

HAMPSHIRE COUNTY COUNCIL**Report**

Committee	River Hamble Harbour Board
Date:	8 April 2011
Title:	Harbour Master's Report
Reference:	2766
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 January 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 by the duty Harbour Master at various times between the hours of 0800 and 1800.

3. Incidents and events

- 3.1. 1 February. Patrol noticed a vessel which appeared to be broken into. The owner was contacted and it was confirmed that certain items had been stolen from the vessel. Marine Police were informed.
- 3.2. 2 February. Call received from Royal Southern Yacht club that they had noticed a buoy mooring had become free and was laying alongside a pontoon mooring. On investigation it was discovered that the upstream riser chain had parted. Patrol recovered the chain, buoy and pick up line and then contacted the owner.
- 3.3. 3 February. Patrol recovered a stolen Zodiac tender and returned it to the rightful owner.
- 3.4. 4 February. Office received a request for assistance, due to engine failure on a tender. Patrol provided a tow back to shore.
- 3.5. 12 February. A lady came into the office to report that she had received a telephone call from her husband, that his boat had broken down and drifted

onto a beach but was unaware of his location. He also had his 6 year old grandson onboard. The office contacted the Coastguard, whilst the Patrol went to investigate. The boat was found just outside the Harbour entrance. The Coastguard were informed of the location and helped to assist the occupants to safety.

- 3.6. 13 February. The DHM received a telephone call at 03:00 from the Dock Master at Port Hamble that a vessel was sinking at HYS and forcing the pontoon down as well. The DHM telephoned the HM for assistance and both attended the incident along with staff from HYS. The vessel had already sunk on arrival. Vessels moored close by were moved to other berths and an oil boom was placed around the sunken boat.
- 3.7. 14 February. The sunken vessel was raised by using airbags positioned by divers and then moved to the crane at HYS. The vessel was lifted out of the harbour by 14:00. There was minimal pollution throughout the incident.



- 3.8 2 March. Report of a small amount of diesel oil entering the River via a land drain at Deacon's boatyard. Investigations failed to find the source. Environment Agency informed.
- 3.9 5 March. A small waterlogged powerboat berthed on the Warsash Jetty. Patrol assisted with pumping out the vessel and then towing it to the slipway to be recovered.
- 3.10 6 March. Telephone call received from Southampton Patrol reporting that a motorboat had been witnessed by VTS crossing the path of a container ship.

The boat was returning to Hamble. Hamble Patrol stopped the vessel and gave a verbal warning to the skipper.

- 3.11 6 March. Patrol gave assistance to a yacht that had fouled its propeller on a fore and aft mooring. Divers were called to help free the yacht.
- 3.12 13 March. Telephone call received from Southampton VTS regarding a racing mark that had been placed in the main channel by Warsash Sailing Club. VTS required contact details for the Race Officer, so that the mark could be removed.
- 3.13 26 March. Call received from a vessel with engine failure requiring a tow. Patrol towed the vessel to safety.

4. Code of Practice for Events

- 4.1. A meeting to review the Code of Practice for Events was held at Warsash Sailing Club on the evening of 9 February. It was attended by the HM, DHM and representatives of the clubs and organisations responsible for organising the various events in the harbour. It was agreed that the new Code of Practice, introduced in 2010, was working well. A few minor amendments were agreed.

5. Port Marine Safety Code audit

- 5.1. The Harbour Authority's compliance with the Port Marine Safety Code was subject to a full audit by Marine Enforcement Ltd on 11 March 2011. The audit report is attached at Appendix 1. Actions are being taken to address the shortcomings identified.

6. 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

Port Marine Safety Code audit report

11th March 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 11 MARCH 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, considerable progress has been made to identify all the relevant parts affecting the river operations which need to be contained within the SMS. The latest version of this SMS now stands within 5 workable volumes which are accurately referenced and pertinent parts easily accessed. The associated Risk Register has been developed substantially and now reflects ALARP assessments which are relevant to the operations undertaken.

We are entirely satisfied with the work that has gone into rejuvenating the SMS and risk assessment process and all observations from the previous report are considered closed-out.

2. OBSERVATIONS RAISED

2.1 Risk Assessments

A new template was introduced at the end of last year and has been developed appropriately to capture risks pertinent to operations on the river and the register now reflects the ALARP principle and is intuitive. The Register is now well understood and serves good purpose to those managing river operations.

Whilst appreciating the newly introduced system is under continual development and is fit for purpose, it is recommended that the “Hazard Reference” for each identified risk be given an appropriate title instead of a date as is currently shown; the hazard reference will become useful when associated with new and existing standard operating procedures (SOP).

2.2 Statistics

In order to simplify reports sent to the Harbour Board pertaining to reported accidents/incidents and reportable NCN's on the river and within its overall management, it is recommended that statistics be generated and shown visually by means of graph/table indicating percentages of reported incidents and their frequency; this can be analysed at regular intervals and will provide a clear pictorial of any re-occurring incidents which can be controlled by re-assessing the risk register and appropriate SOP.

2.3 Incident Reports

During the sampling process of viewing filed incident reports it was noted that a completed incident report form had not been signed off by the Harbour Master as being read. Having spoken with the Harbour Master regarding this particular incident, it was clear that it had been dealt with and appropriate action was taken to close-out. A robust system of reviewing incident reports and closing out procedures should be introduced. The HM & DHM could employ a system whereby the file is reviewed at a regular interval to ensure each report which is not already closed-out is re-addressed and necessary action is taken.

2.4 Policies

The Policies issued by the Board to promote Safety, Protection to the Environment etc. are all valid and the content meets the requirements of the PMSC, however, it was noted that some of these were unsigned by the Chairman. It is recommended that the content and commitment to each policy be reviewed by the Board and newer, signed versions be displayed to prove that the Board takes an active role in the review of port operations, its policies, standards and commitments.

2.5 Small Commercial Vessels

When completing the PMSC compliance checklist the auditor asked to see the paperwork for the Harbour Launches used for all river operations and enforcement. It was identified that the launches used by the RHHA are not “Coded” as work boats and have not been issued with Small Commercial Vessel Certification by an authorized body. Depending on the varied methods of employment of the work boats, the below text might be considered. It is recognized that a robust maintenance regime is in place for these boats, all crew are competent and qualified to at least Powerboat level 2.

10.3.1 of the “Guide to Good Practice on Port Marine Operations” states that:-

“Harbour authorities should ensure that workboats used in their harbours are ‘fit for purpose’ for any use to which they are put and that they comply with the Merchant Shipping (Small Work Boats and Pilot Boats) Regulations 1998 and the associated Safety of Small Work Boats and Pilot Boats a Code of Practice. A further code of practice, The Boarding and Landing of Pilots by Pilot Boat, is published by the British Ports Association. Harbour authorities should use risk assessment to identify where hazards exist and what mitigation measures are required. This process should apply equally to any activity undertaken by a workboat.”

RHHA’s SMS contains a discretionary “towage” service for vessels requiring assistance and this is clearly restricted to vessels up to 12 tonnes. With this in mind, the RHA may choose to ‘self-certify’ the vessels as fit for their intended purpose.

2.6 Document & Version Control

Due to the complete overhaul of the Register and associated Procedures, it was noted that all documents have been sanitized of any version history. Whilst it is appreciated this is essentially a newly introduced SMS, it is recommended that all future amendments to any part of the SMS be notated on the affected document and also contained within a Master list of documents to ensure all obsolete documents are removed.

3 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.

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. As each seasonal member or casual worker is employed, they too will receive appropriate training.

5 STONE PIER YARD FUEL PONTOON

The fuel berth has been painstakingly recovered from the riverbed and made securely fast near the sea wall and is awaiting complete removal.

Appropriate NtRUs were in place whilst the recovery of the pontoon was underway and updated notices will be issued concerning the re-instated navigable channel widths. It is forecast that the complete removal of the pontoon may take several more weeks.

6 SUMMARY

The river is no longer divided into different working areas and is now considered as one river as a whole, any pros and cons of this will be highlighted as the season progresses but we think it is a good example of the pragmatic approach being given to the operation by the HM and DHM. New systems are being adopted and objective views are well considered.

The SMS has been modified to become a workable tool for all members involved in its uses; it is quite obvious that this vital documentation will further aid the management of safety on the water. The Register has been further populated since the last audit and comprehensive SOP's have been 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



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