

HAMPSHIRE COUNTY COUNCIL**Report**

Committee	River Hamble Harbour Board
Date:	23 September 2011
Title:	Harbour Master's Report
Reference:	3218
Report From:	Director of Culture, Communities and Business Services

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1. Summary

- 1.1. This report summarises the incidents and events in the Harbour from 27 June 2011 until 13 September 2011. Any incidents or events which take place after this report is distributed will be the subject of a separate Annex to be distributed at the meeting.

2. Patrols

- 2.1. The harbour has been patrolled daily by the duty Harbour Master at various times between the hours of 0600 and 2300.

3. Incidents and events

- 3.1. 2 July. Patrol assisted a yacht with broken mooring line. Line replaced and owner informed.
- 3.2. 3 July. Patrol attended yacht aground on Hamble Spit. Owner reported that the yacht was leaking and had grounded deliberately. Owner arranged recovery.
- 3.3. 5 July. Patrol responded to 3 male youths attempting to swim across the River at Warsash. Patrol escorted the swimmers to shore and briefed them on safety.
- 3.4. 6 July. Patrol offered assistance with recovery of sailing dinghies (some dismasted) after evening racing in windy conditions. Assistance declined.
- 3.5. 6 July. Patrol responded to report of 2 males swimming across the River near Mercury Gardens. The swimmers were seen leaving the water too close to shore for patrol to approach.

- 3.6. 7 July. Report of theft of outboard motor from vessel on mid-stream mooring.
- 3.7. 8 July. Report of collision between moving vessel and moored vessel off Stone Pier Yard. Owner of moored vessel informed.
- 3.8. 11 July. Report of outboard motor stolen from vessel at Swanwick Marina. Police informed.
- 3.9. 15 July. Patrol responded to swimmers in main channel near Riverside boatyard. Safety advice given.
- 3.10. 17 July. Owner reported break-in to his vessel on mid-stream mooring – several items missing. Police informed.
- 3.11. 19 July. Patrol assisted a yacht with engine failure. Towed to safe berth.
- 3.12. 21 July. Patrol assisted broken down fishing vessel. Towed to safe berth.
- 3.13. 24 July. Patrol extinguished smouldering camp fire on the east bank of the upper Hamble.
- 3.14. 24 July. Patrol assisted a yacht with engine failure. Towed to own berth, for which a charge was made.
- 3.15. 27 July. Harbour Office informed of collision damage to yacht on mid-stream mooring. Patrol attended and took photographs and details. Probable culprit identified and owner informed.
- 3.16. 28 July. Patrol responded to 4 male swimmers in main channel off Warsash. One was narrowly missed by passing yacht. Patrol recovered swimmers from the water and returned them to shore. Full safety briefing given.
- 3.17. 31 July. Visitor's pontoon struck by large motor cruiser. Several broken planks on pontoon, repaired by Patrol.
- 3.18. 1 August. Patrol assisted a multi-hull with engine failure and towed to safe berth.
- 3.19. 3 August. Patrol responded to call from Coastguard regarding a capsized dinghy in trouble outside the entrance to the River. Dinghy and crew recovered to safety.
- 3.20. 4 August. Patrol responded to call from coastguard regarding missing person in a distressed state, believed to be in or near the River. Nothing found by Patrol – missing person found elsewhere by Police.
- 3.21. 5 August. Youths reported 'tomb-stoning' from A27 bridge. Police informed.
- 3.22. 5 August. Owner reported that his yacht on mid-stream mooring has been holed below the deck edge. No culprit identified.
- 3.23. 7 August. Patrol assisted disabled RIB in Upper Hamble back to safe mooring.
- 3.24. 8 August. Patrol assisted a multihull with damaged steering. Towed from No 1 Pile to mooring. A charge was made for this service.

- 3.25. 8 August. Report that an adult and child fell into the water whilst fishing on Hamble Jetty. Both were recovered without injury by a passer-by.
- 3.26. 10 August. Patrol rendered assistance to a sailing yacht which had crossed a mooring, fouling the propeller. Yacht secured safely to await divers.
- 3.27. 12 August. Patrols on duty until 0130 to monitor vessels returning from Cowes Fireworks. No significant incidents, but several instances of poor navigation light discipline.
- 3.28. 13 August. Patrol assisted with berthing of a yacht with no engine power due to an earlier fire onboard.
- 3.29. 15 August. Patrol assisted a sailing yacht which had crossed a mooring and fouled the rudder. Yacht secured to await divers.
- 3.30. 18 August. Pile iron bolts on pile U13 failed. Patrol removed four yachts to Visitor's Pontoon whilst repairs carried out. Owners informed.
- 3.31. 20 August. Report of outboard engine stolen from a yacht near Hamble. Police aware. On the same date, a report was received about a tender and outboard stolen from a vessel on a mid-stream mooring.
- 3.32. 25 August. Attempted theft of outboard motor from yacht on mid-stream mooring. Thief disturbed by owner (who was sleeping on board at the time) and fled. Police informed.
- 3.33. 27 August. Report received of a tender hitting a stationary yacht three weeks earlier. Details exchanged between parties at the time, but details of tender owner turned out to be false.
- 3.34. 28 August. Report of extensive commercial bait digging in vicinity of Universal Marina. Five diggers in total, operating from a van clearly marked with as 'suppliers of bait'. Environment Agency informed.
- 3.35. 29 August. Patrol assisted with towing several vessels unable to make way against the strong ebb tide in the River entrance.
- 3.36. 29 August. Ten bait diggers, operating from four vans, reported in vicinity of Universal.
- 3.37. 30 August. Report of small outboard motor stolen from vessel alongside in Riverside boatyard. Police informed.
- 3.38. 1 September. Report of theft of fuel tank from vessel on mid-stream mooring. Police informed.
- 3.39. 2 September. Patrol responded to report of a man stuck in the mud in upper Hamble. Casualty subsequently rescued without Patrol assistance.
- 3.40. 4 September. Patrol towed a motor vessel with engines problems from Warsash to Riverside Boatyard. A charge was made.
- 3.41. 5 September. A large French tri-maran which had been dis-masted entered the River seeking a safe berth. Patrol assisted with berthing on Warsash Jetty.

- 3.42. 5 September. Patrol recovered a gentleman who had fallen into the River from his yacht. Casualty taken to Harbour Office and treated for hypothermia by paramedics.
- 3.43. 8 September. Deposits of a waxy substance found on Hook beach. Source identified as a vessel at Fawley. Exxon provided a clean-up party.
- 3.44. 8 September. Patrol found an un-manned yacht adrift in the River near Swanwick with evidence of broken mooring lines. Yacht secured and owner informed.
- 3.45. 11 September. Patrol found a very large motor yacht secured to its stern pile only. The vessel has swung out into the main channel following failure of the shackle on the chain securing its bow to the pile. Patrol (with some external assistance) re-secured the vessel and informed the owner.
- 3.46. 11 September. Patrol assisted a large motor yacht in difficulties near the River entrance with steering gear failure. Patrol towed the vessel to a safe berth where Sea Start attended.

4. Speeding vessels

- 4.1. Throughout the period, the Patrol has encountered numerous speeding vessels. Verbal and written warnings have been issued but, to date, there has been insufficient evidence to support a prosecution.

5. Prosecutions

- 5.1 On 11 August the Harbour Authority carried out two successful prosecutions for pollution incidents in the River, as follows:
 - a. Anthony Marlow, from Southampton, pleaded guilty to one charge of intentionally or recklessly polluting the waters of the River Hamble. Mr Marlow was re-fuelling his boat and allowed a considerable quantity of diesel fuel to be discharged into the River. He was fined £250, plus £500 costs and a £15 victim surcharge – a total of £765.
 - b. Peter Jackson from Kingston-upon-Thames, also pleaded guilty to one charge of intentionally or recklessly polluting the waters of the River Hamble. Mr Jackson was working on the engine of his boat and allowed a significant quantity of oil to enter the water. He was fined £250, plus £460 costs and a £15 victim surcharge – a total of £725.
- 5.2 A press release was issued.

6. Time Expired Pyrotechnics – Amnesty Day

- 6.1 Disposal of out-of-date flares (officially known as Time Expired Pyrotechnics (TEPs)) is a perennial problem. Although the Coastguard at Lee-on-the-Solent will accept them, an appointment is required and it is not always convenient. In an effort to reduce the back-log of TEPs on boats on and around the River Hamble, the Harbour Authority has joined with

industry-leaders 'Ramora' for a TEP 'amnesty day' to be held at the Shore Road Car park, Warsash on Saturday 8 October 2011 from 1000 - 1500.

- 6.2 A charge of £1 per flare will be levied, in order to cover Ramora's disposal costs. There is no limit to the number of flares which can be disposed of on the day by an individual. Commercial organisations (eg sailing schools) are also welcome.
- 6.3 The Coastguard, RNLI, Fire Brigade, Marine Police, Hamble Lifeboat have all been invited to attend in order to provide safety and security advice. Force 4 Chandlery and Sea Safe will also be on site, for the sale of safety equipment and replacement flares.

7. Port Marine Safety Code Audit

- 7.1 The Harbour Authority's compliance with the Port Marine Safety Code was subject to a routine six-monthly audit on 9 September by the Robert Aldous of Marine Enforcement, the Harbour Authority's Designated Person. The audit was carried out for the first time using the recently introduced Maritime and Coastguard Agency audit questionnaire. A copy of the audit report is at Appendix 1. The Certificate of Compliance has been filed in the Safety Management System.

8. Recommendation

- 8.1 **It is recommended that this report be noted.**

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code has been carried out and this report does not raise any issues not previously covered by that Assessment.

2. Impact on Crime and Disorder:

- 2.1. Some elements on this report involve crime and disorder. The River Hamble Harbour Authority seeks to use its powers to reduce crime and disorder in the harbour at every opportunity, working closely with the Police to that end.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.

9th September 2011

Mr. D Evans
Marine Director & Harbour Master
River Hamble Harbour Authority
Shore Road
Warsash
Southampton SO31 9FR

Dear Sir

PORT MARINE SAFETY CODE COMPLIANCE AUDIT 09 SEPTEMBER 2011

The Port Marine Safety Code requires that the Designated Person audits the Harbour Authority's compliance with the Code and provides independent assurance to the duty holder. We report accordingly and ask that this report be presented to the Board.

We enclose a Certificate of Compliance confirming compliance with the Code subject to the contents of this report. This should be filed in the appropriate section of your SMS.

1. CLOSE OUT OF PREVIOUS OBSERVATIONS

Since the last report, continued progress has been made generating records reflecting well on the operation of the river and the SMS. The Risk Register has been further developed and continues to reflect ALARP assessments which are relevant to the operations on the river.

The observations raised during the previous audit and annotated in the last report are considered closed-out by virtue of the evidence provided.

2. OBSERVATIONS RAISED

2.1 Harbour Management System

Whilst examining records of 'Official Warnings' issued by the Harbour Master's representatives to river users in clear breach of local byelaws, it was noted that these are required to be entered onto the Harbour Management System computer database. This database provides an instant view of any re-offenders and is a useful tool for the permanent record of vessel names, skippers and owners in breach of any byelaw for which an Official Warning has been presented to. It was observed that some paper versions of official warnings had been issued but not entered into the Harbour Management System. It is important to harmonise these record keeping systems to prevent the loss of essential data with future infringements.

2.2 Version Control

It was noted during the audit that some of the completed daily log sheets and incident reports were of a previous version and no longer extant within the SMS. The Patrol Officers completing these forms must be made aware of the current version and all obsolete documents removed from their boats and computer systems. It is imperative that the SMS remains valid and up to date in all areas of its use, whenever a document is amended it should be promulgated suitably to all relevant departments and end users.

3 ORGANISED EVENTS

RHHA has extended its hours of exposure on the river during organised events e.g. Round the Island race and Bursledon Regatta, this has proved to be very worthwhile and several common safety aspects were observed and reported appropriately to event organisers. The presence of the Harbour Officers on the river during organised events promotes safety at all levels from swimmers to large yachts.

4 POLLUTION INCIDENTS

All staff have completed either a four day or a one day oil spill response course and this is encouraging as the skill level required at the coal face during an incident is not totally reliant on the HM and DHM, thus freeing up management to coordinate the response as appropriate. Each seasonal member or casual worker employed, has received appropriate training.

5 STATISTICS

Several graphs have been generated showing trends in various observed areas over the past three years, for example: collisions, speeding offences (by vessel type) and groundings. This statistical data shown in graph and pie chart form are extremely useful indicators for river activity and to quickly identify where there has been improvements or an increase in a particular occurrence. Notably the RHHA has been involved in a significant increase in reported theft or purposeful damage to property on the river, the statistical data shows trends for where and when this occurs and provides a very useful tool for the HM and DHM to share internally and with external enforcement authorities.

6 SUMMARY

The SMS is under continual development and has proved an excellent tool for the HM and DHM to discharge their authority to river users, contractors and employees. The river operation and associated businesses under its authority are clearly benefitting from this enhanced and workable system providing for a safer and cleaner river for all users. The statistical data proves this and it is encouraged to be maintained in order to highlight any Key Performance Indicators for the continued development of the river and its users.

It was encouraging to witness a reviewed, developed and robust Risk Register feeding well into the SMS.

Yours Sincerely



Robert Aldous
Submitted for and on behalf of Marine Enforcement
Designated Person