

HAMPSHIRE COUNTY COUNCIL**Report**

Committee	River Hamble Harbour Board
Date:	11 January 2013
Title:	Harbour Master's Report
Reference:	4388
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 28 September 2012. Any incidents or events which take place after this report is distributed will be the subject of a separate Annex to be circulated at the meeting.

2. Patrols

- 2.1. The harbour has been patrolled daily by the Duty Harbour Master at various times between 0800 and 1800.

3. Incidents and events

- 3.1 5 October. Patrol rescued a vessel that had broken its mooring chain during the night and was stranded on the bank at Bunny Meadows. Towed to the Visitors' Pontoon and owner informed.
- 3.2 22 October. Patrol assisted vessel with engine failure to safety.
- 3.3 27 October. Patrol responded to an incident where a sailing school boat had collided with a moored vessel due to engine failure. Owners contacted.
- 3.4 31 October. Patrol called to a vessel that had broken its mooring line. Vessel re-secured and owner informed.
- 3.5 11 November. Patrol assisted vessel with a line around its propeller. Vessel towed to safety.
- 3.6 21 November. Call received that a vessel with an engine fire and taking on water had gone aground on Hook Spit. Once on scene it was evident that there was no fire but that the yacht's engine had failed. Patrol towed the vessel to safety. It was subsequently lifted-out for repairs at Hamble Yacht Services.

- 3.7 22 November. Patrol discovered two vessels coming into contact due to mooring failure. One of the vessels was removed and the mooring contractor informed.
- 3.8 23 November. Patrol assisted a vessel that had broken its mooring lines during the night. Vessel re-secured and owner contacted.
- 3.9 24 November. Patrol pumped out vessel that was taking on water. Owner contacted to arrange lift out.
- 3.10 25 November. Patrol assisted a vessel which had its pick-up line around its propeller. Vessel towed to safety.
- 3.11 26 November. Patrol noticed a vessel that was down on its marks. On investigation, it was apparent that the vessel was slowly taking on water. Owner contacted and Patrol assisted in pumping out vessel.
- 3.12 31 December. Patrol called to assist members of Warsash Sailing Club to deal with a small yacht which had broken its moorings and drifted alongside the Club jetty.

4. Training

- 4.1 All Harbour Office staff attended a half-day fire fighting course at Warsash Maritime College, to improve their understanding and confidence in dealing with fires on small vessels.
- 4.2 Harbour Office staff took part in a joint exercise with the Coastguard search & rescue helicopter and Police Marine Unit. It included the helicopter winching a number of staff from the Harbour and Police patrol vessels into the helicopter and then back onto the vessels. The exercise significantly enhanced mutual understanding of the roles and capabilities of the three organisations.

5. Port Marine Safety Code Audit – actions taken

- 5.1 A number of minor observations were made at the last Port Marine Safety Code audit (August 2012) relating to the Harbour Authority's risk assessments. These are listed below, along with details of the actions taken:
- 5.2 Annual Review – all annual reviews of Risk Assessments are recorded on a separate sheet within the Risk Assessment file.
- 5.3 Open propellers on Patrol Boats – the audit report stated that the Harbour Authority's Patrol Boats have open propellers and that this should be subject to a risk assessment. The results of this are as follows:
 - 5.3.1 The Patrol Boats are not designated safety boats and it is unusual for them to be involved in recovering casualties from the water. Hence the likelihood of harm to a person or the reputation of the Harbour Authority is assessed to be Very Unlikely (1). The severity of harm to a person and to the Harbour Authority's reputation are assessed to be Extreme Harm (ie potential for death or serious injury and widespread bad publicity) (3), giving an overall Risk Factor of 3 (Medium Risk) in

each case. On the rare occasions when a casualty has to be recovered, staff are instructed to switch off the engines when close to the casualty. This has now been made much easier by fitting an engine 'kill' switch adjacent to the external control position on both boats (in addition to the main engine switches inside the cab).

- 5.3.2 In order to re-enforce this instruction, staff are now trained monthly on man-overboard drills and casualty recovery, using a life-like dummy.
- 5.3.3 As a result of these additional measures, the risk is assessed to be 'As Low As Reasonably Practicable' already and it is concluded that the fitting of propeller guards is not a necessary further control measure .
- 5.4 Fire Risk Assessments – All risk assessments pertaining to fire in the Harbour Office are in accordance with current HCC policies. In addition, all staff have received recent training in fire-fighting and fire safety (para 4.1 above).
- 5.5 Aids to Navigation – A formal procedure has been implemented to ensure that a full risk assessment is carried out before installing any new Aids to Navigation or making any significant alterations to existing Aids.
- 5.6 Towage guidelines – Revised Standard Operating Procedures have been drawn up regarding the towing of vessels in restricted visibility. The new procedures stipulate that hip-towing is the preferred method and that towing of any vessel should not be attempted if visibility in the Harbour is less than 400 metres. Staff have also been briefed on the dangers of girding during astern towing operations, particularly with regard to recovering boats which have run aground.

6. Recommendation

- 6.1 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. The contents of this report do not include references to crime on the River.

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.