



BRITISHROWING

# Honorary Rowing Safety Adviser Monthly Report

November 2024

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TEAMWORK | OPEN TO ALL | COMMITMENT

## Awards for rowers who saved a person's life

Royal Humane Society Awards (RHS) were presented to coaches at Christchurch RC who saved the life of a person they found clinging to a mooring buoy in the river Stour.

John Dodsworth was presented with an RHS Honorary Testimonial of the Society inscribed on Parchment. Stephen Aldridge and James Erwin were presented with RHS Certificates of Commendation.



This photo shows, from left to right, me, Mark Simms (Club Chairman), James Erwin, John Dodsworth, Stephen Aldridge and Peter Staddon (Club President).

The citation on John Dodsworth's certificate states: -

*Honorary Testimonial of The Society inscribed on Parchment  
be hereby awarded to  
John Dodsworth  
for having on the 17 March 2024, gone to the rescue of a woman  
who was in imminent danger of drowning in Christchurch Harbour.  
He approached her in his launch and when lifting her onboard he  
slipped and they both fell into the water. He quickly retrieved the  
woman and swam her to the side of the launch where he held her as  
the launch drifted on the ebbing tide to shallow water. There, with  
assistance from two others, she was taken to a waiting ambulance.  
His brave actions undoubtedly save the woman's life.*

The Testimonial on Parchment is awarded where someone "has put themselves in danger to save, or attempt to save, someone else". The Certificate of Commendation is awarded where someone "has made a significant contribution to the saving or attempted saving of a life, though their own life was not necessarily at risk". There is a more detailed explanation of this rescue in the June Monthly Report here [HRSA-Monthly-Report-June-2024-3.pdf](#).

[This report contains safety guidance. Please read our safety message and disclaimer.](#)

Sometime after the incident the person who was rescued visited the club and left a letter and gifts for their rescuers. The letter contained the following: -

*“To Christchurch Rowing Club Coaches*

*Thank you for saving my life on 17<sup>th</sup> March 2024. Following a period of distress, I am glad to see that you have been awarded and thank you so much for your bravery. Here is a little something to say a special thanks.*

*Kindest Regards”*

## **Another member of the public rescued by rowers**

A rowing club member was walking to the boat house at 06:20. Whilst walking over the bridge leading to the boathouse they noticed a member of the public by the railings. This person called out to the club member stating that they wanted to take their own life. The club member then struck up a conversation with the person to try and to distract them. It was made clear that if the club member made any attempt to call for help, then the person would jump.

The club member spoke to the person for several minutes trying to keep them distracted, however at around 06:36 this person jumped into the water. The club member rang 999 to ask for assistance from police and ambulance services.

During this time the club member saw another club member on the pontoon to the boathouse. The situation was explained, and the second club member collected a rope and took a 1x to try and assist the person in the water.

Police, fire and rescue and ambulance service arrived around 07:05. They had difficulty extracting the person from the water and asked the club to assist. The club member first on scene and a qualified launch driver together with two fire rescue personnel were able to pull the person out of the water and bring them back to the pontoon.

The emergency service workers then took over care and eventually took the person to hospital.

## Incidents in November

### Care for people who have a seizure

A rower, who is known to be prone to having seizures, had a seizure when indoor rowing. The rower was aware that they were about to have a seizure. The seizure felt like it lasted 30 seconds. The coach was concerned to protect the rowers airway and attempted to place the rower in the recovery position while the rower was having the seizure, but this was difficult. Once he started to come out of the seizure, it was easier to place the rower on their side. The rower was not injured when they fell to the floor and their airway was maintained throughout.

As the rower was coming out of the seizure, they described being fully aware of the seizure and what happened during the seizure. The rower rested on a chair for ten minutes and then went home with their father.

Please be aware that seizures can be traumatic and troubling to those who witness them particularly if they are not trained to assist a person having a seizure. If there are any people, particularly juniors, in the vicinity then please quietly and calmly ask them to leave.

I am advised that there is guidance on the NHS website here [What to do if someone has a seizure \(fit\) - NHS](#).

This includes the following: -

*If you're with someone having a seizure:*

- *only move them if they're in danger, such as near a busy road or hot cooker*
- *cushion their head if they're on the ground*
- *loosen any tight clothing around their neck, such as a collar or tie, to aid breathing*
- *turn them on to their side after their convulsions stop – read more about the [recovery position](#)*
- *stay with them and talk to them calmly until they recover*
- *note the time the seizure starts and finishes*

I was advised that: -

*The critical point is to turn them on their side **after the seizure stops**. During the post-seizure period (when they are often semi-conscious) their airway is at risk it is worth turning them onto their side (into the recovery position). It is very difficult to turn a seizing person – you may injure them or yourself trying. Furthermore, turning them when they are seizing may make them more aggressive and/or confused.*

*In the past it was recommended that the left sided recovery position is safer, but this has been shown to be untrue. Either side is OK.*

### Take care to keep rowers hydrated

A rower complained of feeling unwell with breathing difficulties during a 5k erg. An Ambulance called and the rower was examined by the crew. The rower appeared to be well and was advised of possible dehydration. The rower was taken home by a parent who is also coach at the Club. Please ensure that rowers are well hydrated.

## Care for people who faint

A Junior rower said they felt unwell when participating in land circuit training. A First Aider was called, and they quickly realised the junior was very pale and having a fainting episode. The junior began to faint and was assisted onto an exercise mat on the floor. Their legs were raised, and colour came back to their cheeks, and they were able to speak.

Once the junior felt well enough, they were assisted to a chair, given a drink of water and their mother was called. Their mother explained there had been fainting episodes in the past and this had been reviewed by a medical professional, there were no heart conditions, and the fainting episodes were put down to age.

The rower was taken home looking very well, smiling and happy.

There is advice on fainting on the NHS website here [Fainting - NHS](#), this includes the following: -

*If you feel like you're about to faint, try to:*

- *lie down with your legs raised – if you cannot do this, then sit with your head lowered between your knees*
- *drink some water*
- *eat something*
- *take some deep breaths*

There was some concern about a further medical review. I was advised that in this case this is not necessary unless the same type of incident happens again.

## Take care when tying boats to racks and trailers

Events like storm Bert used to be rare but they are becoming increasingly common. This storm caused problems in many areas, but it has provided us with one learning opportunity. Please take care when strapping boats to external racks, and to trailers, to ensure that they are strapped securely. In this case the stern section of an 8+ was hanging off its rack beam and only supported at one end. One end of the boat tie had not been passed round the upright of the rack.



## Take care to keep a good look out

An 8+ collided with the stern of another 8+ when the crew were practising “eyes closed rowing” and the cox’s glasses had fogged up due to the heavy rain. Please encourage your crews to take more care.

In another incident involving two beginner senior 8+s, the boat behind collided with the boat in front, snapping the rudder and causing damage to the stern. The boat behind failed to stop in time because they had not seen the boat in front.

The same guidance applies in both cases. If you do not know that the waterway ahead is clear, then stop.

### **Take care when overtaking**

During a time trial a junior 8+ was being overtaken by a senior men's 8+ that had left their line to set up the manoeuvre, as this was happening a faster junior 4+ was also overtaking another 4+ both of which were faster than the two eights that they were gaining on. Both 4+s were on the now on the left of the river as all four boats approached a bridge. A marshal about 50m upstream of the bridge and shouted to all crews to move to their right. As all the crews passed the marshal, they were still four abreast and the 4+s, continued on the wrong side towards a 1x coming the other way. The marshal shouted to the 1x and it came to a halt whilst the two 4+s passed either side. There were coaching launches at every bend so the coaches could see both ways and alert crews. Before the event, crews were instructed to hold their racing line during the time trial as the river was to remain open for other river users. Please take care to ensure that coxes and crews understand that if the way ahead is not clear then they must wind down or stop to avoid collisions even when they are being timed.

### **Take care when planning vehicle parking**

There was an incident where a rower was struck by a car in a car and trailer park at a competition. The rower was helping their colleagues to remove a boat from the centre of their trailer. The rower was not seriously injured and was treated with first aid. The Competition organisers are considering alternative arrangements for vehicles which require reserved parking. They aim to find suitable alternative parking so the trailer park can be free of moving vehicles.

Please take extra care when planning parking and avoid or minimise vehicle movements in areas where there could be pedestrians. Consider having marshalls in areas where pedestrians are at risk from moving vehicles. Avoid having the vehicles of officials in the trailer parking area.

In another incident a car was left hitched to the trailer as the car park was quite empty. A junior 2x crew, when carrying their boat from the trailer to the water, caught the riggers against the side of the car, scratching the panel above the front wheel and the side of the bonnet. The scratches are relatively deep. The lesson learned was that it is better to unhitch the car from the trailer and park it safely out of harm's way.

### **Get help when manoeuvring with a trailer**

There is a right-angle bend in the venue's carpark with a kerb on the inside, a traffic sign on the outside and parked cars on the approach. The towing vehicle driver was positioning to avoid hitting the kerb and lost sight of the bow. There was a crunch as the boat fractured.

They reported that they have a large sunroof and use that to keep an eye on bow balls, but a combination of difficult lighting, rain and blind spots plus an incoming phone call conspired to make the driver less aware of the bow ball's position than they should have been.

The bow section was cut loose and placed separately on the trailer and the remaining section secured. The driver identified the need for a banksman. I agreed about the need for a banksman, as it helps to have an extra pair of eyes outside the towing vehicle when manoeuvring in congested spaces. It also helps to open the windows so that the banksman can be heard. It would also help not to use the phone when driving.

### **Take care to check boats before they go afloat**

A rower in a 1x capsized and had difficulty in removing their feet from their shoes as the heel restraints were broken. Fortunately, there was a launch nearby. Please ensure that boats are checked thoroughly before crews go afloat.

In another incident a rower capsized in choppy water when rounding a headland on a lake. Their foot jammed in the shoe, so they floated until assistance arrived. It is thought that the rower may have over-tightened the Velcro shoe straps.

### **Take care with quick release riggers**

A quick release rigger on a 1x unexpectedly released from the boat resulting in a capsize. A coach was close by and began to assist in the recovery as another coach arrived. This rower was taken back to the club at speed while the second coach gathered the remaining boats and proceeded back to the club. The boat was then recovered.

All quick release riggers at the club are being inspected but it seems the rigger was not fitted correctly. Pre-use checks will be reinforced, especially on checking quick release riggers. There is information on the correct fitting or quick release wing riggers on the British Rowing website here [Microsoft Word - WinTech Quick Release Wing Rigger Fitting 2.docx](#)

### **Take care with around front stops**

An 8+ with an Learn to Row (L2R) senior crew capsized after warming up and attempting some stationary drills. The crew attempted roll ups. This drill was completed a few times with no issues and then while pausing at front tops the crew slowly tipped to one side. This led to some crew members letting go of their blades. Over a few seconds they entered the water, and the boat started filling up. After the shock the person in the launch held the boat level while the crew got back in and rowed it to a nearby landing stage and re-warm. Another crew rowed the boat home. All boats are unstable when the whole crew is at front stops and the blades are square in the water. Please take care to avoid holding crews in this position, particularly when the water is cold.

### **Collision in a Coastal Regatta**

There was a staggered start where C4xs launched first, three minutes later the C2xs launched and then, after another 3 minutes the C1xs launched. The course predominantly followed the marked main channel off the beach, out to a buoy, then an anticlockwise turn then back, overall approximately 4km. Due to the nature of the tide, many crews proceeded contrary to the instructions and went to the opposite sides of the channel for the outward and return journeys as the incoming tide would give them a speed advantage. After their buoy turn, one C2x crossed into the "lane" that the C1xs were using and in so doing collided head-on with a C1x. The C2x's bow slid over the bow of the C1x and its occupant causing damage to the boat and injury to the occupant.

When planning races and instructing competitors please maximise the distance between lanes and ensure that the competitors know the importance of keeping to the assigned route and the consequences of not doing so.

## **Report threats of violence and other anti-social behaviour**

After coming through a bridge, the cox of a 4+ was verbally abused and threatened by a man on the bank. He spoke of how, on multiple occasions, he had been awoken by rowing related activities. He was standing under the bridge as the crew approached and followed them. He threw two rock like objects that the cox thought were bricks. One went over the boat and landed near the end of stroke's blade. He made threats about if his sleep was disrupted in the future. The cox thought that he said he lived in a boat on the river. This incident was reported to the Police.

## **Take care to control rats**

There were two confirmed cases of Weil's disease (Leptospirosis) at a club situated in an area where there are many other rowing clubs. The club was notified that there have not been reports of similar problems in their area and this is not a common disease. Weil's disease is often associated with exposure to rat urine. It is possible that their buildings have more than their fair share of rats. It may help if you contact a pest control officer and have them investigate.

Members of this club were reminded that the following safety precautions will become standard practice: -

- wash blade handles and gates,
- use hand sanitiser and wash hands after putting the boat away,
- cover all open wounds with waterproof plasters.

It was also recommended that all club members should be checked for the early signs and symptoms of Leptospirosis and to seek medical advice if they have any of the signs or symptoms. If they do seek medical advice, then they should tell the medical practitioner that there have been two recent cases of Leptospirosis in the club. There is guidance on Leptospirosis on the British Rowing website here <https://www.britishrowing.org/athlete-health/rowing-and-water-borne-disease/>.

## **Take care to plan activities**

A rower had been out for a 2-hour water session and had rowed through a lot of wash. The rower returned to the boat house, changed into dry clothes and headed out to another 2-hour water session with a different crew. Halfway through the second session, they started to feel faint. They were visibly upset and looked pale. The crew faced some delays getting back to the boat club due to other boat traffic. The rower was now shaking, had gone grey and was very tired but was able to walk up steps to the boat house. They were taken straight inside into a heated room, where they removed their wet clothes and were given dry layers and a survival bag. They were then given a hot drink and a couple of glucose tablets. After 5 minutes their symptoms had significantly improved. After 90 minutes in the warm room, they were well enough to go home.

In future, the club will tell rowers not to take part in back-to-back double sessions. In their upcoming health and safety talks, the whole club will be informed again of how to spot hypothermia symptoms and how to give hypothermia first aid. This should cover coxes', rowers' and launch crews' responsibilities on and off the water. There is more information in the British Rowing Cold Water and Hypothermia on-line learning module here [Course: Cold Water & Hypothermia | Home](#).



### **Always use the kill cord when driving a launch**

A coaching launch hit a log while accelerating causing the coach to fall out of the launch. The kill cord detached from the boat and the engine stopped enabling the coach to climb back in. The coach was wet but otherwise unharmed.

### **Take care of your launches**

It was reported that the control cables on a type of catamaran coaching launch, where the cables are routed beneath the deck, can contain water that freezes during cold weather. This renders the launch unserviceable. The club's coaching team was advised that the situation may be resolved using hot water and physical intervention.

In another incident a 4+ collided with a coaching launch in darkness. The club operating the launch acknowledged "that the launch's white light could have been brighter".

### **Please think when driving launches**

Following the end of racing at a competition, all umpire and safety launches made their way back to the rowing clubs. Several launches became grouped together and, as the river narrows, they got closer. All launches were travelling at speed and started to speed up so as not get caught behind others. This resulted in many launches together, travelling at speed and producing up a large wash.

One launch was behind the group. The launch in question had retrieved the start marshalling signs and this limited the space available for the two occupants. One of them had to sit at the front which added weight to the bow of the launch. The wash from the other launches came over the bows, causing it to nosedive into the river. Two occupants were thrown out of the launch, the drivers kill cord cutting the engine. One occupant was wearing large amounts of clothes and an inadequate buoyancy aid for his size and so went underwater very quickly. The driver called out to a nearby launch that came and retrieved him from the water, meanwhile the passenger managed to stand on the sunken launch awaiting rescue as the first launch was now full. The commercial boat services launches were behind, and one came to retrieve the passenger, and another towed the submerged and overturned launch back to the club.

The speed limit on the river is 6 mph; it appears that this was not respected. It also appears that the drivers did not look astern to check their wash. There are also concerns that a buoyancy aid was used where a lifejacket was needed.

Fortunately, nobody was injured. However, the launch engine was fully overturned and submerged and will need to be repaired.

## **Take care to supervise your rowers more closely**

This was reported recently but occurred earlier this year. A group of junior rowers were playing British Bulldogs as warm up prior to an ergo and weights session. During the warm-up one of the rowers collided with another resulting in one falling and hitting a brick wall with his teeth. Another coach arrived to take injured junior to A&E. Three teeth had been knocked out.

The injured rower suffered severe pain and continued having difficulty eating six weeks after the incident. The club is arranging for this rower to see a private dentist as progress with the NHS has been rather slow. It is estimated that the dental work will cost in the region of £7,500-£10,000. Coaches at the club have been instructed to not let games of this type occur.

## **Take care to be vigilant**

A collision between two rowers in 1xs was averted when another rower shouted a warning. The learning point that was identified was: -

*“Be as vigilant with looking and steering when the river is "quiet", as you would when the river is "busy". Accidents can happen when you least expect them.”*

## **Can older rowers look ahead?**

The National Rowing Safety Committee has been concerned for some time about the ability of older rowers to turn their heads to look ahead. This was also mentioned in an Incident Report that includes: -

*There is concern about "the increasing difficulties of keeping a good lookout as age related stiffness reduces ability to turn around. Senior and highly respected rowers, may need firm direction that they may not be pleased with but hopefully will not prevent them continuing to row."*

We already recommend or suggest that scullers use head (or hat) mounted mirrors, this is included in RowSafe.

There is no doubt that joints stiffen, and muscles weaken as we get older and that this also applies to head and neck muscles. Please note that the flexibility of the neck is also partially dependent on the flexibility of the shoulder joints and thoracic vertebrae – in other words, turning the head is a complex process involving much of the upper body. There are neck exercises on the British Rowing website here [Flexibility exercises - NHS](#). This has links to other exercises.

The ability to turn the head may not be the only problem. Eyesight also changes with age. If a rower needs to wear glasses when driving, then do you need to wear them when rowing?

There is a simple test. You could ask if the rower can see the bow-ball on the boat. If you want to test this, get someone to hold a random number of fingers just in by the bow-ball and ask the rower to tell them how many fingers they can see. This is a simple test that can be done easily and quickly and will demonstrate how the rower sees ‘over their shoulder’.

## How old do juniors have to be to not need supervision afloat?

A Director of Junior Rowing wrote to ask about the supervision of juniors. They thought that there is British Rowing guidance which says that juniors (under 18) should not be permitted on the water without a coach or at least an adult on the bank or in a safety launch. This is the policy that they adopt in their junior squad, but they have been challenged about it in the past. They could not find the guidance.

The response was that they are quite correct, but it is not easy to find this in the guidance. I do not normally give safeguarding advice, but I will point people towards the relevant items in the guidance.

There is a question and answer at the bottom of the Safeguarding page [Safeguarding - British Rowing](#) on the website that may help. It is: -

*Can children go sculling on their own?*

*No. At no point should a child be left unsupervised. If a child is sculling, they should only be doing so whilst supervised by a DBS checked coach, with a second adult available*

In addition the [British-Rowing-Safeguarding-Children-and-Young-People-Policy-June-2021-2.pdf](#), contains the following in Section 3.8: -

*Safeguarding best practice dictates that qualified adults must always be present when children are participating in rowing and rowing-related activities, such as land training.*

and

*Coaches working with children should ensure that they do not work in isolation, therefore there should be at least two adults available when coaching children and young people, in accordance with CPSU guidelines. This is to protect both the child, as well as the coach, especially so that, in case of an accident or injury there is always someone available to supervise the remaining children.*

## Lifejackets for coxes in bow loaders

A RRSA wrote to say that they had reviewed a Club Safety Plan and found that it included: *Coxes in bow-loader boats must wear a non-inflatable buoyancy aid as any inflatable device could inflate while the cox is in position and stop them getting out.* Whereas [RowSafe](#) states *“Wear a lifejacket when coxing, in a launch or as required by the club or a coach. Coxes in bow-loader boats must wear a manual inflation lifejacket.”* The RRSA’s understanding was that coxes of bow loaders should not wear auto-inflation jacket or a buoyancy aid, as either of these may prevent the cox escaping from a capsized boat.

The RRSA is absolutely correct. There are three choices of Personal Floatation Device; buoyancy aid, manual inflation lifejacket and auto-inflation lifejacket. The concern is mostly about the cox being held in the boat if it inverts. In these circumstances an auto-inflation lifejacket will inflate and be buoyant, the buoyancy aid will always be buoyant. Both will tend to push the cox upwards into their inverted boat and make it difficult for them to escape. A manual inflation lifejacket can be inflated once the cox is clear of the boat. This is consistent with the requirements in the Rules of Racing.

## The safety with Wellington boots afloat

I was asked about the advisability of wearing Wellington boots when afloat in deep water.

This is really difficult because when I research this, I cannot find anything definite or authoritative. There are some opinions but few facts. The opinions mostly focus on the weight of wellies that are full of water. This is largely in error as the extra weight when immersed will be zero, it is only a problem when walking out of the water.

I read an article in a yachting magazine many years ago. This involved members of staff taking a young reporter to a pool and inviting him to tread water at the deep end, wearing wellies. They tied a rope to him, and he sank very quickly, he was retrieved using the rope.

His treading water technique was to lift each foot in slowly and push it down quickly resulting in a net upward force. The reason he sank was that the legs of the wellies collapsed against his legs when he was pushing his feet down, but they flared out when he was lifting his feet up. This resulted in a net downward force. Sinking caused him to panic and work harder thus causing him to sink faster.

Anglers are advised to avoid wellies here [Water Safety Advice for Anglers | Royal Life Saving Society UK \( RLSS UK \)](#).

## Manning of launches

A situation arose recently at a club. The club has three catamarans and one RIB. The catamarans state the weight limit is four people, but there are only two seats on each one. On one occasion, two adults and a child were intending to go out on the catamaran during a one-hour water session with the child sitting on the decking. It was assumed that the four person rating would allow two rowers to be rescued when two people occupied the seats.

The response was that I have a problem with catamaran launches are used in rescues because they have limited stability. The load (people) is fairly high up and tends to move about (if not seated). In rescue situations they can capsize if a person in the water tries to climb onto one of the sponsons, particularly if a member of the crew moves across to help them. Having only two seats need not be a problem if there are sufficient grab rails for other people and there is a clear space for them to stand while holding a grab rail. However, their presence will increase the height of the centre of gravity and add to the stability problems. Having more people in the launch reduces its rescue capacity.

Ribs, and other boats with inherent buoyancy, will float upright even if swamped. They can be used safely even when overloaded providing they are driven with care and at low speed. It would probably be difficult for them to be driven at high speed when overloaded as they would not be able to plane.

## British Rowing Annual Safety Audit

The deadline for submission has now passed. If your club has not submitted its response then please contact your Regional Rowing Safety Adviser immediately. Their names and contact details can be found here [Rowing Safety Contacts - British Rowing](#).

## Competition Rowing Safety Documents

I was asked to advise on the composition of safety documents as the competition's current ones have swelled in size to the point where volunteers will not spend the time to read them in full, and if they do, they will not retain enough of the information to actually put the procedures into practice,

The response was that systems like these only work if they are kept simple. We are trying to ensure people's safety; not protect ourselves.

The Risk Assessment should be comprehensive and its main purpose is to identify all the things that need to be done to ensure safety. We have [Advanced Risk Assessment Training](#) that CRSAs and CoRSAs are expected to complete. The risk assessment is used to identify Barriers (to reduce the probability of a Hazardous Event occurring) and Controls (to reduce the severity of harm should a hazardous event occur).

Generally, the Barriers identified in the Risk Assessment are preventative measures and these fit into the Safety Plan. The controls are the responses after an incident and these fit into the Emergency Response Plan. It sometimes helps to keep the Alternative Arrangements plan separate and to have objective criteria that define when the alternative arrangements (including abandonment) come into effect.

The plans can be detailed but the instructions to competing clubs, etc. should be concise. I print them on one A4 page with instructions, etc. on one side and a map on the other. This is then laminated and issued to each club, etc. in a briefing. I do not expect people to read them but I will cover the content in the briefing and point out the various features, landmarks, etc. Information for competing clubs is somewhat longer and this is issued by email a week or so before the event.

## Think about where you sit in a launch

The position of a launch driver in their launch has a significant impact on how it “rides” in the water and this has consequences for its safety and the safety of people around it.

Launches with central steering consols tend to have the weight (the driver) positioned near their centre and the launch will ride fairly level.



Launches with tiller steering tend to have the weight positioned near their stern and, unless other action is taken, will tend to ride bows high thus obstructing the forward view of the driver and putting them and others in the vicinity at risk. This is particularly problematic when the launch accelerates. Stern heavy boats also produce excessive wash,

It helps a little if the driver sits as far forward as they can and if they use a tiller extension.

This risk can be reduced by having another person in the launch sitting well forward. If this is not possible then weights can be strapped into the front of the launch.

It is not acceptable to operate a launch with the forward view obstructed in this way.

## If you have cattle as neighbours, then check the fences

There was an incident in which cattle entered a club's rowing area from neighbouring fields. They were there at the start of an evening rowing session. This was unexpected and some rowers were nervous. Members gently shooed the cows back into the car park and shut the gate to contain them, and then back into their field. Fortunately, no damage was done but I have heard of other incidents where cattle got in where they were not wanted and damaged boats.

## Bathing water quality

There is information about Bathing Water Quality on the DEFRA website here - [Bathing water quality](#). It is possible to select a site of interest from the map. Clicking on a pin on the map provides access to detailed water quality information. Most of the locations are on or near the coast but some are inland.

