



**MINUTES OF A MEETING OF THE HARBOUR SAFETY MEETING HELD ON MONDAY 19<sup>TH</sup> OCTOBER 2009 AT 1430 HOURS IN THE BOARD ROOM OF THE HARBOUR OFFICE OF POOLE HARBOUR COMMISSIONERS**

<b>PRESENT:</b>	Brian Murphy – (BM)	HM, Poole Harbour Commissioners
	David Knight –	Poole Harbour Commissioners
	Peter Burt -	Poole Harbour Commissioners
	Sally Davis -	Poole Yachting Association
	Sally Jeans -	Poole Yachting Association
	Paul Harris -	Royal Motor Yacht Club
	Peter Clark -	North Haven Yacht Club
	Martin Pearson -	Parkstone Yacht Club
	Nick Holland -	Dorset Lake Shipyard
	Laurie Thornton Grimes -	Poole Yacht Club
	Peter Stanaway -	Rockley Cruising Club
	Joseph Lambert -	Dorset Cruises
	Major Neil Wraith -	Royal Marines
	James Sydenham -	Salterns Boatyard
	Alan Jones -	Brittany Ferries
	Paul Wood -	East Dorset Sailing Club
	Kevin Walters -	Blue Line Cruises
	Pip Hall -	MCA
	John Guess -	Lilliput Sailing Club
	Colin Stewart -	Lilliput Sailing Club

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**1. INTRODUCTION**

**Brian Murphy**, Harbour Master thanked everyone present for attending the meeting. He confirmed that this was the second liaison meeting to be held. He asked those present to introduce themselves around the table. BM stressed that this meeting was an open forum to try and understand the safety issues and needs of leisure and commercial harbour users. He confirmed that the minutes would also be circulated on the PHC website.

**2. APOLOGIES**

There were no apologies.

**3. MINUTES OF LAST MEETING**

The minutes of the meeting held on Tuesday 24<sup>th</sup> March 2009 were approved.

**4. MATTERS ARISING**

Martin Pearson (PYC) asked again if he could be sent the short video clip showing a busy summer weekend in Poole Harbour which was played at the last meeting.

Kevin Walters (BLC) confirmed that race schedules had been received.

BM confirmed that a complete list of incidents would be sent to PYA at the end of November.



BM played three short video clips concerning incidents that had occurred within the Harbour. He confirmed that there had been no major incidents since the last meeting held in March.

## **5. RACE EVENTS**

Sally Davis (PYA) confirmed that a provisional list for 2010 had been circulated but there were still further race events to be added. A form was passed around the table to all members in order that the appropriate email addresses could be given to Sally Davis for further race event circulation.

Martin Pearson (PYC) advised that the International Paint Regatta would be held during the May Bank Holiday in 2010.

## **6. COMMUNICATIONS**

BM confirmed that communication had improved between Race Officers and Harbour Control. He further confirmed that the balance between race starts and ferry timings had greatly improved the situation. BM advised that visits to Harbour Control had also contributed.

BM confirmed, however that there had been an incident with dinghies crossing Middle Ship Channel in front of the 'Cotentin', with lack of communication being a contributing factor.

Pip Hall (MCA) confirmed that a remote aerial had been installed adjacent to Piplers in Poole which had greatly improved communication within the Harbour. He further confirmed that work was progressing on the installation of a new aerial on Barrow Down to further improve the situation.

## **7. RISK ASSESSMENT**

BM asked that all members review their risk assessments prior to next season and forward them to the Harbour Office. A full discussion ensued as to the importance of reviewing a risk assessment when an incident occurs rather than at the end of the season.

BM confirmed that a number of meetings had been held with the Royal Marines and subsequently a revised Memorandum of Understanding had been produced. He further confirmed that communication had improved. BM advised that three incidents were still pending but none of these involved excessive speeding. He further advised that the RM are currently conducting their own internal investigations.

Kevin Walters (BLC) raised his concerns regarding wash from RM vessels. He further advised that on several occasions in the Harbour RM vessels were transiting too close to his vessel. BM confirmed that discussions had been held in depth and it had been agreed that the best solution was to have the crafts on planing speed. Major Wraith (RM) agreed to discuss at the base, proximity to harbour users when transiting at speed.

## **8. HARBOUR CONTROL, RACE PLATFORM & SHIP VISITS**

BM confirmed that a number of visits had been taken up with Brittany Ferries and Condor Ferries which had proved to be very constructive. Kevin Walters advised that although he had extended an invitation there had been no takers. BM advised that this would be a perfect opportunity to see the harbour from a passenger boat



operator's viewpoint. Sally Davis confirmed that an email had been sent advising everyone of potential visits.

**9. RACE MARKS**

BM confirmed PHC would continue to lay, lift and store the race marks.

**10. SHIPPING MOVEMENTS**

BM stressed the need for Race Officers to check with Harbour Control for shipping movements.

Sally Davis asked if it would be possible for 'Barfleur' to sound one short blast at North Haven Beacon in order that harbour users were aware of her impending presence. Sally Davis advised that this would only be necessary on Saturday and Sundays. BM advised that this could be an issue with Masters but he would discuss further with Brittany Ferries.

**11. REPORTED INCIDENTS**

BM tabled and also had on screen, incidents from March to September 2009. He advised the members on the procedures taken which included patrols in the harbour and the prosecution process. He further confirmed that the vast number of speeding issues involved jet skis. BM advised that the safety ribs were working well.

BM advised that not enough yachts were carrying sound signalling devices. Martin Pearson (PYC) confirmed that 95% of yachts do have this device. It was agreed however that a number of classes do not carry this equipment and should do. BM requested that the relevant classes be reminded of the IRPCS requirement.

Concerns were raised regarding the Sandbanks Chain Ferry. These concerns were specifically regarding the strobe light flashing and the black ball in the 'up' position when the vessel is stationary and still loading. BM confirmed that he was aware of this problem and a letter had been sent accordingly. Further concerns were raised regarding the length of the chains pertaining to the vessel. BM advised that surveys had been undertaken which had not shown any change but he would ask the question with the chain ferry company.

**12. ANY OTHER BUSINESS**

Pip Hall (MCA) advised that an exercise would be undertaken on the chain ferry on Sunday 29<sup>th</sup> November 2009 between 9.30 and 11.00 a.m. He further confirmed that the exercise would involve a mock fire within the engine room of the vessel. BM confirmed the Harbour Entrance would be blocked between 9.30 and 10.00 a.m. and PHC vessels would be utilised for the exercise. A local Notice to Mariners would be despatched accordingly. After discussion it was agreed that all race events would be timed as necessary.

Pip Hall (MCA) requested that in future any emergency calls be routed directly to Portland Coastguard. He also requested that in the case of a fire onboard a vessel it would be necessary to get the boat alongside the quays as quickly as possible.

Pip Hall (MCA) advised on the Bournemouth Air Show. He advised that during the Red Arrows air display 930 vessels had been counted between the piers with 95% of vessels having more than six persons on board. He further confirmed that the RNLI



had dealt with 31 incidents during the period. Pip Hall thanked everyone for their support but asked that in future it would be helpful if when the air show had finished everyone would not leave the air show at once. Pip Hall had confirmed that a diver

would be available in future to clear entangled propellers and two mechanics would also be available to assist as necessary. This will hopefully ensure that the all weather life boat will be on station and not utilised as a towage vessel. BM confirmed that next year a Local Notice to Mariners would be promulgated, extra patrol vessels will be at the harbour entrance and the possibility of extra bridge lifts will be discussed at a future Bridges Operating Board meeting.

Pip Hall reiterated the importance of tenders being marked.

Pip Hall advised the coastguard were continuing to receive and dispose of out of date pyrotechnics. He further advised that he would be contacting clubs in November to commence another collection.

Pip Hall requested the importance of harbour users utilising channel 16 once leaving the harbour.

BM requested that clubs take a more proactive stance when their members or skippers taking part in organised race events are involved in an incident. Depending on the seriousness of the incident disciplinary action should be taken by the relevant club and not necessarily always by PHC. Parkstone Yacht Club and Poole Yacht Club both confirmed that they were already proactive. BM requested that this information be passed on directly to him in order that this can be included within his Monthly Marine Safety Report which is presented to the Commissioners' board meetings.

BM confirmed that a local Notice to Mariners had been promulgated regarding lifting the speed limit within the harbour to emphasise that this is only applicable in the main channels and not through the harbour entrance.

BM thanked everyone for attending the meeting.

Date of next meeting – Tuesday 9<sup>th</sup> March 2010 at 2.30 p.m.