

Reports

This document contains the following reports:

FOR DISCUSSION, ACTION, AND/OR DECISION:

- Disciplinary Sub-Committee
- Regional Safety Adviser

TO NOTE:

- New Coaching Scheme Sub-Committee
- Juniors' Commissioner (upriver)
- Division 17 (ULBC)
- Coaching and Development Officers

RELATED MATERIALS:

1. Tideway Disciplinary procedure
2. Tideway Disciplinary procedure – misdemeanours
3. Tideway Disciplinary procedure – calculations
4. Coaching Sub-Committee Meeting Minutes 12 June 2006
5. UKCC Level 2 Host Guide (April 2006)

Disciplinary Sub-Committee Report

Author	Bill Mitchell
For period	11 May 2006 to 15 June 2006
Date prepared	15 June 2006
Action required	For Discussion

Please refer to the three attached files:

1. Tideway Disciplinary procedure
2. Tideway Disciplinary procedure – misdemeanours
3. Tideway Disciplinary procedure – calculations

Regional Water Safety Advisor's Report

Author	Chris George
For period	11 May 2006 to 15 June 2006
Date prepared	15 June 2006
Action required	To note and three points of Decision / Follow up Action Required

To note

Club Audits

- 4 of the 50 of the clubs who had sent me the audit in accordance with the ARA instructions by the end of April did so on a non-excel format for a variety of reasons none of which was accepted and all have been, politely, asked to re-submit on line. Two of the four have done so and those that have not will be sent a polite letter requesting it. Only after this is not responded to shall I start disciplinary action. It may seem harsh but the right format saves time and time is what the Regional volunteers do not have spare.
- A list of the order in which the dates were submitted by the end of April can be found on the Safety section of the TRRC website in the 'Information' section.
- The new on-line system has exceeded all my expectations and has saved me about 100 hours of work to date and is expected to save far more.
- About 50 clubs have not yet audited, some quite prestigious ones (that should be better organised) and lots of schools. A list can be found on the website either [here](#) or [here](#).
- I drafted two letters for approval by the Chairman to send to clubs – one, for those that had audited in the wrong format, requesting in conciliatory terms an on-line audit but pointing out that action would ultimately have to be taken. One, in the usual forthright terms, for those clubs not audited giving them 7 days to audit or not be allowed to compete and 14 days before we start disaffiliation proceedings absent any audit. It is hoped that these letters will have been sent by the time you read this.

Request for action

That the list of club names be posted on the TRRC website (not the safety section) prominently and that RQ and the Slug be invited to consider putting a link to this with the view of naming and shaming. It is suggested that the head master of each school be written to with a view to getting better organisation and liaison between school club and school administrators. Approval is sought.

To note

There is a new Club the Ortnor BC based at Reading and I carried out the necessary audit procedure very successfully and quickly using the new on line procedure which enabled it all to be done in 48 hours.

To note

Tideway

- I have received the usual reportable accident reports and, in many cases of accidents known to have occurred, NOT received any.
- Received a note about illegal logging near Barnes
- Entered into a discussion on speed of launches with a club WSA and explained that 8 knots over under or on top of water had specific reasoning and that it was not acceptable or legal to block or baulk a large motor vessel even if it was speeding because it was creating too much wash. The right action is to get name and report it. As a result of this complaint we obtained the following opinion from our lawyer

Regarding your below question on speed, it seems that the purpose of PLA Rule 48 is to ensure wash damage is minimized. In my opinion:

"Through" the water clearly covers the situation where the vessel is moving against or across the current. If there is a current of 4 knots and the vessel is heading into it, an over ground speed of 4 knots is the maximum permitted. 8 knots through the water is probably the maximum to avoid wash damage when proceeding into the current, but 8 knots "through the water" when travelling with the current would result in greater speeds over the ground, which is probably dangerous for navigation in other respects.

Adding "on" the water covers situations when the vessel is travelling with the current and is different from "through" the water. It implies an over ground speed of no more than 8 knots as the vessel is travelling on the water, thus combining both the vessel's through the water speed and current. If the PLA had not included "on" the water, it would be possible for a vessel to be travelling more than 8 knots, made up of a vessel speed of 8 knots, with the current speed added, and I do not believe that would be permitted.

"Over" the water is much the same as "through".

I therefore consider they have imposed a restriction resulting in an absolute prohibition on over ground speeds of more than 8 knots, but in circumstances where the vessel is travelling into the current, the relevant restriction is the through the water speed.

I'm afraid this sounds rather confusing. The wording in the clause is not clear, but I believe they are trying to cover all circumstances. It would perhaps be clearer to say something along the lines of "... shall not cause or permit the vessel to exceed a speed of eight knots through the water or over the ground in any circumstances."

To note

RRAIG

- Attended RRAIG meeting. Attended Council meeting to deliver this draft CoP and liaised with organisation of it.
- Worked on Kew Bridge Restricted Zone
- Received an email from David Biddulph drawing my attention to the fact that the

"Formal Safety Assessment for Local Passenger Ships (on the Thames & elsewhere) has been under way since the Marchioness/ Bowbelle collision. The report on that assessment (a lengthy one, backed up by a number of detailed research projects) has just been published by the MCGA. One point which is mentioned (on page 42 in the synopsis http://www.mcga.gov.uk/c4mca/the_synopsis.pdf, & in Volume XI on wheelhouse visibility) is:

"e) the need to ensure that all river users are clearly visible at night and in low light conditions.

The proposal that all river users, large or small, commercial or private, should be clearly visible at all times, reinforces current best practice. Government policy remains to educate rather than regulate pleasure users. The MCA will draw this recommendation to the attention of the national sports governing bodies through the National Water Safety Forum Water Sports Advisory Group."

I am glad to say that this had already been put in to the draft Tideway Rowing Code.

Tideway Events

- The Tideway events Code seems to be working. Barnes and Mortlake approved on paperwork and left to Stan to deal with TcoP (Regattas).

- Looked at and competed at two private events for the sesquicentenary celebrations of LRC
- Neil and I (and Andrew) spent a considerable time ensuring PTR conformed to the necessary paperwork. As they had not conformed to the request to provide this a month before the date at the latest we have asked for action to be taken to formalise this request into a strict code

This is the gist of what is recommended by Neil and he may have put this elsewhere, in which case, ignore this!

There is need for TRRC to begin urgently a review of the planning process for PT Regatta - to gather information and describe the position NOW, within days, while memories are still clear and when obvious lessons might be able to be applied to forthcoming regattas. (Don't let us wait for the regatta wash-up session)

Such a review, though investigative not judgemental, must, of course, be able to be critical of our actions or inactions as well as those of the regatta.

Such a review should be so set up as to pave the way, in the longer term, and if appropriate, for the kind of TRRC-assisted restructuring of event preparation and on-the-day management as was applied to other Tideway events.

Non-Tideway Events

- I looked at the usual paperwork for events. Walton and Weybridge, Reading AR, Kingston AR, Egham, Henley Women's, Vets,
- Attended and reported on Safety for the Region at Metropolitan Regatta (and will do Marlow next weekend)

Events organisation

- Some events are well organised and do the paperwork a month in advance and some leave it to the last day or two. This is not acceptable and my Deputy Neil has a proposal for a strict timetable to operate which I wholly endorse.

This is the gist of what is recommended by Neil and he may have put this elsewhere, in which case, ignore this!

SOME OPTIONS FOR CONSIDERATION

The Council itself, with or without the proposed review (see above), should consider imposing on the RWSA and events a mandatory timetable. I.e, The RWSA and Depty RWSA should NOT be left with any discretion to approve documents submitted very late in the day. I envisage two dates:

* [SAY ONE CALENDAR MONTH BEFORE?] No documents allowed to be considered by the RWSA, other than in wholly exceptional and unforeseeable circumstances like, say, the Foot and Mouth epidemic, unless received before the first specified date, and

* [SAY ONE WEEK BEFORE? OR PERHAPS TWO? OPEN TO ADVICE ON ALL DATES] the event prohibited from even soliciting, let alone accepting entries before the second specified date or the completion of the dual approval process, whichever is the later .

- Received a suggestion that events have a log book for recordable events just as clubs have to. I will take this to the NWSC

Request for Action

A timetable of submission [supplied by NJ] of event data that is firm and an agreed code of practice for this timetable such that absent the safety data requested the event date is not confirmed and the event does not take place.

National Water Safety and Working Group and related matters

- I attended the WSWG meeting all day on Wednesday 14th June. Much interesting work was done with the new professional help provided by the ARA. A timetable for action on various targets (see below) that had been identified was agreed and further professional help was to be requested to speed up this process.

The areas of work are a club "Guide to Beginners" (with respect to safety), an online reporting system for incidents, accident analysis, a review of the existing WSC, a revision of the existing audit to support that code, gathering data on boat buoyancy and its implementation, a coxswain's training manual, development of launch driving training and qualifications, document audit trails in club paperwork to confirm receipt of training and safety information, more work on the new immersion and capsizing guidance, safety posters, training and advice to Club and Regional WSAs and ARA Region Clubs overall communications strategy.

National Water Safety Committee

- No meeting

Regional data collection

It has become abundantly clear, since the production of the on line audit, just how simple and effective it has been. Compared with the previous paper format it has efficiency savings of several weeks' work perhaps as many as 5 weeks at 40 hours a week. Compared with the excel format the savings are about 100 hours. That is just on the audits!!!!

We also have recordable and reportable accidents to deal with. The former will be done on our present system quite simply and will cost little extra for the IT to be adapted. The latter will require much more work and I propose to do this possibly with a three-way alliance between the PLA, the Region and the ARA. I propose that it is regionally lead. It may be that we apply to the Stewards for some funding, particularly the IT part for charts.

I wish to develop a method of reporting accidents (reportable ones) on line has an interactive chart with the Fairway on it and is so simple that it will get done. This may cost £1000 or £5000 depending on IT costs. It may be more but I wish to get the thing started and to that end wish to have up to £1000 set aside to prime the pump. This IT system can also be used to collect data for the region. I have in mind all the data we need to run the region sensibly. **To this end I would like all members of Council to send to me within 14 days precisely what data that they would like to have collected.**

At the Disciplinary Group meetings (see below) data on number of members each club had was supplied by the ARA but these data were, in some cases, not appropriate as there were nearly 200 members of one club that only had one boat that went out once in a blue moon which indicated that the club was mainly social. It was considered useful by this group to have the option for the Club itself to supply the number of members actually rowing during the year. Similarly, I need data on boats to enable me to concentrate on the issue of plating and boat buoyancy. Ruth may need data on juniors location and age spread, etc etc

Request for Action

I would like consent for this process to be started with the IT specialist using the initial £1000 requested above and for Martin to have the say so for a further £1000 if I feel it is justified in July /August (no meeting). So that by September 1st we have the system up and running.

Disciplinary Group

- Attended several meetings and numerous emails of this group to agree the modus operandi of the system. Bill to report details.

Chris George RWSA
15 June 2006

New Coaching Scheme Sub-Committee Report

Author	Richard Philips & Nigel Weare
For period	to 15 June 2006
Date prepared	15 June 2006
Action required	To note

The following people have agreed to form this working party / sub-committee:

Richard Phillips	London RC	Thames region coaching commission chairman
Simon Blackburn	Black Prince RC	ARA CDO with responsibility for coach education
Pat Lockley	Wallingford RC	former tutor, assessor, verifier, and former ARA CDO
Mike Schofield	Army RC	former course organiser
Caroline Turnbull	Weyfarers RC	current course organiser and tutor
Nigel Weare	Staines BC	former UKCC adviser, former tutor, assessor, internal verifier, external verifier, author of coach education materials

The coaching Sub committee has met -- see ATTACHED.

To give everybody an idea of what is involved in the L2 I also attach a copy of the Course organisers' guide. Some one on high has now realised that, for club based volunteers to undertake this properly, is asking too much. Thus the good news is that the CDO's are now to be tasked with the organisation.

This still does not cure the critical difficulty. As a region we simply do not have the necessary Tutors and Assessors to run the courses that we need too. I would like to be optimistic about the future. But with the few Tutors and Assessors we have, we are not going to reach our regional targets and we going to end up with an ever diminishing supply of qualified coaches.

Given that the region represents over 40% of the athletes in the country, this is a situation that should be of concern to our central governing body.

Please refer to the two attached files:

1. Coaching Sub-Committee Meeting Minutes 12 June 2006
2. UKCC Level 2 Host Guide (April 2006)

Juniors' Commissioner (Upriver) Report

Author	Nigel Weare
For period	to 15 June 2006
Date prepared	15 June 2006
Action required	To note

The ARA Junior Rowing Commission voted to:

- 1) allow WJ15 sweep events
- 2) retain the school / junior rule

Division 17 (ULBC) Report

Author	Jill Cobbett
For period	to 15 June 2006
Date prepared	15 June 2006
Action required	To note

I am hoping to offer to the new freshers/current rowers when the new term commences in October a tailored first aid course to include CPR, Hypothermia/Heatstroke, and looking after blisters. If it is well received then I may look to offer it to the region. I am also trying to get a single scull put into the Union building in Central London(they have a large underground swimming pool) so that all clubs can do the capsized drill throughout the year. We may be able to offer this capsized facility to the region or for the IA/UKCC II courses but again I will advise as to how this progresses.

I would also like to have the newly published Codes of Practice presented to the students, again at the beginning of the new term, as we are probably the biggest offenders with the largest no of novices beginning each year. I'm happy to present but would prefer someone to do this who has current rowing knowledge of the Tideway who could explain some of the points better than I. I'm sorry to say that it is some years since I rowed the tideway, and as such I'm not personally familiar with some of the points and markers. Any takers/suggestions?

I am also developing a community programme based around the University of London's outreach programme called 'Aim Higher'. The Aim Higher project is about going into schools and talking to the year 9 & 10's about the benefits of further/higher education, and using sport/art/music etc as the vehicle to speak to these children. I have spoken with London Youth Rowing who are branching out in Wandsworth and they are very supportive of what I am trying to do in the Hounslow/Chiswick/Acton area, as they haven't approached this area. The project will be dry rowing in the schools, which will be launched with the Student coaches talking about studying in London. I plan to follow a 6 week dry programme in the school before moving on to another school. I have also consulted with Simon Blackburn ARA CDO who is also supportive. I hope that this project can be up and running in the new term. I may well be looking for a small amount of funding to cover the purchase of some indoor rowers and payment for coaches.

regards

Jill

Coaching and Development Officers' Report

Author	Simon Blackburn
For period	to 15 June 2006
Date prepared	15 June 2006
Action required	To note

I only have one thing to note which is that I am planning the seminars for this autumn and I would be grateful if anyone who wishes to request any suitable subject (which can be on coaching, development, or anything rowing related) contacts me as soon as they are able.

Simon