

Regs4ships

Port Marine Safety Code

River Hamble Harbour : May 2015

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1 Executive Summary

The River Hamble Harbour Authority remains compliant with the Port Marine Safety Code, subject to the findings of this report.

We have been auditing compliance with the Port Marine Safety Code and providing other support and assistance to the River Hamble Harbour Authority since 2001 and many improvements have been made including open, accountable and fit for purpose governance, long term planning and strategy and day to day management that is focused on safety and efficiency. There is a deeply rooted safety culture throughout the organisation.

A Safety Management System's main purpose is to implement the policies of the Harbour Board by laying down procedures and guidance that manage the risks; it must be a worthwhile management tool and should be updated and continually improved to take account of changing circumstances and risks.

During this audit the MCA "aide memoire" (a checklist dealing with all aspects of compliance with the Port Marine Safety Code) was completed. It is noteworthy that the completion of the "aide memoire" was a relatively simple process. This reflects that information required demonstrating compliance with the Port Marine Safety Code is readily to hand and that the required records are complete. There were no adverse comments made on the "aide memoire", a copy of which has been provided to the Harbour Master.

Compliance with the Port Marine Safety Code at the River Hamble Harbour Authority is now of the highest standard. This reflects the leadership of the Marine Director and Harbour Master (who has been well supported by the Board) coupled with the hard work and skill displayed by his deputy and the rest of the staff.

A Harbour Authority is custodian of *"a valuable asset presently safeguarded by the existing board, whose duty it is to hand it on in the same or better condition to succeeding generations"*¹. The retiring Marine Director and Harbour Master should be content that the River Hamble is indeed in better condition with respect to the Port Marine Safety Code than when he took post.

We make 1 recommendation:

1.1 Recommendation 1/15

The UKHO are informed that the quarantine buoy shown on Admiralty charts has been removed and will not be replaced and that information on third party websites is kept up to date.

This recommendation was closed out on the day of the audit.

2 Background

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. The main

¹ Modernising Trust Ports 200 DfT.

responsibility of the DP is to determine, through assessment and audit, the effectiveness of the marine SMS in ensuring compliance with the Code.

We report accordingly and ask that this report be presented to the Board at the next Board meeting.

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 the SMS.

3 Close out of observations from previous audit

3.1 Recommendation 4/14

The management of dry side risks and the involvement of the Health and Safety experts at HCC should be revisited especially the risks associated with the workshop, chainsaw and grinding etc.

This recommendation is closed out as the HCC expert has attended.

3.2 Recommendation 5/14

A clause is added to the general LNtRU 1 "General Instructions and Advice" (which is re-issued annually) to remind all contractors that they have a legal obligation to provide safe systems of work and that they should be skilled and/or qualified and hold appropriate insurance. The advice should also remind all those that engage contractors to ensure the contractor has produced risk assessments and method statements wherever appropriate.

This recommendation is closed out.

3.3 Recommendation 6/14

Records are kept of:

- Kill cord operation checks.
- Inspections of patrol boat PPE.
- Chainsaw maintenance and safety checks.
-

This recommendation is closed out.

4 Incident Records

These continue to be well compiled and analysed. There is nothing that causes concern. The action taken by the RHHA to the recent capsizing of a power boat near the entrance to the harbour demonstrated that it is well prepared for even unexpected emergencies.

5 Auditor's trip from entrance up the river.

As part of this audit the auditor went afloat in one of the launches and completed a passage from the Harbour Office to the Hamble Point buoy and then up stream to above the motorway bridge. This was a general re-familiarisation trip and to assess the ease of navigation for a first time visiting yachtsman, especially the identification of channels and aids to navigation. The trip raised no

concerns. The auditor gained the impression that pleasure vessels using the River are for ever getting bigger and that the River is “full”.

6 Resources available for first time visiting yachtsman.

Following on from the auditor’s trip afloat he examined all the resources available to a first time visiting yachtsman. The information available is extensive and complete and includes the following:

- Admiralty Charts + Admiralty Leisure Series Charts
- Admiralty Sailing Directions (see Recommendation 1/15 below)
- Reeds Almanac
- Bloc Marine
- visitmyharbour.com (info to be reviewed and updated)
- RHHA website
- Information from marinas (info to be reviewed)
- River Hamble Handbook and Directory
- Visitor guide to the River Hamble
- Local Port Services (VHF 68).
- Information available by phone from harbour office
- Information from Patrol Officer
- Information available on request from harbour office.

6.1 Recommendation 1/15

The UKHO are informed that the quarantine buoy shown on Admiralty charts has been removed and will not be replaced and that information on third party websites is kept up to date.

This recommendation was closed out on the day of the audit.

7 Informal review of risks

An informal discussion with the Harbour Master and his Deputy with input from a Patrol Officer on what are considered to be the greatest risks to safety on the River produced the following list:

- Swimmer in contact with vessel propeller
- Effects of alcohol
- Tender capsize
- Fire on vessel(s).

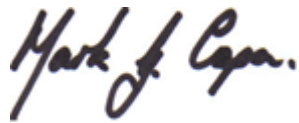
All of these risks have been formally assessed in accordance with the Safety Management System and we are content that all the reasonable precautions that should be taken have been taken.

Alcohol and going afloat do not mix and the Harbour Staff plan to launch an awareness campaign during the summer.

8 Conclusion

This audit confirms compliance with the Port Marine Safety Code. Compliance is audited independently and assured to the Duty Holder by an independent Designated Person.

Respectfully submitted



Mark G Capon
Designated Person under the Port Marine Safety Code
For and on behalf of Regs4ships Ltd

The following forms part of this report:

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