

BROADS AUTHORITY

BOATING SAFETY MANAGEMENT GROUP

Notes of the meeting held on 27th February 2017 at the Dockyard

Present

Nicky Talbot (in the chair)	Broads Authority Navigation Committee
Tony Howes	Broads Hire Boat Federation (BHBF)
Colin Dye	Broads Hire Boat Federation (BHBF)
John Tibbenham	Norfolk & Suffolk Boating Association (NSBA)
Les Mogford	Norfolk & Suffolk Boating Association (NSBA)
Steve Birtles	BA Head of Safety Management
Lucy Burchnall	BA Head of Ranger Services
Adrian Clark	BA Senior Waterways and Recreation Officer
Chris Bailey	BA Administrative Officer Operations

1. Apologies

Apologies were received from Michael Whitaker (Broads Authority Lead Member for Safety), Stuart Carruthers (Royal Yachting Association), Colwyn Thomas (Water Safety Advisor for Whitlingham Boathouses) Rob Rogers (BA Director of Operations) and Tom Hunter (BA Rivers Engineer)

2. Minutes agreed

The notes of the meeting held 19 September 2016 were agreed as a correct record with Lucy Burchnall amended to read Head of Ranger Services.

3. Matter Arising

Speeding through Brundall - A member had previously expressed concern over the speed of both hired and private vessels travelling through Brundall. Andy Cullum had subsequently met with CD and it had been agreed that a 5mph sign would be located on one of the riverside chalets.

Props getting caught on erosion protection matting – A member referred to an email sent by Phil Ollier regarding an incident at Thurne Regatta in 2016. AC reported that he had not seen any emails from PO and was unaware of any loose matting. It was confirmed that if any loose matting was found the Authority would mark the area with yellow posts, as on the Chet, and report the location to Broadland Environmental Services Ltd (BESL) for them to cut.

4. Action Points

Rowing code of conduct formal handover – A handover event had been held with all clubs being invited to attend and larger registration numbers for display on coaching vessels had been issued.

Education programme to be developed on the use of CO alarms – SB confirmed that all the Rangers had been advised.

Lowestoft and Outlon Broad Motor Boat Club 2017 racing fixtures – The dates had been agreed by the Navigation Committee and would now be published and circulated.

CB

5. Bridges Policy

SB reported that there were several bridges in the Broads Authority area and the Authority had managed information and facilities relating to these bridges in a consistent manner. However there was no set policy in place and after consultation with officers the following policy had been developed for member's consideration.

Broads Authority Bridge Policy

In accordance with the Port Marine Safety Code the Authority has a duty to manage safety around bridges.

It is the Authority's Policy that it will:

- a) Publish bridge clearances in a consistent manner on the Authority's website, in the Authority's tide tables and its visitor publication the Broadcaster.
- b) Site gauge boards at both upstream and downstream sides of bridges indicating the current clearance under the bridge.
- c) Site advance gauge boards both upstream and downstream of bridges at an appropriate location.
- d) Provide advance signage of "bridge ahead" where sight lines are not adequate to present sufficient warning to users of the hazard of the bridge.
- e) Where feasible provide a de-masting mooring at each quadrant of fixed bridge to allow yachts to lower their masts prior to transit and to site these at a suitable distance to bridges to allow unpowered boats to be manoeuvred.
- f) Where tidal risk demands during the summer months provide a ranger patrol on Breydon Water seven days a week during the normal working day to provide advice and guidance.
- g) Review pilotage at bridges as part of the Hazard Review Process.

- h) Keep this policy under review as part of the planned monitoring and auditing of the Safety Management System.
- i) Act in a proportionate and timely manner to address any perceived shortfalls in this policy.

Members felt that it was a good and complete policy although concern was expressed that not all visitors to the Broads were aware of their vessel's air draft.

Discussion turned to a proposal to include within the policy a statement relating to the safety implications for any proposed development (e.g. a new boat house/housing) which could impact on safety at bridges. AC and SB to draft.

AC&SB

Additionally the wording 'de-masting moorings' should be amended to read 'de-masting facilities'.

SB

It was confirmed that the policy would be included in the next update to the Authority's Safety Management System which would be taken to the Navigation Committee before being adopted by the Authority

SB

A member reported that the Broads Hire Boat Federation (BHBF) was concerned with hirers getting into difficulties at Great Yarmouth and two years ago had investigated additional electronic variable signage being installed. At that time they had been unable to proceed. SB confirmed that he had continued investigating available options and had information for a less expensive system which could be installed upstream of Great Yarmouth Yacht Station (GYYS) to warn of bridge heights. A quotation was being developed for both mains and solar power signage and it was hoped that funding could be raised jointly with the BHBF. Members agreed that SB should continue with his investigations as the project had full support of the BHBF following a recent BHBF meeting

SB

6. Blue Light Policy

Member's views were sort on the draft Blue Light policy which had been developed to define Emergency Vehicle Definition and the times when a flashing blue light could be used. It was confirmed that the use of a flashing blue light would only be permitted by a defined vehicle and then only under certain circumstances which were responding to an emergency and at the scene of an emergency.

Members approved the policy which would be included in the Authority's Safety Management System at its next update

SB

7. Weed Risk Assessment Hickling

Improved water quality and warm summers had resulted in dense weed growth in some areas of Hickling Broad with the main area located in the

vicinity of the sailing club base. Members reviewed the draft risk assessment for the hazard of weed on Hickling Broad and noted that mitigation measures are in place as follows:

- The Authority had permission from Natural England to cut vegetation in the navigation channel only.
- Two hydro acoustic surveys were undertaken in June and September to monitor vegetation cover and abundance.
- The sailing and windsurfing clubs were informed of areas clear of weed.
- Survey results were shared with the sailing and windsurfing clubs.
- Rangers patrol the area.
- Position continually reviewed.

It was agreed that the wording be amended from 'navigation channel' to 'marked channel'.

SB

Members were content with the mitigations in place and considered the hazard to be managed to ALARP principles.

8. Horning Ferry Trial

During the 2016 summer season a trial had been undertaken for stern on mooring at the Ferry Inn at Horning to ascertain whether it was possible to safely increase mooring capacity. Agreed scope and conditions for the trial were established and Rangers monitored compliance with the conditions and information was collected from other users and commercial operators in the area.

It was noted that during busy times the narrowing of the river caused boats to bunch up which resulted in a number of collisions and significant problems being experienced by larger sailing vessels.

There was significant concern regarding the non-compliance of the agreed scope and conditions which had resulted in a considerable amount of Ranger time being spent on managing the trial despite numerous meetings being held with the Pub Manager in an effort to resolve the issues.

It was therefore decided the Authority would not continue the trial and that the mooring arrangements would revert back to those that had previously been accepted

It was reported that an Officer Working Group had considered looking at other sites within the Broads system for developing stern on moorings and it was confirmed that trials would be undertaken at Bramerton and Brundall during the 2017 season. It was noted that this had not been discussed at the last meeting of the Navigation Committee.

LB would be attending a meeting with Barton Turf Community Charities

regarding a proposal for stern on moorings at Barton Staithe and would let members know the outcome of the meeting.

LB

9. Safety Management System

SB reported that the Safety Management System would be updated at the turn of the year for adoption by the Authority May 2018. An external audit would be undertaken during September 2017 and it was anticipated that the results would be presented to the group at the September meeting.

The position was noted.

10. MAIB update – Love for Lydia

The Marine Accident Investigation Branch (MAIB) had conducted a number of tests following the double fatality on a petrol engine boat due to Carbon Monoxide (CO) poisoning from the boat's exhaust. Their draft report was currently out for consultation and the final report would be available at the end of April 2017. It was felt that it was not possible to raise specific issues with boat owners until the report was published. However it was agreed that general awareness could be raised through the rangers and other publications.

TH confirmed that some boat yards were in the process of fitting both smoke and CO alarms. A news update was being circulated to BHBF members via their newsletter and client guidance was being produced for both smoke and CO alarms. LB asked what advice was being given to hirers for when an alarm sounded and suggested that Broads Control should be informed if an alarm was heard on a boat moored next to them. It was confirmed that the operation of the alarms would be covered during the handover to the client, with information on where they were located and how to test them.

Members noted that CO alarms had been installed on all the Authority's boats and that the Rangers would be provided with alarms for sale to the public. It was confirmed that Boat Safety Scheme (BSS) examiners would also talk to boat owners regarding the dangers of CO.

It was suggested that a Ranger attends the NSBA annual general meeting in November to raise awareness about the dangers of CO poisoning and sailing clubs be advised that the Authority had some alarms for sale.

LB

11. Chet Channel Marker Posts

Officers had met with BESL and the Environment Agency to discuss the removal of the 37 channel markers on the river Chet. Costs of the removal would be split equally between the Authority and BESL. The Authority had already unsuccessfully attempted to remove a marker post

in 2015 using a barge mounted crane and a further trial would be undertaken during the summer months using a Long Reach 360 excavator mounted on floats. If this method was not successful a vibrating hammer would need to be hired to shake the posts out of the river bed which would increase the cost of removal.

Removal of the posts would be carried out between November 2017 and January 2018 to minimise the disruption to river users, although it was hoped that some of the markers may be removed from the river bank.

The position was noted.

12. Hire Boat Code

SB reported that the code was almost complete with the stability elements being slightly adjusted. In essence there was no change in the technical requirements of the stability testing but a web based facility had been developed which had been very complicated. This meant that there were further delays to the implementation of the Hire Boat Code Part 2 for unpowered vessels although it was confirmed that its development was projected in the Association of Inland Navigation Authorities (AINA) future work programme.

SB confirmed that he would keep members informed of the position.

SB

13. Standards Appeal Panel update

A meeting of the Standards Appeal Panel had been held after the Authority had received an appeal from a private boat owner following a BSS failure on their vessel. The Appeals Panel consisted of a Broads Authority member, British Marine Federation member and a member of the Royal Yachting Association.

It was noted that the panel reviewed and upheld the appeal with some additional mitigation measures in place.

14. PMSC Notice to Mariners/Safety Alerts/Navigation Warnings

PMSC Notice to Mariners

No. 8 of 2016 – Closure of Cockshoot Dyke 24hr Mooring, Monday 12th December 2016 until Friday 31st March 2017.

No. 2 of 2017 – Dredging work in Haddiscoe New Cut, Monday 13th February 2017 until Friday 31st March 2017.

No. 4 of 2017 – Access Restriction of Reedham and Somerleyton Swing Bridges, Friday 24th February 2017 until Monday 6th March 2017.

A member referred to part of Reedham Quay currently being tapped off

for repair. It was confirmed that this was the responsibility of Broadland District Council and therefore outside of the Authority's control. The Authority would not be manning the quay until 2nd April 2017. LB confirmed that she would look into the situation.

LB

Safety Alerts

There were no new safety alerts.

Navigation Warnings for Excess Speed and Wash

It was confirmed that this was now a standing item on the group's agenda. Members were informed that the information related to written warnings only and did not include verbal warnings and the presented information was in line with previous years. Rangers had confirmed that there was a marked improvement in a reduced speed of day boats fitted with speed indicators.

It was agreed that the excess speed and wash figures are put into a table in future reports and the data be split between the northern and southern rivers.

LB

15. Interim Safety Report

SB confirmed that as the reporting year ran from 01 April 2016 through to 31 March 2017 an interim safety report had been compiled with details to December 2016 and was limited to the Authority's area of marine responsibility. There had been seven fatalities during the period, five of which were on boats. Three people had suffered cardiac arrest and two had died of CO poisoning. It was noted that there was a rise nationally in CO poisoning.

Members discussed whether anything could be done regarding the cardiac arrest fatalities and it was confirmed that although a list had been produced of where defibrillators are available in various locations the list was constantly changing.

It was questioned whether incidents on the safety report could be compared with other similar boating areas and it was confirmed that whilst the BSS had the information it was not available for comparative use. However information could be obtained from the national Water Safety Forum's Water incident database (WAID).

Members were asked whether they felt it would be useful for the navigation warnings for excess speed and wash to be included in the safety report and it was felt this would be beneficial only if the speeding was featured in the incidents.

Members noted that the key issue was still getting on and off boats. Discussion turned to whether all incidents were recorded with doubt

being expressed over reporting from private boat owners. It was confirmed that boatyards notified Broads Control if there was an incident and that there was now better data sharing between the Authority and the Coastguard.

16. Any Other Business

Boat Safety Scheme Certificate for open boats – Members discussed the requirement for certification for small open boats which only had electricity from a battery to start the engine. It was confirmed that heating, lighting and appliances required a certificate with the principle being another system than the engine. It was agreed that the information available on the Boat Safety Scheme’s website was not immediately clear and SB confirmed that he would raise the issue at the next BSS Technical Committee meeting.

SB

Additional signage on Breydon Water – It was confirmed that additional signage had been produced and would be located before Easter 2017. Two signs would be installed at Turn Tide Jetty with an additional post, on the left hand bank before Breydon bridge and at GYYS.

Vessel recovery on the Broads – A member reported that John Cressey was proposing restrictions on the distance he would travel to undertake recovery under the contract he held with the boatyards. The position was noted and it was confirmed that the Authority would, if it was safe to do so, assist a vessel to the nearest moorings.

Paddle boarding on the Broads – It was reported that the BHBF did not want any company offering paddle board rental to their hirers. Discussion ensued over the activity which was mostly undertaken by private individuals. It was confirmed that a very large event was scheduled to take place on the Broads which was very well organised and included world class athletes. Operators of paddle boards had asked if they could be included in the Broads Authority Paddle Scheme (BAPS) and had been considered a possibility as it would allow the Authority some control over the activity with the requirement to have an instructor with them. Members felt that it would be a good step to include paddle boarding within the BAPS scheme thus enabling guidelines to be established.

Width restrictions on the river Ant and river Chet – Members had previously discussed the possibility of additional signage advising beam restrictions at the mouth of the river Ant and Chet. The vessel dimension byelaws related to both the length and beam of a vessel and therefore signage could be confusing. It was noted that passage was permitted up to four times a year with prior written permission. LB did not feel there was a significant issue but that she would speak to the Rangers. It was reported that Hoseasons had 12’ wide craft available for hire. Additionally there were two hire boats operating out of Brundall over the beam restriction and the operator was not a member of the BHBF. It was agreed that the Authority would ascertain how the operator would ensure

LB

that their clients were aware of the restrictions.

SB

Canoe Man – AC reported that he had been informed that the Canoe Man had rented pontoons at St. George's Bridge in Norwich and therefore it was likely that some form of canoeing activity would take place in Norwich. It was agreed that AC would monitor the situation and work with Norwich City Council (NCC).

AC

17. Date of Next Meetings

Monday 18 September 2017 at 09:30 at the Dockyard.