

## Honorary Secretary's Report

Author	Andrew Russell
For period	15 February 2006 to present
Date prepared	15 March 2006
Action required	To note and <b>Action Required</b>

- Issued December minutes, collected and issued February reports, attended and minuted February meeting.
- Updates to website regarding meeting documentation, upcoming meetings, TRRC exec photos and bios
- **Action Required: Please submit bios for website to myself or Liz.**  
UPRIVER (Judith Packer) bio  
DIV 12 (Peter Moore) bio
- Organised, attended and minuted meeting of representatives of Tideway Regattas to discuss the creation of a "Code of Practice", under development by Stan Collingwood.
- Organised and attended "get to know you" event between TRRC Exec members and masters of PLA launch and their crew.
- Constitutional Review: This was commissioned at December meeting. However, at February meeting TRRC exec felt that it was not necessary, and that the ARA had strict requirements on the constitution. HonSec to discuss with ARA and TRRC Chairman.
- Contacts Database: made some additional updates to the "database" of contact details for TRRC "members" (clubs and events). Plan to distribute the data out to DivReps to provide updates.

## **Competitions' Calendar Co-ordinator's Report**

Author	A. J. Evans
For period	16 February 2006 to 14 March 2006
Date prepared	14 March 2006
Action required	To note

- In response to request from Fours Head (Chris Shea) for tidal data for 2011, I have extended my software licence to cover this period (the ARA pay since the data is printed in the Almanack).
- This highlights the variation between events – some want to fix dates 5 years ahead, others can't respond to requests concerning dates for just two years ahead.

## Regional Water Safety Adviser's Report

Author	Chris George
For period	14 February 2006 to 16 March 2006
Date prepared	16 March 2006
Action required	To note and <b>Decisions Required</b>

### To note

#### Club Water Safety Audits 2006

- I repeat *mutatis mutandis*, my previous report. "Not surprisingly, it has taken the OARA boffins somewhat longer to get this up and running than I last stated." I await with bated breath! I reproduce, again, the letter below in explanation, below.

**IMPORTANT NOTICE TO CLUB SECRETARIES & WATER SAFETY ADVISERS**  
**Club Water Safety Audits for 2005**

Along with your affiliation fee, the forthcoming Water Safety Audit from your club will be required to confirm affiliation to the ARA.  
 The 2005 Club Water Safety Audit has been designed for completion online through the new Online ARA (OARA) system. It is intended not only to make the audit process easier, but also to increase the level of feedback you receive. When you submit your audit on line your Regional Water Safety Adviser will automatically be informed. Your club will also have a permanent online record available, which will be accessible at any time.  
 It is hoped to give all clubs access to the new OARA site by the beginning of 2006 and when this happens the deadline for submission of your safety Audit linked to confirmation of your affiliation will be announced.  
 As there have been some important adjustments to the audit questions you are asked **not to submit your audit on last year's Water Safety Audit template**, but wait until your club has been given access to the new OARA site.  
 Stuart Ward - ARA Hon Water Safety Adviser

### To note

#### Above Tideway

- A couple of the usual incident reports, mainly from Colleges. Main causes of these accidents appear to be lack of hearing ability of coxes and poor understanding and practice in "holding it hard".
- Received an email from an Oxford College that had found out its CWSA had resigned but he had not told the club. Pointed out the first mandatory requirements of the WSCode!

**Recommendation for Action** Suggest that this is a point for a newsletter item perhaps? Should be covered by the new safety audit, which requires a deputy.

- Discussed and explained the reasoning behind the new capsized drill with a CWSA concerned about Buddy - buddy rescue and other aspects

### To note

#### Tideway

- I have received the usual reportable accident reports (about half-a-dozen) but many are **still** sending reports to the ARA instead of to the Region or not sending the to my address in hard signed copy as required. My address for hard copy is on the websites. Often I get one and the other party fails to send it at all. **TSS needs particular mention as being very good at submitting reports on time.** Vesta are another good 'reporter' but, perhaps, because they are now navigating so much better I am not getting any reports in at all!
- Have delegated one such report for my Deputy Neil to deal with as a result of a conflict of interest flowing from an allegation that the crash was caused by my navigation advice.

- Corresponded with numerous club WSAs on **numerous** bad navigation reports from my own and others' observations reported to me. All persons reporting to me are not identified by name to preserve anonymity and encourage more reporting. Examples were: –

Putney based club vet 4 - ; navigation against the ebb the wrong side of the Harrods buoy, received a PLA complaint about the same club being 5 crews abreast on the ebb as they approached the pinch point of Hammersmith Bridge.

Chiswick-based club; coxless multiple sculler on port station on ebb in an argument with RNLI and inappropriate use of 999 Coastguard call, same boat reported another two times on port station (three in three weeks), three cases of this club's first viiis on port station racing above and below Kew (one from PLA 3/3/06 two from me), three sculling crews in middle wrong way against the stream (8/8/2006), two occasions where I observed boats were on port station at Putney (dates not to hand) and on 14/3/2006 at about 8 pm two men's viiis not properly lit (one no rear lights) one not lit **at all** with coach boat (with two white lights – one at the front, one at the back one light).

Various colleges on the wrong side of the river and in one case a college taking an novice cox out to Putney where she had never been before and her ending up going the wrong side of the boats against the ebb as her coach had let her and the novice viii fend for themselves. On this occasion I laid blame on the club system not the cox and addressed the issue accordingly.

- As a response to the excellent document produced by Neil Jackson, the PLA have now produced a nice, simple "Framework for Investigating Rowing Incidents" for how incidents are to be dealt with between TRRC and PLA. This requires only minor tinkering and will be incorporated into the draft Tideway Navigation CoP. Neil and Bill have seen the draft. Should any others wish to see it please advise by email.
- Liaised extensively by email with various Council members on the issue of Launch licences to speed above 8 kts (see below)
- Received, mostly, sensible feedback on the limitation of the 7 new buoys at low tide (of which I was well aware) and the location of the UL buoy – which is in the correct place (1m chart datum) but which I have suggested might be **moved on a practical basis** after checking at the next lowest tides. Some feedback showing a lack of understanding of the navigation laws and with no constructive comment e.g.

"The one outside UL is exactly on the line to steer of [sic: if] one keeps to the CLeg [Col] rules [Regs]. Coming down stream.

I really believe the buoys are hazards .....

What will the regattas do with the one outside UL?"

Comments; the line to steer **is** the Fairway – the buoy **defines** the Surrey side of the fairway! (One cannot impose one's personal preference on where the Authority puts a road.) NTMU6 allows or indeed requires you to be out of the fairway when possible but I don't advise this next to an inshore zone! The regattas will have to obey the navigation laws unless they get a NTM for the event.

Constructive comments such as:

The *buoys* upstream of Chiswick bridge are a disaster (and I thought the original idea was not ridiculous).

They are in the wrong place at high and at low tide, in they are positively dangerous at low tide there is often insufficient water to go on the inside of them and so you end up in the *fairway*. Likewise at high tide the *buoys* are too far from the bank (especially the one outside UL) and if you stick to the starboard side of the *fairway* they are very easy to hit – is anyone else of the same opinion?

Comments; This **is** quite correct at low tide for some of the buoys. **Arrangements are being made to look at relocating or removing some.** It misses the point to say they are easy to hit if you are on the starboard side of the fairway going down on the ebb as there is no requirement at low tide or even at high tide to follow Col Regs 9 (a) since it is patently not safe to do so at times of high rowing traffic density. All that is required is to be to the right of centre **AND** to keep a good look out. That means, if needed, to look out every five strokes in a single. The RRAIG has plans for other ways to overcome this problem but these are yet to be developed into a firm proposal. The one at UL will be reviewed – see above – but **is** on the edge of the Fairway

On the issue – which is serious – of large boats having to go into the fairway to pass these buoys at low tides there is clear navigation law. **DO NOT ENTER THE FAIRWAY IN THE WRONG DIRECTION UNLESS YOU CAN SEE IT IS CLEAR – YOU HAVE NO RIGHT OF WAY AGAINST A VESSEL COMING DOWN ON THE EBB.** You must **stop first until it is clear.** If safe, there is always the option to turn around and seek better water downstream. If you are coxing an VIII be careful to come out early to miss the buoy by as little as possible and not get pulled out into the stream by a late decision that you cannot go inside!

- On Saturday 18<sup>th</sup> February, at the request of the PLA, I carried out an exercise in trying to navigate up the starboard station of the Fairway or mostly just outside it with the result that 50 of the 60 odd crews found were out of their water. Spent three days collating data, drawing charts, selecting photographs and writing a website commentary to serve (a) as a defence of the allegation that I made wash and (b) for educative purposes. The link is [HERE](http://cms.atics.co.uk/index.php?id=129). (url <http://cms.atics.co.uk/index.php?id=129> )
- Received a variety of responses from this exercise, varying from the wholly supportive, to the opposite.
- Liaised with extensively concerning various issues the AKRC and attended, in support, the very good meeting that the new CWSA and her Captain organised on Sunday 4<sup>th</sup> March. This meeting was well attended, had good handouts in the form of a safety policy and encapsulated maps and I am available for similar visits to clubs should they ask me as did this one. The key for change here was a Captain who was willing to get to grips with the problem and appoint an active CWSA. They have turned around a club about whom I was getting a number of complaints to one that I have now had none and not seen a boat on the port station since.
- Liaised with various clubs about the provision of the link to the PLA of the new [DRAFT](#) map. [http://www.portoflondon.co.uk/pdfs/pp/Rowing\\_Chart2.pdf](http://www.portoflondon.co.uk/pdfs/pp/Rowing_Chart2.pdf) [Note that the green arrows need removal above Syon and below Putney pier.]
- Received from the MAABC WSA her excellent draft document for the advice to be given to visiting clubs. Commented extensively and suggest many changes and that it be run past the Club's lawyers for the liability aspects of the advice. She has obtained a suitably worded disclaimer.
- Adapted this advice and spend a day writing and putting this (with extensive amendment) onto the Regional Safety Website section and in liaison with the HOR women put in on a link to that website. The address is [Here http://safety.thames-rrc.org/tideway/headnav2006.html](http://safety.thames-rrc.org/tideway/headnav2006.html) Any comments appreciated.

### Recommendation for Action

This is an area for action next year in the form of a requirement to ask the Event organisers to allow us to send personal navigation advice to each entry and to put each school on personal notice of the duty of care of each school coach to ensure the masters of the vessels (coxns) are properly trained AND the coach can prove that by means of proof of appropriate training e.g. a questionnaire or the like. I see this education as being critical to avoid an accident with underage masters of vessels. I also suggest that this day be an "Education Day" and regional observers are volunteered to go out at appropriate times. To this end we should request of all entries and indication of when they will be practicing on the Tideway so we can get an idea of when to go out! OK "Big Brother" etc but they are young and at risk and by means of this report I suggest action to put them on notice!

- Received numerous complaints about the navigation of schools in the days prior to the Schools HOR, particularly the day before.

To note

### Non- tideway Club complaints

- Tideway Clubs are still going out without ID. The Eastern Region had at least two clubs (now identified), various schools from Thames and six at the Schools HOR and two at the Women's HOR. At present we have no power over such clubs other than to write to their RWSA and ban them from any of our events. Are the (well subscribed) Events willing to support the region to do this? In February, the ARA Council meeting passed this requirement to be an ARA Rule (not a rule of racing) and so any event that does, knowingly, let in an unidentified boat is puts itself in a position where it is an "accessory" to the breach of the ARA rule!

### Recommendation for Action

#### Proposal:

Can event members please note and, please, put in all communications (including websites) to competitor clubs appropriate warnings and (once they have the entry fees in) ban from racing any unidentified boats?

### To note

#### Rowing Risk Assessment Implementation Group (RRIAG)

- With Bill Mitchell, I attended seventh meeting of the working group with Rear Admiral Richardson on the 14th March 2005.
- My report to the Council on all the first seven meetings will be oral. Anyone requiring a written resume please email me and, if necessary, I will post it on the website in summarised form.
- Liaised on the new draft CoP with Alex Brown in a sub-group to iron out conceptual differences appertaining to zones and bridges.

### 1) Launches

#### *Background*

I reported to the PLA the virtual unanimous view of council that they did not wish to undertake this procedure of assessing launches. **The PLA are not interested in doing this for one and two man launches and suggest we re-look at this issue.**

We can act in one of several ways:

- a) leave the matter as it is and make it a club responsibility to follow the new code. [navigation lights and pole light, identification, register at club, etc]
- b) start a regional register to which other regions apply to us for approval and thus control other regions' launches as well as our own clubs.

The former is a recipe for anarchy. The latter is an opportunity to start to exercise control over OUR use of launches.

Please note *at present* that this is not a permit for the launch itself – anyone can own a launch and coach from it PROVIDED THEY DO NOT EXCEED THE SPEED LIMIT **This is an opportunity to get to grips with a real, increasing problem of launches on the Tideway and their inconsiderate masters. I repeat my last proposal:**

#### *Action/Decision*

- 1 That a **sub-committee be set up by Council** to consider the matter consisting of Bill M, Chris G, and the divisional reps for the lower Tideway Clubs 19 (Paul L) 18 (Neil) 17 (Jill Cobbett) 16 (Ken W) and the Lower Thames Rep.
- 2 That this committee be mandated to consider and make a preliminary report on the principles of what the region can and cannot do e.g. decide what is a one man and what is a two man launch, do we inspect wash or get others so to do independently to determine if a launch is suitable, do we keep a central register of mandate the club to respond on id as with other boats, who decides in the event we ban a particular driver or boat from using the exemption, do we get involved with any other issues or do we simply leave it all to the club and only deal with excessive cases under the disciplinary procedure?

- 3 Provide the likely time scales for implementation (as requested) within 2 weeks of the date of the meeting and to (so as to enable the RRAIG to be appraised of the findings). **The PLA are pushing to implement this by May.**
- 4 If we decide on register, I suggest that we decide and agree WHO keeps the register (this may
  - a. be a **professionally paid person or 'entity' available at all times** or
  - b. an **individual on the TRRC**) and
  - c. how and **where it is published** (obviously the TRRC website)
- 5 If we decide on register, **agree in principle (not detail) that this Sub-committee is to select the criteria** for the application for an exemption speeding licence and thus the information required to be sent on the application form e.g.
  - a. an electronic photograph (essential) of both sides
  - b. Confirmation that it has been fitted with the approved Navigation lights ( an existing PLA requirement) and single pole light of the right height (a new one)
  - c. its dimensions - beam, length, and draft with 100kg and 200kg on board and hence the volume of the boat
  - d. its shape (to be defined - flat bottomed - chined - bow shape –
  - e. its inherent buoyancy if swamped
  - f. Its approximate weight plus engine
  - g. the size/power of engine and engine number
  - h. its make
  - i. single hull or cat
  - j. Etc
- 6 If we decide on register, **agree in principle that it** is for the sub-committee to consider conducting one-off tests using EA qualified or similar persons with similar expertise (so it cannot be challenged) with all "standard" type makes along the lines of the tests done by the EA to determine the wash made at the two chosen weights (100 and 200kg) to determine the question "Is this a one person or a two person suitable launch?" and allocate it as appropriate on the basis of the data sent on the application form. *There will be a right of appeal **specifically on this issue "Tideway Launch Licence Appeal"** subject to an actual test (with wash sticks a la the EA test) at low tide on a calm day*
- 7 If we decide on register, **agree in principle that** to have compulsory testing and re-appraisal of any boat about which frequent, regular (to be defined by Council) complaints are made and for such a boat to be re-graded as; 1) unsuitable under any circumstances (unlikely); 2) downgraded from two persons to one (most likely)
- 8 If we decide on register, **agree in principle that** ALL boats that wish to be exempt from the 8 kt limit (i.e. to have a licence to speed), be they from this region or any other region, must apply to be on our TRRC register. This, therefore, means that the proposal will have to go to the NATIONAL water safety s-committee and to Council for approval for non-Thames RR Clubs and non-affiliated (thru any region) clubs such as Nautilus and the ARA boats and foreign (unlikely but needs to be covered – SARA and WARA and ?other countries).

As stated above some, all or none of these can be agreed but if it is none the clubs will be entirely responsible and we will need a damned good disciplinary procedure for the first few months! See below.

## 2) Discipline and sanctions

- Liaised with Bill Mitchell on his proposal which dovetails with that of mine reported to you last meeting

To note

### Events

- Attended a meeting of the Tideway events on Wednesday 1 March 2006. Corresponded with the sub-group organising this meeting concerning what would be required by the PLA and what would not re the new draft CoP and reported orally (off the cuff) on the RRAIG with the consent of the HM.
- Corresponded with and approved Reading HOR, Schools HOR, corresponded with Weybridge (ok), WHORR, Hammersmith Women's and Juniors HOR,
- Discussed with LRC and Thames and the PLA and offered and gave advice on this private event – both Clubs volunteering to accept at act on such advice in the most admirable manner. (They are not obliged to submit any information on such a private event with less than four clubs)
- Sadly, received the report of the death of poor Simon Mephram following his race at Molsey Vets.
- Signed the Affiliation form for Maidenhead Junior Regatta (held under special trial terms and yet to be affiliated)
- Liaised extensively on boat ID and safety for the HOR and womens HOR

To note

### National Water Safety and Working Group and related matters

- Corresponded with Chris Anton, others and the Blockleys concerning the Rule 43 letters and matters of fact that appeared to be in dispute in order to try to be as informed as practicable before the Council meeting.
- Was unable to get the new audit changed to include a question asking clubs to identify the number of non-buoyant pre 2003 non-plated boats on the questionnaire on the grounds it was too late this year. (I note that we have now has some weeks delay since I asked this and the audit is still not operating so wonder why this rather important question could not have been slipped in. I will ask again.)
- Attended the Working Group meeting all day on the 28<sup>th</sup> February in which we discussed the draft Cold water / hypothermia papers that Stuart Taylor has been working on since last year. This was the first time I had seen this work and it predates the *publication* of the excellent work by Jane Blockley and has, not surprisingly, a considerable commonality. It is expected that the ARA will put this draft on the website for comment as soon as it becomes more readable.

Chris George RWSA  
16<sup>th</sup> March 2006

## Juniors' Commissioner's Report (Upriver)

Author	Nigel Weare
For period	To present
Date prepared	12 March 2006
Action required	To note

As a result of the J15/16 training weekend held at Dorney in the October half-term, 3 J16s from Thames Downriver and 5 from Thames Upriver have been invited to the National J16 Sculling Camp in April. These include the first ever from Putney High School, Claires Court School and Dorney Boat Club, representing a new opportunity for these clubs to develop.

A number of questions for the next ARA National Junior Commission meeting in May have been posted on the Thames Regional Rowing Council website, allowing anyone visiting the site to have their views recorded regarding the future of junior rowing. My thanks to Liz Wray for making this happen.

So far, 13 Thames Upriver replies have been received, representing 1600 juniors.

As the questions are now on the TRRC website, and were discussed at the previous Thames Upriver Junior Group meeting, the meeting due to take place on Monday 13th March has been cancelled.

Nigel Weare

## Environment Agency Representative's Report

Author	Richard West
For period	To present
Date prepared	17 March 2006
Action required	To note

### Environment Agency Representative

February 22, I attended the River Thames Alliance marketing group on behalf of TRRC and the ARA, the objective of this grouping is to market the river and generate increased tourism. TRRC was held up as an example of an organisation that could organise and provide the infra-structure necessary for visiting (UK and overseas) oarsmen to enjoy rowing or sculling along most of the Thames. Their view was not challenged but it perhaps ought to be one aspect/ target of the Recreational Rowing Group to provide the necessary information/ infrastructure such that oarsmen from within the UK or Europe could easily plan their daily rowing knowing where refreshments could be found, where boats could be safely left overnight and where accommodation could be found.

### Waterways Working Group

The Navigation Manager has not formally confirmed the arrangements for River Closures agreed at the December meeting. During the original discussions it was agreed that the EA would put in place, for the period 1 November to end March, closure for events if the closure was justified on safety. At the recent meeting it appeared that the end of this period had become Mid March and one individual was asking for it to be changed to end February. Data on the rowing programme has been handed to the Navigation Manager - it is anticipated that the original date will prevail.

According to the Transport and Works Act, as operated by the Environment Agency, every vessel is required to be insured and display a registration/ licence whenever it is afloat on EA waters. At authorised events the event organisers are required to ensure that all competitors conform to the above requirements and are not allowed to sell a day licence unless they see a copy of the insurance for that vessel. These requirements are not unusual in that the same requirements apply to the Ouse if visiting Bedford Regatta, or the Trent if warming up on the river prior to competing at Holme Pierrepont. *Other discussions are underway – see Richard for details.*

### Harmonisation Group.

The Waterways Harmonisation Group has a meeting planned for later this month.

Richard West

## Division 11 Representative's Report

Author	Andy Weekes
For period	To present
Date prepared	15 March 2006
Action required	To note

1. The towpath for 1k on the Isis stretch has been closed this week to enable repairs to be undertaken by Oxfordshire County Council. This will take 6 weeks and therefore seriously impede coaching at a crucial period as launches are not allowed for coaching on this stretch of water. Notice was only given during w/c 6<sup>th</sup> March with no discussions having taken place with interested parties. Not even the Environment Agency was aware of the proposed works. Indeed, I attended a meeting on the 8<sup>th</sup> March with both City and County being represented together with other river users and the state of the towpath was discussed but none were aware of the proposed works. A solution with the contractors is being pursued to enable restricted access for coaching.
2. The Oxford City Council and the Oxfordshire County Council have proposed that a water festival be held in 2007 called "Go with the flow". This will cover all waterways in Oxfordshire and events will be held throughout the year.
3. Coaching Courses. The general view in this division is that modular type courses should be held to cover all the requirements of a club from juniors through to veterans. The courses should be of a practical nature and include both on and off water activities.

Andy Weekes,  
Div 11 Rep.

## Division 15 Representative's Report

Author	Richard West
For period	to present
Date prepared	17 March 2006
Action required	To note

- At the recent meeting of the captains doubts were raised as to the ability of the ARA to manage, in a satisfactory manner, the Community Coaching Scheme. One of the participants has not, as yet, received a countersigned copy of the contract nor, as far as can be traced, an invoice but despite this problem has continued pay the ARA. Another has received three invoices and paid each but is still awaiting several invoices. Recently participants were asked to agree new fees at less than one weeks notice for the next twelve months without any explanation of the increase. Questions are being asked about the future of the project since it is believed that an external funding agency has withdrawn from the arrangements.
- Initially the clubs tried to have a discussion with the CDO but were advised to sort out any difficulties with the DIV Rep!

Richard West

## Downriver Representative's Report

Author	Jim Harlow
For period	to present
Date prepared	13 March 2006
Action required	To note and <b>Decision required</b>

### Environment Agency Licenses for Tideway clubs at Upriver events

As agreed at the last meeting the events are responsible to the EA for providing day licenses for Tideway clubs and indeed clubs based on private waters (ie Dorney).

Event organisers have to buy them but can pass the cost on to visiting clubs.

The EA are threatening to start being more stringent on this.

I have heard back from a selection of events across the upriver region. There is a great disparity in how much attention events pay to this. It ranges from complete ignorance of this requirement to strict adherence to it.

This all began when the TRRC newsletter told Tideway clubs they needed to get EA licences when racing at an upriver event. This is a little confusing as what we should have said was that you need to have them on all your boats, you get them from the event (as they have to supply them) and you may have to pay for them depending on the event.

What I need to do is establish from the EA just exactly what they want events to do and to check they have a coherent policy towards this throughout the Thames region (I believe that covers 3 different EA regions – I dare say RW can clarify this). I have not done that yet as RW asked me not to at the last meeting as he was going to meet with them separately. Was any more information on this subject forthcoming?

I know we try and avoid getting involved in policing events as it is not our job. My main concern is that this is a potential repeat of the PLA saga. What I mean by this is that there are rules in place which it would seem have not been enforced and so some parts of the rowing community have turned a blind eye towards them. Then the rules become more strictly enforced, and the rowing community gets caught out which damages rowing's relationship/reputation with the EA. I have never had any dealings with the EA. Is this realistic?

**Decision Required:** What I think we need to do is get a clear idea of what the EA want and then spread the word to both the events and visiting crews before the regatta season gets into full swing. Do we agree?

Jim Harlow

## **Division 18 Representative's Report**

Author	Neil Jackson
For period	Mid February to 15 March 2006
Date prepared	15 March 2006
Action required	To note

- The Hammersmith Heads took place. One JM4x+ capsized during the Women's and Juniors Heads after hitting Barnes Bridge; but other crews survived the difficult wind-against-tide conditions. The Men's Head was itself incident-free; but a non-competing JM8x+ plus coach found the rowing lane at Hammersmith bridge hard to navigate and had to be helped to disentangle themselves from other crews in the lane without encroaching onto the starboard station/race line.

## Representative to CCPR, LFoSR, LSF Report

Author	Andrew Russell
For period	19 December 2005 to present
Date prepared	15 February 2006
Action required	To note

The TRRC HonSec is the rowing representative to LFoSR and LSF, a Board Member on the Central London Sub-Regional Sports and Physical Activity Partnership. The following news may be of interest:

### LFoSR – London Federation of Sport and Recreation ([www.london-fed-sport.org.uk](http://www.london-fed-sport.org.uk))

- LFoSR is the London Federation of Sport and Recreation. Its role is to act as a leader and voice of the voluntary sector in London, consulting on a variety of issues regarding sport in the Capital. An information package, FED INFO, is circulated to all members monthly. The TRRC is a full member of the LFoSR, the TRRC HonSec representing rowing in the London area. For this reason, the HonSec has contacted the HonSec of the Eastern and SE River Regional Rowing Councils, and certain London-based clubs in their areas, to gather and correctly represent their views.
- LFoSR have helped advertise "ProHelp" at [www.prohelp.org.uk](http://www.prohelp.org.uk). ProHelp is a "national network of over 1,000 professional firms each of which has offered to provide **professional advice and strategic support free of charge** to community groups and voluntary organisations in their local area". This may be of interest to TRRC, clubs and/or events.

### LSF – London Sports Forum for Disabled People ([www.londonsportsforum.org.uk](http://www.londonsportsforum.org.uk))

- LSF is the London Sports Forum for the Disabled People. The TRRC HonSec is the rowing representative to LSF.
- LSF run the **London Sports Awards**, recognising outstanding achievement in sport for disabled people, every year. Simon Goodey (London Adaptive Rowing) was one of three nominees for the "Coach of the Year" award.
- To assist mainstream and disability sport groups to become more inclusive of disabled people the London Sports Forum for Disabled People (LSF) have developed the **Club Health Check kit**. This pack guides clubs through a self assessment process, which reviews how inclusive the club is at the moment, how inclusive they should be and direction on the steps to take to get there. Available for £10 – see [www.londonsportsforum.org.uk](http://www.londonsportsforum.org.uk) for details.

### London Sub-Regional Sport & Physical Activity Partnerships ([www.sportengland.org](http://www.sportengland.org))

- LFoSR is heavily involved in guiding the implementation of the five new "Sub Regional Sport & Physical Activity Partnerships", created by Sport England to cover London. These partnerships each will have a goal of increasing participation 1% year on year for each of the 5 sub-regions in London. The TRRC HonSec was recently appointed as Member of the Board for the Central London Sub-Regional Partnership. The London Active Partnership (LAP [www.londonactivepartnership.org](http://www.londonactivepartnership.org)) is being phased out and replaced by the 5 Sub-Regional Partnerships.

### CCPR – Central Council of Physical Recreation ([www.ccpr.org.uk](http://www.ccpr.org.uk))

- CCPR is the Central Council of Physical Recreation, the representative body for all National Sports Organisations. Di Ellis, Chairman of the ARA, is a Director of the CCPR
- CCPR continues to work on EU, National, Regional, and London issues, including London 2012 support and debate on National Support Centres and NGB Funding
- CCPR hosted a **Water Recreation and Outdoor Pursuits** meeting on 20 September, including a presentation on water access by the EA.

- CCPR have been representing the concerns of sports organisations regarding the **Licensing Act 2003**, including concerns about fees and temporary events. Temporary Event Notices, described as a "light touch system for temporary events" allows sports clubs to easily apply for licenses for one-off events. Details are on the [www.culture.gov.uk](http://www.culture.gov.uk) website. CCPR will present further evidence to the Independent Licensing Fees Review Panel, and welcomes further comments via questionnaire on the Licensing Act page of the CCPR website or by contacting [bnicholas@ccpr.org.uk](mailto:bnicholas@ccpr.org.uk)
- CCPR have been encouraging people to participate in the "Consultation on the shares of **National Lottery** money for the arts and film, sport, and heritage". The public consultation closed on 28 February 2006. It proved to be by far the most successful consultation we have run, with over 10,000 responses received, reaching many more people and organisations than before. Decisions will be published in June 2006 on [www.lottery2009.culture.gov.uk](http://www.lottery2009.culture.gov.uk)
- CCPR created the **Community Amateur Sports Club Scheme (CASC)**. The CASC scheme offers local sports clubs a number of significant **tax breaks** and the possibility of claiming rate relief from their local authorities. The measures are designed to help keep money in the grassroots sport sector and to help community sport and recreation clubs secure the financial health of their organisations. There are now 3,359 clubs registered as Community Amateur Sports Clubs (CASCs), receiving an estimated total cash benefit of £7.5million. **77 of these are rowing/sculling clubs, of which some are in the Thames Region**. CCPR is working with Sport England to further promote and help clubs gain CASC registration. Further information available on the [www.ccpr.org.uk](http://www.ccpr.org.uk) website or via [bnicholas@ccpr.org.uk](mailto:bnicholas@ccpr.org.uk)
- CCPR is working with SkillsActive and sportscoach UK to secure satisfactory **funding arrangements for coaches seeking sports qualifications**, in response to the rising cost of these qualifications as they become aligned with regulatory requirements.
- CCPR and Volunteering England have been conducting a questionnaire regarding **risk and insurance**, and the CCPR will circulate the findings once they have been published. For further information please contact Judith Wood (member of CCPR and a rower with HSBC RC) on 020 7854 8532 [jwood@ccpr.org.uk](mailto:jwood@ccpr.org.uk). The ABI has published its guidance on insurance, entitled "Living with Risk: risk management and insurance advice for the voluntary and community sector" at [www.abi.org.uk](http://www.abi.org.uk).
- The deadline for applying for **CCPR Sports Club of the Year Awards** is 31 March 2006. First prize is £6,000, two second prizes of £3,000 and three third prizes of £1,000. In addition to the prize money the governing body and winning club may benefit from local and national media attention. The Awards will be hosted the evening before with a gala dinner and presentation to the winners by Lord Moynihan. Details on [www.ccpr.org.uk](http://www.ccpr.org.uk)

## Equipment Officer

Author	Richard West
For Period	To present
Date prepared	17 March 2006
Action required	To note

### Equipment Officer

As agreed at the last Council meeting two new megaphones have been purchased to replace two that were beyond their use by date.

At the suggestion of the Safety Advisor I have checked up on the requirements for a Marine Band Radio and summarise them as follows:

Hand Held Radios can be purchased from £70.00 upwards, TRRC should expect to spend around £200.00 to have one of reasonable quality, whilst Base Stations are from £500.00 upwards.

Licence fees are

CSR Marina	£70.00 per base station
CSR International	£100.00 per channel per base station
CSR UK	£180.00 per channel per base station

Via the A.R.A. it would be possible to halve the above fees.

To operate satisfactorily on Tideway it is probable that a minimum of four channels may be needed, for the non tidal river only two channels would be needed. In addition to the above each operator must hold a licence or be under the direct supervision of the licence holder (i.e. the licence holder must be standing alongside). To have a licence the operator needs to attend a course (the RYA operate courses at Bisham Abbey), pass an exam and pay about £20.00 per year to maintain the licence.

Richard West