

BROADS AUTHORITY

BOATING SAFETY MANAGEMENT GROUP

Notes of the meeting held on 19th September 2016 at the Dockyard

Present

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| Michael Whitaker (in the chair) | Broads Authority Lead Member for Safety Management |
| Nicky Talbot | Broads Authority Navigation Committee |
| Tony Howes | Broads Hire Boat Federation (BHBF) |
| Colin Dye | Broads Hire Boat Federation (BHBF) |
| Stuart Carruthers | Royal Yachting Association (RYA) |
| John Tibbenham | Norfolk & Suffolk Boating Association (NSBA) |
| Colwyn Thomas | Water Safety Advisor for Whitlingham Boathouses. |
| Trudi Wakelin | BA Director of Operations |
| Steve Birtles | BA Head of Safety Management |
| Lucy Burchnall | BA Deputy Head of Ranger Services |
| Adrian Clarke | BA Senior Waterways and Recreation Officer |
| Chris Bailey | BA Administrative Officer Operations |

1. Apologies

Apologies were received from Richard Musgrove (East Port Company), Les Mogford (Norfolk & Suffolk Boating Association), Anthony Trafford (British Marine Federation) and Tom Hunter (BA Rivers Engineer).

2. Minutes agreed

The notes of the meeting held 07 March 2016 were agreed as a correct record with the following amendment within Any Other Business:-

CT raised the issue that Norwich Rowing Club (NRC) had submitted a formal letter of complaint to the BA regarding the failure to secure a prosecution of the helm of Lazybones II following a serious incident involving an NRC 4x- last summer. TW offered an unreserved apology to NRC on behalf of the BA. CT requested that the BA investigate any other remaining sanctions that could be applied against the owner.

3. Matter Arising

There were no matters arising.

4. Action Points

Designated loading provision – The Staithes register had now been completed by Tom Williamson from the University of East Anglia and would be presented at the next meeting of the BSMG. The register would also be made available on the Authority's website and members would be advised if it was live before the next meeting.

AC

Interim report on Annual Marine Incidents 2015/16 – More information had been requested surrounding the death of a lady falling in the river following a heart attack. The Coroner had confirmed that the lady had died due to lack of oxygen to the brain through heart disease and a drowning element but that it was not possible to ascertain whether she had sustained a heart attack which had caused her to fall in the water or whether the falling in had caused the heart attack.

Rowing incidents – It was confirmed that the Authority would be advised if there were any third party involvements.

Boat Testing Areas Log Books – Log books had been examined by Authority staff when they had visited boatyards to provide them with information surrounding Carbon Monoxide poisoning and were found to have been filled in correctly. It was confirmed that the log books would be called in during the Christmas period to enable analysis to be undertaken and a report would be presented at the March meeting of the group.

SB

Sunken Vessels – Following the vessel which had sunk near Coldham Hall it was reported that the Authority had reviewed its sunken vessel reporting. Discussion turned to the two vessels which were sunk near Riverside and it was confirmed that the Authority was currently working on getting plant and equipment into the area to raise the vessels. It was noted that 7 or 8 vessels had already been raised in Norwich to date.

Summary of Vessels given Navigation Warning for Excess Speed and Wash – The data previously provided to the group had been updated to identify day hire and weekly hire vessels and Members felt it would be beneficial for this information to be a standing item on the BSMG agenda.

LB

A member expressed concern over the speed of both hired and private vessels travelling through Brundall and suggested that the speed restriction should be reduced to 4mph. It was noted that changing the byelaws would be a significant and expensive piece of work and that the issue was not just about speed but the wash generated. It was confirmed that existing signage would be examined and there was also the opportunity for radar speed checks on specific frontages to the river. It was agreed that Andy Cullum be asked to liaise with CD outside of the meeting.

LB

5. Rowing Coaching Code of Conduct

The final copy of the code of conduct had been agreed with the rowing clubs and there would be a formal handover which would be finalised with CT. LB tabled a copy of the map identifying specific low wash zones within the rowing coaching area. It was suggested that the Frostbite club should be identified on the map when revised. LB confirmed that she would email a copy to all members. Larger registration numbers for display on coaching vessels were still required. It was confirmed that the clubs were all aware of the rules and regulations and there had not been any reported incidents. It was noted that whilst there had been an increase in the number of coaching launches they predominantly had low wash hulls. CT reported that Anita Davies was now the representative for the Norwich Rowing Club and that he was now the Water Safety Adviser for the Whitlingham boathouses and was holistically the person to co-ordinate rowing safety.

LB

LB

6. Safety Management System

Hazard Review Update

The proposal for the stakeholder's review of the hazards to be undertaken every three years had been approved by the Navigation Committee and the Broads Authority and the updated version of the Safety Management System would be uploaded onto the Authority's website. It was stressed that the three yearly review would not deter any hazard being reviewed throughout the period by the BSMG as and when it was justified.

SB

7. MAIB update – Love for Lydia

There had been a double fatality on a petrol engine boat due to Carbon Monoxide (CO) poisoning from the boats exhaust. The boat had been moored on its own at Wroxham Island with its engine running.

The Marine Accident Investigation Branch (MAIB) had conducted a number of tests and it was thought that a report would be published before the end of the year. It had been suggested that the findings could be benchmarked against Broads boats but it was felt that it would be better to wait for the outcome of the tests before a decision was made to carry out further testing. The MAIB had been asked to identify someone who would carry out the testing on behalf of the Authority.

It was further noted that there may be a possible issue for third parties if they moored close to a petrol engine boat with its engine running which may need to be explored once the findings of the report were published. The MAIB and Boat Safety Scheme (BSS) safety alerts issued following the incident were promulgated by the Authority and it was suggested that Hire Operators should take some form of action to advise hirers of the dangers of exhaust fumes from petrol engines. This had not been

undertaken by the BHBF as there was concern that this may scare and confuse hirers and it had been decided to await the findings of the MAIB report.

Discussion ensued over whether there had been an increased uptake in the purchase of CO alarms and where they should be located. It was confirmed that the BSS and the MAIB had produced large amounts of information with the general consensus that they should be installed on hire boats. The BSS had undertaken a full risk review and their current position was that CO alarms were only mandatory as a BSS requirement on hire vessels where a solid fuel stove was installed.

It was noted that the CO alarms alert at such low tolerances that they became a nuisance and therefore people either switched them off or removed the batteries. It was agreed that there was the need for an education programme to be developed with guidance on where the alarms should be located and how it is used.

SB

SB confirmed that he would update members as soon as there was any more information.

8. Channel Marker Post update

The Chairman reported that following a site visit to the River Chet the 37 channel markers were assessed to ascertain which were causing potential problems to the navigation and which ones could remain. A report was presented to the Navigation Committee who agreed that all the channel markers should be removed in 2017/18 with the work being scheduled and undertaken by the Authority. The Environment Agency (EA) had confirmed that they would make a contribution to the removal costs. Discussion ensued over the financial negotiations with the EA and it was confirmed that the Authority hoped to recover the costs for hiring in the equipment and something to cover staff time as there would be an impact on the dredging completed during 2017/18 with the annual dredging target of 50,000cubic meters possibly not being achieved.

Members noted that timing of the removal of the marker posts would be important due to the disruption to the navigation. It was reported that the Authority was looking to undertake the work during the winter period, using the same methodology used for dredging operations allowing access during evening and weekends and by keeping the navigation open with up to two hours delay. It was confirmed that Boatyards would be advised prior to the work commencing.

9. Hire Boat Code

SB reported that there had not been any real progress made to the Hire Boat Code Part 1 since the last meeting due to delays over stability issues for some narrow boats. AC confirmed that it had been reported at the Association of Inland Navigation Authorities (AINA) Executive

Committee meeting that the stability consultants needed more time. They were hoping for a 3 month consultation in September with implementation in 2018/19. This would mean that there would be further delays to the implementation of the Hire Boat Code Part 2 for unpowered vessels. The Authority confirmed they would continue to work with canoe operators to implement safety procedures already developed.

10. PSMC Notice to Mariners/Safety Alerts/ Report on Incidents

Notice to Mariners

No. 5 of 2016 – Dredging work in Haddiscoe New Cut, Monday 20th June 2016 through to Friday 30th September 2016

Safety Alerts

Carbon Monoxide alerts.

Report on Incidents

LB gave a verbal update on incidents from March 2016 to August 2016.

- The majority of incidents were due to slips/trips/falls.
- There had been several collisions with bridges.
- Spirit of Breydon had provided lots of advice on the channel and bridge heights. TH confirmed he was looking at improvements to existing signage and other options.
- April - a man had collapsed on Perci's Island. He had previously been pecked on the leg by a chicken which had caused an infection.
- June – There had been two fatalities due to CO poisoning.
- July – A diabetic man crossing Breydon water fell unconscious and went aground. He was removed from his vessel by the ILB and taken to hospital.
- August - Vauxhall and Potter Heigham bridges were struck. There was a high speed RIB collision at Oulton Broad which is still being investigated. Members discussed the possible requirement for lights on moored vessels but it was pointed out that the vessel was outside the channel and that the 6mph speed limit had been well exceeded.

It was confirmed that the Authority was now working with all emergency services to ensure that information was being collected for all incidents.

In response to a question regarding props getting caught on erosion protection matting LB confirmed that she was not aware of any issues this year. AC stated that he was aware of an incident at Thurne Regatta although it had not been reported to the Authority. Discussion ensued regarding a hire vessel whose engine had failed and had drifted onto the gabions upstream of the steam pump at Strumpshaw. SB confirmed that

this would be useful information for when the Authority was reviewing the hazard log and it was also important to advise the EA.

A member commented that there were a high number of speed trials being undertaken both on Breydon Water and the upper Yare. It was confirmed that Broads Control were now advised when boat yards were undertaking speed trails as it was now a requirement for them to log on and off with them. It was noted that occasionally with prior permission of the Authority the area was also used by the Fire Service for training purposes.

11. Lowestoft & Oulton Broad Motor Boat Club 2017 Racing Fixtures

Members reviewed the draft racing fixture list for 2017 noting that there was no increase in race number. SB was asked to ascertain that the draft had been circulated to all the rowing and sailing clubs on Oulton Broad prior to presenting to the Navigation Committee.

SB

14. Any Other Business

Dredging in Yare 1 Zone – CT referred to an incident which had occurred near the Authority’s dredging operations upstream of Commissioners Cut and expressed concern over the risks to racing craft if they were not aware of such activities being undertaken. It was confirmed that details of the dredging had been circulated to boatyards and the Authority’s Notice to Mariners distribution lists and CT would now be included to enable the information to be disseminated to all the rowing clubs.

CB

15. Date of Next Meetings

Monday 27 February 2017 at 09:30 at the Dockyard