

ANNEXES

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ANNEX A: INCIDENT REPORT AND THE RESPONSE OF THE PLA

ANNEX A(1)

DOVE PIER: COPY OF INCIDENT REPORT



Water Safety Code Incident Report Form

Incident Log Book Reference Number

[Empty box for Incident Log Book Reference Number]

Please complete this form to report any serious incident involving injury to persons or serious damage to equipment. Retain a copy and, as required by the ARA Water Safety Code, paragraph 1.7, send the original to the Safety Adviser at your Regional Rowing Council and a copy to the Amateur Rowing Association, 6 Lower Mall, London W6 9DJ, within 14 days. (Continue on separate sheets wherever necessary.)

Name of club/regatta/head reporting the incident THAMES ROWING CLUB

[Redacted area with asterisks]

What clubs or third parties were involved? THAMES

Types of boat involved eg 8x, 4-, 2+, 1x, etc 8+

Were the boats (please tick) [X] Training? [] Racing? [] Just on an outing?

What ARA divisions or regions do parties belong to? THAMES REGION

What was the time and date of the incident? 11:45 AM 7 OCTOBER 2007

Where did the incident occur? DOVE PIER, HAMMERSMITH

Please give a full description of the incident; this should include weather, water, stream & tide conditions. If after dark or in conditions of poor visibility, what lights were being shown by all parties? Please include or attach any additional details e.g. drawings / diagrams / photographs if these will enhance the description.

(SEE ATTACHED)

Continue on a separate sheet if necessary

AMATEUR ROWING ASSOCIATION The Priory, 6 Lower Mall, London, W6 9DJ. T.020 8237 8700 F.020 8237 3749

Description of Incident:

Coaches: X Xxxxx (coach in charge), X Xxxxx (driver)

Conditions: Incoming tide at Hammersmith. Good daytime light conditions. Low to mid tide moving inland fast. Approximately 11:45 am Saturday 7 October 2006.

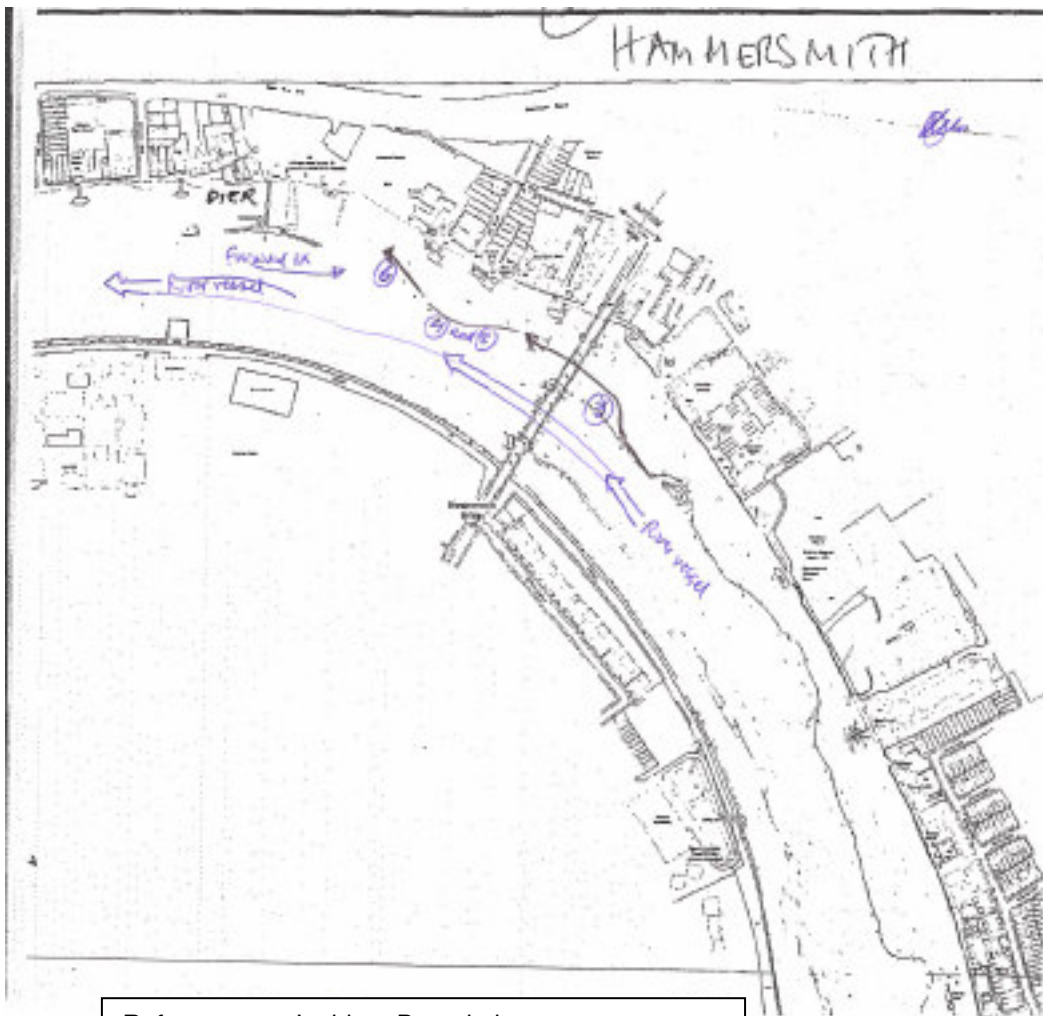
1. Whilst training, the TRC 8+ "Prince Michael of Kent" accompanied by TRC motor coach launch "TRC008" proceeded inland with tide towards Hammersmith Bridge.
2. TRC 8+ was between to the right of the fairway and followed by coach launch approximately 20m behind.
3. The 8+ and coach launch altered course to starboard to allow passage of a large ferry vessel approaching at speed on the fairway from behind. The ferry vessel overtook the TRC 8+ between a position under and 30 metres past Hammersmith Bridge.
4. The TRC 8+ and coachboat commenced recorection of course toward the fairway. This was interrupted by altering course to avoid that of an on-coming IX with Furnival blades and male sculler which was proceeding in a diagonal direction against the stream presumably towards Furnival RC.
5. The TRC 8+ moved further toward the Middlesex side to avoid collision as the IX closed on its diagonal course. The Furnival IX crossed between the path of the TRC 8+ and the coach launch. The launch was at this point approximately 30m diagonally to the rear and port side of the 8+.
6. The TRC 8+ was by now far to the right of the fairway and between 30 to 40m of the Hammersmith shoreline near Auriol Kensington club, stopped rowing per instruction of coach in charge and started to turn its direction towards the centre of the river.
7. The TRC 8+ recommenced rowing following the instruction to do so but did not move fast enough to avoid being pulled towards Dove Pier. The TRC 8+ struck the "Amethyst" which was the left-most (Surrey side) of two Barges at Dove Pier, first striking with its 1 and then 3 blades on the Starboard side of the 8+. The current then swung the 8+ across the second of the two barges (that on Middlesex side) as rowers fought to keep the 8+ righted.
8. The coach launch closed to attempt to pull the 8+ off and to otherwise attend to the crew. The 8+ rolled outwards and crumpled from the bow and stern dropping the crew into the water as it did so. The three sections of the 8+ by this time were separating and the bow section and rower traversed the Surry side of one barge while the stern section broke away and traversed the Middlesex side of the other barge with the stroke rower and coxswain. The remaining rowers fell with their boat and with the boat were swept by the fast current into and under the section between the two barges and the Pier.
9. The rowers that had been swept around and under the barges and Pier were rescued by another coach (Josh Raymond) in another launch from TRC that had observed the boats against the Pier and crew in the water. The remaining rowers trapped between the two barges clambered onto the barges and Pier as did the two assisting TRC coaches whose launch had become trapped between the Pier and the Middlesex-side barge and sank.
10. The three sections of the 8+ were swept under and around the Pier.
11. Several were assisted onto the Pier with the help of a Mr Everett a resident of the Amethyst and several others who threw lines. Other assistance in the form of tea, showers and clothing was provided to a number of the crew by Auriol Kensington club. The remaining crew returned together to TRC by taxicab.

List of Injuries Sustained:

- No injuries other than a few minor bumps and scrapes were sustained. No injuries were reported by the following day.

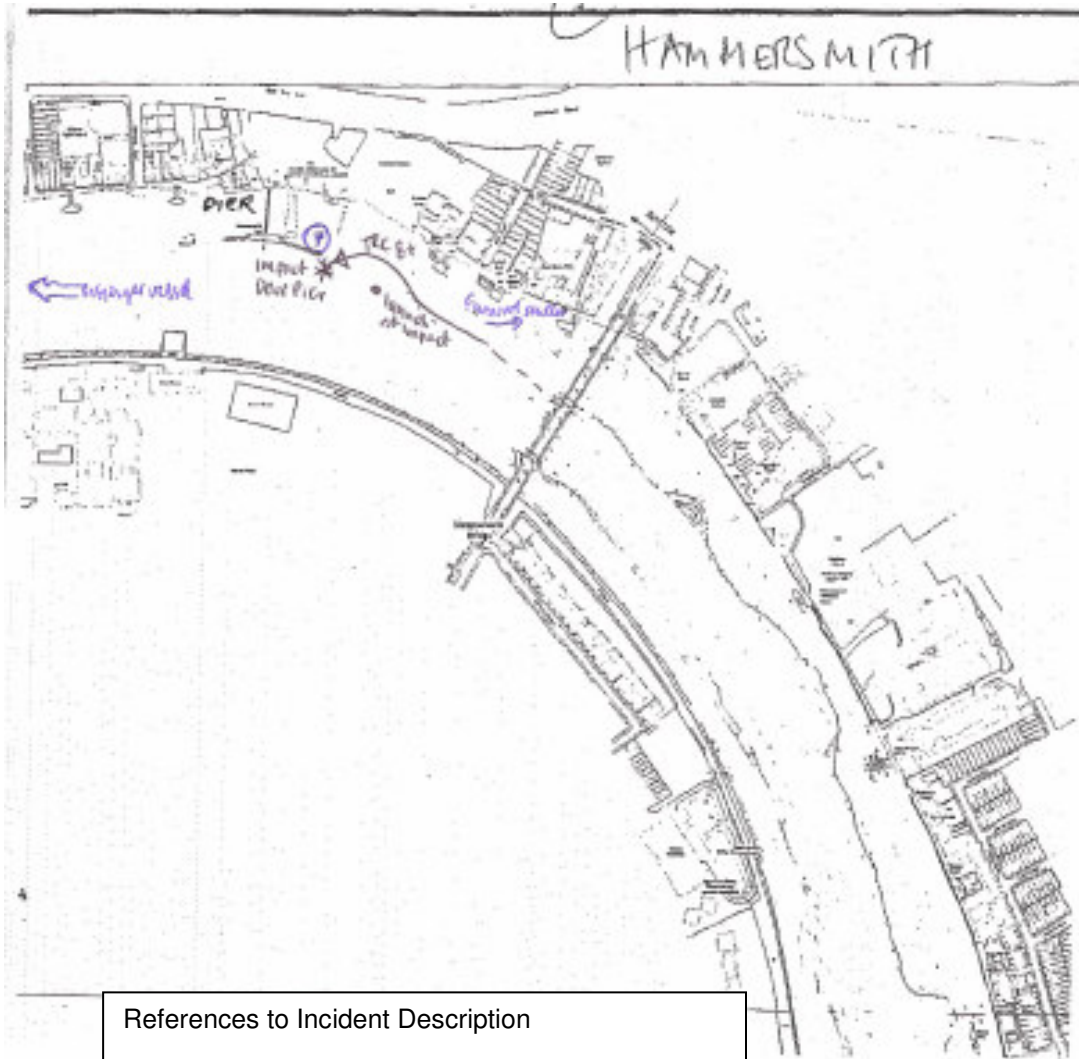
Description of Property Damaged:

- 8+ The Prince Michael of Kent was broken in three sections
- 3 oars were not recovered and several damaged
- 2 megaphones were lost
- Assorted boots (5 sets) and clothing were lost
- Motor Launch TRC008 was submerged and engine filled with water
- Assorted articles in motor launch were not recovered including oars, medical kit and other articles.



References to Incident Description

- (3) 8+ alters direction for river vessel
- (4)(5) 8+ alters direction for Furnivall sculler
- (6) 8+ stops



References to Incident Description
(7) Impact with Dove pier



Extra aerals, maps etc

ANNEX A(2)

EXTRACT FROM LETTER FROM PLA TO THE TRC COACH“Background

“ On 7 Oct 06 at about 1200 a Thames Rowing Club women’s novice eight with a coach boat (crew of 2) in attendance were set down onto the downstream end of Dove pier on a particularly strong flood tide. The eight was broken into a number of pieces and the coach boat was wedged on its side between a moored houseboat and the pontoon. All 11 people went into the water, one was swept under a houseboat and second was washed about 200yds further up-stream. The crews were assisted out of the water by the residents of Dove Pier prior to the Life Boat arriving on the scene.

“The Conditions

“ There was light wind and good visibility however an exceptionally strong spring flood tide was running. The Master of the PLA Harbour Service Launch (Upper) assessed the tidal stream as 3 to 4kts at Hammersmith Bridge.

“The Crew and Cox

“ The novice ladies eight was made up of 3 “juniors” and 5 novices ranging in age from about 18 to 30, they were not a particularly proficient crew. The cox was a “J16” with some sculling experience but little as a cox.

“The Coach

“ You were the coach and I understand that you have about 3 years coaching experience but do not have an ARA coaching qualification. When we spoke you appeared to understand the spirit of the duties laid down in the ARA Water Safety Code 2.5.4.1. You were aware of the predicted exceptional spring tides but you did not carry out a “structured” risk assessment in accordance with the ARA Water Safety Code 2.5.4.2.

“ You assessed that it was safe to proceed with the outing. However at my interview you stated that in retrospect you would still have gone ahead with the outing but should have planned to turn round well downstream of Hammersmith Bridge.

“The Outing

“ Having left Putney Hard the eight proceeded up river on the starboard side accompanied by you in a tin-fish driven by a second person. As the eight approached Hammersmith Bridge it was being overtaken by a Class V and the cox, inadvisably, altered to starboard to make a bit more room, this resulted in the eight being considerably to the north of the optimum track as it passed under Hammersmith Bridge.

“ At this point the cox should have altered to port to avoid being swept onto Dove Pier by the very strong flood tidal stream but the alteration was delayed probably because of a sculler shaping up for the Furnivall pier. Unfortunately you had allowed yourself to have become separated from your crew by about 30-50m and by the time you were close enough to take charge of the situation, despite giving emergency instructions, you were too late to prevent the eight being set down onto the down stream end of Dove pier and the house boats secured alongside.

“ Within seconds of hitting the pier the eight capsized and started to break up, the coach boat approached to give assistance and also capsized. All 11 people were thrown into the river; there was some panic that you did your best to quell.

“ As so often happens, this accident was the result of a chain of circumstances and errors rather than one mistake:

- Very strong flood tidal stream.
- Weak/inexperienced crew.
- Inexperienced cox
- Insufficient pre-outing assessment
- Inappropriate outing (navigation) plan
- Initially altering course to starboard for an overtaking Class V (ColReg 13 and 17) thereby getting too far to starboard of the optimum track.
- Delaying altering back to port regardless of the oncoming scull.
- You had become separated from the eight as it passed under Hammersmith Bridge.

“ Had any one of the above circumstances not come into play this accident probably would not have occurred and you would have “got away with it”. I attach little blame on the cox; in my opinion she was unsuitable to take charge of a novice crew in the prevailing conditions.

“ I understand that this incident will be investigated jointly by the TRRC and ARA.

“ At our meeting we both agreed that it was incredibly fortunate that this accident did not result in serious injuries or fatalities; your description of what occurred once the crews were in the water was an object lesson of the dangers of rowing on the Tideway in strong tidal streams. “
