



ANNUAL MARINE SAFETY REPORT

April 2007 to March 2008





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- 2. Harbour Vessels**
- 3. Personnel**
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- 8. Harbour Control**
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The aim of this report is to appraise the Board of the work that has been undertaken in the Harbour Master's Department in the last 12 months, with particular emphasis on marine safety.

The report will:-

- Consider the effectiveness of the Safety Management System.
- Summarise the achievements and improvements of the last 12 months.
- Set the targets for improvements for the forthcoming year.
- Consider the trends, if any, in accidents and incidents.
- Outline the outstanding concerns for safety and list the intended actions for improvement.



Marine Safety Report

Annual Summary

1st April 2007 to 31st March 2008

1. Safety Management System

The system is made up of a set of dynamic documents, which are continually referenced and updated. The Harbour Master has recently completed a complete review of the Pilotage Manual and Directions including the Poole Pilotage Plan and the Harbour Control Procedures after lengthy consultation. An external audit of the system was completed in 2006 with another scheduled for 2009.

The system has worked effectively over the last 12 months. There have been no serious accidents or incidents and the resources in place have been able to cope satisfactorily. The PHC policy of education of harbour users combined with a high profile presence has paid dividends and behaviour on the water has been generally encouraging. 8 successful prosecutions have been completed. A list of offenders is at Table 1.

Internal audits have been carried out on a monthly basis and any non-conformities have been reported to the Board, verbally, on a monthly basis. A list of checks, results and resultant actions is at Table 11.

All commissioners, as duty holders of the Port Marine Safety Code have signed to say they have read and understood the Port Marine Safety Code and as a Duty Holder will comply with the requirements of the code.



The Safety Management System is made up of the following files:

- 📁 General
- 📁 Monthly Safety Reports
- 📁 Navigation and Maintenance
- 📁 Hydrographic Surveys
- 📁 Risk Assessments
- 📁 Risk Assessment from Outside Authorities
- 📁 Complaints and Incidents
- 📁 Court Cases and Formal Warnings
- 📁 Local Notices to Mariners
- 📁 Safety Inspections and Reports
- 📁 Maintenance of Vessels

- 📁 Poole Marine Safety Management Plan
- 📁 Harbour Control Procedures
- 📁 Pilotage Manual
- 📁 Harbour Services Efficiency Agreement
- 📁 Patrol Officers Instructions
- 📁 Dangerous Substances Regulations
- 📁 Guide to Good Practice
- 📁 Competence Standard for Port Personnel
- 📁 Poole Emergency Plan/Poole Security Plan
- 📁 Poolspill

2. Harbour Vessels

Herbert Ballam – Classed as a +100A1 tug, Limited European service area, LMC at Lloyd's Register and under the MCA Code of Practice for Small Commercial Vessels.



Herbert Ballam Vessel activity 2007/2008:

- ✚ Assisting ferries to maintain schedule.
- ✚ Assisting cargo vessels berthing and sailing as required.
- ✚ Expedites dredger journeys to and from spoil ground
- ✚ Laying PYA race marks in Poole Bay
- ✚ Harbour Patrols
- ✚ Assist Dorset Police with firearms training, also one body recovery.
- ✚ Buoy recovery from Hook Sands
- ✚ Pilot boat duties
- ✚ Ten year Special Survey for Lloyd's Register at Manor Marine, Portland.
- ✚ Towed dredger to Portland and return.
- ✚ Hired to Royal Marines assisting with pontoon works.



C H Horn – Not classed under any survey regime, but all H.S.E. and L.S.A. requirements are overseen by the M.C.A.

Main role in the past has been the maintenance of the main channel navigation marks and maintenance dredging. This year and going forward she will be used for sediment management and local dredge contract work.

Next year consideration will be required for the replacement of the cabin and introduction of some technology to enable more accurate dredging.



C H Horn Vessel activity 2007/2008

- ✚ Maintenance dredging, mainly New Quay and extension, also Ballast and Bulwark quays.
- ✚ Buoy maintenance programme.
- ✚ Lifting/launching “Creekmoor”, “Vigilant”, “Survey 1” and “Vanguard” for repairs or maintenance.
- ✚ Assisting engineers as work platform/crane at RoRo 3.
- ✚ Lifting car from Fishermen’s Dock.
- ✚ Biannual refit at Portland (Manor Marine).



Rough Ryder - Coded under the M.C.A. Code of Practice for Small Commercial Vessels.

This vessel continues to be the workhorse of the organisation maintaining buoy lights, minor buoys and stakes as well as small moorings. Has performed very well this last year.



Rough Ryder Vessel activity 2007/2008

- ✚ Principle light tender for buoys and beacons
- ✚ Stakes and buoys in minor channels
- ✚ Towage for boats adrift or in the wrong place.
- ✚ General work platform for minor fender work, mooring piles maintenance and repair,
✚ cleaning landing steps etc.
- ✚ Shellfish surveys for Borough of Poole Council.
- ✚ Annual survey for Small Commercial Vessels Code of Practice, maintenance work done in-house.

Creekmoor - General purpose aluminium workboat. Not coded. Shallow draught makes this boat useful for future moorings work going forward.



Creekmoor Vessel activity 2007/2008

- ✚ General purpose workboat, useful for reaching shallow parts of the Harbour and getting into Holes Bay without a bridge lift.
- ✚ Checking licenced moorings
- ✚ Maintained in-house.
- ✚ In-harbour shellfish surveys for Borough of Poole Council.






Vixen - Ex RNLI Atlantic 21. Not coded. Used as high-speed interception patrol craft and for general work through the season. Stored ashore out of season.

Recently replaced both engines with two procured from RNLI. This craft continues to play a significant role in maintaining safety in the harbour.



Vixen Vessel activity 2007/2008

-  Harbour Patrols.
-  General-purpose launch.
-  Maintained in-house.

Vigilant – Targa 25 patrol boat. Not coded. Performs very well as harbour police boat. Requires only routine maintenance and regular pressure washes of the hull in season. This craft is essential in the fight against byelaw infringement and the main stay in patrol duties. Consideration should be given to secure its long-term commitment to stakeholders.



Vigilant Vessel activity 2007/2008

- ✚ Maintained normal patrols through 6 month season.
- ✚ Available as HM launch as required out of season.
- ✚ Major refit.



Survey One – Dedicated hydrographic survey launch. Coded to M.C.A. Code of Practice for Small Commercial Vessels. Used at week-ends in season as a patrol boat, usually escorting ferries and commercial shipping in and out of the Harbour. Recently landed for full mechanical service and hull maintenance. Performs well with routine maintenance.



Survey One Vessel activity 2007/2008

- ✚ Fully equipped survey launch, produces data for Admiralty charts.
- ✚ Annual survey for Small Commercial Vessels Code of Practice.
- ✚ Harbour patrols at week-ends.
- ✚ Maintained in-house.





Viper – Personal watercraft on seasonal loan from Bombardier Recreational Products.

Costs to PHC limited to insurance and riders' payment. This vessel's speed and shallow draught make it an essential tool in byelaw enforcement in the Harbour.



Viper Vessel activity 2007/2008

-  Personal watercraft on permanent loan from BRP.
-  Harbour patrols.

Vandyke – Pilot boat. Certificate valid until 2009. Suffered a port engine fire in August 2007 which resulted in engines, gearboxes and shafts replaced with a substantial refurbishment which should see her coded for a further 10 years when she will be 40 years old and ready for replacement.



Vanguard – Entered pilotage service in July 2007 operating well as a dual purpose pilot / patrol vessel. As you would expect she suffered initial teething problems, all of which were either dealt with satisfactorily by Delta under warranty, or were negated by introducing or changing procedures.

The only issue of note was the major failure of the port engine in September. This was covered under warranty by Volvo and a new engine fitted.





Venture – Mainly used as a standby vessel, having been replaced by Vanguard. She received only breakdown maintenance, and the bare minimum of fabric maintenance until she was sold in April 2008. She had been in service as a pilot vessel for 40 years.



3. Personnel

There were four minor injuries to personnel over this period, one burn from a grinding accident, one injury resulting in back pain, and two suffering smoke inhalation as a result of the pilot boat fire.

Three employees remain on long-term sick leave and unlikely to return to work.

One Harbour Control Officer has left and his replacement is now a fully trained member of the team. Her recent experience has included seven years as a VTS assistant at Southampton. The new Moorings Clerk has settled in very well concentrating on the administration of moorings within the harbour.

4. Training

5 yearly revalidation of pilots has been introduced to include simulator training at the Transas facility in Portsmouth. Two courses will be required with the second involving an assessment.

The courses will be based on Bridge Resource Management to include emergency scenarios and blind pilotage.

The senior Class 1 pilot will also assess the pilots in the harbour during this period.





The harbour controllers are now required to complete a 3 yearly refresher course with their logbooks being revalidated every 5 years. All controllers are currently in date. CCTV training is scheduled for the coming year.

Three deckhand have completed NVQ level 2 in port operations (marine).

The training of the pilot boat crews is obviously an important aspect that by its very nature requires both blanket coverage and defined targeting.



Throughout the year, courses that the boat crews have actively participated in include:-

-  Planing Hull Course – Operated by the RNLI.
-  First aid at Work refresher – Ambulance Service.
-  Risk Assessment Course – In house by D. Laut.
-  Advanced Powerboat Course – RYA.

It is hoped that the RNLI simulator can be used for further training to include emergency procedures and blind pilotage.

Full training matrix appendix 2

5. Surveying

All surveys have been completed in accordance with the planned programme. The plan for April 2008 is at Table 9 and shows the timescale, frequency and priority.

All data is sent to the Admiralty Hydrographic Office for inclusion in the local charts. The new chart of Poole Harbour was published in August 2006.

6. Incidents

Since the introduction of the 'Cotentin' in November 2007 there has been a number of complaints/incidents regarding the wash that has been created at the entrance and on the soldier bank between Middle Ship Channel and the Wych Channel. The situation has been improved through consultation, education and by introducing additional safety measures.

There are no disturbing trends. Continued progress has been made with the local yacht clubs in identifying current shortcomings and agreeing a plan for improvements in yacht racing procedures. This has included encouraging race officers to visit Harbour Control, regular liaison meetings with stakeholders, LNTM's and updating clubs with presentations on 'Harbour happenings'. The aim is to minimise the use of the shipping channels for racing where practicable and to have a greater understanding of the limitations of large commercial vessels. Shipping movements are promulgated by Harbour Control and some clubs have adjusted their race times to avoid scheduled ferry movements.

Once again there has been a further decline in the number of chain ferry incidents with only two recorded for the year with neither resulting in collision. The change to the 'right of way' rule has continued to work well.

A list of incidents involving yachts/racing procedures is at Table 7, a list of incidents involving the chain ferry is at Table 8 and a list of incidents and a list of incidents involving Contentin wash is at Table 9.

There were the usual number of pollution incidents with most being minor and un-attributable. Where attributable and appropriate, action was undertaken by the Harbour Master. A list is at Table 5.



7. **Harbour Control**

All equipment has performed well and continues to provide essential information to the Harbour Controller Officer (HCO) which in turn assists in the decision making process. The additional CCTV has improved the HCO's visibility around the harbour and proved to be an effective tool when investigating byelaw offences. The new Management Information System, which is effectively the HCO's log, is working well.



8. Actions/Targets for Last Year

<ul style="list-style-type: none"> ❑ Implement simulator training package for pilot boat coxswains. ❑ Continue efforts to resolve yacht racing safety issues. ❑ Continue routine maintenance and improvement of the SMS. ❑ Progress HRO to completion. ❑ Complete NVQs for Deckhands. ❑ Continue work on improving CCTV coverage of harbour. ❑ Review pilotage resources and implement necessary changes. ❑ Continue programme of replacing internal harbour steel buoys with plastic. ❑ Carry Out Poolspill Management exercise in October. Implement appropriate safety arrangements and procedures for new Brittany Ferries vessel. ❑ Install increased CCTV coverage in Brownsea Roads and Wareham Channel in conjunction with other adjacent interests. ❑ Improve moorings organisation and safety requirements in accordance with Commissioners' policy. ❑ Thoroughly test the new pilot boat in all conditions. ❑ Monitor traffic management in Little Channel in preparation for implementation of Safety Management Scheme for the new bridge. Install loud hailer system in Little Channel. 	<p>On-going On-going On-going On-going On-going On-going On-going On-going On-going Completed Completed Completed Completed On-going Completed On-going</p>
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9. Actions/Targets for Next Year

<ul style="list-style-type: none"> ❑ Continue all on-going or un-finished actions from last year. ❑ Staff to be compliant for using CCTV equipment. ❑ Introduce PHC wrecks policy. ❑ Long term strategy for tug. ❑ Formalise decision making when relocating or positioning new moorings. ❑ Complete external audit of SMS in 2009 and implement recommendations. ❑ Complete external risk assessment for Harbour entrance in conjunction with master planning and implement recommendations.
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PROSECUTIONS 2007-2008

Date	Name	Reported By	Byelaw Offence	Fine
14/07/2007	Mr Paul Benjamin Stelling	Police	2aa	£300/£175 costs
09/09/2007	Mr Steven Moore	Vigilant	2aa	£400/£225 costs
10/07/2007	Mr Nicky Brown	Vigilant	2aa	£200/£200 costs
24/08/2007	Mr Thomas Taylor	Vigilant	2aa	£500/£175 costs
06/04/2007	Mr George Cook	Vigilant	2aa	Conditional discharge £300 costs
04/05/2007	Mr Jason Davis	Vigilant and Police	2aa and no permit	£500/£500 costs/£50 victim support
04/05/2007	Mr Graham Hill	Vigilant and Police	2aa and no permit	£500/£500 costs/£50 victim support
15/05/2007	Mr John Beales	Vigilant	2aa	£300/£200 costs

Note:

- 2a Careless Navigation**
- 2aa Speeding 10 knots**
- 2b Speeding 6 knots**

MEAN DAILY RECREATIONAL ACTIVITY

Average Number of vessels movements at the various locations

	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>
Harbour Entrance Mean Number Vessels Passing	548	525	560	525	574	535	521
Lake Pier Mean Number Vessels Passing	227	202	223	215	212	234	202
Poole Bridge Mean Number Vessels Passing	78	77	81	81	81	115	102

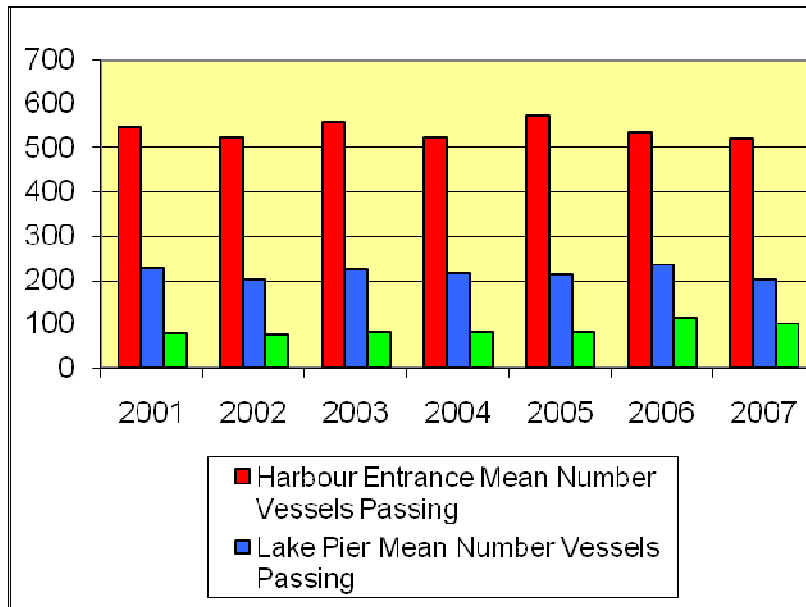
From the above figures it can be seen that there has been no significant trend over the years. There are no reasons at present to indicate any change to this level.

The surveys start on the 3rd Monday in June and finish after the August Bank Holiday. They are carried out over 28 days from 0900 hours to 1600 hours as follows:-

4 Mondays; 6 Tuesdays; 5 Wednesdays; 4 Thursdays; 6 Fridays; 3 Sundays

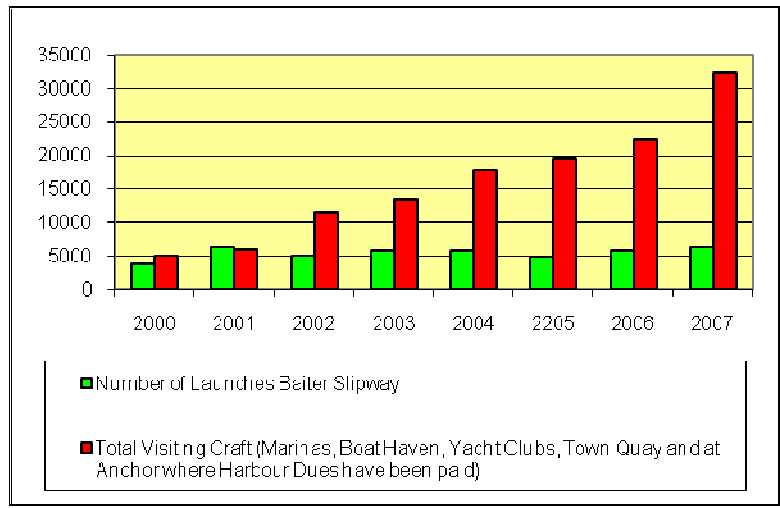
The Entrance – done by a student.
 Lake Pier – done by the same person for 5 years – seasonal assistant
 Bridge – from Poole Borough Council bridge log books.

From this year the information will be collated every two years.



POOLE HARBOUR – VISITING CRAFT

	<u>Number of Launches Baiter Slipway</u>	<u>Total Visiting Craft (Marinas, Boat Haven, Yacht Clubs and Town Quay</u>
2000	3750	5000
2001	6250	5950
2002	5000	11500
2003	5800	13400
2004	5800	17700
2005	4775	19611
2006	5803	22350
2007	6254	32300



REPORTED INCIDENTS 2007/2008

	<u>Yacht Racing</u>	<u>Oil Pollution</u>	<u>Nav Aids</u>	<u>Chain Ferry</u>	<u>Speeding Wash</u>	<u>Collision</u>	<u>Grounding</u>	<u>Harbour Entrance</u>	<u>Close Quarters Incidents</u>	<u>Totals</u>
2003/2004	3	31	53	4	24	9	9	11	12	156
2004/2005	9	17	47	8	30	10	7	4	18	151
2005/2006	18	35	54	4	26	15	2	2	11	167
2006/2007	15	37	76	2	41	5	8	0	15	187
2007/2008	2	44	49	2	24	5	9	0	17	152

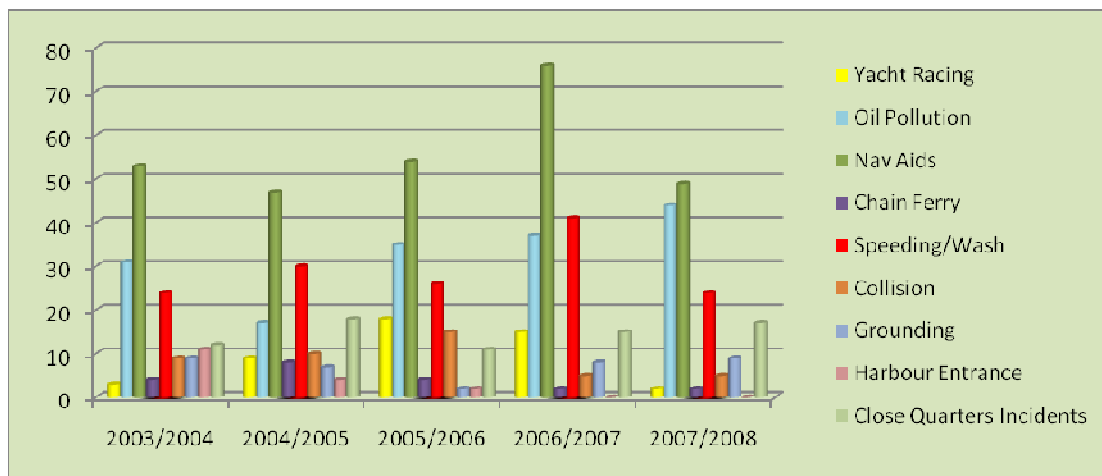




Table 5

POLLUTION INCIDENTS

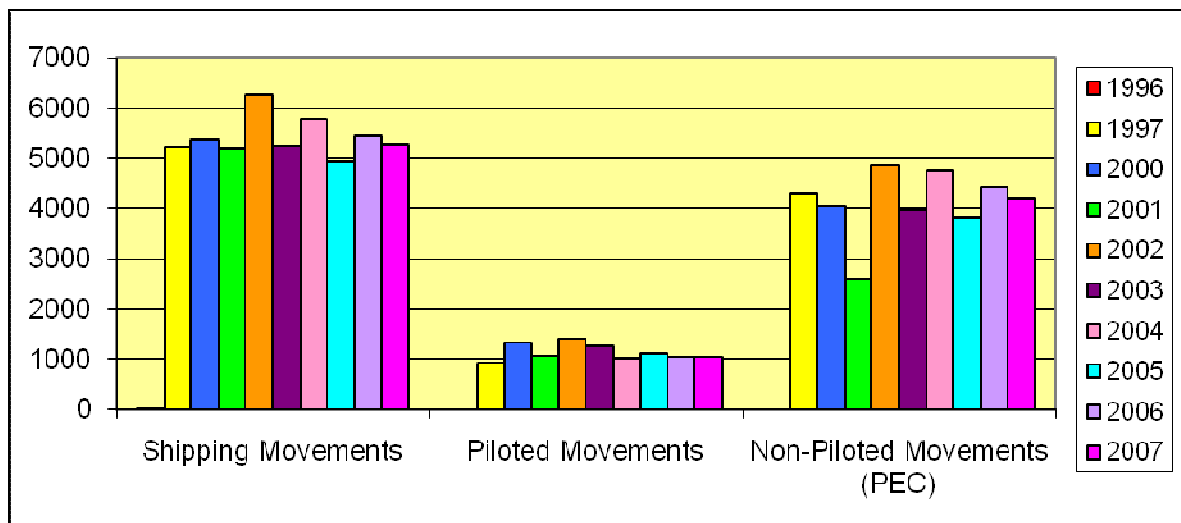
April 2007 to March 2008

<u>Month</u>	<u>Attributable</u>	<u>Remarks</u>	<u>Non Attributable</u>
April	0		2
May	0		4
June	0		3
July	0		5
August	0		2
September	0		5
October	0		6
November	0		3
December	0		5
January	0		4
February	0		2
March	0		3
<u>Totals</u>	<u>0</u>		<u>44</u>

SUMMARY OF PILOTAGE MOVEMENTS

1st April 2007 to 31st March 2008

Piloted Movements	IN	509
Piloted Movements	OUT	497
	Total	1006
Piloted Movements	SHIFT	38
<u>Total Piloted Movements</u>		<u>1044</u>
<u>Total Movements</u>		<u>5583</u>
% Movements Piloted		18.70%



**Table 7**

LIST OF INCIDENTS INVOLVING YACHTS
2007

<u>Month</u>	<u>Date</u>	<u>Time</u>	<u>Club</u>	<u>Incident</u>	<u>Log</u>
May	4th	18.40	Parkstone YC	Parkstone YC racing without prior notice. Letter to Parkstone YC.	9441
June	4th	14.45		Yacht 'Communicator' impedes Condor Express.	9492
July	13 th	17.17		Near miss between Solent Scene and yacht Calico.	9569
	24 th	12.28		Yacht operated by Moonfleet Sailing impedes Condor Vitesse.	9591
Sept.	10th	19.25	Parkstone YC	2 racing yachts sail close ahead of vessel 'Arina'.	9683

2 incidents involving racing.



Table 8

LIST OF INCIDENTS

CHAIN FERRY

2007

<u>Date</u>	<u>Incident</u>
15 July 2007	Angling boat tries to out run ferry with a strong flood tide.
27 November 2007	Chain Ferry grounded on South Slip due to Cotentin wash.

2 incidents involving the Chain Ferry.





Table 9

LIST OF COTENTIN WASH INCIDENTS

<u>Date</u>	<u>Time</u>	<u>Incident</u>
27 November	11.06	Chain Ferry grounded on South Ramp due to wash.
24 March	16.42	Chain Ferry grounded on South Haven slipway due to wash.



Table 10

Survey Progress April 2008

Survey Area	Scale	Priority	Date Last Completed	Frequency mth	Date Due
Backwater channel	1250	2	Dec-05	24 month	Dec-07
Baiter	2500	4	Sep-06	24	Oct-08
Between the Quays	1000	2	Feb-07	12	Mar-08
Blood Alley	2500	3	Feb-08	36	Feb-11
Brownsea East	2500	4	Oct-06	24	Oct-08
Chain Ferry	n/a	1	Sep-07	12	Sep-08
Chapman's Peak	1250	1	Apr-08	4	Aug-08
Dolphin Haven	500	2	Oct-07	12	Oct-08
Dump Ground	5000	4	Sep-07	12	May-08
East Looe	2500	2	Apr-08	6	Nov-08
Havens	2500	1	July-07	12	May-08
Holes Bay	2500	3	May-04	36	June-07
Hook Sands	2500	4	Mar-07	24	Mar-09
Little Channel/Working Quays	500	1	Jan-08	6	Jul-08
Middle Channel (East)	2500	1	Mar-08	4	Jul-08
Middle Ground	2500	4	Oct-07	24	Oct-08
Middle Mud	2500	4	Nov-07	12	Nov-08
North Channel	2500	2	Oct-07	12	Oct-08
Parkstone Bay	2500	4	Sept-06	24	Aug-08
Ramshorn Lake	1250	3	Jul-03	24	Apr-06
Red Horn Lake	1250	3	Jul-03	36	Apr-06
Ro/Ros	500	1	Mar-08	4	Jul-08
Rockley Channel	1250	3	Feb-07	24	Feb-10
Sandbanks Inner Shore	1250	4	Sep-07	36	Sep-10
Shell Bay	2500	4	Feb-07	12	Feb-08
Silt deposit Area A	500	3	May-08		
South Deep East/White Ground	2500	2	Apr-07	24	Apr-09
South Deep West	2500	3	Jan-02	36	Jan-05
Stone Island Lake	2500	4	Jul-03	36	Apr-06
Swash Channel (North)	2500	1	Apr-08	4	Aug-08
Swash Channel (South)	2500	1	Apr-08	4	Aug-08
Turning Basin and MSCW	2500	1	Mar-08	4	Jun-08
Wareham Channel (lower)	2500	2	Apr-05	36	Sep-08
Wareham Channel (middle)	2500	3	Apr-05	36	Sep-08
Wareham Channel (upper)	2500	3	Sep-05	36	Sep-08
Whitley Lake	2500	4	Sep-05	36	Aug-08
Wills Cut	1250	3	Mar-04	24	Feb-06
Wych Channel (Lower)	2500	3	Sep-06	24	Aug-08
Wych Channel (Middle)	2500	3	Oct-04	36	Jul-07
Wych Channel (Upper)	2500	3	Nov-06	36	Aug-09

Colour Key:

PENDING

UP TO DATE

IN PROGRESS

OVERDUE

(Becomes overdue 2 months after due date/priority 1&2 only)

Completed (this list only)

Other sounding completed

Started/progressing

Easte Looe/Sandbanks

Bournemouth Front

Parkstone Approach

Chapmans Peak

Poole Front

Swash Channel North

Swash Channel South

**Table 11****INTERNAL SAFETY AUDIT**

<u>Month</u>	<u>Subject</u>	<u>Non</u>	<u>Conformities</u>	<u>Remarks</u>
16 May	Control of Contractors			Completed
29 May	Policy Statement, Designated Persons and Duty Holders			Completed
11 July	Written Instructions to Patrol Craft			Completed
20 August	Craft Operators Competence			Completed
4 October	Local Notices to Mariners			Completed
18 December	Emergency Plans			Completed
18 December	Minutes of Stakeholders Meetings			Completed
10 January	Training			Completed
21 February	Accidents to Staff at Work			Completed
28 March	Property and Craft Maintenance			Completed



Annex 1

Potential Risks – 2008/2009

1. Shortage of Qualified Pilots

- ❖ Currently four full time and three part time.
- ❖ Trainee pilot recruited, and now fully trained.
- ❖ Standby pilot (Condor Master) trained and qualified.

2. Harbour Entrance Safety

- ❖ Recognised as the most hazardous area of the harbour, especially in the summer season. External Risk Assessment planned 2008/09
- ❖ Regular liaison with all appropriate stakeholders to consider safety improvements.
- ❖ Maintenance of good working relationship with ferry company.
- ❖ Better record this last year.

3. Harbour Control

- ❖ Maintaining present standard of professionalism of Harbour Control Officers.
- ❖ Improving terms and conditions to retain.

4. Tug Masters

- ❖ Only 2 fully qualified at present.
- ❖ One pilot qualified but not available on regular tug roster.
- ❖ Need a further tug master qualified in due course.

5. Safe Means of Transport for Pilotage Service

- ❖ VANDYKE re-engined and refurbished.