

CARLISLE AND WEST CUMBRIA ADVANCED MOTORISTS



(Registered Charity No: 1051291)

Minutes of the 39th Annual General Meeting held on Friday 15th October 2021

at the Greenhill Hotel Wigton

Agenda Item 1: Chairman welcomed all to the 39th CWCAM AGM

The Chairman opened the 2021 AGM by welcoming all present. After a few 'housekeeping' intimations he asked each person present to state their name and, if applicable, their role within the Group. On completion he stated that the list of Attendees is shown at Appendix 1 (Page 5).

Agenda Item 2: Apologies for Absence

The list of those that Apologized for Absence is shown at Appendix 2 (Page 5).

Agenda Item 3: Minutes of the 2020 Annual General Meeting

Prior to the Meeting, the Minutes of the 2020 AGM were circulated by email to all Members who stated their intentions to attend.

Resolution 1: That the Minutes of the 2020 AGM be approved as a true and accurate record.

Proposed by Andrew Carr

Seconded by Peter Forsyth

Carried unanimously

Agenda Item 4: Matters Arising from the 2021 AGM Minutes.

There were no matters arising.

Agenda Item 5: Chairman's Report for the year 2020 - 2021

A copy of the Chairman's Report for the past year is shown at Annex A (Page 6).

Agenda Item 6: Secretary's Report for the year 2020 - 2021

A copy of the Secretary's Report for the past year is shown at Annex B (Page 8).

Agenda Item 7: Treasurer's Report

A copy of the Income and Expenditure Statement for the year ending 31st March 2021 is shown at Annex C (Page 10).

The Treasurer said that the Opening Balance on 1st April 2020 was £4773.77 and that the closing balance on 31st March 2021 was £4551.25.

Resolution 2: That the Annual Report and Accounts for the year ended 31st March 2020 be approved.

Proposed by John Murchison

Seconded by Mark Curtis

Carried unanimously

Resolution 3: That the Committee be authorised to keep the £12 subscription at the same level for the year 2021-22.

At this point Mark Curtis stated that in his previous Group, the Annual Subscription was optional for Observers. After a short discussion, the Chairman asked the meeting to vote on this issue by asking for a show of hands. First, those in favour of making the Annual Subscription optional for Group Observers.

No one was in favour.

Second, that the Group Subscription be paid by everyone, including Observers. There was unanimous support for this option.

The Chairman then returned to Resolution 3 and asked for a Proposer and Seconder.

Proposed by Steve Parr

Seconded by Mick McKerrow

Carried unanimously

Agenda Item 8: Election of Officers

At this point, all Group Officers stood down in accordance with the Constitution and the Secretary took the Chair for the Election of the Officers.

Election of Chairman: Dave Rothery said that he was prepared to stand for re-election as Chairman. There were no other nominees. The Secretary then asked for a Proposer and Seconder for Dave Rothery to be re-elected to the Chair.

Proposed by Mick McKerrow

Seconded by John Murchison

Carried unanimously

Dave Rothery was duly re-elected as CWCAM Chairman.

Dave took over the Chair from the Secretary and carried with the election of Officers.

Election of Vice-Chairman: The Chairman said that the Group was currently without a Vice Chairman but that there was a nomination for the role of Vice Chairman from Peter Forsyth. There were no other nominees. The Chairman asked for a Proposer and Seconder for Peter Forsyth to be elected as Vice Chairman.

Proposed by George A Cairns

Seconded by Tony Rutherford

Carried unanimously

Peter Forsyth was duly elected as Group Vice-Chairman

Election of Secretary: The Chairman reiterated that George Cairns was standing down as Secretary after 23 years on the Committee. He asked if there were any nominations for Secretary, but unfortunately there were none. The Chairman said that the Group will continue to seek a new Secretary and co-opt them onto the Committee in due course.

Election of Treasurer: The Chairman said that we are very grateful to Dr Bob Goodman for taking on the role of Treasurer a few months back. Bob is also happy to be nominated as Group Treasurer at this AGM. There were no other nominations. The Chairman asked for a Proposer and Seconder for Dr Bob Goodman to be elected as Group Treasurer.

Proposed by Peter Forsyth

Seconded by Mick McKerrow

Carried unanimously

Dr Bob Goodman was duly elected as Group Treasurer

Agenda Item 9 Election of Committee Members:

One third of the Committee Members must retire annually by rotation. This year Mick McKerrow and Steve Parr stood down to meet this requirement. The Chairman announced that both Mick and Steve were standing for re-election to the Committee.

The Chairman went on to say that there were two new nominations for Committee:

- Mark Curtis (National Observer Motorcycles)
- Ian Wildgoose (National Observer Motorcycles)

There were no other nominations to join the Committee.

At this point, in keeping with previous years the Committee Members were voted in 'en masse' The Chairman asked for a Proposer and a Seconder for the following members to be elected to the Committee:

- Mick McKerrow: standing for re-election as Webmaster and Information Technology Co-Ordinator
- Stephen Parr: standing for re-election as Associate Co-Ordinator Membership Secretary
- Mark Curtis: standing as a member without portfolio
- Ian Wildgoose: standing as a member without portfolio

Proposed by Jim Mitchell

Seconded by John Murchison

Carried unanimously

The Chairman went on to say that the remaining Members of the Committee not required to stand down were all happy to continue in role, they are:

- Peter Forsyth, now Vice Chairman and Chief Observer Cars
- Nigel MacDonald, Chief Observer Motorcycles
- John Murchison, Quartermaster
- Tony Rutherford, member without portfolio

Technical Advisor to the Committee: The Chairman said that we have been fortunate in the past that Steve Lambert, an IAM RS Examiner, has been available when required to give advice to the Committee as Technical Advisor.

Steve is also the CWCAM Representative on the CRASH Committee. (An unfortunate acronym, which stands for Casualty Reduction and Safer Highways).

Now that George Cairns is an IAM Examiner and no longer eligible to be on the Committee, it was decided at the last Committee Meeting that he be invited to be the Technical Advisor Cars and that Steve Lambert's post be re-titled Technical Advisor Motorcycles. In this way, when required by the Committee, we have access to both Steve's and George's considerable knowledge and expertise. This was met by approval from those present. The Chairman went on to say that both Steve and George are happy with this arrangement.

The Chairman summarised those on the CWCAM Committee for 2021-2022:

- Chairman: Dave Rothery
- Vice Chairman and Chief Observer (Cars), which includes Quality Assurance Co-Ordinator (Cars): Peter Forsyth
- Secretary: (This role is currently vacant)
- Treasurer: Dr Bob Goodman
- Chief Observer (Motorcycles), which includes Quality Assurance Co-Ordinator (Motorcycles): Nigel MacDonald
- Associate Co-Ordinator and Membership Secretary: Stephen Parr
- Webmaster and Information Technology Co-Ordinator: Mick McKerrow
- Quartermaster: John Murchison
- Member without portfolio: Tony Rutherford
- Member without portfolio: Mark Curtis
- Member without portfolio: Ian Wildgoose

In addition, Steve Lambert is Technical Advisor (Motorcycles) and the CRASH Committee Representative and George Cairns is Technical Advisor (Cars).

Agenda Item 10 Chairman's 'way ahead' for the year 2021-2022:

Chairman Dave then gave his incoming address, which is shown at Annex D (Page 11).

Agenda Item 11 Speakers for the evening

The Chairman introduced the two Speakers for the evening.

- Dick Beddows, Operations Manager for St Bees RNLI
- Peter Forsyth, Advanced Driving Instructor Cumbria Police Driver Training School

Dick spoke first and a summary of his talk is shown at Annex E (Page 12).

Peter spoke next and a summary of his talk is at Annex F (Page 13).

Agenda Item 12: Open forum with questions to the Committee

There were no questions from the floor.

Agenda Item 13: Any Other Competent Business

Previous Group Chairperson and current Honorary Member Mrs. Glynis Peacock highlighted the gender imbalance in the attendees, of whom only two were female. Glynis went on to say that a male to female imbalance has been present within IAM RS for many years and she asked if they are doing anything to redress the situation.

Mick McKerrow agreed with this statement and said that we as a Group could do more to attract female members. Vice Chairman Peter Forsyth stated that bikers are more supportive of the Group than car drivers and that almost all Group motorcycle members are male, with a few exceptions. Chairman Dave Rothery said that he would discuss this issue with the Regional Area Service Delivery Manager and hopefully it will then pass to IAM RS for their view on the matter.

Action #1 AGM 2021: Chairman Dave Rothery will discuss the apparent gender imbalance throughout IAM RS with the ASDM and ask what is being done about it.

Presentation to past Secretary George A Cairns

At this point in the meeting the Chairman thanked George Cairns for the work he has done on behalf of the Group over his previous 23 years as a Committee Member. During this time, he said that George had held the posts of Chairman (twice); Secretary (twice) and Treasurer (twice). His new role as an IAM RS Examiner prohibits George from continuing on the Committee, but Dave said that he knows that George will be supporting the Group by providing a much need Examiner input, especially on the car side.

On behalf of the Group, Dave then presented George with a beautiful bunch of flowers for his Wife Mary along with two Gift Vouchers for a stay at Hunday Manor Hotel.

George thanked Dave, the Committee and the Group Members for the lovely flowers and gift. He then said that he was sad to be leaving the Committee but felt that under the current very strong and capable leadership, the Group will grow from strength to strength, ensuring its successful continuance into the future. Dave and George then posed for a photograph.

Closing of the Meeting

There being no other competent business, the Chairman closed the 39th AGM of Carlisle and West Cumbria Advanced Motorists. He thanked everyone for their attendance and wished them a safe journey home.

George A Cairns
Former Secretary CWCAM

APPENDIX 1: LIST OF ATTENDEES

AGM Tuesday 1st December 2020 (Virtual meeting)

1	Beddows Dick	11	Russell Dave
2	Cairns George	12	Rutherford Tony
3	Curtis Mark	13	Shawcross Jim
4	Forsyth Peter	14	Smith Sandy
5	Goodman Bob	15	Topping Steve
6	McKerrow Mick	16	Vaughan Brian
7	Mitchell Jim	17	Watson Jason
8	Parr Steve	18	Watson Maxine
9	Peacock Glynis	19	Wildgoose Ian
10	Rothery Dave		

APPENDIX 2: APOLOGIES FOR ABSENCE

1	Priestley Peter	10	Lister Leah
2	McStay Tom	11	Hotton Joan
3	Proniewicz Steve	12	Pattni Den
4	Van der Velde Trish	13	Wood Veronica
5	Hayhoe Paul	14	Stevens Mike
6	Beattie Ian	15	Johnson Andy
7	Sharpe Karen	16	Herbert Alan
8	Sharpe Geoff	17	Noble Peter
9	MacDonald Nigel	18	Quigley Sam

Annex A: Chairman's Report for the year 2020 -2021

1. Where do I start. It's been an eventful 12 months. Just after last year's AGM I was asked to carry out the role of Deputy Chairman in support of our then newly elected Chairman. If only we knew that this was to be a shorter than expected tenure!
2. I was then proposed & elected to post as the new Chairman in February this year.
3. At that time, I sat down with George and went through the feedback from the IAM Audit Report that had been carried out in September 2020. We worked through the Report to understand what had to be done and how we -as a Team- were going to do it. We then discussed this with the Committee and formulated a plan to put right everything that had been picked up on the Audit. To date, all the outstanding actions have been achieved and I believe we are now seen as an IAM Group that others can aspire to.
4. At that time, we were also following the COVID guidelines that had been set by IAM. We were, however, not just sitting there waiting for things to happen. We adopted a proactive, forward-looking policy that would allow us to hit the ground both feet running when the restrictions were lifted.
5. In the background we had members working on the following:
 - a. Scenarios and other training materials that are used to enhance the learning process.
 - b. Updates to the CWCAM web site, including a new private area for Committee Members & Observers.
 - c. Steve Parr took over of the Associate Co-Ordinator and Membership Officer role.
 - d. I produced a new Dashboard to support all CWCAM training, including Associate & Observer training. The Dashboard is a 'work in progress' and we are learning through experience. However, feedback has been very positive, so I will take this opportunity to extend my sincere thanks to the Observers for their support in keeping the Dashboard up to date and making it into a truly, interactive, training record that reflects the work that we do.
 - e. Mick McKerrow took on and enhanced the Group Website and other IT aspects of the Group, as well as helping me to develop the Dashboard.
 - f. John Murchison has recently taken on the new role of Quarter Master, so we now have better control of all equipment.
 - g. We also introduced Bi-monthly Observer zoom sessions to keep the Observers up to date with current information.
6. When we were given the 'green light' to recommence Motorcycle Observing in April 2021 we spent the first two weeks carrying out Observer refresher training on each other, so when the Associate coaching recommenced, we were up to speed and ready to go!
7. Car observing didn't start until May, whereon preparation of the car Observers followed the same process as that for the Bike Observers.
8. All the above has been supported by the Group Observers and Committee Members.
9. We have also carried out in house car Observer training and I'm please to say we now have 4 newly qualified and enthusiastic Local Observers. They are:
 - a. Jonathan Mean
 - b. Andrew Carr
 - c. Bob Goodman
 - d. Charlie Markham
10. Two Motorcycle National Observers, Ian Wildgoose and Mark Curtis, moved into the area and joined the Group. It should have been three, but unfortunately one was killed in a cycle accident shortly after moving to Cumbria. Although we never met Jeremey, we expressed our sincere condolences to his family and made donations to two of his favorite charities, in memory of a good man whom we sadly never got to know.
11. Despite their qualifications, both Ian and Mark were given Quality Assurance checks, as are all Group Observers on an annual basis. This policy of QA assessing is fundamental to the continuing high standards shown by CWCAM Observers, which in turn is reflected in the standard of our Associate training and

excellent Test results. I am very pleased to say that Ian and Mark are now fully integrated, valued, and experienced members of the Observing Team.

12. Halfway through the year, Dr Bob Goodman 'took one pace forward' and assumed the role of Group Treasurer and Charity Trustee. Although Bob is a newly qualified car Observer, his enthusiasm and support for the Group has been outstanding and on behalf of the Committee I thank Bob and wish him well in this extremely important role.
13. Coming out of Lockdown, we placed high priority on individual Observer and Associate personal choices, and we respected the fact that some did not want to start either training or being trained at that time.
14. It is Group Policy to train our Observers to Masters standard. To that end, Mick, Steve, John, Mark & myself have recently started that journey. A thankyou at this point to Nigel, Peter, Tony & of course George, the Masters Mentor, for their support in this venture.
15. One of the pickup points from our 2020 Audit by IAM RoadSmart, was that we were not fully compliant with the General Data Protection Regulations. This issue was immediately investigated by George, who then wrote the necessary procedures, and I am happy to say that we now comply with GDPR.
16. I am pleased to report our continued close association with Blood Bikes Cumbria. As well as training prospective Blood Bike members to obtain their Advanced Car or Bike qualifications, we are also involved in their post-test Quality Assurance assessment.
This bond of co-operation is largely because of Tony Rutherford's involvement with both organisations. Tony is the Chairman of Blood Bikes Cumbria & a CWCAM Committee Member. This common link strengthens the bond between our two organisations, which is to everyone's advantage.
Tony, please take back to your Committee, our commitment to Blood Bikes Cumbria and please thank them for entrusting aspects of your training to us.
17. Last year we were short of Car Observers and despite qualifying 4 earlier this year, we need more, especially out West. If any qualified Member would like to join the Observing Team, we will be happy to discuss things with you.
18. 'Minutes for Miles' is a project working within Carlisle One World Centre, a charitable organisation set up to help Syrian, Iraqi and now Afghan Refugees brought to this country under a government initiative to help disadvantaged people from conflict areas. The Aim is to help Refugee Learners pass their Driving Theory Test and obtain a Full UK Driving License. George is heavily involved in this work offering his ADI skills free of charge and he has had quite a few successful test passes. In addition, we have 4 members who are also working with the refugees helping with their English and Driving Theory using the learning facility of Zoom. If any other member would like to help with this extremely satisfying work, please let George know. Obtaining a Driving License is a life changing event for these people, and I am honoured to say that CWCAM has had a hand in shaping their lives in this country.
19. We have supported Cumbria Constabulary for more than 15 years with the delivery of the BikeSafe initiative. Unfortunately, owing to matters outside our control, Bikesafe has not taken place this year. However, we are in close communication with Cumbria Police, and it is hoped that the Bikesafe initiative will resume next year. If so, CWCAM will be there to lend the help and support needed to make it the success it has been over these past 15 years or so.
20. If there are any questions on this report or any other aspect that you may need clarified, I will be pleased to answer them.

Dave Rothery
Chairman

Annex B: Secretary's Report for the year 2020 -2021

1. **Membership** The Group has:
 - a. 177 Full Members on CWCAM Database (I.E. Includes Associates; Qualified and Honorary.)
 - b. Plus 25 Sponsors (I.E. those that support CWCAM but are no longer members of IAM RS.)
 - c. DARTS shows that we have 166 Members (I.E. includes Associates and Qualified Members.)
 - d. This compares to 144 Members shown on DARTS at this time last year. (A good year on year comparison.)

The anomaly between our CWCAM Database showing 177 Full Members and the DARTS figure showing 166 is explained as follows:

- a. Our Membership includes 3 x Honorary Members
- b. DARTS has a peculiar way of accounting for Members. E.G. A renewing Member will be shown on our Database as paid up, whereas some renewing Members seem to drop off DARTS only to be put back on several weeks later.
- c. I would not lose any sleep over trying to obtain an exact correlation between the CWCAM Members database and DARTS.

The 2019 AGM reported 190 Members. At that time, we did not differentiate between Full Members and Sponsors. Our 2020 Audit pointed out that those who support CWCAM but are lapsed IAM RS Members cannot be CWCAM Full Members. Rather than lose the support of these people -many of whom have been with us for years- we created the Sponsor. I.E. Someone who sponsors Group activities by donating £12 per year to CWCAM. By definition a 'Sponsor' is not a CWCAM 'Member'.

When the current Sponsors are added to the CWCAM Full Members database we have 202 names. Therefore the 2021 figure of 202 names compares favorably with the 2019 figure of 190. names.

Now that we have defined Full Members and Sponsors, year on year comparisons from now on will be straight forward.

2. **Observers**
 - a. 20 in all
 - b. 10 car Observers
 - c. 13 bike Observers
 - d. For the mathematically astute, there are 3 Observers who are dual qualified car and bike
 - e. Of the 10 car Observers 4 are NOs
 - f. Of the 13 bike Observers 7 are NOs
 - g. Of these 2 are NOs for car and bike
 - h. We have 4 car Masters, all with Distinction passes
 - i. We have 4 bike Masters, 3 with Distinction passes
 - j. 2 of the car Masters are also bike Masters, both with Distinction passes. (There are probably <10 out of 92 thousand members of IAM RS with these qualifications, so it is good that 2 of them are in this Group and indeed in this room!)

3. **Group Audit 2020**

This highlighted a few administrative issues, all of which have been addressed and put right. Indeed, this is why IAM RS have audits, so we welcomed the opportunity of being scrutinised from out with the Group.

4. **Resignation**

- a. It is with much regret that I must resign from the Committee after 23 years membership.
- b. My resignation is forced as I have been appointed an IAM Examiner for cars and bikes.
- c. A year ago, I could not have left the Group with a clear conscience.
- d. That all changed when Dave Rothery was voted in as Chair in February, along with the strong and effective Committee members that joined in December last year.
- e. My decision to go from Poacher to Gamekeeper was mainly driven by the acute shortage of IAM Examiners (especially car Examiners) in this area.
- f. My role will include examining Associates from Dumfries and Penrith, and although they are in a different IAM Regions, Examiners are not restricted to Regional Boundaries.

- g. To highlight the point, there was no current active Examiner in Carlisle and the closest Examiner to Dumfries was in Kilmarnock!
- h. I feel that I can now leave the Group Committee knowing that it is in safe, secure hands.
- i. After 39 years of existence, it is essential that CWCAM continues to grow and thrive.

5. **My involvement:**

My involvement with the Group will remain strong (especially as no one has volunteered for my old job as Secretary!) I can still be involved in LO Training, Masters Training and QA checks on both car and bike Observers.

George A Cairns
Secretary

Annex C: Statement of Income and Expenditure

Carlisle and West Cumbria Advanced Motorists Statement of Income and Expenditure for the Oeriod Ending 31st March 2021

Income

	31st March 2021	31st March 2020
Full members fees	£ 1,740.00	£1,486.00
Associate members fees	£ 434.00	£1,116.00
Sponsors	£ 384.00	-
Gift Aid	£ 1,180.19	-
Misc Income	£ 183.02	£320.00
Suspense	-	-
Cumbria County Council	-	-
	<u>£ 3,921.21</u>	<u>£2,922.00</u>

Expenditure

Postage	£ 22.66	£7.00
Printing and stationary	£ 1.98	£92.00
Insurance	-	-
Discounts and promotions	-	-
Equipment	£ 2,863.60	£390.00
Storage	-	-
AGM	-	£160.00
Training costs and books	£ 659.72	£386.00
Meetings, conferences, entertainment	£ 19.40	£490.00
Web site and IT expenses	£ 211.79	£203.00
Guests	-	-
Suspense	-	-
Sundry items	£ 120.58	£86.00
Advertising	-	-
Spare	£ 160.00	-
	<u>£ 4,059.73</u>	<u>£1,814.00</u>
	-	-
<u>Period End Surplus / Deficit</u>	-£138.52	£1,108.00

Annex D: Chairman's 'way ahead' for the year 2021-2022

1. Regarding the direction of the Group over the coming years under my Chairmanship, I can say that:
 - a. We will continue training our Associates and develop those that want to become Local & National Observers.
 - b. We will continue to promote Masters training for those Observers that want to take up this challenge: both car and bike.
 - c. We will help suitably qualified Observers obtain the Local Observer Assessor qualification, which in turn will allow them to qualify 'up and coming' Local Observer Trainees.
 - d. We will continue to develop the strength of the Committee, which bodes well for effective day to day management of the Group.
 - e. We will progress a new 'Drive Safe' initiative developed by George, with the aim of improving the competence level of non-member road users within our community.
 - f. We will continue to support Cumbria Police with the Bikesafe initiative.
 - g. We will continue to support Minute for Miles and help where we can with the training of our local refugee population.
 - h. We will continue providing support for Blood Bikes Cumbria in both the initial training and ongoing Quality Assurance assessment of their members.
 - i. We will maintain the high standard of our qualified Observers through comprehensive, annual Quality Assurance assessments.
 - j. We will continue to plan and lead Motorcycle Ride Outs on a regular basis.
 - k. We will continue offering Drive or Ride checks to our members, on request.
 - l. We will comply with the operating procedures laid down by IAM RoadSmart.
2. As I draw to the end of my report to the AGM, I would like to thank:
 - a. our Associates, for putting their trust in us to deliver their training.
 - b. Our Observers for delivering that training.
 - c. And my Committee, for supporting me over the last year in what has been a journey that I've thoroughly enjoyed. I can also say that I am looking forward to continuing that journey at the helm of CWCAM for the next few years.
3. In conclusion, I'd like to single out one individual if I may -and I know I'm speaking for all that are not only in the room, but who are current members of CWCAM- in saying, George this Group would not be here without your determination and resolve, you truly have been the glue that has held it together for several decades. Having held every position on the Committee -twice over-you have achieved your aim of making CWCAM a top performing Group within IAM RoadSmart.
4. At IAMs invitation you wrote the training standards for Local and National Observers when they themselves were unable to do so. Standards that are now used throughout the country, and you have always ensured that CWCAM Observers have lived up to those standards and delivered high class training by high class Observers: many thanks indeed.
5. Now that you have gone from 'poacher to gamekeeper' and become an IAM Examiner for both cars and bikes, I know that you will continue to do your bit in ensuring the development of safe, competent road users who are proud to call themselves IAM Advanced drivers and riders.
6. If there are any questions on this report or any other aspect that you may need clarified, I will be pleased to answer them.

Dave Rothery
Chairman

Annex E: Talk by Dick Beddows, Operations manager St Bees RNLI

The RNLI have been saving lives at sea since 1824. In the 18th and 19th Centuries most goods were carried by water with sailing ships going to and coming from ports around the World with goods being transferred inland on canals and around the coast by smaller vessels.

There is allegedly one shipwreck for every mile of the UK coast! With average crews in the order of 20 to 30 men, this amounted to a tremendous loss of life. To combat this loss, fishing villages formed 'Rocket Brigades' with the aim of firing a rope onto the deck of a ship in trouble near the shoreline. However, any stricken vessel more than 60 metres or so from the shore, had little chance of recovering the line. Rowing boats were then introduced to row out to vessels in trouble. At first this was chaotic, and each village operated independently. Then in the 18th Century, William Hendy introduced structure into the training and operation of these early lifeboats. He looked at the type of boats being used, their equipment and the training of the crews.

The RNLI was introduced in 1824 and now operate 240 lifeboat stations in the UK and Southern Ireland, with a total of 450 lifeboats and a few hovercrafts, all of which operate 24 hours a day, 365 days a year. Initially it was professional sailors, such as fishermen, who operated these lifeboats but today most lifeboat crews are recreational sailors.

There are approximately 140 deaths each year in UK waters and about half of those never actually intended going in the water. For example, if a person's dog appeared to be in trouble the owner would possibly jump in to save his pet with disastrous consequences. Cold water shock is a major problem for those getting into difficulty in UK waters.

There are similarities in the way that the IAM and RNLI operate. They both rely on planning and on the condition of the 'vehicles'. RNLI lifeboats are always ready to go and have ballast in the fore part to keep the front of the boat in the water when launched. Both groups rely on effective communications and both groups use the 'Observation and Planning' modus operandi. Observations for lifeboat crews include the state of the weather the sea state and what we must do on arrival. Much of this planning is done en-route to the casualty although three minutes spent briefing in the boathouse before launch is three minutes well spent.

Surprisingly, 94% of casualties are not time critical. If a 999 call is made, ask for the Coast Guard. You will then be asked what's happening and where the casualty is. The local HQ for the Coast Guard is in Belfast. Trying to describe where you are and where the incident is happening can therefore be tricky. 'What Three Words' is extremely useful and should be used if possible. It is also important to stay on the phone!

General Sea Safety:

If possible, go to a beach with a lifeguard. Ask locals if it is a safe beach and which areas are safest. Look and see what the tide is doing on the day. Arrange an emergency rendezvous point with children and ensure they know to go there in the event of getting lost. Take a picture of your children so that you have something that is current and can be shown to Police or others if it is necessary to look for them. Give your children boundaries so that they know not to go any further left or right of the identified points. Make sure they are aware of 'Stranger Danger' and what they must do if approached by strangers. Be particularly careful with small inflatable boats or lilos, which can easily be caught in a rip tide and carried out to sea. Advice from the RNLI is that you should not go after inflatable devices on your own. Contact the beach lifeguard or call the Coastguard.

Finally, if casualties are reasonably close but in deep water such as a harbour, find something that floats and can be thrown to them to keep them afloat until help arrives.

Dick Beddows
Operations Manager
St Bees RNLI

Annex F: Talk by Peter Forsyth, Advanced Driving Instructor with Cumbria Police

I don't know how many other Groups' AGMs you have been to, but I always find CWCAM's different from most. George likes to make it more of an event that people would enjoy coming to rather than simply an administrative process. With that in mind I'm not too sure why George asked me to speak this year!!

I'd like to think that everyone here is interested in Driving and Driver Training, so I thought I'd spend a few minutes talking to you about my experiences, and how things have changed over the years.

I am the Chief Car Observer for CWCAM, but professionally I was a policeman for over 30 years. I joined Dumfries and Galloway Constabulary in 1985 and retired in 2015. For the last 5 years I have worked for Cumbria Constabulary as a 'civilian' - technically, we're called Police Staff.

I had 9 months off between jobs, and George, being the predator that he is, chose this time asked me if I'd get involved with the Group. I am an enthusiast about improving driving and riding skills so with time on my hands I joined up.

Now, in my police career I undertook a lot of driving courses, which ultimately qualified me to teach Advanced Driving, Tactical Pursuits and Escorting VIPs.

It may surprise you to hear, but when I joined the police, driver training was not compulsory for routine drivers; the ones who are the beat cops that do most of the front-line policing - the ones that respond to most of the crimes that happen, including 999 emergencies, crimes of violence, break ins that are in progress etc. The Traffic Dept drivers had to pass the Advanced Driving Course, but that was it.

I'm glad to say that that has all changed, and I'd like to give you an insight into what happens now.

There are currently 3 different paths for joining the police -

1. You have a Police related Degree.
2. You have a non-Police related Degree and you undertake a Police Qualification Diploma.
3. You do not have any Degree. You then undergo a 3-year Degree course in Policing.

Regardless of your qualifications, when you join up, you spend your first 20 weeks in the Professional Development Unit where you study the law and put it into practical training exercises. You then go on a Standard Response Driving Course.

There are different types/levels of driving courses in the police, this is the entry level course. With that said, it qualifies them to join the IAM without any further testing, so it is a good standard. To be honest, all driving courses are based upon the same foundation - The System of Car Control - whether they are police or civilian. This particular course is 3 weeks long. The first 2 weeks consist of theory (a lot) and practical driving. There are usually 3 students per car. They will get 2 or 3 drives each, each day, but when they are sitting in the back, we continue to engage them with questions etc. I frequently asked them what the last warning sign was. If they get 3 wrong, they walk back and read it. I find this a very effective learning tool on cold wet days!

They then get tested on the Friday of week 2. If they pass, they stay for week 3. If they fail, they go to their new station to work with their tutor until we can fit them into another course. They start from scratch. If they fail 3 times, they are at risk of being sacked: no pressure! For those who stay for week 3, we train them in the correct procedures for stopping cars, how to drive using blue lights and sirens to respond to the emergencies, and they are given exams on Roadcraft and the Highway Code. If they fail any part of this, they get sent to their new station and must come back and do the whole 3 weeks again, starting from scratch. This is just to drive low powered cars and vans. Even if they never go into a department that needs further driver training, they have to come back for a full day's refresher training at least every 5 years.

That's them until they complete their probation. At that time, they can apply for specialist departments, but even if they don't, they can apply for what we call the Initial Phase of Pursuit Course. This is 5 days long. They are taught the correct criteria that must be met before a pursuit can be considered, how to drive and commentate in a pursuit and how to use the Stinger device to puncture tyres.

The next step up is the Advanced Driving Course. In Cumbria this is only undertaken by Firearms, Tactical Support, Surveillance and Serious & Organised Crime Officers. Firearms and Tactical Support officers are the ones you see in the high-performance cars - currently we use Volvo V90 and V60, Skoda Superb and Volvo XC90s. There are one or two others, but that's the mainstay of the Advanced Fleet. Hopefully, you won't see the Surveillance or Serious & Organised Crime ones. If you do, either they've cocked up or you're in a whole heap of trouble!

This is a 4 week course along very similar lines to the Standard Course. If you fail, you're kicked out of the department. Not quite as bad as losing your job, but pressure, nonetheless.

What's the difference between the Standard and Advanced Courses? In a nutshell, speed and competence. These officers are often required to drive at much higher speed than anyone else on the road, so their skill level must be much higher. I've often said that driving is mainly about what happens between your ears; you must Observe, Anticipate, Understand, React and Plan. When you are driving at 150 mph you have to make all decisions at speed, so we will severely test your ability to process complex moving environments on this course. I have a simple phrase for my students - "Fast in the fast bits, Slow in the slow bits". If they get this right, early (by well extended and scanned observations) they can anticipate hazards early enough to take proactive action to deal with them. The public roads are not a race track and we will fail students who forget that. My wife and 2 daughters drive on these roads, so I have a vested interest in making sure police drivers drive properly. These drivers are retested at least every 3 years.

For those uniformed officers who pass the Advanced Course we bring them back for Tactical Pursuit and Containment (TPAC) training. This is another 8 days, where they are taught the same things as the Initial Phase of Pursuit Course, but we add on the tactical boxing of the subject car. We don't usually plan to make contact with the subject car, instead we wrap around it with a number of police cars, usually just a few inches apart. I'm not at liberty to discuss any training or tactics but suffice to say it is a highly skilled area that only the best drivers are authorised to do. Any pursuit is subject to the control and authorisation of the Force Control Room. Officers supply radio information throughout the pursuit, including a continual dynamic risk assessment. If at any time the risk level is too high the pursuit will be discontinued. Retesting for these drivers is again at least every 3 years.

Next up is the VIP and Category A Escort Course. You must be an Advanced Driver to apply for this. In Cumbria we will reassess any applicant's driving and we only accept the best. The Queen gets good drivers!

This is another 2 weeks training, which includes evasive and offensive driving. We do this on an airport runway we have access to where we teach various techniques, including handbrake turns, J and Y turns, Power turns, High speed reversing, kerbing, break out manoeuvres and ramming through other cars. However, most of the course is spent on road learning how to drive and position in protective formations to ensure the security of the VIP or Category A prisoner. For those that don't know, the prison service categorise all prisoners, with A being the highest risk prisoners, whether that be due to their violence or likelihood to either escape or come under attack. When these prisoners are moved by road - maybe to and from Court - they get a police escort.

For the motorcyclists amongst us, if you are an Advanced Driver you can apply for the Advanced Motorcycle Course. This is 5 weeks long. An assessment is made after 3 weeks to see if you have the competence to continue into the last 2 weeks, where the skill level demands increase. Again, it's using the System of Motorcycle Control as per Roadcraft, and we include emergency response, blue lights and sirens training.

Motorcycles are not used in Pursuits or escorting Category A prisoners. A bike is just too vulnerable. However, they are used to escort VIPs, and that is another 2-week course. All motorcyclists are retested every 2 years. Because of the increased risk to motorcyclists, this is a 2-day refresher course.

I think that about covers it, or at least the main stuff. We train officers to drive various other vehicles e.g. 4x4, Personnel Carriers, Riot Vans etc. The list is almost endless.

Peter Forsyth
Chief Observer (Cars)