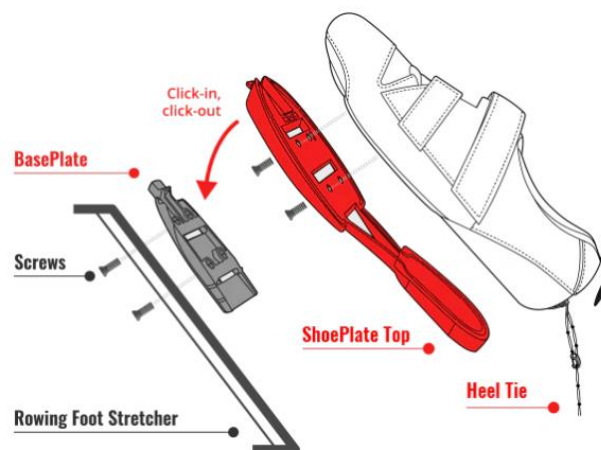
The need for heel restraints

A rower in a 1x capsized and their shoes detached from their stretcher, but the rower had some difficulty removing their feet from their shoes as the shoes remained attached to the boat via the heel restraints. These shoes were designed to be easily interchangeable between boats and could be released by pressing on a clip at the toe of each shoe. The shoes were designed to stay fixed to the stretcher in the event of a capsize (so need heel restraints).

This diagram shows the arrangement.

This incident was discussed at a recent National Rowing Safety Committee meeting where members indicated that it was not unusual for shoes of this type to detach from stretchers when they were not supposed to.

If your club has shoes of this type, then please ensure that they are correctly fixed to their stretchers.



Take care to ensure that rowers know how to stop their boat.

Three new rowers in a 4x with an experienced rower at bow were approaching a bridge. When approaching the bridge, bow (steers) attempted, unsuccessfully, to line up through the arch. Bow called on the crew to hold up the boat, but being new they did not know how to do it. Coaches were reminded that new rowers must be taught early on methods to stop/hold up a boat and crews need to be reminded at regular intervals on how to stop in an emergency.

Antisocial behaviour

It is that time of year when antisocial behaviour by members of the public becomes more common, the following incidents occurred this month: -

- Public urination on the canal towpath has become more common. A coach reported that as they were cycling on the towpath coaching junior rowers, they saw six different individuals urinating in different places, despite the towpath being quite busy. There is a strong urine smell in places. This makes life unpleasant and some athletes, especially juniors, feel unsafe. These issues are being caused primarily by the homeless encampment under a bridge.
- A glass bottle thrown from a park by a group of three young males. The bottle landed in water approximately two metres from the boat.
- There were several people on a bridge. There was “cat calling” and indecent exposure directed towards a 2x and a 1x received verbal abuse and a rock was dropped from the bridge that fortunately missed the rower and landed between their legs in footwell of the boat. There are about 20 caravans in the field next to the rowing club forming a “traveller encampment”.

Please remember the 3Rs: -

Don't REACT

REMOVE yourself from the situation

REPORT to the Navigation Authority, Police etc

Take care of rowers who may be about to faint

A rower in a 4x+ fainted as the boat approached the pontoon at the end of an outing. The rower fell directly into the water and another crew member immediately jumped in to keep their head above water. The rower who fainted regained consciousness within less than a minute. Both rowers were accompanied to the changing rooms and given basic refreshments.

I have been advised that if a rower feels faint then they should delay trying to stand. Doing so can cause [postural hypotension](#) and low blood pressure can result in them fainting. If there is pressure to clear the boat pontoon, then encourage the rower to slide across, in the seated position, onto the landing stage (with the help of colleagues) and then recover on the landing stage.

Please take care near swans

A rower in a 1x was threatened by a swan until it was distracted by a boat owner who fed it some bread. There is guidance on dealing with swans in section 9.2 or [RowSafe](#).

Look out for swimmers

An open water swimmer was hit on the head by a blade shaft of a 4x. The swimmers had not seen the boat. Please encourage rowers to keep a good lookout for swimmers.

Safe Speed

Rule 6 of the [International Regulations for the Prevention of Collisions at Sea](#) states that

every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

This is essential at sea and good advice everywhere afloat. There can be times and places where it is not safe to row at full speed because of the nature of the waterway (bends, narrows, etc.) and the presence of other water users.

- In one incident an 8+ was heading upstream towards a narrow area of the river and another 8+ was heading downstream. The crews collided, at speed, when both were in the middle of the river.
- In another incident there was a group of rowers rowing downstream in three 2xs and a 1x. A 4- was stationary facing upstream. The 4- began a racing start full pressure without waiting for one of the 2xs to move out of its path. One of the rowers in the 2x was struck by an oar in the back.
- In a yet another incident, a 4x was doing a technical session on the water (as is the dedicated right to do so) when another 4x started on their side of the river doing a very high rate piece and strayed onto the “wrong” side of the river. The two 4xs collided. It is reported that the crew doing the high-rate piece did not know how to perform an emergency stop.
- A 4-, doing a full race pace 3.3k piece came round a corner. It took the corner wide. The steers noticed a 2x travelling in the opposite direction and was just able to avoid a collision.
- An 8+ came round a corner at speed and neither the cox nor the bank rider noticed a 1x in front of them causing a collision in which the 1x capsized.
- A side-by-side race piece involved two 4+s, one of the 4+s being on the wrong side of the river. They encountered a 4- travelling in the opposite direction on the correct side of the river. Both boats stopped and a serious collision was narrowly avoided (there was some contact). The coxes now understand that they must ensure that priority is given to steering a safe course, including the abandonment of any race pieces and ensuring that sufficient space is given to other boats.
- A 4- was performing a racing piece upstream alongside another 4-. The crew on the outside of the bend failed to take the corner correctly and encroached on the downstream navigation channel. They collided with a 2x correctly placed in the downstream channel.

Please encourage your crews to take care to ensure that they do not endanger themselves or others by rowing at speeds that are not safe in the prevailing conditions. Encourage then to seek a better balance between speed and safety.

Take care when overtaking

There were several collisions when crews overtaking crossed to the wrong side of the waterway without taking sufficient care.

- Two 8+s, travelling in opposite directions were both overtaking slower crews and were both near the centre of the river. Neither cox saw the other crews. They were warned by a coach on the bank, so the effect of the collision was reduced. They were advised to keep a better lookout and to tuck in as soon as they have passed the crew that they are overtaking.
- Two 2-'s were passing each other in opposite directions. The 2- travelling downstream was over taking a 1x wider than was necessary and the other 2- was also slightly off their station leading to a collision in the middle of the river.
- A 4x collided with a 2x. The 4x was overtaking a 1x and had crossed to the wrong side of the river. The local rules specify that there should be no overtaking in this part of the river.
- A 4x was steering to overtake some canoes and moved across to opposite side of river. The steers then saw another rower ahead and tried to steer back. There was a minor collision.
- A 4x crossed to the wrong side of the river to avoid tree branches and its riggers hit those of the 2x, which then capsized.
- A slowly moving 8+ wasn't fully tucked into the side, but the 4+ opted to overtake. The 4+ steered too far onto the downstream side of the river and collided with a 1x that was coming downstream.
- A 2-, rowing downstream, overtook a 2x that was in the middle of the river. The 2- then collided with a 4x that was rowing upstream and capsized.
- An 8+ was overtaking another crew at pace, at a bend, and continued to steer away from their side of the river towards another 8+. There was a collision that may have been avoided had the overtaking 8+ straightened up earlier.

Please encourage crews to take extra care when overtaking and keep a good lookout to check that there are no other crews moving towards them and tuck back into the correct place on the waterway as soon as they have passed the overtaken crew.

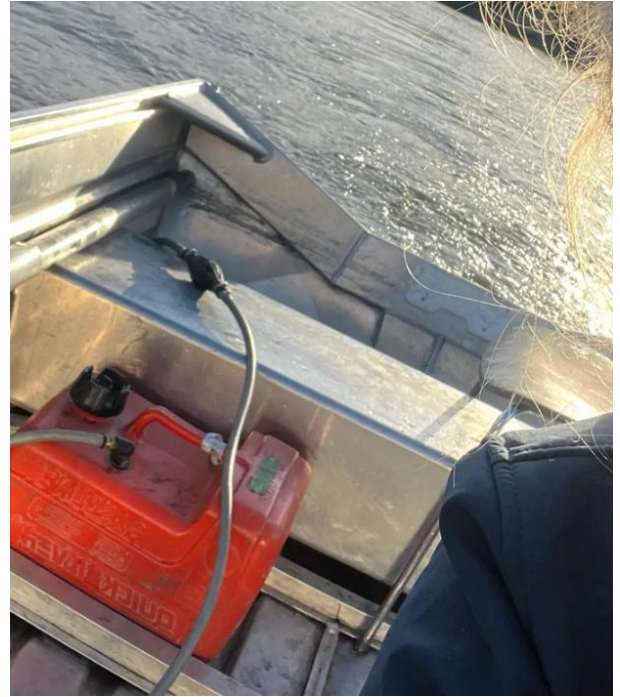
Take care to understand the strength and direction of water flow.

A rower in a 1x almost drifted into houseboats moored against a pontoon in a tidal river. The rower appeared to have little awareness of tidal set in this area. They were warned to return to the fairway but did not respond immediately and were nearly swept under the houseboats. Flow round bends in rivers is explained here [Safety-Alert-Flow-around-bends-in-rivers.pdf](#).

Take care not to lose your outboard

An outboard motor was lost in shallow water when it became detached from the transom of a launch. The launch had been driven for about two hours without incident when the outboard detached from the hull of the launch and sank. The launch was towed back to the boathouse. The launch engine attachment area was still intact following the incident.

Outboards normally clamp to transoms; this is a stiff connection and even a small change in dimensions can reduce the clamping force. Some engines also have brackets that can be bolted to the transom, this is a much more secure arrangement. If the engine cannot be bolted to the transom, then it may be possible to insert a thin wooden plate between the transom and the engine clamp so that the clamp can “dig into” the wooden plate. In this case the wooden plate should be bolted to the transom.



Take care and repair defects in launches

A coach was using a launch that had two holes in the stern just above the water line. Water tended to flow into the boat through the holes, requiring regular baling. The coach put the launch into reverse, realised that there was more water in the boat than was desirable and then looked round and saw water flowing over the top of the transom. The launch became swamped and capsized. The coach inflated their lifejacket.

It is difficult to understand why a club should allow anyone to use a launch in this condition. Please ensure that your launches are checked and that any that are unserviceable are repaired before they are next used.

Take care when driving a launch

An 8+ was stationary at the top of the marshalling zone when the marshalling boat reversed over and hit the bow ball of the boat, breaking off the bow ball and damaging the honeycomb of the boat. The marshals where not looking where they were reversing and at a speed where the 8+ could not move to safety.

Please be polite when talking to other people

There was an incident in which the crew of a 2- had a close encounter with rowers in two 1xs. The two rowers in 1xs became verbally abusive after insisting that the other crew was in the wrong place. Please take care to be polite in interactions with others.



Coxes not wearing lifejackets and wearing dryrobes

There was an Incident Report containing photos of coxes not wearing a lifejacket or buoyancy aid, and one cox wearing a Dryrobe. It is not safe to wear a Dryrobe when afloat, see the [Safety-Alert-Do-not-wear-a-Dryrobe-when-afloat-March-2022.pdf](#).

Please encourage your coxes to be correctly equipped.

In another incident, at a Competition, four coxes were identified, on the water, not wearing a PFD. Some rectified the situation prior to the start of their race, and one was disqualified for racing without a PFD.



Take care if the water is shallow

At times of low rainfall, river levels tend to drop, and the water can be shallow. There were several incidents where boats were damaged due to hitting submerged objects in shallow water. Please encourage rowers to take extra care when the water is shallow.

Take Care if a rower has a panic attack

A rower in a 1x stopped rowing and apparently froze. When the launch arrived, they were assessed as breathing very fast and shallow, as if a panic attack. The launch crew transferred them from their 1x into the safety launch, wrapped them in a foil blanket, the launch driver asked them to breath slowly and deeply, attempting to calm them down. The rower was very weak and shaky, was helped from the launch. Later they were carefully carried up the steps, and then walked, with support, to the ambulance.

The rower's parent indicated that the rower had never had an attack before, and it was a complete surprise to the family. The rower is also mildly asthmatic, and they were advised to always keep their medication with them.

There is information about Panic Disorder on the NHS website here [Panic disorder - NHS](#). People who row with anyone who is prone to panic disorder should be made aware of what they should do.

Take care with priorities

The crew of a 4- was rowing downstream and concentrating on balancing the boat with their feet. The rower at bow was asked to stay still, to not unsettle the boat by looking ahead. The 4- drifted towards the middle of the river. The boat speed was moderate, just medium pressure concentrating on the balance and drills.

A 4x was rowing upstream, about to pass another crew who were tucked in close to the bank. The 4x moved out as they approached the bend while doing drills. The 4- and 4x collided. The bow rower in the 4- has learned to always keep a look out and to "own the outings".

Take Care to keep control even when racing

Two 4+s were tucked into the bank in the marshalling lane at a competition, line astern to one another. A 4x was racing down the course and veered towards the marshalling lane. Despite warnings both from marshals and spectators the steers of the 4x did not look ahead until the cox of the first 4+ shouted, by which point it was approximately 2-3 boat lengths away. The 4x failed to take evasive action and, after passing the buoys marking the limit of their lane, collided with the first of the waiting 4+s at racing speed. A rower in the Quad was heard telling their crew to “Keep Going”, and it collided with the second waiting 4+.

Please encourage rowers to always keep control and not let their excitement get the better of them.

Securing the load on a trailer

A Director of Rowing wrote to say that they were towing a large trailer on a motorway when they were stopped by a police officer who led them to a truck stop for a standard load inspection.

The officers were happy with the boats and the towing vehicle but said that all items in the trailer must be secured in such a way that ensures they will not spill if the trailer turned over, they considered the strapping to be insufficient. The officers were very helpful and allowed them to unhitch and go to a local Halfords to add a tarpaulin and more straps to cover the oars, riggers, and trestles.

This is the first time that the Director of Rowing had been made aware that this is a law. There is a £100 fine and three points for being in breach of this law. The officers were lenient with them and went down the ‘education’ route.

I checked and could find no reference to this in legislation but it may well be based on Section 100(2) of the [The Road Vehicles \(Construction and Use\) Regulations 1986](#) which states: -

(2) The load carried by a motor vehicle or trailer shall at all times be so secured, if necessary by physical restraint other than its own weight, and be in such a position, that neither danger nor nuisance is likely to be caused to any person or property by reason of the load or any part thereof falling or being blown from the vehicle or by reason of any other movement of the load or any part thereof in relation to the vehicle.

The Driver and Vehicle Standards Agency guidance on securing loads was updated in December 2024. There is more information here [Securing loads on HGVs and goods vehicles - Guidance - GOV.UK](#) and there is a video here [Load security: how DVSA enforces the rules](#).

Please check the loads on your trailers before you start a journey. You may need to use a tarpaulin, sheeting, or a cargo net to keep your load secure.

Rowing in lock cuts

A coach has expressed a concern that rowers are rowing into the narrow areas of rivers approaching locks where they can encounter motorboats.

He explained that many rowers row into the lock cut and stop close to the lock gates before turning. The lock cut is extremely narrow, a turning boat can present a hazard to oncoming craft, particularly in the summer season when many hire boats are on the river with inexperienced crews. The coach has spoken to crews on numerous occasions to suggest that it is both dangerous and unnecessary to enter the lock cut.

The response was that I can see no real reason why crews should enter lock cuts and lots of reasons why this is not advised. Rather than banning this process, I would rather that clubs include the risk of an interaction with a motorboat in a lock cut in their risk assessment and formulate their safety rules accordingly.

One person operated coaching launches

There was a question about whether it is permitted to simultaneously coach and drive a launch.

This is covered in Section 5.2 of [RowSafe](#) that sets expectation of launch drivers and coaches driving launches including: -

- *Remember that if you are driving the launch then your primary responsibility should be the navigation of your own vessel, and not the coaching of accompanying rowing vessels. If your role requires you to be primarily focussed upon coaching, then another helmsman should be sought who can focus upon the navigation of the launch.*

This has been interpreted by some as a ban on one person operated coaching launches.

We do not want to have people driving launches who are not focussed on the safe operation of their launch. In some areas where there are few hazards then it does not take much effort to navigate safely whereas in crowded waters it can take serious focus and concentration on navigation to do so. The inconvenient fact that we must keep in mind is that one size does not fit all. That is why it is so important that clubs complete their own risk assessment and set their own rules and operating standards accordingly to ensure safety at the venue where they row.

There is another expectation in this section of RowSafe and that is that coaches driving launches should: -

- *Keep a good lookout at all times when afloat and warn other water users of any hazards or developing hazardous situations.*

I do not see how any safety guidance could say anything other than this.

In writing RowSafe I was careful not to say that all coaching launches should have at least two occupants, one to drive and one to coach. This would be ideal but, as I have explained, with care and following the guidance that I have explained, it can be safe to have single person operation.

Safety Boats with drop down fronts

I was asked for information about suppliers of launches with drop down fronts for use as Adaptive/Pararowing safety launches.

The most common boat of this type is produced by [Pioner](#), they have many models, some with drop fronts, looking like this: -



Is there a requirement for a Club to have a CRSA?

I was asked whether it is necessary for a club to have a Club Rowing Safety Adviser (CRSA) as one had stepped and there were no volunteers to take the role. Is this a requirement for British Rowing affiliation and insurance?

The response was that the [Regulations of British Rowing](#) are quite clear on this, section 11 relates to Safety and this contains the following: -

11.5. Clubs must:

11.5.4. Appoint a Club Rowing Safety Adviser(s) to lead and advise on promoting safe practice;

Section 3.4 of [RowSafe](#) contains a Job Description for CRSAs.

If the club does not have a CRSA then their Regional Rowing Safety Adviser could refuse to accept their next annual Safety Audit and that would, in effect, prevent them from renewing their affiliation. It would certainly cause them to be prevented from entering competitions.

I try to avoid matters of insurance, as these have nothing to do with safety, so referred the enquiry to the relevant staff colleague whose reply included that this would impact their insurance, especially if an incident were to arise that brought into question the safety protocols of the circumstances.

Take care to secure your boats against theft

A Fillipi F1 1x was stolen from a trailer at the club at 3.30 am on 28th April. The boat had raced the previous day. The thief took the boat and came back 50 mins later for its rigger. The boat was carried very competently so the thief is clearly very familiar with sculling boats.

Please take care to secure your boats, they may not be safe on the trailer.

Work with Paddle UK

Copies of incident reports that refer to canoeists and paddleboarders have been shared with a colleague at Paddle UK (formerly British Canoeing).

Posture help when coaching big strong beginner masters

I was asked whether we have any videos of body rock that feature heavyweight men about 40-60 years old? The club has had a recent influx of masters beginner rowers and would like to show them examples of good posture.

The response was that there are British Rowing Technique videos in the Rower Development Guide here [British Rowing Technique - British Rowing](#).

I think that this is primarily a coaching matter rather than a safety matter, but the distinction is purely theoretical. Safety is mostly about doing things correctly and coaching is all about teaching people to do things correctly. The correct way is the safe way.

I referred this enquiry to the Head of the Learning Education and Development (LEAD) team who's kindly replied to say that we have several articles on our British Rowing plus library also related to the recovery of the stroke.

<https://plus.britishrowing.org/category/training-and-technique/> . World Rowing has a simple animation here [Essential Sculling Technique for rowers](#) which clearly outlines the rowing stroke.

How to cope with an overweight rower

A Club Rowing Safety Adviser wrote to explain that they have a rower who weighs 130 kg and is thought to be considerably overweight. This rower was allowed to progress to a stable 4x which is a 100kg boat and now to a normal heavyweight 4x of 100kg.

The coach is concerned that there must be smaller people in the boat to comply with the weight limit. It's also compromising other members of the club who are being asked to row with them. Another person at the club feels strongly that this person should be allowed to continue to row and they are being discriminated against because they are overweight.

My response was that this is very difficult as we try to be inclusive and also to keep everyone safe.

In this case you could have a crew of three people who have an average weight of 90 kg and this person weighing 130 kg. The average weight of the crew would then be 100 kg. I do not think that that sounds too unreasonable.

If this person is overweight, rather than just large and heavy, then it would make sense to discuss with them how rowing could help to lose weight. If you do so, then please ask them to consult their doctor to check that they could do so without causing any other health issues. You can ask them if there is anything that you, the club, can do to help to improve their health and to stay safe but please do not ask directly about any medical conditions. If they provide medical information then please note it, if you need help to understand what they tell you then I can find someone to help you. Most rowing clubs have more than their fair share of medical practitioners but please be careful with confidentiality. Only share what this person tells you if they say that you can.

The other problem is the impact that this is having on other rowers. If they really do not want to row with this person, then the club must respect their wishes.

Sports Safety Group

I attended a meeting of the Sports Safety Group in Birmingham. This is a forum for sports NGB safety advisers, the following sports were represented: -

- Athletics
- Cycling
- Hockey
- Swimming
- Sub Aqua
- Modern Pentathlon
- Cricket
- Triathlon and
- Rowing

There are also people from other sports who could not be present. This was a good meeting at which we shared all sorts of useful information.

I found this meeting helpful and reassuring. I believe, based on the discussions with people from other sports, that the approach we have to Rowing Safety is appropriate to the needs of our sport and compares favourably with that of other sports.

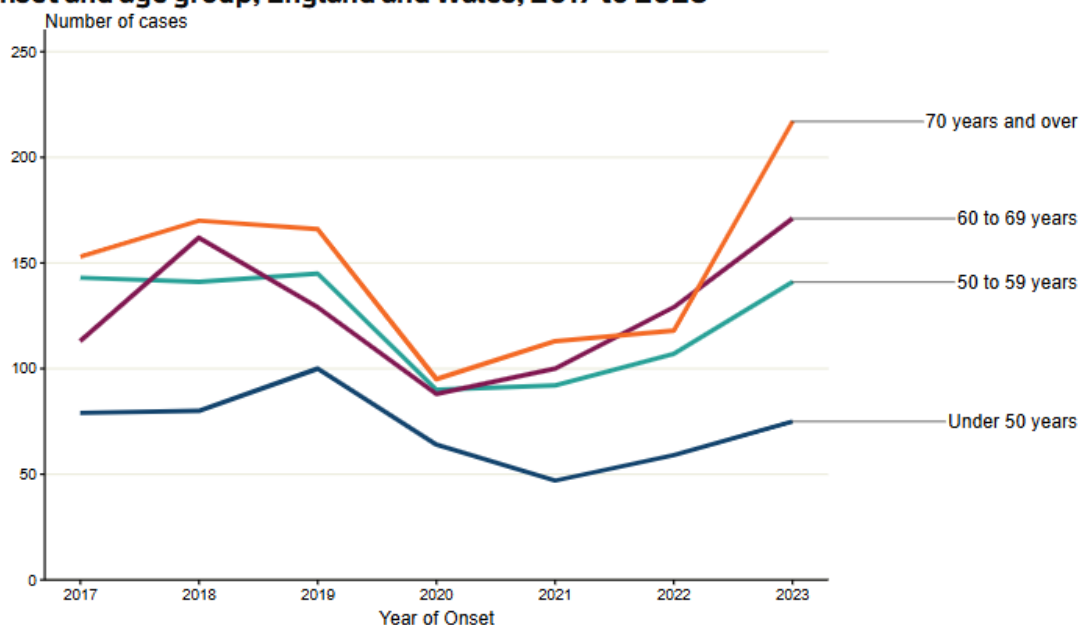
The risk of contracting Legionellosis in rowing clubs

I was asked about the Legionella risk in rowing clubs. The request included a numerical assessment of probability based on some assumptions. This analysis indicated that the probability of death was small.

The immediate response was that as a rule, Legionella does not kill young fit people, and the risk is generally well managed. There is a section on Legionella in the [Safety in Club Premises](#) document; this is based on Health and Safety Executive guidance here [Legionella and Legionnaires' disease - HSE](#). Health and safety law applies to sports clubs to the extent that they are responsible for premises and Legionella is included in the checklist here [Health and safety checklist for village and community halls](#).

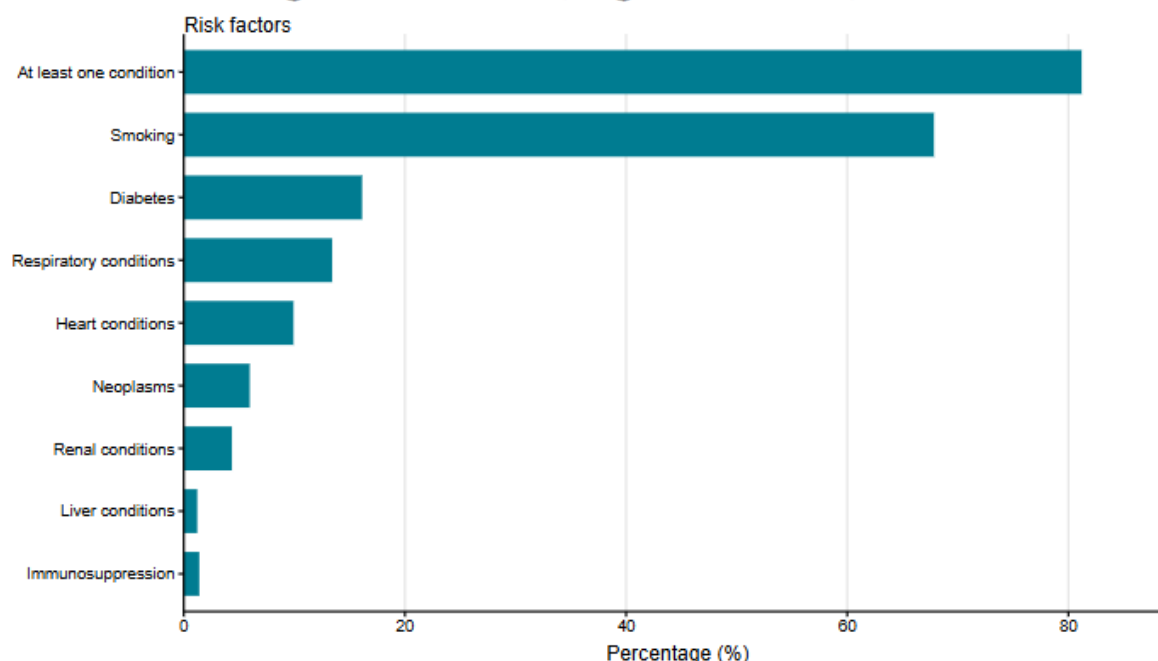
I checked the incidence of Legionellosis (as a **disease**) in the UK, there is good information here [Legionellosis in residents of England and Wales: 2017 to 2023 report - GOV.UK](#). This shows that there are about 500-600 confirmed cases each year, less during Covid probably due to diagnosis issues and the combination of diseases and the fact that there was reduced travel abroad at this time. Age and smoking status are significant factors. The link above contains the following: -

Figure 2. Number of confirmed cases of Legionnaires' disease by year of symptom onset and age group, England and Wales, 2017 to 2023




and

Figure 7. Percentage of underlying medical conditions and risk factors reported in confirmed cases of Legionnaires' disease, England and Wales, 2017 to 2023



If we now look at **deaths** from Legionellosis in the UK, the numbers are much lower (about 3% of people with diagnosed disease) so there is not the same level of statistical analysis perhaps due to the small sample size. This is the AI overview

In 2023, the UK reported 19 deaths among Legionnaires' disease cases, resulting in a case fatality rate (CFR) of 3.1%. Between 2017 and 2023, the median number of deaths was 29 annually. The CFR was notably higher in 2020, possibly due to disruptions during the COVID-19 pandemic. Mortality rates are higher for individuals with underlying health conditions, those in hospitals or care homes, or those who are over 50. 

So, we can see that this disease impacts mostly older people and people who have other health conditions. I like to think that rowers are healthier than people of the same age in the general population and many rowers are young. Simply, rowers are less prone to developing the disease and less likely to die from it.

If we now look at the issues around showers. The Legionella bacteria lives and concentrations increase in stagnant water between 20 and 45 C, but the size of colonies and probably the number of colony forming units will be reduced as water flows through the showers. The concern is mostly about infrequently used showers. I have information that "infrequent use" starts after about 72 hours. More frequent use will significantly reduce the risk, and the risk will increase with less frequent use. I guess that where clubs have, and where rowers use, showers that the use will be quite frequent. If the showers are used "every other day" as you suggest then the chance of a significant build-up of the bacteria concentrations are low.

Showers are not the only source of infection. There is information on how people become infected here [Legionnaires' disease - NHS](#). This contains the following: -

You can get Legionnaires' disease if you breathe in tiny droplets of water containing bacteria that cause the infection.

It's usually caught in places like hotels, hospitals or offices where the bacteria have got into the water supply. It's less common to catch it at home.

You can get Legionnaires' disease from things like:

- air conditioning systems
- humidifiers
- spa pools and hot tubs
- taps and showers that are not used often

You cannot usually get it from:

- drinking water that contains the bacteria
- other people with the infection
- places like ponds, lakes and rivers

Check if you have Legionnaires' disease

Symptoms of Legionnaires' disease include:

- a cough
- shortness of breath
- chest pain or discomfort, particularly when breathing or coughing
- a high temperature
- flu-like symptoms

These symptoms can also be caused by other diseases.

In all cases of acquired disease we have the problem of undiagnosed disease. It is possible that relatively mild disease is caused by showers but that this resolves spontaneously and is not diagnosed or even reported.

In conclusion, I feel that the risk of a rower dying with legionellosis because of using a shower at a rowing club is vanishingly small. I am more concerned about exposure to contaminated water in rivers. However, the reason why showers do not appear to cause significant levels of disease (or, probably, any disease) may be due to the way they are used and the way they are managed. I see no reason to change the recommendations.