



BRITISHROWING

HRSA Monthly Report

September 2021

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TEAMWORK | OPEN TO ALL | COMMITMENT

Incident Reports in September

A Coach comes to the rescue

A coach reported that a Sea Scout sailing dinghy carrying two 2 small boys capsized about five metres ahead of her launch. One boy swam clear to the far side of the dinghy the second child began shouting that he was stuck. She quickly headed over to find his leg was trapped between the boom and the sail. She couldn't reach so she told him to hang on to the boom to keep his head above water. She shouted for help using her megaphone and the sea scout launch approached. He held the dinghy while they untangled the boy from the sail and dragged him into the launch. The other child was also rescued into the sea scouts launch.

Think about the cox

There were two incidents involving inexperienced coxes. In one, a cox unfamiliar with the stretch of river took an incorrect line and ran aground. In another, a cox steered on the wrong side of the river. Please ensure that coxes are fully briefed and supported by experienced rowers when appropriate. Please also remember that we are approaching a time of year when the temperature falls and coxes should dress appropriately.

Take care when land training

A rower undertaking a 2k erg test suffered a recurrence of a back injury and had to stop rowing. Please encourage rowers with injuries not to do anything that would delay their recovery.

Do not forget to check heel restraints

A 1x capsized and the rower had difficulty getting free from the boat because the heel restraints were too long. Please check heel restraints before going afloat.

Look ahead more often

The crew of a 2x looked ahead before starting a piece and saw nothing. They were just about to take a second look (after about 20 strokes) when the 2x hit a paddleboard with the 2x's bow. They helped the paddle boarder back onto the board. Please look ahead at least once every five strokes.

Ensure that you can see what's ahead of you.

Following a head-on collision of an 8 with a 1x, the cox stated that the 1x was "entirely in my blind spot". Whilst it may not be easy for a cox to see directly ahead on a straight river, it is still necessary to know what is there. The cox could ask a crew member to look ahead, or use a spotter on the bank, or lean out to see ahead, or could change course so that they can see the river ahead. However it is done, it is still the cox's responsibility to know whether there is anything ahead and be able to adjust course or speed to avoid a collision.

If the view ahead is restricted then slow down

There was a blade clash between crews going in opposite directions when both were passing under a bridge. Crews were reminded to slow down when vision is obscured.

Backstays protect

In a report of a collision between a 2x and a 1x it was stated that "backstays definitely saved me, as the steersperson, from injury and our boat from damage".

Do not assume that you have been seen

A barge was in the middle of a canal and didn't pull over to correct side as a 4x approached its bows. A coach on the bank warned the driver of the barge who put the engine into reverse. The 4x executed an emergency stop and the cox pushed the barge away to prevent damage. The barge driver acknowledged he had not seen the 4x (bow was wearing hi-vis).

Take care under bridges

There were two reports of items being dropped from bridges. In one, railway track ballast was dropped from a railway bridge; one piece hit the bow of a 2x penetrating the fibreglass. In the other, a large glass bottle narrowly missed a 1x.

Hi-vis can work on land too

A rower walked quickly towards the boatsheds to collect a tool. He tripped up on a concrete step and fell towards the boatshed doors. As he fell he hit his head on the edge of the metal door frame and cut open his head. First aid treatment was quickly administered and the rower was taken to hospital for treatment. Members were reminded not to run in or around the boathouses. The step will be highlighted with fluorescent paint to draw attention to the hazard.

Check your landing stage

A rower's foot went through the landing stage and her leg got stuck halfway up the calf. Another rower sawed through the plank to free her leg. Two medics (members of the club) attended. Little first aid was needed, just painkillers. Please check you landing stage and, if necessary, repair it before something like this happens at your club.

Incidents involving motor boats

There continue to be many incidents where rowers suffer nuisance from the behaviour of motor boat drivers. In one incident, a motor boat accelerated when being overtaken by a 1x and steered towards the sculler. In another, a motor boat passed under a bridge and steered towards a sculler. The moorings of a barge were cut, for the fourth time in a week, and the barge blocked the waterway. Elsewhere, four jet-skis (Personal Water Craft) caused excessive wash and partially swamped rowing boats. In another incident, a motor boat was being driven erratically by children.

A plea from the heart

The following appeared in a comment on a report of a collision between two 4xs training alongside and a 2x travelling in the opposite direction:-

"We share the river with a number of other people, to enjoy, have fun and race. We all sometimes forget that we are just messing about on the river in pursuit of entertainment. I am constantly reminding everyone that they must stick to the correct side of the river, look before overtaking, look more often to see where they are going and look for obstructions in their path. In the heat of a race we can forget, tearing up the river as fast as we can go, that there are other people also trying to use the river from canoeists, paddle boarders and even swimmers. They are very hard to spot when your mind's on technique and pushing hard. We have had numerous near misses this summer and now a small collision, with minor injuries. Please can everyone involved take this as a reminder to be cautious and considerate to all users of the river."

Yes you can - how can we help?

The parent of two teenagers wrote to British Rowing to explain that they had recently had a couple of trial sessions at a local rowing club, and really enjoyed it. Both children have food allergies and each carries an EpiPen and, in the highly unlikely event they should need it, they can administer it themselves.

The coach who is responsible for the junior section has written to the parent to explain that the coach thinks it would not be safe for them to row.

The chances of anaphylaxis are extremely low particularly when rowing. Their allergic responses are triggered by "food", it is highly unlikely that this will happen when they are rowing. Their parent does not want the children to feel as though they are being discriminated against.

It may be coach does not understand what epi-pens are, what they do and how they work. The concept of using an injection to treat what could be a life threatening illness, is pretty scary. This fear should be addressed by greater understanding. The key facts are:-

- epi-pens are auto-injectors, designed for use by the person who needs them,
- it requires little or no skill to use them,
- they inject into the lateral aspect of the mid-thigh (no need for precision)
- it would be easy to use them in a boat
- they will inject through the type of clothing normally worn by rowers
- they are used for the immediate treatment of anaphylaxis, this is not instantaneous
- it usually takes minutes for the symptoms to develop, when the epi-pen can be used
- the sufferer will recognise the symptoms and have time to use the epi-pen
- they contain a measured dose of adrenaline (also known as epinephrine)

There are a few other key facts that he will need to know eventually, these are:-

- the dose in an epi-pen is relatively small, further injections may be needed
- if an epi-pen is used on the water then the user should be taken ashore immediately
- if an epi-pen is used then there will be a need for medical assessment
- anyone who has injected themselves should be taken to hospital as an emergency

In general, people with chronic medical conditions, and their parents if they are children, tend to become experts in those conditions.

British Rowing does not have a policy epi-pens. Clubs are expected to perform their own risk assessments and it should be relatively easy for the club, perhaps with the parent's help, to use risk assessment to define a safe way for the children to enjoy rowing.

This matter has been discussed with the Honorary Medical Adviser and the Lead Safeguarding Officer, and they concur.

It is always easier to say "no, you cannot do that, it is not safe" than it is to say "let's work together to find a way for you to do it safely". The challenge is for us to find a safe way for each person to share our enjoyment of our sport. Sometimes we just need to work harder and not give up on people. Please remember that we want to make rowing an inclusive sport (Everyone's Sport) and we do not want to turn anyone away.

If you are confronted with a similar issue and need assistance then please contact us (at info@britishrowing.org or safety@britishrowing.org if it relates to safety) and we will try to help you to find a solution.

Do we have safety training for children?

This question came from a mother whose daughter rows at school.

Safety training is such a broad topic that I may not address the issues that are most important to you. If I do that then please let me know.

In a sense all training provided by coaches and others includes safety. Training helps people to understand the correct way to do something and the correct way is the safe way.

We do provide safety training materials but not specifically for children. However, this material is relatively straightforward and I expect that your daughter, perhaps with your help, will be able to complete the training. The Online learning modules are available on the British Rowing website [here](#) and we have the following modules:

- Safety Basics, Understanding and Managing Risk
- Old Water and Hypothermia
- Advanced Risk Assessment (under development)
- Capsize Drill

We also have comprehensive safety guidance in [RowSafe](#).

Your school rowing club will have a Club Rowing Safety Adviser (CRSA) who will be able to provide specific information on safety at the club. All British Rowing clubs have CRSAs.

As with all organisations, we have our own jargon. For us rowing safety covers the prevention of physical harm to rowers and others. Colleagues deal with safeguarding, this covers ensuring the welfare of rowers, particularly children and vulnerable adults. There is further information for juniors [here](#) entitled "Stay safe and have fun in rowing".

British Rowing Safeguarding Update

The Safeguarding resources on the British Rowing website have been updated. The policy has been updated and the name changed from "Safeguarding and Protecting Children" to "Safeguarding Children and Young People". There is information on:-

- the minimum standards for safeguarding children;
- responding to concerns, referrals and disclosures;
- British Rowing's involvement in Safeguarding complaints; and
- coaching ratios.

In addition there are four new handbooks covering:

- the Club Welfare Officer.
- Handling Concerns.
- Club, training and competition guidance. and
- Safety in the digital world.

There is also a new "[British Rowing's Introduction to Safeguarding](#)" training module on RowHow. This training is aimed at everyone in rowing and is free. You will need to create a ClubHub profile, if you do not already have one, and sign in to RowHow.

There is more information [here](#).

Annual Rowing Safety Audit

It is almost time for clubs to complete the safety audit, this is a condition of affiliation. The audit will open on 4th October and clubs will have until 16th November to complete their submissions. These will be reviewed by the Regional Rowing Safety Adviser (RRSA) and, if appropriate, the RRSA will provide feedback to the club. Any clubs that have not had their audit accepted by their RRSA will be suspended from competition on 6th December. The suspension will be lifted as soon as the audit has been completed and accepted.

Clubs are also expected to upload key documents to their Google Drive so that these too can be reviewed by their RRSA. These documents include the club s:-

- Risk Assessment for Club Activities
- Club Safety Plan
- Emergency Action Plan
- Night-time Rowing Rules

and, if the club runs one or more competitions, the

- Competition Risk Assessment,
- Competition Safety Plan,

and, if the club has training camps, the

- Training Camp Risk Assessment

Please contact your Regional Rowing Safety Adviser (contact details [here](#)) if you have any comments or questions.

Current Version of RowSafe

Someone wrote referencing the 2008 that he had somehow found on the internet. RowSafe is updated every year and a new version is issued each April. There is a RowSafe “home page” on the British Rowing website [here](#). This contains a link to the latest version of RowSafe.

Is there a target time for the submission of Incident Reports?

There is no time limit on Incident Reporting. We would like reports to be made as soon as possible after the incident but are happy to receive reports at any time. I read all the Incident Reports, other than those relating to simple capsizes, and would be happy to read more. On average there are over 30 each week. Reports are learning opportunities and the willingness of rowers to share their experience helps all rowers to keep themselves, and others, safe.

Junior Rower with Epilepsy

I received a request from a rowing club in Ireland via the RNLI. The response was shared with my colleague in Rowing Ireland.

The RNLI had received a query in from a rowing club and noted that we have a page on the website on [Rowing and Epilepsy](#). The club has a new junior rower who has had epileptic fits in the past, although none for the last 4 years. She carries an injection in case of prolonged fits. The club has obtained information from various sources and the advice seems to be that the benefits of rowing/partaking in sports outweigh the risks. As a club they would like to be as inclusive as they possibly can. As she is a junior rower there always will be a safety boat out on the water. The skiff however is not a great environment for having a fit in (or for having any other type of medical emergency). The club feels that it would be very helpful to have a written procedure in place of what to do if we have a medical emergency on the water and are looking for advice on this.

The response was that there are two issues here, i.e.:-

1. what is the probability of the rower having a seizure and
2. how can she be helped if she does.

The guidance includes the following:-

"there is a possibility of further seizures placing themselves and others at significant risk ... within one year following a seizure, and for six months whilst reducing medication or stopping medication"

As it is four years since this her most recent seizure then it is unlikely that she will suffer another. However, it would be best to confirm this with her doctor or treating neurologist.

Support for people who have seizures afloat can be very difficult although this will depend on the severity of the seizure. People who are suffering an epileptic seizure tend to exhale and their bodies become less buoyant. They tend not to float as well as they normally would.

Recovery of a person from a rowing boat to a launch is not easy but this skill can be practised. One of the problems is in bringing the launch close enough to the rowing boat to assist the rower. The riggers and sculls tend to get in the way.

If the rower is aware that she is about to need assistance from the launch then she should be able to signal to a person in the launch that she will need help. This signal should be pre-arranged.

I understand that "She carries an injection in case of prolonged fits". In the event of such a fit, she may not be able to administer the injection even if this is in an auto injector. Please consider having someone else in the immediate vicinity (in the boat or in a nearby launch) who is:-

1. trained to deliver the injection
2. knows where to find the injector and
3. recognises the circumstances when it should be used.

This all sounds quite difficult but it is basically just a series of simple considerations.

My colleague from Rowing Ireland wrote to say that they are putting the finishing touches on their own Epilepsy policy that will be ratified by their Safety Advisory Committee at the next meeting later this month. It is very much in line with the British Rowing's policy. He also said that these reports are always discussion points at their safety meetings.

Defibrillators

As you know, I have been encouraging clubs to have their own defibrillators and provided information on how to buy one, partially funded by a grant. This information was distributed in a [Safety Alert](#). I am pleased to share the information that my club has taken advantage of this scheme and installed a defibrillator in our boat house. I hear that one other rowing club has already done the same and two others have made enquiries. Thank you. If your club does not have a defibrillator then please consider acquiring one; the London Hearts scheme is there to help you.

Our defibrillator is installed inside the boathouse because we would be concerned about vandals if it was outside and it would not be much use there as there is no mobile phone coverage; it is not possible to phone 999 and ask for the code. The cabinet access code is shown on the label on the door.

There is more information about the defibrillator [here](#) and on basic resuscitation [here](#).

I cannot end this item without emphasising the importance of CPR. This buys time until the defibrillator can be used. It simply keeps people alive by forcing blood to continue circulating. Please understand that CPR is best done in relays as it is quite tiring to do it effectively. However, it is still important that the defibrillator is used as soon as possible.



Do defibrillators need heated boxes?

This question came from a club whose boathouse does not have an electrical supply.

The response was that the defibrillator pads can be damaged if the temperature falls below freezing, hence the need in some places for a heated box. Ours simply plugs into the electricity supply. If you keep the defibrillator in a frost free boathouse, or remove it to a warm place when frost is likely, then you may not need the box. Unfortunately our boathouse is not frost free but fortunately it has an electricity supply.

Management and maintenance of lifejackets

I received the following information from a coach who had inflated his school club's lifejackets and had some deflate overnight. He assumed that this indicated that they were not safe to use. Some are partially deflated, some are still completely full up and one or two are almost empty. He would like to know how to gauge what is safe to put back into circulation. His club rows on a small river and capsized rowers are rescued quickly. He asked whether there is a British Rowing recommended coxes' lifejacket and about replacing CO₂ cylinders. He also asked about Getek lifejackets

My response was that the points in Lifejacket bladders that leak are also structural weak points. Gas inflation is a fairly harsh process and can cause the bladders to burst because structural weakness introduces stress concentrations. Any that deflate noticeably when left for one hour or so should be discarded. Lifejackets do not last forever.

I have several Getek lifejackets and test them each year. They tend to lose some pressure when left for 24 hours but they retain almost all of the pressure for the first hour or so. I regard these as serviceable.

I tend not to worry about the date stamped on gas cylinders. The two factors that I check are surface corrosion and weight. I would replace a cylinder that has started to corrode because of the effect this can have on the fabric around it. Each cylinder is stamped with its weight (the weight of cylinder and gas when full) and I simply check this on the digital kitchen scales. They are usually OK but it is still worth checking (it only takes a few seconds).

The other failure mode with gas inflation lifejacket is the fitting of the cylinder. If they are not fully screwed in then one of two things can happen, either:

1. The firing pin will not reach the diaphragm and the lifejacket will not inflate, or
2. The firing pin will puncture the diaphragm and some of the gas will escape to atmosphere because the cylinder is not sealed into its holder, at best the lifejacket inflation will be partial.

This is easy to check. Just ensure that the cylinder is correctly and fully screwed into its housing when you reassemble the lifejacket.

On auto-inflation lifejackets there is a firing head. This is dated and I would pay more attention to this date than the date on the cylinder. If the actuator it is out of date or missing then fit a new one.

Small size inflatable lifejackets tend to be auto-inflation, there is no market for small manual inflation lifejackets. If you have coxes in bow loaders then this can be a problem. The solution is to remove the firing head and fit a blanking cap (available from lifejacket manufacturers). You must then mark the lifejacket in some way so that everyone will know that it requires manual inflation.

Please also check the straps for wear and that the crotch straps are fitted and used. There is further information on Lifejackets [here](#) and on how to check lifejackets [here](#).

You may feel the need to set higher standards, particularly on the replacement of dated or suspect items. I would support this.

Getek Lifejackets are no longer available, the company has ceased trading. I know that some clubs find the [Spinlock Cento](#) to be appropriate in rowing.

Are Lifejackets or Buoyancy Aids needed in Skerries?

The answer was that the club's risk assessment should determine whether your rowers need to wear a lifejacket or buoyancy aid, collectively known as Personal Floatation Devices (PFDs). Skerries are quite stable and I expect that, once rowers are in the boat, then they are unlikely to find themselves in the water. If they fall into the water when getting into or out of the boat then I expect that their fellow rowers will pull them out.

If you have rowers who feel that they should wear a PFD, or if a parent thinks that his or her child should, then you should provide one for them. If you have rowers who you think would find themselves in difficulties if they fell in, perhaps because they can neither swim or float, or would panic, then please provide them with a PFD.

If we consider what to wear if it is concluded that a PFD is needed, then in most cases a 50 Newton buoyancy aid will be sufficient. These are generally available at relatively low cost and require little maintenance. All you need to do is ensure that they are stored in a place where they will keep dry and that they are adjusted to fit the user.

If it is concluded that a 150 or 175 Newton Lifejacket could be more appropriate then please use an inflatable type (preferably auto-inflation). There is information on the use, care and checking of lifejackets [here](#) and [here](#).

Are Lifejackets needed by people in launches?

The response to this question was that the last rower to die accidentally on the water was coach who fell from his launch into the Tideway in darkness, in 2015. There is more information [here](#). When his body was recovered it was not wearing a lifejacket. I suspect that he did put a lifejacket on but did not fasten it properly, or at all.

There have been many other accidents with coaching launches. The precautions we all take are necessary and appropriate as shown in the [Safety Alert](#) "Safety equipment can save your life".

He also asked whether coxes also need lifejackets. Coxes are in a difficult position in the event of a capsize or swamping. Their duty is to retain control of the crew and ensure that they are safe. They need to be afloat to do this. Coxes are not like rowers, they are not exercising and tend to wear more clothing to keep warm. They are often wearing boots. They need lifejackets to keep themselves safe and able to perform their duties.

Do launch drivers all need the RYA Level 2 Powerboat qualification?

A club is finding it increasingly difficult to source RYAL2 courses and it felt that this is excessive for their needs.

The response was that the important thing here is competence, qualification does not always equate to competence. Competence can be defined as the ability to perform the specified task to the required standard. As far as launch driving is concerned it is not universal; it depends on the task to be performed and the environment in which the task is completed. For example, someone may be competent to drive a launch on a quiet river but not be competent to do so at sea on rough water.

I suggested that the club define the skills it needs its launch drivers to have and then finds a way to ensure that they have those skills. This may involve some training by more experienced drivers and it may also involve them demonstrating that they can perform the required tasks. You could call this a test if you wish.

Some of those skills will be specific to helping a rower with disabilities, this is relevant at this club. This skill will not be covered in a Level 2 Powerboat course.

The club had searched for information and found an early version of RowSafe, this was more prescriptive. I explained that RowSafe is updated every year and a new version is issued each April. [RowSafe](#) has been made more adaptable as often one size does not fit all. Please use the current version of RowSafe.

The application of maritime safety law

The Department for Transport (DfT) has issued a consultation document on new legislation to strengthen enforcement of the dangerous use of recreational and personal watercraft. This is available [here](#). This proposal relates to the regulation of personal watercraft (e.g. jet skis) and recreational watercraft (e.g. speedboats, etc.) at sea and in harbours. In effect, it would impose duties on them in relation to safety. Unfortunately it would not apply to motor boats on inland waterways.

The new legislation (a draft of which is included in the consultation document) is designed to apply relevant wider merchant shipping legislation to recreational and personal watercraft users who wilfully, or negligently, misuse or endanger the safety of others. The consultation will run for eight weeks and closes on **Monday 1 November 2021**. The DfT would welcome any comments and responses should be sent to maritimesafety@dft.gov.uk.

Towing driving licence requirements are about to change

The government has announced that there will be new rules for towing a trailer or caravan with a car from autumn 2021. This announcement can be found [here](#). The date that this change will come into effect has not been yet announced.

The rules on what you can tow are different depending on when you originally passed your car driving test.

If you passed your car driving test before 1 January 1997 you will not be affected by the changes. You are usually allowed to drive a vehicle and trailer combination up to 8,250kg maximum authorised mass (MAM). [View your driving licence information](#) to check. You are also allowed to drive a minibus with a trailer over 750kg MAM. (MAM is the limit on [how much the vehicle can weigh](#) when it is loaded.)

The car and trailer driving test was withdrawn on 20th September.

Until the law changes, you must continue to follow the current rules about what you are allowed to tow based on when you passed your car driving test.

If you passed your car driving test from 1 January 1997 to 18 January 2013, you can currently drive the following:

- a car or van up to 3,500kg MAM towing a trailer of up to 750kg MAM (up to 4,250kg in total)
- a trailer over 750kg MAM, as long as it is no more than the [unladen weight](#) of the towing vehicle (up to 3,500kg in total)

If you passed your car driving test after 19 January 2013, you can currently drive the following:

- a car or van up to 3,500kg MAM towing a trailer of up to 750kg MAM (up to 4,250kg in total)
- a trailer over 750kg MAM as long as the combined MAM of the trailer and towing vehicle is no more than 3,500kg

If you have not passed the car and trailer driving test you are only allowed to tow anything heavier if you are being supervised. When you are being supervised, you must:

- display L plates to the front of the car and the rear of the trailer
- be accompanied by a person who is at least 21 years old and has had [category BE](#) on their driving licence for at least 3 years.

Once the law has changed, if you passed your car driving test after 1 January 1997, you will be allowed to tow trailers up to 3,500kg MAM.

DVLA will update your driving licence record to show that you are allowed to tow trailers. You will get [category BE](#) added to your driving licence when you get a new photocard driving licence. You do not need to contact DVLA for this to happen. It will be done automatically.

Check your Trailer

The Driver and Vehicle Standards Agency has increased the number of roadside safety checks on trailers and caravans. There is more information [here](#).

There are details of the checks that you should do for yourself on the UK Government website [here](#). You should do this every time you tow a trailer with a car, to make sure you are towing safely and legally. The checks cover:-

- Tow ball and connections
- Breakaway cable
- Wheels and tyres
- Lights and indicators
- Load and weight limit

Watch the video [here](#). There is information about free safety checks [here](#).

Check your speed

Do not forget, you must not drive faster than the [speed limit](#) for the type of road you are on.

A speed limit of 30 miles per hour (48km/h) applies to all single and dual carriageways with street lights, unless there are signs showing otherwise.

	Built-up areas mph (km/h)	Single carriageways mph (km/h)	Dual carriageways mph (km/h)	Motorways mph (km/h)
Cars, motorcycles, car-derived vans and dual-purpose vehicles when towing caravans or trailers	30 (48)	50 (80)	60 (96)	60 (96)

Avoid accidents

Many accidents with trailers are caused by excessive speed, erratic steering or insecure loads so take extra care. If you feel that you need help then ask a more experienced driver to show you how to tow. Do not be afraid to ask for professional instruction.

Newsletter Article

Each month I write an article for the website. A short version appears in the Membership Newsletter and there is sometimes a link to a longer version on the News area of the website. The longer version can be found [here](#) and is reproduced below.

At this time of year the water is as warm as it is going to be. If you have not done a capsized drill recently, perhaps because the swimming pools have been closed, then it may be possible to do one on the water where you row.

First check that it is safe to do so. Check that there is no significant risk from:-

- Passing motor boats and other water traffic,
- Being swept into danger (e.g. weirs, buoys, moorings, etc.),
- Pollution and contamination,
- The water being colder than expected, particularly below the surface,
- Underwater current, perhaps due to [flow round bends](#).

Then check the boat, pay particular attention and ensure that:-

- Heel restraints are secure – the heel should not be able to rise above the lowest fixed point of the shoe,
- Shoes are big enough for the biggest feet,
- Hatch covers and bungs are correctly and securely fitted,
- The seat will not fall out when the boat is inverted.

Check that you have:-

- Somewhere to get into and out of the water safely,
- Anchored safety boat(s), with engines stopped, nearby, preferably downstream,
- People with throw lines nearby and in the safety boat(s),
- Buoyancy aids for everyone who wants one or needs one,
- Swimmers in the water, wearing wetsuits and buoyancy aids, to help anyone who needs help,
- Somewhere nearby to get warm and dry.

Ask everyone to complete the [Capsized Drill online learning module](#) on the British Rowing website.

Even though the capsized drill takes place in relatively warm water, close to the boathouse, a real capsized could take place anywhere. Do not try swimming with the boat. Climb onto the inverted boat and paddle it to the bank.

A Capsized Drill is also a good opportunity for everyone to practise capsized and recovery, straddle and paddle, and buddy rescue. That way everyone will experience rescuing themselves, rescuing someone else and being rescued by someone else.

Some people report problems with their ears when they splash into the water. Give everyone the opportunity to wear a swimming hat that covers their ears.

Try to make this a fun event where everyone comes out of the water smiling.