

Annual Marine Safety Audit 2012
 Report by Head of Safety Management

Summary: This report gives details of the incidents reported during 2012, including an analysis of deaths and personal injury since 1993. Of the nine fatalities on the Broads there were six deaths related to boats, and 15 people reported as requiring hospital treatment. Given the significant number of visitors and users of the Broads it shows that statistically the Broads continues to be a safe environment for boating.

Recommendation: That the report be noted.

1 Introduction

1.1 The reporting period is from 1 April 2012 to 31 March 2013, hereafter referred to as year 2012. The report is limited to the Broads Authority's area of marine responsibility. Notable incidents are listed below.

2 Summary of Incidents Reported

2012	Incident Details	Hazard Log Category
10 April	Male found to have died of heart attack at the helm of his private cruiser	Medical emergency
11 April	Female fell and dislocated shoulder while disembarking	Embarkation /Disembarkation
24 April	Male fell in while attempting to moor at Yarmouth High Quay. Sent to hospital for water ingestion	Embarkation /Disembarkation
19 April	Fire service attend 79 yr male who fell into river while walking	Medical emergency
12 April	Young man driving leaves road and car enters river. Male drowns in the vehicle	Medical emergency
14 May	Man working on his petrol powered boat goes ashore to start generator fire starts subsequent loss of vessel. No injuries	Fire
5 June	Male disembarking alone fallen in and found still in water two hours later. Recovered to hospital	Embarkation /Disembarkation
8 July	Male drives car into river, suicide	Medical emergency
2 August	Hire cruiser struck and became trapped	Bridges

	under a low bridge on a rising tide. Vessel abandoned by crew for emergency services to deal	
7 August	Three young and apparently unsupervised children were found to have fallen from a capsized canoe on an organised activity weekend	Capsize
9 August	Elderly male suffers fatal heart attack while mooring hire cruiser at Yarmouth	Medical emergency
8 August	Male falls in while boarding dinghy from stern of hired cruiser. Unharmd	Embarkation /Disembarkation
25 August	Inattentive male hits head on low bridge while distracted with fishing rod	Bridges
1 September	Owner of a cruiser discovered dead laying alongside his moored vessel, having suffered a heart attack	Medical emergency
1 September	Lone 13 yrs girl found on a boat, her stepfather having allegedly murdered the mother then committed suicide	No Category
9 September	Two males rescued following capsized of their fishing dinghy in open water	Angling
16 September	Male falls between vessel and quay heading. Removed to hospital for treatment	Embarkation /Disembarkation
17 September	Distracted male hits head on low bridge	Bridges
22 October	Woman on passing cruiser spots female body floating in river. Not from a boat	Medical emergency
27 October	Female on moored private cruiser suffers fatal heart attack	Medical emergency

3 Conclusion

- 3.1 The Broads Authority has sought to continue to highlight the message of personal responsibility for safety in its publications and has encouraged boaters to take a more proactive role by becoming better-informed and wearing lifejackets. Reports from officers have indicated that again this year has seen a noticeable increase in the number of boaters seen wearing lifejackets particularly on hire boats.
- 3.2 Boat fires continue to remain at a low level demonstrated in previous years. All boats involved in fires held current Boat Safety Scheme Certificates, however the Boat Safety Scheme Certification does not replace the need for regular maintenance especially regarding petrol powered vessels and the taking of suitable precautions when carrying out maintenance.
- 3.3 There was an increase in fatalities related to boating this year however the nature of these particular deaths suggest that there is little opportunity for the Authority to have any significant influence to prevent these specific

outcomes. It should be noted that there were no fatalities relating to incidents from boat use.

- 3.4 The majority of incidents where hospital treatment was required continue to be attributed to embarkation and disembarkation; however there was again a continued decrease in incidents in the 2012 season in comparison with the previous year.
- 3.5 The fire boating related statistics suggest that when viewed over several years, the statistics continue to demonstrate a fairly static position.
- 3.6 Incident reports can be submitted on-line via an electronic form which can be found on the Broads Authority website.
- 3.7 When consideration is given to the large number of visitors to the Broads, the statistics demonstrate that the Broads continues to be a safe place for boating and boating related activities.

4 Next Steps

- 4.1 Drowning relating to boating activities have significantly fallen this year, however it remains important for all agencies and organisations to continue to raise awareness of this hazard. In an effort to continue to encourage more people to wear lifejackets or buoyancy aids the Authority and its partners, Broads Hire Boat Federation, Norfolk and Suffolk Boating Association and the booking agents Blakes and Hoseasons, are to re- launch its campaign of posters, logoed torches and keyrings to support the “Wear It” safety message.
- 4.2 Lockers for the stowage of lifejackets whilst visitors are in town have been a success. Yarmouth Yacht Station and the Authority will continue to monitor their usage.

Background papers: Previous annual reports

Author: Steve Birtles
Date of Report: 12 March 2012

Broads Plan Objectives: NA4.2

Appendices: TABLE 1 – Analysis of Death/Injuries Since 1993
TABLE 2 – Analysis of Fire and Explosions Since 1993

TABLE 1

Analysis of Death/Injuries Since 1993

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Death																				
No of deaths on or from boats	2	2	3	1	1	3	2	1	3	2	6	0	0	2	0	0	0	2	4	6
Reported deaths not related to boating	1	3	4	-	2	1	4	4	2	3	1	0	7	2	1	1	3	3	3	3
Cause of death																				
Severe injury	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Heart Attack	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	1	2	2	1	5
Drowning	0	1	2	1	0	4	5	1	3	3	5	0	4	3	0	0	0	1	3	3
Asphyxiation/CO poisoning	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Terminal Illness																			1	0
Not Known	0	2	4	0	2	0	0	1	0	0	2	0	3	0	1	0	1	2	2	1
Reports of people inadvertently entering in the water See footnote.	0	0	3	2	4	8	2	5	1	4	15	16	12	23	29	17	34	20	17	18
No of persons reported as requiring hospital treatment	0	0	0	9	8	7	9	8	7	7	18	2	4	13	12	11	22	30	17	15
Nature of injuries																				
Head	0	0	2	0	4	1	3	2	1	1	1	1	3	1	1	5	3	3	1	3
Arm/hand	0	0	2	1	6	0	0	1	3	1	1	1	0	1	6	4	1	4	4	2
Leg/foot	0	0	3	5	4	2	4	1	2	2	2	2	1	3	7	5	7	8	3	6
Torso, ribs, chest, back	0	0	1	0	2	0	1	4	1	1	2	0	1	4	3	0	2	4	2	1
Not described	0	0	1	1	0	0	0	0	0	0	10	2	1	4	0	0	8	10	2	2
Asphyxiated/CO poisoning	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Burns/Scalds	0	0	0	1	1	4	1	1	0	2	1	0	0	1	1	0	1	2	1	0
Heart attack																			3	5

Footnote: Reports where someone inadvertently found themselves in the water. It does not include capsizes of sailing dinghies etc, or from any other contact water sports where entry into the water is predictable.

TABLE 2**Analysis of Fire and Explosions Since 1993**

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Number of incidents	2	4	7	2	5	4	6	3	4	2	2	0	2	22	8	4	4	3	3	1
Vessels involved (Private)	2	3	5	1	3	4	3	2	2	2	1	0	1	18	10	4	2	2	2	1
Vessels involved (Hire)	0	0	3	1	2	0	3	1	2	0	1	0	1	4	1	0	2	1	1	0
Prime cause LPG	0	0	2	0	0	2	0	1	1	0	2	0	0	0	1	0	0	1	0	0
Prime cause Petrol	0	2	2	0	1	1	1	0	0	1	0	0	0	1	2	0	0	0	2	1
Prime cause Electrical	1	0	0	0	2	0	0	1	1	1	0	0	1	0	1	2	2	1	1	0
Prime cause Other	1	1	3	2	2	1	5	1	2	0	0	0	1	21	4	2	2	1	0	0
No of vessels total loss	0	1	3	1	2	0	1	2	2	2	0	0	0	20	6	2	1	0	2	1
No of injuries from fires requiring hospital treatment	0	1	2	0	1	3	1	0	0	2	2	0	0	1	1	0	0	2	1	0
No of fatalities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0