

**HAMPSHIRE COUNTY COUNCIL****Report**

<b>Committee</b>	River Hamble Harbour Board
<b>Date:</b>	4 April 2014
<b>Title:</b>	Harbour Master's Report
<b>Reference</b>	5729
<b>Report From:</b>	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 10 January 2014. 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 by the Duty Harbour Master at various times between 0800 and 1800 daily. It has been an exceptionally busy period due to the repeated storms and piling works.

**3. Incidents and events**

- 3.1 10 Jan. Patrol discovered a broken pile ring and removed the boats to the Visitors' Pontoon. Owners and mooring contractor informed.
- 3.2 19 Jan. Patrol started moving boats displaced by The Crown Estate pontoon and piling projects.
- 3.3 4 Feb. Patrol observed loose pile bolts on a mooring. Boats removed and mooring contractor contacted.
- 3.4 4 Feb. Patrol pumped out a yacht that had taken on a considerable amount of water.
- 3.5 5 Feb. A large catamaran broke free from its mooring and drifted across the River until it got tangled up with three other moored vessels. Patrol attended and made the situation safe, but could not tow the boats to a secure mooring due to storm force winds.
- 3.6 5 Feb. Patrol replaced a detached stern line on a vessel, caused by a broken cleat.

- 3.7 6 Feb. Patrol towed the vessels involved in the catamaran incident the day before. Moderate damage had been sustained by all vessels involved, and one had been dismantled.
- 3.8 7 Feb. Patrol replaced broken stern line on vessel.
- 3.9 15 Feb. Following an exceptionally windy night, with gusts up to 70 knots and a 1.2 metre tidal surge, the Patrol spent most of the day dealing with incidents on the River. These included: broken berthing ropes, missing fenders, shredded sails and damaged pontoons. Many tonnes of gravel/shingle and other debris were pushed onto the upper part of Warsash slipway and deposited on the adjoining parts of Shore Road by the storm (see photo, showing the top of the slipway in the left foreground and the Rising Sun public House on the right, taken after an initial clear up of large items of debris had been carried out).



- 3.10 2 Mar. Another windy day. Patrol dealt with a catamaran which had broken its mooring, a pontoon and a small vessel which had been held down as the tide flooded, a yacht which appeared to have dragged its mooring and swung into contact with an adjacent vessel, two piles where the lower bolts had failed, and numerous frayed lines and displaced fenders. Owners and mooring contractors informed.
- 3.11 10 Mar. Harbour Office staff were called to assist a lady who had slipped and broken her leg whilst disembarking from the Hamble-Warsash ferry onto the ferry hard at Warsash. The casualty was made as comfortable as possible and moved to Warsash Jetty where an Ambulance attended.

- 3.12 10 Mar. Several telephone calls received at the Harbour Office reporting that a large motor cruiser had collided with a pontoon, causing significant damage to both. The motor cruiser was intercepted by the Patrol and details taken. The damage to the pontoon was reported to the owner.
- 3.13 15 Mar. Patrol responded to a call from the Environment Agency reporting a risk of polluted water draining in the River due to a large fire onboard a yacht stored ashore. Hampshire Fire and Rescue Service were in attendance and no pollution was found or reported.
- 3.14 17 Mar. Following a detailed inspection of Hamble Jetty, the outer pontoon hammerhead was closed and a Notice to River Users issued. This was due to concern about the underlying structure of the pontoon. A replacement has been ordered and should be installed by late April.
- 3.15 During the prolonged period of winter storms, routine patrols have attended many vessels to replace either mooring lines or fenders. Patrols have been very vigilant and tried to minimise the damage caused by the storms and this has proved to be reasonably effective.
- 3.16 Appendix 1 is a list of 'Lessons Learnt' from the winter storms. This has been circulated as a Notice to River Users and a hard copy has been sent to all Crown Estate mid-stream mooring holders, so that all River users can benefit from the lessons learnt by some.
- 3.17 Patrol Officers have also been involved throughout this period with moving a large number of boats to provide access for The Crown Estate's pile maintenance programme. This is now complete.

#### **4. Winter storm costs**

- 4.1 It has been estimated that the recent storms have cost the Harbour Authority an unbudgeted £5,000 to date. This is mainly due to the cost of replacing mooring lines and fenders, gravel and debris disposal and staff overtime.

#### **5. Port Marine Safety Code Audit**

- 5.1 A routine audit of Port Marine Safety Code compliance took place on 5 March. The audit report is at Appendix 2.

#### **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:	yes
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.)	
<u>Document</u>	<u>Location</u>
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 content of this report does not include any 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.

## APPENDIX 1

**River Hamble Harbour Authority  
2013 – 2014 Winter Storms – Lessons Learnt**

During the recent winter months, a number of storms have been experienced, with wind speeds in excess of 70 knots recorded at the Harbour Office on several occasions. Harbour Authority staff (and others) have spent a great deal of time dealing with problems involving boats and pontoons moored on the River, many of which were entirely avoidable. Boat owners can learn a great many lessons from this, the most significant of which are:

- **Pile lines** – all vessels on pile moorings must have lines attached fore-and aft, shackled to the pile rings. These should be lead to cleats on the outboard side of the vessel, using plastic tubing to protect the lines where they pass over sharp edges.
- **Berthing lines** – all berthing lines should be either braided or multi plait nylon or polyester. The lines should be of a size suitable for your vessel and may need to be considerably larger than those which you use during the sailing season. All berthing lines (ie breasts and springs) should be doubled up, preferably with separate lengths of rope in the winter. Ideally there should be at least 8 berthing lines and 2 pile lines securing your vessel on a pile mooring.
- **Fairleads and cleats** – check all your fairleads and cleats to eliminate sharp edges. It is amazing how quickly a rope can be destroyed by a sharp edge on a fairlead.
- **Fenders** – make sure that your fenders are properly inflated and securely attached. Ideally, they should be concentrated at the widest point, with others spaced evenly along the rest of the topsides. If you have a pontoon, consider fixing fenders to the pontoon edges.
- **Pontoons** – pontoon owners are required to self-certify on the condition of their pontoons once a year. Simply ticking the box isn't good enough – pontoons must be thoroughly checked, including arrangements for chains, cleats and floats.
- **Sails and dodgers** – ideally, sails and dodgers should be removed for the winter. If you must leave furled genoas bent on, do not rely solely on the furling line to keep the sail furled – a snapped furling line will result in a shredded genoa.
- **Spray hoods/cockpit enclosures/covers** – if these must remain in place during the winter, make sure that they are properly secured and consider frapping them for the winter (ie pass additional ropes over the top of the canvas).
- **Bow to prevailing conditions** – most boats will suffer less risk of damage if they are moored facing the prevailing wind (as far as possible).
- **Spreader clashes** – if you share a pile mooring without a pontoon, check to make sure that spreaders and other rigging are not able to clash with your mooring partner.
- **Insurance** – check your insurance. Are you covered for the winter months on your mooring? Is Third Party sufficient to protect your investment?

**Routine checks** - check your boat regularly, especially if high winds are forecast. It is unrealistic to leave your boat on its mooring at the end of the summer season and expect that all will be well when you return six months later, unless you check it regularly throughout the winter. A check once a fortnight is recommended. Your boat is your responsibility.