

Minutes of the Hants & Dorset ARA (Wessex Region) Safety Meeting on Saturday, 1st February, 2014 at Hengistbury Head Outdoor Education Centre, Bournemouth and hosted by Westover & Bournemouth Rowing Club.

Present: Clubs/Events represented - Southsea, Ryde, Shanklin, Newport, Itchen, BTC, Coalporters, Lymington & Westover (Bournemouth Regatta) plus Swanage Regatta. Non-H&D affiliated Wessex Clubs/Schools and Universities were invited but none attended. Phil McCorry, RRRSA of Wessex West invited but did not attend.

Southampton and Christchurch Clubs and Regatta's (Woolston Regatta) were not represented. Apologies were received from – Mike Green, Christchurch Rowing Club and Regatta.

Mark Viner, the Chairman of the Safety Sub Committee opened the meeting, thanked and welcomed everyone in attendance – and invited Peter Lamb, representing Westover & Bournemouth Rowing Club to explain the agreement the Club had in place with Hengistbury Head Outdoor Education Centre that allowed them to use the centre since they had been forced to vacate their premises on Bournemouth Seafront. Peter explained the set-up and showed the attendees around the centre and the facilities that had been made available to the Club – with the re-audit of their safety processes and procedures completed satisfactorily as part of this tour.

Following the tour the safety meeting got underway with the minutes of the last meeting which had been previously circulated and were agreed to be a correct record – with matters arising from the minutes all covered by agenda items.

The Association Secretaries Report to the H&D Autumn Delegates Meeting and the Wessex Region AGM, which had been previously circulated was approved by the meeting (*see attached Appendix A*) and he then went on to report on the meetings of British Rowing National safety Meetings which he attends in his capacity of Regional Safety Adviser, for which a written report was circulated (*see attached. Appendix B.*). The report included an over view of the National Organisation following the re-organization of British Rowing.

The Club Safety Audits (Gap Analysis) for 2013/2014 were then examined. The RWSA was able to report that only 1 Wessex West Club – Southampton University – had yet to submit an audit – and has been suspended from Racing by BR. All others have submitted their audits and they have been signed off – 3 Clubs (Bournemouth Uni. Lymington and Portsmouth Uni. Submitted after the 31/12/13 deadline and were briefly suspended and some left it late – 30th or 31/12/13 (BTC/Christchurch/ Itchen/ Southampton/ Winchester) – which did not give the RRSa much time to approve it by the deadline. It was noted that - Southampton Solent University are NOT affiliated to BR and Langstone Cutters, Bournemouth Surf Club & Gig Clubs as well as water sports centres (SWAC, Hengistbury Head Outdoor Education Centre etc...) are not BR affiliated clubs - so don't have to complete an audit. The RRSa has been unable to establish what safety procedures they have to have in place to be endorsed by BR. As of 29/1/14 there were 21 Clubs nationally suspended from Racing for having not completing the audit yet and Hastings & Herne Bay from CARA/Wessex East have yet to complete their audit and had been suspended from racing by BR.

Considering the Club Audits themselves - Last year there were 18 questions where four or more Wessex Clubs stated "still to be addressed". This year there is only – 9 – so significant progress! The 9 areas where four or more Wessex Clubs stated "still to be addressed" in their Club Audit are as follows - 1. b) Have written procedures in place for the use of safety aids and ensure that all members understand and follow them? [5]; 2. f) Where, because of a medical problem, there is a risk to a participant of becoming unconscious or immobile, require an automatic lifejacket to be worn? [4]; 3. i) Require all those involved in rowing to be trained and have had practice in the use of a throw line? [5]; 4. l) Require junior beginners to wear a PFD until they have completed a swim test, received training in capsizing procedure and reached a

satisfactory level of competence in, for example, a single sculling boat? [7]; 5. a) Require all launches to carry a plate stating the maximum weight it can safely support, together with this translated into the number of adults? [4]; 6. b) Require launch drivers to hold, as a minimum, the RYA Level 2 powerboat certificate (appropriate to water conditions; tidal v non-tidal) or equivalent training? [6]; 7. a) Provide information and diagrams showing the recommended arrangement for loading, including the allowable load projection? [4]; 8. b) Ensure that a copy of the trailer insurance and any club vehicle insurance is displayed in the club/boathouse and towing vehicle? 9. c) Have a method to check the nose weight of the trailer? Each area was considered by the meeting and solutions sought.

The BR on Line Incident Reporting procedure was then discussed starting with a reminder of the process and an outline of the improvements introduced which included - now allowing comments to be posted for reports, photos & files to be uploaded to reports, Email notifications – to RRSA, CWSA and originator when report submitted; More guidance added in the form of “pop-ups” as you complete the report; RRSA and CRSA’s can now download reports. It was noted that recognition and rewards will now be made, by the NSC, for well written and informative incident reports - on a monthly basis - to encourage compliance. The national statistics were discussed – where there had been 889 Incidents reported during the period 1/1/13 to 26/9/13. In the Wessex Region in 2013 there had been 86 Incidents Reported with 12 duplications (linked) covering 9 incidents. There were just 14 incidents from CARA Clubs (only Dover, Deal & Shoreham reported incidents.) so the Total for Wessex West (Less CARA & duplications/linked) was 60 against 44 incidents were reported in the region in 2012 and 66 in 2011. The most common incident was collision, followed by health or injury and capsizes – which mirrors the national trend. Ryde had reported the most incidents followed by Christchurch and Itchen – believed to reflect better reporting rather than poor safety. 38% of incidents reported were in competition, 62% in training – and there is a concern that not all in competition incidents are reported – as Race Officials Reports from H&D Events recorded more incidents than incident reports received. Would expect to receive report from each club involved plus event safety adviser - which could be in the form of a summary of incidents on one report if all of a minor nature. There remains significant under reporting of incidents at H&D events. With regards to the 2014 South Coast Rowing Championships in Deal there were 11 incident reports recorded. Four were from CARA Clubs – 1 from Dover and 3 appeared to be from Deal. However on closer inspection all 3 were submitted by Andrea Worley and related to the same incident – an injury to a race official. So the only CARA Club to report an incident was Dover! The other 7 were from H&D Clubs – 2 of which were duplications – leaving 5. One was from Ryde, two from Christchurch, one from Southampton and one from Lymington. This seems a very small number in the circumstances. No incident reports were submitted by the Event Organizer – but then no one knew who the Regatta Safety Adviser was!

The meeting discussed in detail 7 incidents that had been reported (*see attached list. Appendix C*). Most discussion took place regarding the incident at Christchurch Regatta involving a Shanklin Ladies Novice Crew – where, following a collision with a pleasure boat – there was significant damage and risk of injury. The incident and its aftermath had generated much correspondence and Shanklin had expressed their dissatisfaction with the response of both Christchurch Rowing Club and the Hants & Dorset ARA. – which their representative at the meeting – Garry Walters expanded on. Christchurch Rowing Club had proposed a number of changes for the 2014 Regatta regarding marshalling on the water and the meeting agreed that these would help reduce the likelihood of a similar incident – although they did suggest that warning notices were also posted on all local areas of access to the river for other craft to increase awareness of the event taking place. The Association Secretary advised that the Hants & Dorset ARA Executive had offered to meet with Shanklin to discuss their concerns but no response had been received to date. One of the concerns related to Insurance carried by other craft and it was confirmed by the meeting that unless the Harbour or River authority had imposed local rules there was no legal obligation on a pleasure boat to carry any form of insurance – although it should be noted that there is no legal obligation on a Rowing Club to carry insurance for its boats either although it is strongly recommended that they do so – and we believe all Wessex Clubs do.

The Boat Inspections undertaken by the Associations Safety Committee during the season – along with the Heel Restraint checks and the Life Jacket Check. Details are included in the attached [Appendix 1] Report from Hants & Dorset Safety Sub-Committee. As ever heel restraint faults are the biggest issue and as a result of the Boat inspections and the heel restraint checks – no Club went through the season – with “no fault found” and so no Safety Award was presented. The meeting agreed to continue with the current boat inspection, heel restraint checks and a Life Jacket check for the 2014 season – and Club Safety Advisers would be asked, on the day, to assist if they were available. The idea of submitting a BR incident report for any fault found was also considered and it was agreed to try this – as it would provide a permanent and more detailed record – and give almost instant feedback and a record to the Club at faults safety adviser. BR was considering a similar approach – and may develop a special reporting feature as part on the on-line incident reporting system to accommodate this.

The Association Secretary reported on the Regatta/Event Audits for last seasons and plans for 2014 were considered. The policy in 2013 had been that re-audits would only be undertaken where requested or where concerns were raised and on an occasional random basis. It was felt that the race officials reporting system already hi-lighted safety concerns and this would be used alongside safety commission members observations to hi-light events where a re-audit would take place. The meeting agreed to continue this approach in 2014. All events submitted had submitted a self-audit in 2013 and the Christchurch Head of the Stour was chosen for a random re-audit on the day with no major issues found. Candidates for re-audit in 2014 would be considered by the Safety Committee – but Christchurch Regatta may well be a suitable candidate following the Shanklin incident.

The Safety Equipment Provided for Race Officials at events with H&D Permit were discussed and a report on their condition at the end of the 2013 season noted [*See attached – appendix D*]. One new Life Jacket – bringing the total available for 2014 to 9 – and new and improved waterproof bags for the safety kits had been purchased – as well as replacing some items suffering from the usual “wear and tear” after a regatta season – batteries, exposure blankets, Sound signal device canisters etc...

The new Event Safety Section of the revised H&D ARA Rules developed by the H&D ARA Rules Sub-Committee had been circulated in advance of the meeting and following a further review were agreed by the meeting with a couple of minor amendments – that would go forward to the Associations AGM for consideration.

Membership of the Associations Rowing Safety Committee (Re-named “Rowing Safety Committee to bring in line with British Rowing.) was then considered by the meeting with the following recommendation to be made to the Associations AGM - Current - Chairman - Mark Viner, Lymington Rowing Club. Sub Committee Members - Steve Bull, Ryde R. C. & Wessex Region RRSA; Gary Joyce, Itchen Imperial Rowing Club; Garry Walters, Shanklin Rowing Club; Peter Lamb, Westover Rowing Club. Note – Trevor Gay unable to stand again as he has moved away. The term of reference for the Sub Committee remain unchanged – “To try to ensure, as far as practical, that all Hants & Dorset ARA affiliated Clubs and Event’s comply with British Rowing’s Water Safety code of Practice and guidance notes (“Row Safe”) and any additional terms of practice introduced by the Hants & Dorset Amateur Rowing Association” – other than to replace Amateur Rowing Association with British Rowing.

The Venue for 2015 and future meetings was discussed – according to the rota this should be Poole – but it was agreed that as the meeting was held at Westover this year – then the 2015 meeting would be switched to Itchen – so we are not in the same general area two years in a row.

Any other business was then discussed –

1) Cold shock response. As part of the current review of aspects of RowSafe the National Rowing Safety had recommend viewing a BBC clip which will help rowers understand the importance of Cold Shock response in a capsized. There was also a clip available showing Throw Line Training – and both were shown to the meeting – and the links would be published – and added to the safety section of the H&D Web site.

Minutes of the Hants & Dorset ARA Safety Meeting. Saturday, 1st February, 2014.

2) The Fladen Flotation Suit had been recommended by British Rowing for Safety Crew and Coaches as a relatively cheap waterproof suit with in built floatation – a brochure was shown to the meeting.

3) Following a number of incidents on the River Itchen the Southampton based clubs were in consultation with the Associated British Ports regarding a Code of conduct for rowing on the River. It was agreed that when finalised this should be published as it may useful for negotiations with other Port and River Authorities in the region.

4) Mike Green, the new Club Safety Adviser at Christchurch Rowing Club had produced some documents regarding Coach, Club and Personal responsibilities within his club which he thought others might find useful and would be happy to share. These would be published in the safety section of the Hants & Dorset ARA web site.

There being no other business the meeting closed at approximately 3.30pm with thanks to Westover for hosting the event.

[Minutes taken and written by Steve Bull, February, 2014]

M. Viner, Chairman.

The attached Appendices form an integral part of these minutes –

[Appendix A] The Association Secretaries Report to the H&D Autumn Delegates Meeting and the Wessex Region AGM.

[Appendix B] Report on the meetings of British Rowing National safety Meetings.

[Appendix C] Details of 7 incidents reported that were discussed.

[Appendix D] Condition of Safety Equipment Provided for Race Officials.

[Appendix A.]

The Association Secretaries Report to the H&D Autumn Delegates Meeting and the Wessex Region AGM.

National Safety Meeting. I attended a National Safety Meeting, at Hammersmith, in July and by the time the Council meeting takes place should have attended another at the end of September. Chris George has taken over as acting National safety Meeting from Clive Killick who has resigned to take up a job in Australia. The Focus at the national safety meetings has been on – the re-vamp of “Row-safe” due to be published by the end of the year; improvements in the incident reporting system; analysis of Club audits, training for RRSA and CRSA; review of incidents – and development of processes, procedures and organisation of the safety committee following the reorganisation of British Rowing.

Club Audits. All Wessex Region Clubs completed their Club audits for 2012 – the 2013 audit – due by the end of the year – will be published shortly. Two Clubs were re-audited – by the RRSA – Southsea and Bryanston Schools new Boathouse.

Incident Reports. There have been around 49 incidents reported through the BR incident reporting system so far this year – which I still expect indicates – significant under reporting – as I am aware of a number of incidents that have yet to be reported. Seventeen of these were in competition – although Race Officials reports indicate at least twenty-six incidents have taken place at events.

There were a number of significant and potentially serious incidents recorded – notably the Coalporters Senior Sculler at Ryde Regatta, the collision with Shanklin by a pleasure boat at Christchurch and two collapses in boats at Newport Regatta.

Minutes of the Hants & Dorset ARA Safety Meeting. Saturday, 1st February, 2014.

Boat Inspections. Random boat inspections were undertaken at three regatta's – Woolston, Swanage and BTC during which 74 boats were inspected with 54% found to have a fault – 52% of these being related to Heel restraint issues. No Clubs went through the inspection unscathed – and so there will not be a “no fault found” award this year. Three full “heel restraints” check were also undertaken – where every available boat is checked for heel restraints only – at Woolston, Lymington and BTC - 168 boats were checked – with 32 faults found.

A Life Jacket check was also undertaken at BTC Regatta – 31 life jackets were checked – with 24 issues found – mostly no crutch strap or the clip on the Co2 firing mechanism being missing.

With Phil McCorry from CARA I also undertook all the Boat Inspections at the South Coast Rowing Championships at Deal. Between us we inspected around fifty fours – I don't think we missed many – with no major issues – but 20+ boats flagged for Heel restraint issues that we insisted were corrected on the day and re-inspected.

Event Audits. Safety audits were received for all events issued a permit – and BR often checked with me that these had been received before issuing the Event insurance. One event – the Head of the Stour – received a full re-audit – with some minor issues highlighted.

Incidents & audits will be examined in more detail – for lessons that can be learned – at the Annual Safety Meeting in February, 2014.

Steve Bull. Association Secretary.
On behalf of the Hants & Dorset ARA Safety Sub-Committee.

[Appendix B.] British Rowing National Safety Meetings.

Report from Steve Bull, Wessex Region Safety Adviser on National Rowing Safety Meeting in 2013.

I was able to attend all four National Safety Meetings held in 2013 – in March, July, September and December – all held at BR, Hammersmith. Attendance is usually pretty good with most regions represented including the West of England – by Steve Worley – who is also now deputy chair (I think the Worley's are going for a full takeover of BR!). Wessex & South East Coast is allowed two representatives on the committee but in theory only one vote. Phil McCorry of Bexhill represents South East Coast Clubs – which is regarded as a sub-region of Wessex - and I look after the former Wessex Club's. Phil attends most meetings – the one vote for the combined region has not been an issue – as we tend to make decisions by consensus rather than voting.

Clive Killick who was BR Hon. Safety Adviser stepped down in July as he had accepted a new job in Australia. Rd. Chris George was appointed by BR as the acting Hon. Safety Adviser – and I assume this position will soon be confirmed – as he has applied for the position and it's difficult to believe there will be a better applicant. Chris certainly has the support of the regional reps for this arduous and time consuming volunteer position – as he very enthusiastic, totally committed and very hard working. There were two candidates for deputy role – so NSC decided to appoint both - Steve Worley & Nick Walton. Much of our time at National safety meetings has been spent on the planned but delayed revision and re-issue of Row Safe with the intention of publishing revised and re-launched document by the end of the year – but this process stalled as a result of Clive Killick's resignation and through lack of volunteers However much work has been completed – including integration with the Rules of racing, minimum standards being replaced with “guidance recommendation/suggestion/appropriate”. I was asked to review the Coastal section and have done so – and submitted my recommendations for consideration. The use of the word

“mandatory” led to much discussion with the general view that if you can’t police it you can’t make it mandatory. It was also noted that general access to a huge amount of BR information is very restricted and BR have been asked why – a general view being that BR want to be paid for it – NSC have advised BR that Safety information should be freely available to all. The revised document has still not been published – and BR now appears to have changed their approach – with a more gradual move to new format as part of Club handbook with Headings & links with the Row Safe revision, which is now to be as small as possible with links and form parts of the Club rowing resources. I expressed some concerns over this – which I suspect is steered by economic constraints – but others seemed comfortable with the way the revision was being developed – although it has delayed “publication” once again.

The committee reviewed the Club Audit 2012 national and regional results and the issues arising from them – with the trends examined. The patterns and trends across all regions are similar. The 2013 Club Audit was published in October with completion expected by 31st December – or suspension from Racing would follow

The Incident Reporting System also took up much of the time of the meeting with many additions and amendments to the system discussed and agreed. Many of these “improvements” have been implemented during the year but there have been some teething problems that still need to be resolved and further improvements are required to simplify and make the process more user friendly although a huge amount of effort had been put in to the incident reporting system – to make it easier to complete and more meaningful. There is now more guidance that “pops-up” as you complete the report, the simple capsized report is working well and the drops down options have been improved. Inter-regional access to incident reports and how to handle cross regional incidents (other than in events) are still under discussion. A “congratulations” message for “good” incident reports would be introduced by the NSC to encourage compliance.

Regarding incident reports submitted this year Chris George the BR Hon. Safety Adviser is very enthusiastic about the system – and looks at the all! – and comments and asks questions on many. He has rightly criticized all RRSA’s for not analyzing their incident reports sooner and more thoroughly – and we all promised to do better. Concerns have been expressed regarding ExpRow only “Clubs” – LYR, SWAC etc... – and their incident recording procedures and other safety procedures – which the NSC will seek to review with BR. A number of Incident Reports from across all regions are discussed at each meeting to establish learning points with respective each RRSA’s making presentations on recent significant incidents. It was noted that there had been no incident reports published by Leander – or from BR crews at Caversham and that there was no incident report for the boat race incident – the year before last. Interesting view on a Graves End incident – effectively took out an eight on the sea! Apparently many years ago they had “Coastal Boats” – perhaps they should still have them. An idea – in part coming from me – and to be pursued at H&D Safety Meeting – was to use the Incident reporting system to record faults during boat inspections/ control commission – as this would form a permanent on-line record and instantly advise Club safety advisers of the issue. A special reporting process as part of the incident reporting system would be considered.

Safety Alerts – a new procedure being introduced which will be cascaded through RRSA to CRSA’s.

Some work has been done on the development of training materials and a training plan for Level 2 Coaches on Risk Management has been introduced – and this and other planned training modules will be rolled out – possibly using “Row How” the under used BR on-line training system.

The BR Web site was often a topic of debate – especially with regards to safety. Representations have been made to BR regarding this as it is generally regarded as poor when compared to organizations like the RYA, especially with regards to the prominence and ease of access to safety matters. Hopefully BR will at long last accept and implement some of our suggested changes but there still seems to be reluctance from BR to do this – but we keep pushing.

A New version of BR Event safety plan was scrutinised and approved with minor amendment – and a view needs to be taken to see if we should adopt this within the Wessex Region. BR is also asking Events to produce abandonment plans and we should give this some consideration (SCC for example).

There has been much discussion about the Capsize drill – some don't like the tow after a capsize – and feel it's better to get on and paddle. Concern is swim failure. Big argument with BR regarding capsize drill with BR staff trying to impose a new procedure that has not been approved by the NSC reject. We want a simple test that people will do – BR's is more complex and harder to arrange and will be avoided. Apparently there is a new Capsize drill video – available from Steve Worley via "drop box".

Regarding BR Event Public Liability insurance - it was clarified that if 4 or more clubs involved/invited to an event then it needs national i.e. Wessex approval and the region should be advised of private events. Providing the event is on the Wessex (Hants & Dorset) Fixture List – and the RRSA signs it off – and they do check - BR Event public liability insurance cover will be granted – with the event paying the premium direct to BR. There were unanswered questions over Explore rowing racing insurance.

There was some debate ref. Heal restraints. 50mm max & individual to each shoe. Short side of a credit card/BR membership card is correct length and could be used to test. Strength of Velcro is becoming a concern and how tightly this is done up. Grab line on shoes should while useful – should be regarded as a plan B as intervention is required.

The Fladen flotation suit examined and the NSC is recommending it for safety boat drivers/coaches.

Other area discussed in National safety Meetings have been - buoyancy – in relation to double skinned boats; EA warnings – "Red board" issues; C&RT licenses (Canal & River Trust); Riggers with no backstays.

NSC intends to publish minutes of safety minutes in future – so anyone can see them – for transparency.

Steve Bull. Wessex Region (West) RSA. January, 2014.

[Appendix C] Details of 7 incidents reported that were discussed.

WESSEX REGION, REPORTED SAFETY INCIDENTS, 2013.										
Report ID	Simple Capsize	Primary rowing club involved	Other clubs involved	Date of incident	Location of incident	Comp or Train.	Incident type	Considered to be Serious or potential for.	Linked reports	
449	No	Ryde RC		13/04/2013	Woolston	C	Health or Injury	YES	448	Discuss.
650	No	Southampton Coalporters ARC		11/05/2013	Ryde R. C. Regatta off Appley Beach, Ryde, Isle of Wight.	C	Health or Injury		697	submitted by steve Bull. Discuss.
761	No	Shanklin Sandown RC		08/06/2013	Christchurch, Dorset	C	Collision		760	Discuss
1246	No	Ryde RC		14/09/2013	Deal, Kent.	C	Swamping	YES	1245	Discuss
1252	No	Christchurch RC		14/09/2013	Deal Rowing Club - During South Coast Championships	C	Health or Injury			Discuss
1253	No	Christchurch RC		14/09/2013	Deal Rowing Club at South Coast Championships	C	swamping			Discuss
1258	No	Southampton ARC		14/09/2013	Deal Rowing Club - South Coast Championships	C	Swamping		1257	Discuss
1516	No	Lymington ARC	Deal Walmer & Kingsdown ARC	14/09/2013	Just beyond Deal pier Kent.	T	swamping			Discuss
1646	No	Christchurch RC		02/11/2013	Christchurch Harbour	T	Health or Injury			Discuss
1715	No	Winchester College BC		09/11/2013	Kingston Rowing Club	C	Health or Injury		1696	Discuss

[Appendix D] Condition of Safety Equipment Provided for Race Officials.

SAFETY EQUIPMENT PROVIDED BY ASSOCIATION.

Condition of equipment on return to Association Secretary at the end of 2013 Hants & Dorset season - *Note. Equipment left at BTC for winter head races and not collected and checked until the end of December, 2013 -*

- 1) INSTRUCTIONS. All in a reasonable condition.
- 2) THROW BAG (Grab Line) - 3 in good condition - and would appear to be unused.
- 3) KNIFE - all 3 in good condition - and would appear to be unused - no repair or replacement required. Some rust on blades – cleaned off.
- 4) WHISTLE (Warning Device) - all 3 in good condition - and would appear to be unused - no repair or replacement required.
- 5) FIRST AID KIT - All three in good condition – and would appear to be unused - no repair or replacement required.
- 6) EXPOSURE BLANKETS – All foil blankets have deteriorated and have been thrown away and replaced. [Cost. £13.77] 6 in reserve.
Mediwraps - 2 per bag - total 6 - all appeared to be in good condition - and would appear to be unused.
- 7) LIFE JACKET (in safety kit) - would appear to be unused – - no repair or replacement required.
- 8) LENGTH OF ROPE (15m) - all 3 in good condition - and would appear to be unused - no repair or replacement required.
- 9) TRANSISTOR MEGAPHONE (Loud Hailer) – all three are in working order – but one is intermittent and one is not very loud. Need to monitor. Sealed boxes for batteries are OK. Some replacement of spare batteries required. [Cost - £17.12]
- 10) FLAG - 3 in good condition.
- 11) AIR HORN/SOUND SIGNALING DEVICE – all three have depleted cylinders that needed replacement. Replaced from stock – no cost] Note: Devices STILL being used by Regatta's to finish races. They MUST provide their own.
- 12) LAUNCH KIT BAGS – all three in poor condition and needed replacing. Have found suitable alternative “holdall” type w/proof bag – which I think will be an improvement and have purchased three. [Cost - £59.80]
- 13) LIFE JACKETS - Only 9 H&D left jackets returned. Plus the 2 new arming kits. Those returned appear to be in good working order – however three of these were last serviced by Crewsaver in 2009 – so these have been returned to Crewsaver for service – along with one newer one. [Cost – still to be advised]. The other five were serviced in 2011. The “missing Life jacket” has now been missing for over a year – so I have ordered a replacement – to bring us back to full strength. [Cost: £110.70] Note – Two Life Jackets have gone missing in three years - they are Serial number 295 85238 and 295 85225 and are marked H&D ARA inside. Additional note – one of the Life Jackets is NOT automatic – I think this was the one purchased last year – and was my mistake.
- 14) BAG FOR LIFE JACKETS - replaced last year and in good condition.

Cost to Association to refurbish/replace – £201.39 + Service of Life Jackets.

Steve Bull, Association Secretary. January, 2013.