

HAMPSHIRE COUNTY COUNCIL**Report**

Committee	River Hamble Harbour Board
Date:	19 November 2010
Title:	Harbour Master's Report
Reference:	2262
Report From:	Director of Culture, Communities and Rural Affairs

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1. Summary

- 1.1. This report summarises the incidents and events in the Harbour from 7 September to 8 November. Any incidents or events which take place after distribution of this report will be the subject of a separate Annex to be distributed at the meeting.

2. Patrols

- 2.1. The Harbour has been patrolled by the duty Harbour Master between the hours of 0700 and 2100 during September and from the 1 October 0800 to 1800.

3. Incidents and events

- 3.1. 7 September. Call received regarding a sewage pollution incident at Badnam Creek. Patrol Investigated and Southern Water was called. It was found to be coming from the overflow pipe.
- 3.2. 11 September. Call received from the River taxi that an XOD boat had collided with the taxi whilst it was moored alongside the Warsash Jetty. The boom of the XOD boat swung across the taxi and nearly struck three children. Patrol investigated the incident.
- 3.3. 12 September. Calshot Lifeboat brought in a broken down speedboat. Patrol took over the tow and took the vessel into Hamble Point Marina.
- 3.4. 12 September. Call received regarding a collision witnessed on the visitors pontoon. Patrol investigated the damage and took witness statements.

- 3.5. 12 September. Patrol re-secured a vessel on a mooring buoy after shackle beneath buoy failed. Owner informed.
- 3.6. 14 September. Call received from Coastguard regarding a vessel with engine failure. Patrol towed the vessel to safety and moored it on the visitors pontoon.
- 3.7. 17 September. Patrol re-secured a vessel to a mooring after discovery of a missing shackle. The shackle was replaced and the owner informed.
- 3.8. 20 September. Patrol recovered an inflatable tender from Swanwick Marina, which had been abandoned. Reported to Project Kraken.
- 3.9. 22 September. Patrol assisted a vessel that had run out of fuel and had come alongside another vessel.
- 3.10. 22 September. Report of a boat that had broken its mooring and was laying alongside another vessel. Patrol assisted with moving the vessel to safety and contacting the owner.
- 3.11. 23 September. Office received a call regarding a theft of an outboard engine from a mid-stream mooring. This is the second engine reported stolen in this area. Police informed.
- 3.12. 24 September. Report received from a vessel that he had collided with another vessel in the harbour. Patrol investigated and contacted the owner.
- 3.13. 26 September. Office received a call regarding a pontoon that had got trapped under water at one end. Patrol removed one vessel from the mooring and took the other owner out to his boat. The pontoon eventually rectified itself with the assistance of the owner. The problem was reported to The Crown Estate.
- 3.14. 26 September. Patrol called to assist with two separate vessels that had broken down and required a tow to the nearest point of safety.
- 3.15. 1 October. HM received a call at 0500 that the fuel pontoon at Stone Pier Yard had sunk at its moorings, but with very limited pollution. Harbour Office staff attended and assisted with clear up and pollution prevention.
- 3.16. 1 October. Office was contacted by Solent Coastguard regarding a large yacht that had gone aground on Hamble spit. A passing lifeboat (Dover) was attending but also required assistance from Patrol. The vessel was eventually towed from the spit and brought back into the harbour.
- 3.17. 6 October. A large crane barge arrived in the Harbour to start salvage operations at Stone Pier Yard.
- 3.18. 9 October. The fuel Jetty was re-floated and moved to the quay wall at Stone Pier Yard and was then deliberately re-sunk.
- 3.19. 10 October. Patrol received a call from Hamble Rescue that a vessel that was towed in earlier was now afloat at Universal Marina. The emergency services were called and on scene promptly. It was soon discovered that the vessel was not on fire and that the engine had just overheated and created a lot of smoke.

- 3.20. 3 October. The office received a call that the pile iron on mooring A12 had failed. The affected mooring holders were contacted and the vessels moved either by the patrol or the owners themselves. The Crown Estate contractors were informed and will carry out the repair work this week.
- 3.21. 20 October. Report received of sunken houseboat at Saltern's Boatyard. No pollution reported but Harbour Office staff attended and an absorbent boom was deployed around the boat in order to reduce the risk of oil leaking out into the River.
- 3.22. 22 October. Request for assistance from yacht with rope around propeller. Patrol attended and towed from Hamble Point buoy to HM Jetty, Warsash.

4. Project Kraken

- 4.1. Staff undertook a training session with the Hampshire Marine Police Unit regarding Project Kraken. In partnership with the Marine Unit, the Harbour Office has produced a visitor data card to be handed out to any new visitors to the harbour. An information sheet has also been handed out to Crown Estate mooring holders with their annual invoice.

5. New Patrol Boat

- 5.1. The first of the two new patrol boats, supplied by Cheetah Marine of Ventnor, has now been delivered. There are a number of changes incorporated into the new vessels, which includes a door on the starboard side, which will make it easier to recover casualties and objects from the water. A small generator has also been installed, so that electrical power can be provided quickly in the event of an emergency. The second patrol boat is expected to be delivered by the end of the year.

6. OPRC (Oil Preparedness, Response & Co-operation Convention) Audit

- 6.1. An audit of our oil spill contingency plan was conducted on the 28 June 2010. The plan is audited every five years by the Maritime and Coastguard Agency (MCA). The audit went very well and revealed no non-conformities. The MCA agreed that there was no need to complete the planned exercise for the area around the M27 bridge due to the two major incidents during the summer, both of which required full activation of our plan.

7. Port Marine Safety Code compliance audit

- 7.1. A bi-annual audit of compliance with the Port Marine Safety Code was carried out by the Designated Person (Marine Enforcement Ltd) on 6 October 2010. The audit report is at Appendix 1.

8. Speeding prosecution

- 8.1. Previous reports have indicated the intention to prosecute the owner of a Personal Water Craft for speeding in the River Hamble. The prosecution is now complete. The accused pleaded guilty at Lyndhurst Magistrates' Court on 6 October 2010. He was fined £85 (plus £15 for the Victim Support Fund) and ordered to pay £500 in costs. A press release has been issued.

9. Associated British Ports Capital Dredge

- 9.1. Associated British Ports (ABP) is planning to undertake a major capital dredge operation of the Solent and Southampton Water in 2012. Work to secure a legal agreement between ABP and River Hamble Harbour Authority (RHHA) is proceeding well and is now in the final stages. The legal agreement details the remedial actions that will be undertaken should the capital dredge cause a loss of depth in the Hamble and/or the migration of the main navigation channel. ABP do not believe that this is likely but are willing to enter into this agreement to remove the RHHA's concerns. The RHHA is hopeful that the agreement between ourselves and ABP will be finalised and signed by both parties before January. The most appropriate way to disseminate the details of the agreement to River users is currently under consideration and it is hoped to be able to provide this information shortly.

10. Workshop and storage

- 10.1. Following the expiry of the lease on the former Solent School of Yachting, the Harbour Authority was given one month's notice to vacate the workshop and oil spill store on the site. This was unexpected, because the Harbour Authority had, up until that point, been assured of a sub-lease from the new tenant of the site. Temporary storage arrangements have been made and a number of options for a longer term solution are being considered.

11. Recommendation

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

APPENDIX 1

07th October 2010

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 06 October 2010

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

Over the past two reporting periods there have been many observations as to the effectiveness of the SMS as a workable management tool. Its primary purpose being to manage risk on the water and produce auditable documentation such as procedures and records, to not only act as a shield when faced with uncomfortable scrutiny but also to be used as a tool for enforcing and regulating activities within the Authority's jurisdiction.

Over time the SMS had grown considerably into some 14 Volumes and it was apparent that the system was more of a burden rather than aiding effective management of the river.

Staff and role changes within the Authority have now been agreed upon are in place. This transition was highlighted as an opportune moment to re-fresh the SMS and Risk Register.

We are entirely satisfied with the work that has gone into rejuvenating the SMS and risk assessment process and it is refreshing to hear from you that once again, the system is working for you, not against.

1.1 Risk Assessments

In conjunction with the DHM and Marine Enforcement, a new template has been generated to capture risks pertinent to operations on the River and the register now reflects the ALARP principle and is intuitive. 17 targeted risk assessments have now been developed with more to be populated in the near future. The Register is now well understood and employs only one methodology rather than 6 as previously reported against.

There will be some overlap with Hampshire County Council's HSE risk assessments for dry-side operations and this is entirely appropriate. Risk assessments for manual handling, lone working and trips, slips and falls etc. can be generated by the Authority for wet-side operations and it is suggested that these be passed to HCC HS manager for ratification and HCC policy compliance.

1.2 MAIB digests

A procedure is now in place for the general dissemination of safety literature and acknowledgement by staff is positively recorded.

1.3 Operational responsibilities

These have now been effectively delegated to various staff members and is positively acknowledged and recorded.

1.4 Notice to river users

A separate section in the SMS is now dedicated to recording of these notices and the list is extant with superfluous LNtMs from other jurisdictions removed.

1.5 Index

The SMS has been considerably condensed and the Index now reflects this.

1.6 NCNs

The requirement to raise an NCN against the SMS is fully understood and a procedure to raise and close these should be incorporated in the appropriate section of the SMS.

1.7 Harbour Board

This has been actioned and we further suggest that the Harbour Board, whilst stating that they will publically pledge their commitment to the Code, adds an additional sentence stating that a Safety Plan for Marine Operations will be published every 3 years. This has already been developed by the management staff but the plan will require evidence, through statistics, of the level of safety that is being maintained on the River.

2 ORGANISED EVENTS

The renewed code of practice for organized events on the River has proved a great success. Meaningful dialogue is now held with the yacht and sailing clubs promoting the level of safety during these regattas. A firm control is now being achieved by the Authority as to the safety measures that have to be put in place by the body responsible and reliance on RHHA presence on the water is not taken for granted.

3 POLLUTION INCIDENTS

The Authority has seen its fair share of these over the past 18 months and a great deal has been learned as to the reactions that are required for containment. Adler and Allen have proved their worth and as each incident has been dissimilar, a valuable dossier of lessons learned is being generated.

The MCA conducted an OPRC audit earlier this year, the results of which were very encouraging. The minor observations noted will need to be closed out in due course.

Seasonal and casual staff are being placed on 1 day oil spill response courses 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.

4 STONE PIER YARD FUEL PONTOON

With the recent demise of the fuel pontoon, and the ensuing recovery programme, it was discussed that if the pontoon alone was to remain on the riverbed for some time, the provision of an isolated danger mark with would be appropriate. A hydrographic note should be raised and submitted to the UKHO.

Appropriate NtRUs have been issued and whilst the recovery of the hut and walkway is underway further notices will be issued concerning the reduced navigable channel widths whilst the salvage barge and crane are operating.

5 SUMMARY

The SMS has very much improved since the custodian (DHM) has taken an active role in its application and it is quite obvious that this vital documentation will further aid the management of safety on the water. The Register is to be further populated and falling out of that we will expect to see resultant procedures put in place to manage the identified risks. In conclusion, we are entirely satisfied that the RHHA remains compliant with the PMSC and a certificate is issued along with this report.

Yours Sincerely

A handwritten signature in black ink, appearing to be 'MR', followed by a period.

Mark Robinson
Attending auditor on behalf of Marine Enforcement
Designated Person