



ANNUAL MARINE SAFETY REPORT APRIL 2024 TO MARCH 2025



Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	1

Chapter	Contents	Page
1	Executive Summary	4
2	Safety Management System	4
3	PHC Vessels Activity	5
4	Harbour Vessels Activity	8
5	Accidents & Near Miss Incidents	13
6	Harbour Master Investigations	20
7	Enforcement	21
8	Personnel Safety	25
9	Notices & Memos	26
10	Training	27
11	Aids to Navigation	28
12	Hydrographic Survey	31
13	Dredging & Disposal	32
14	Pilotage	33
15	VTS	34
16	Risk Assessment	34
17	Document Review	35
18	Targets	36
19	External Audits	37
20	Emergency Exercise	39
21	SMS Key Performance Indicators (KPI)	40
22	SMS Improvement	43
23	Stakeholder Meetings	43

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	2

	Charts and Tables	Page
A	Mean Daily Recreational Activity	8
B	Annual Craft Activity – Harbour Dues	9
C	Annual Craft Activity – Permits	10
D	Poole Bridges Vessel Activity	11
E	Poole Bridges Peak Activity	12
F	Total Reported Accidents & Near Miss Incidents	13
G	Breakdown of Reported Accidents	14
H	Reported Accidents Involving Commercial Shipping	17
I	Breakdown of Reported Near Miss Incidents – Vessel Type	18
J	Investigations	20
K	Prosecutions	21
L	Prosecutions Trend	22
M	Byelaw Infringements	23
N	Byelaw Infringements – Monthly Breakdown	24
O	Personnel Safety Record	25
P	Personnel Accident / Near Miss Summary	25
Q	Local Notices to Mariners	26
R	Courses & Training	27
S	Aids to Navigation Defects	28
T	Breakdown of Aids to Navigation Defects	29
U	Aids to Navigation Serviced	30
V	Survey Programme	31
W	Maintenance Dredging Disposal	32
X	Pilotage Statistics	33
Y	Document Review	35
Z	Targets – Current Reporting Period	36
AA	Targets – Next Reporting Period	36
BB	Summary of Emergency Oil Pollution Response Exercises	40
CC	Key Performance Indicator Results	41
DD	VTS Equipment Outage	42
EE	Availability of VTS Equipment	42
FF	Stakeholder Liaison Meetings	44

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	3

1 Executive Summary

The Port Marine Safety Code (PMSC) applies to all UK harbour and other marine facilities, berth and terminals. The Code is primarily intended for the “duty holder”. For Poole Harbour this means Commissioners of the Harbour Board, both individually and severally, who are directly accountable for marine safety within Poole Harbour Commissioners’ area of jurisdiction.

Within the Code harbour authorities must produce a Navigational Safety Management Plan (NSMP) with associated marine Safety Management System (SMS) that can be measured against the Code. This current version 7 (2022) is due for review in 2025.

The SMS must have a regular and systematic review of performance and this annual report goes some way to achieving this by informing the Board of the work that has been undertaken in the Harbour Master’s Department during the reporting period, with particular emphasis on navigational safety. The report will:

- Confirm PHC continued compliance with the Port Marine Safety Code
- Confirm the continued effectiveness of the NSMP and SMS
- Summarise the activity of PHC vessels
- Provide statistical information on harbour vessel activity
- Consider accident and incident trends against previous period and over 10 years
- Identify and summarise improvement
- Consider Key Performance Indicators
- Update on previous targets
- Set targets for next period
- Advise on audits and review

2 Safety Management System

The Safety Management System (SMS) aims to confirm the policies and procedures of Poole Harbour Commissioners within the structure of an integrated Navigational Safety Management Plan (NSMP). The SMS has been applied in accordance with the national Port Marine Safety Code (PMSC), it’s associated Guide to Good Practice (GtGP), as well as the local standards as published in the NSMP, emergency plans and risk assessments

The SMS is a series of dynamic documents that are available to employees and updated regularly to minimise the risk of accidents and incidents in Poole Harbour to As Low As Reasonably Practicable (ALARP).

The PMSC was last updated in November 2016 and the GtGP in February 2018 with revisions planned to be released for each in either 2024 or 2025. All Commissioners, as Duty Holders of the Port Marine Safety Code, have signed that they have read and understood the latest versions and that as a Duty Holder they will comply with the requirements of the Code.

The Safety Management System continues to be dynamic and is regularly updated and improved with the aim of maintaining and if required, improving navigational safety in Poole Harbour.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	4

3 PHC Vessel Activity

Herbert Ballam

Formal risk assessment highlighted the need for PHC to provide a 24/7 towage service to assist with berthing operations at the Port of Poole. The Herbert Ballam is the PHC port tug operating to the MCA Code of Practice for Small Commercial Vessels. This certificate is due for renewal in November 2025. This important asset provides mitigation against vessel and berth damage and reduces the consequences of vessel breakdowns, groundings, and inclement weather. The vessel is also used for:

- Aids to Navigation maintenance
- Work platform
- Contingency use as a pilot boat



Rough Ryder

This versatile workboat is used on a regular basis, undertaking any task within her capability. This vessel operates under the MCA Code for Small Commercial Vessels, due for renewal May 2025. Tasks include:

- Aids to Navigation maintenance
- Moorings maintenance
- Pollution response
- Emergency response
- Light towage
- Survey work
- Work platform
- Police/Fire Service transportation



Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	5

Barracuda

This vessel is one of two pilot vessels operated by PHC as the Competent Harbour Authority for pilotage in accordance with the Pilotage Act 1987.

This vessel is coded under the MCA pilot boat certificate which is due for renewal in January 2025.

Barracuda is also tasked with:

- Harbour Patrol duties
- Personnel transfer
- Escort vessel duties



Vanguard

This is the other vessel used to provide a pilotage service within the Competent Harbour Authority pilotage district. This vessel is coded under the MCA workboat certificate which is due for renewal in March 2025.

The vessel completed a full refit with engines replaced in April 2022. Vanguard is also a patrol vessel due to her design and rapid response. As such she is coated in more visible colours. Vanguard is also tasked with:

- Escort vessel duties
- Pollution response
- Personnel transfer
- Emergency response
- DWFRS transportation
- Dorset Police joint patrols
- SIFCA joint patrols



Vixen

This vessel is an Atlantic 75 (ex RNLI Inshore lifeboat) primarily used for patrol work, providing a fast situation response and interception capability, especially in the shallower parts of the harbour and due to low air draft can access the Backwater Channel at all states of tide with bridges down. This vessel was reengined in 2022.

This vessel is also tasked with:

- Emergency Response
- Safety Boat
- Pollution Response
- Survey Work



Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	6

- Byelaw Enforcement
- Moorings Inspection Work
- DWFRS Transportation

Intrepid

Intrepid is a Ribcraft patrol rib purchased in 2024 from Southern IFCA. It provides the same roles as Vixen but has better crew cover for patrols in a wider range of conditions and is coded to go to sea for commercial or other duties where required. It is also equipped with a Thermal Camera aiding night time operations. She was reengined and had other modernisation works completed in 2025.



Viper

This Personal Watercraft (PWC) is a very effective resource for PW Byelaw enforcement and is normally only used during the busy season from Easter through to the end of September but can be made available throughout the year. The vessel is also useful as a first responder to any reported incident. Viper was replaced in 2022 in line with the plant replacement programme.



Sir William

This vessel is the hydrographic survey vessel owned and operated by PHC's contracted hydrographer to supply the Harbour Master's department and the UK Hydrographic Office with data throughout the year.

This data is used to inform masters, pilots and VTS of the latest known depths especially in the main shipping channels and certain other areas subject to frequent change. The UKHO coordinate updates of externally provided electronic and paper charts based on this information supplied by PHC.



Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	7

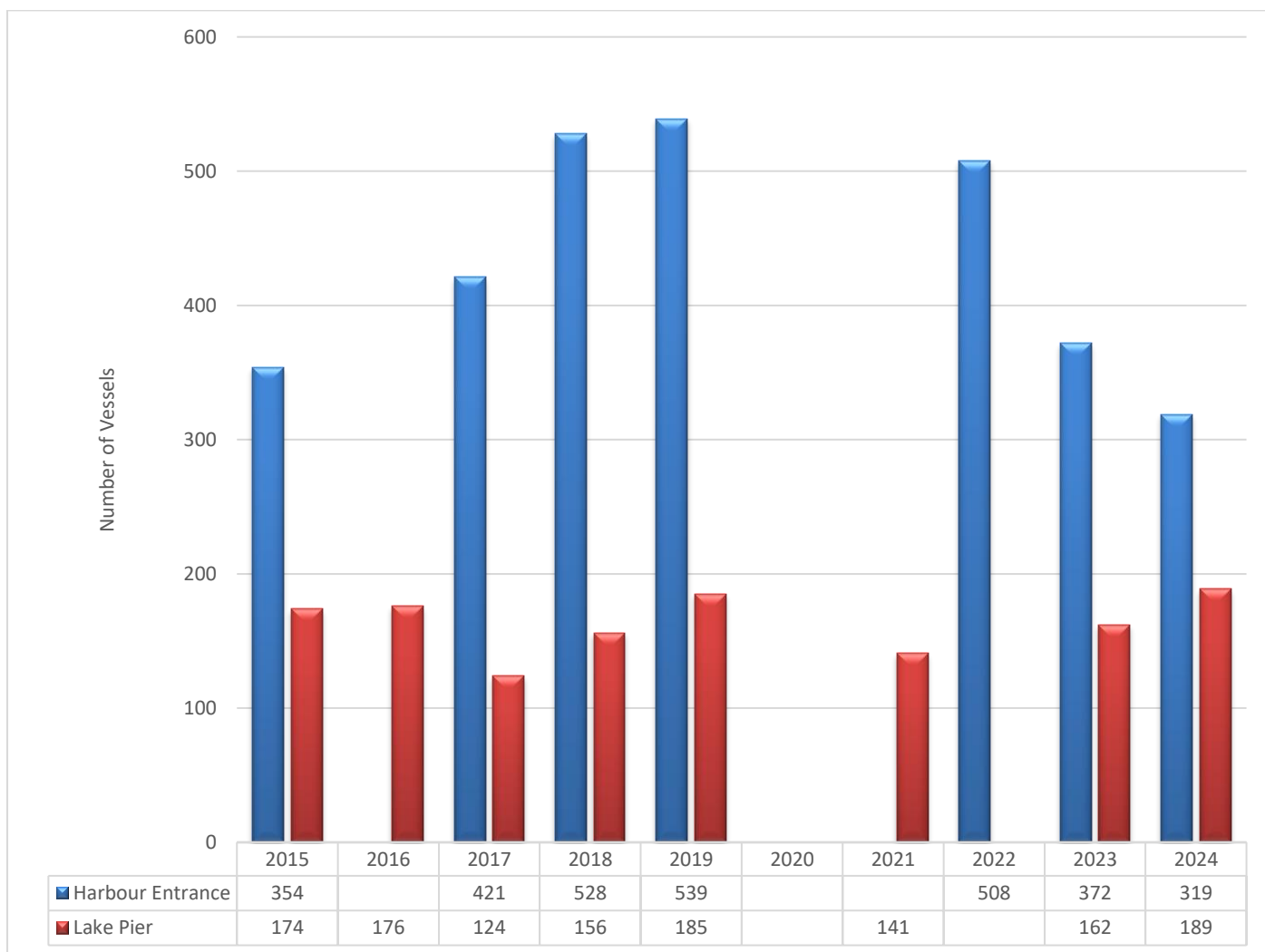
4 Harbour Vessels Activity

A recreational boat survey is normally undertaken annually during a 31-day period over the summer from two points in the Harbour (Harbour Entrance and Lake Pier). A variety of vessel types are manually counted by an on-site spotter over the same pattern of days each year (3 Mondays, 3 Tuesdays, 4 Wednesdays, 4 Thursdays, 5 Fridays, 7 Saturdays and 5 Sundays). This survey provides a snapshot of vessel activity only.

The 2020 survey did not take place due to Covid-19 restrictions. The 2016 and 2021 surveys included observations from Lake Pier Only. The 2022 survey included observations from the Harbour Entrance only.

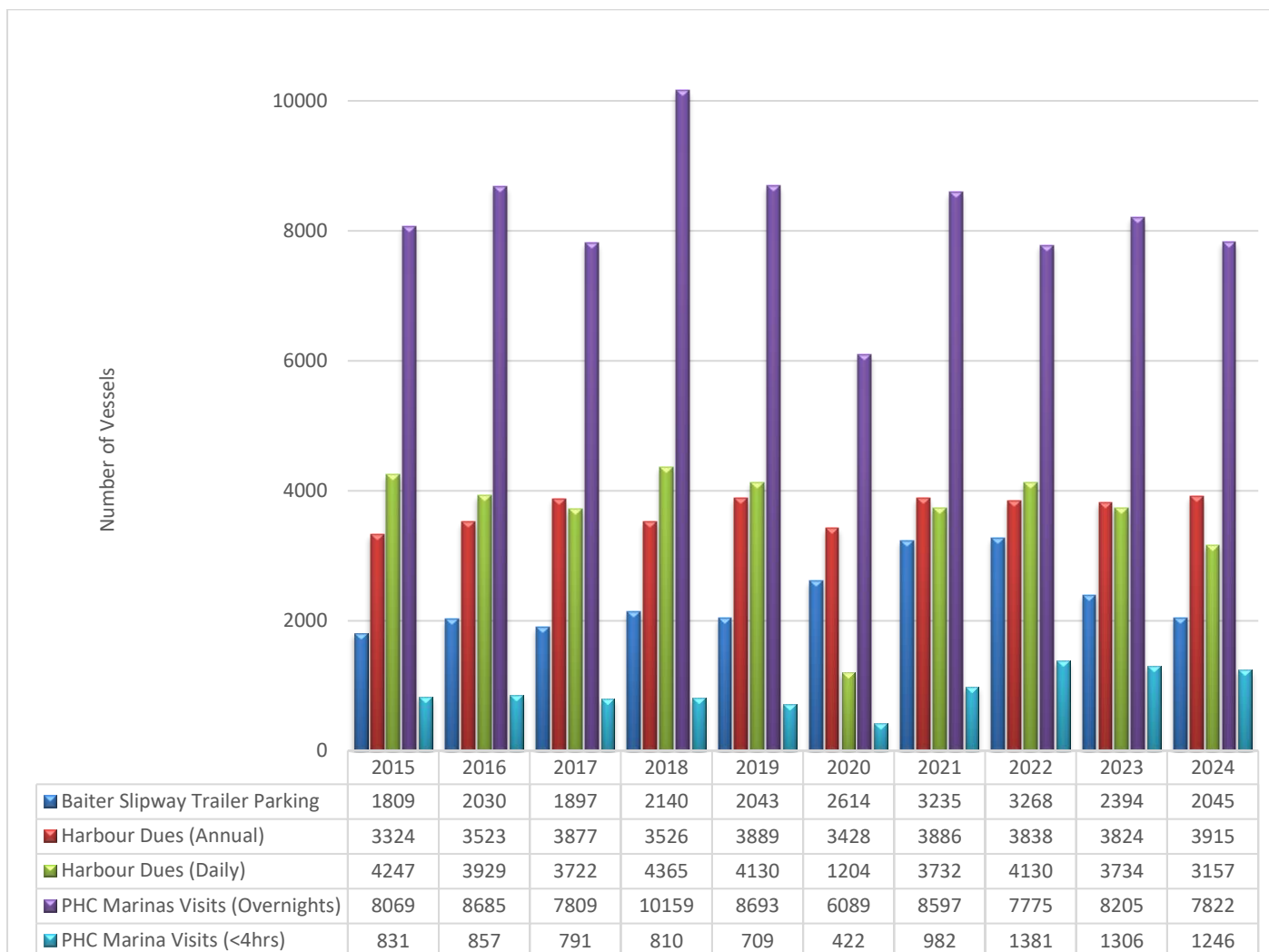
PHC are currently reviewing the options of automating vessel movement counting through the harbour entrance using existing cameras, radar and AIS with the option of applying a basic level of artificial intelligence to allow improved and more consistent recording.

A Mean Daily Recreational Activity



Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	8

B Annual Recreational Craft Activity (Harbour Dues)

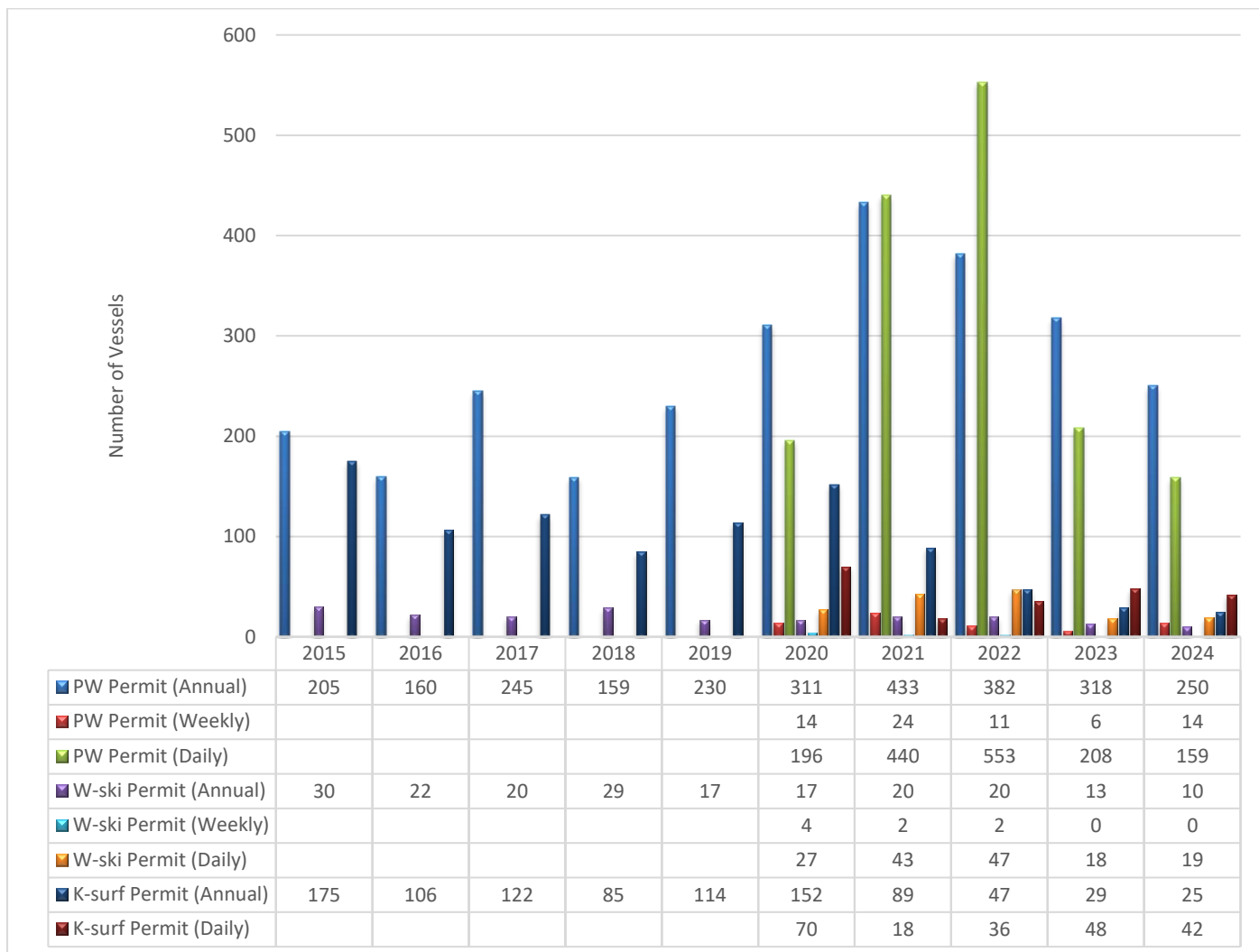


- 15% decrease in number of boat trailer parking permits at Baiter Slipway in a return to pre-pandemic levels
- 2% increase in number of annual harbour dues (highest since KPI began)
- 15% decrease in number of daily harbour dues (lower than pre-pandemic)
- 5% decrease in PHC marina overnights visitors
- 4% decrease in PHC marina visits of 4 hours or less

Note: Harbour Dues are also on sale in Monthly and Weekly but these figures are not included above due to the very limited sales of these options for boat Harbour Dues.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	9

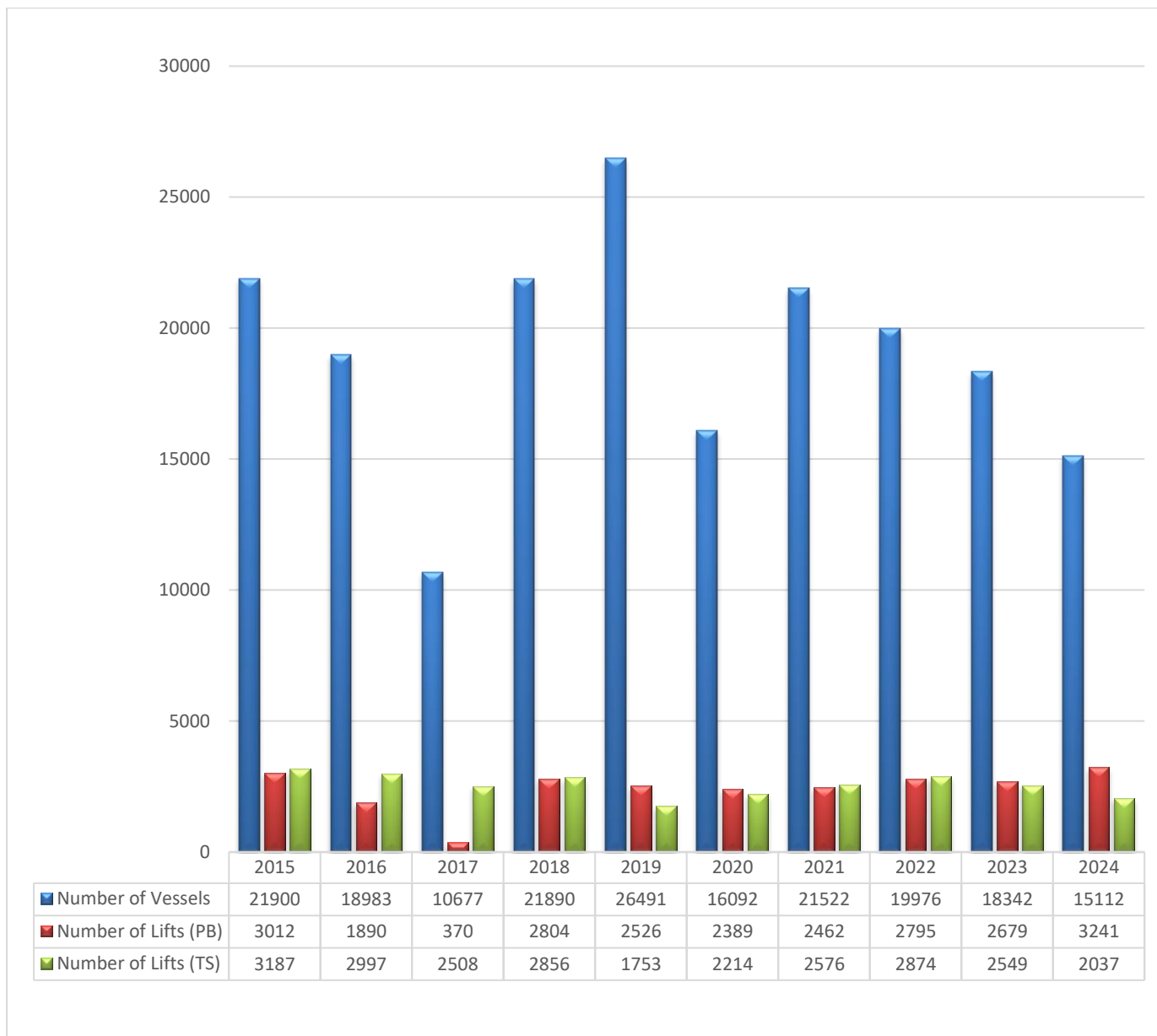
C Annual Craft Activity (Permits)



- 21% decrease in number of PW annual permits (back to pre-pandemic level)
- 133% increase in number of PW weekly permits
- 24% decrease in number of PW daily permits
- 23% decrease in number of Water-ski annual permits (interventions underway to improve compliance, including targeted patrols and implementation of Harbour Assist)
- 6% increase in number of Water-ski daily permits (as above on interventions)
- 14% decrease in number of Kitesurf annual permits (downward trend here is clearly down to a current lack of compliance and additional interventions to the above are underway)
- 13% decrease in number of Kitesurf daily permits

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	10

D Poole Bridges Vessel Activity

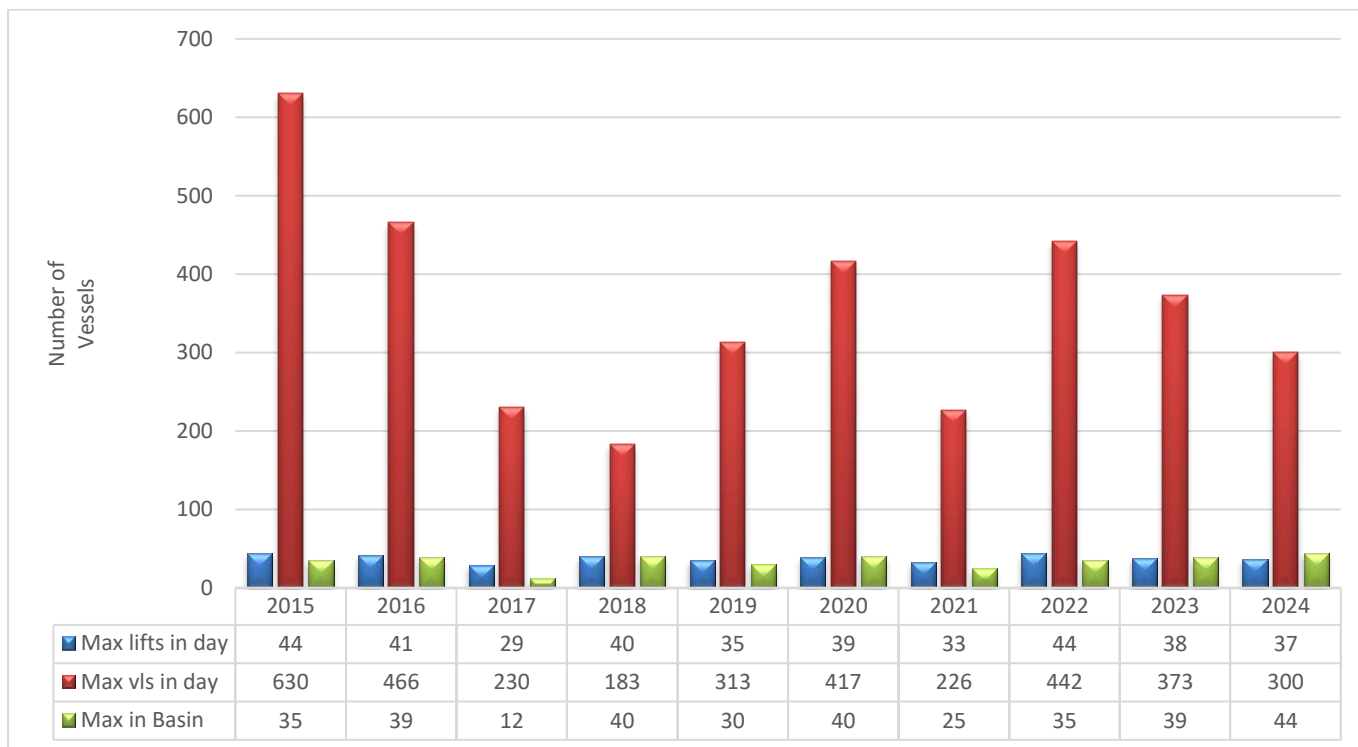


The number of vessels transiting Poole Bridges (high and low air draft) decreased by **18%** according to statistics received from BCP Council.

During the reporting period, Twin Sails Bridge had a lengthy outage due to mechanical issues, as a result Poole Bridge lifts increased by **21%** and Twin Sails Bridge lifts decreased by **20%**.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	11

E Poole Bridges Peak Activity



By formal risk assessment, prior to the Twin Sails bridge opening, the maximum number of vessels permitted in the holding basin in perfect conditions was deemed to be 60. The highest recorded figure since opening was **46** in 2012 according to BCP Council. The busiest lift includes low air draft vessels passing through as directed by the Bridges Operator.

During the reporting period, the maximum number of vessels in the basin, between the bridges, at any given time, was **44** according to BCP Council.

In accordance with the Poole Harbour Opening Bridges Order 2006, the Harbour Master may, at any time, instruct the Council to open the bridges due to stress of weather conditions, or in an emergency, or if in the reasonable opinion of the Harbour Master the opening of the bridges is required to preserve safe navigation within the Back Water Channel.

PHC are investigating use of automated systems to count vessel movements – including within the Little Channel.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	12

5 Accidents and Near Miss Incidents

Marine Accidents, which include near miss incidents, are defined in The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

A Near Miss Marine Incident is defined as an event or sequence of events which has occurred directly in connection with the operation of a vessel that endangered, or if not corrected would endanger the safety of a vessel, its occupants or any other person or the environment.

F Total Reported Accidents and Near Miss Incidents

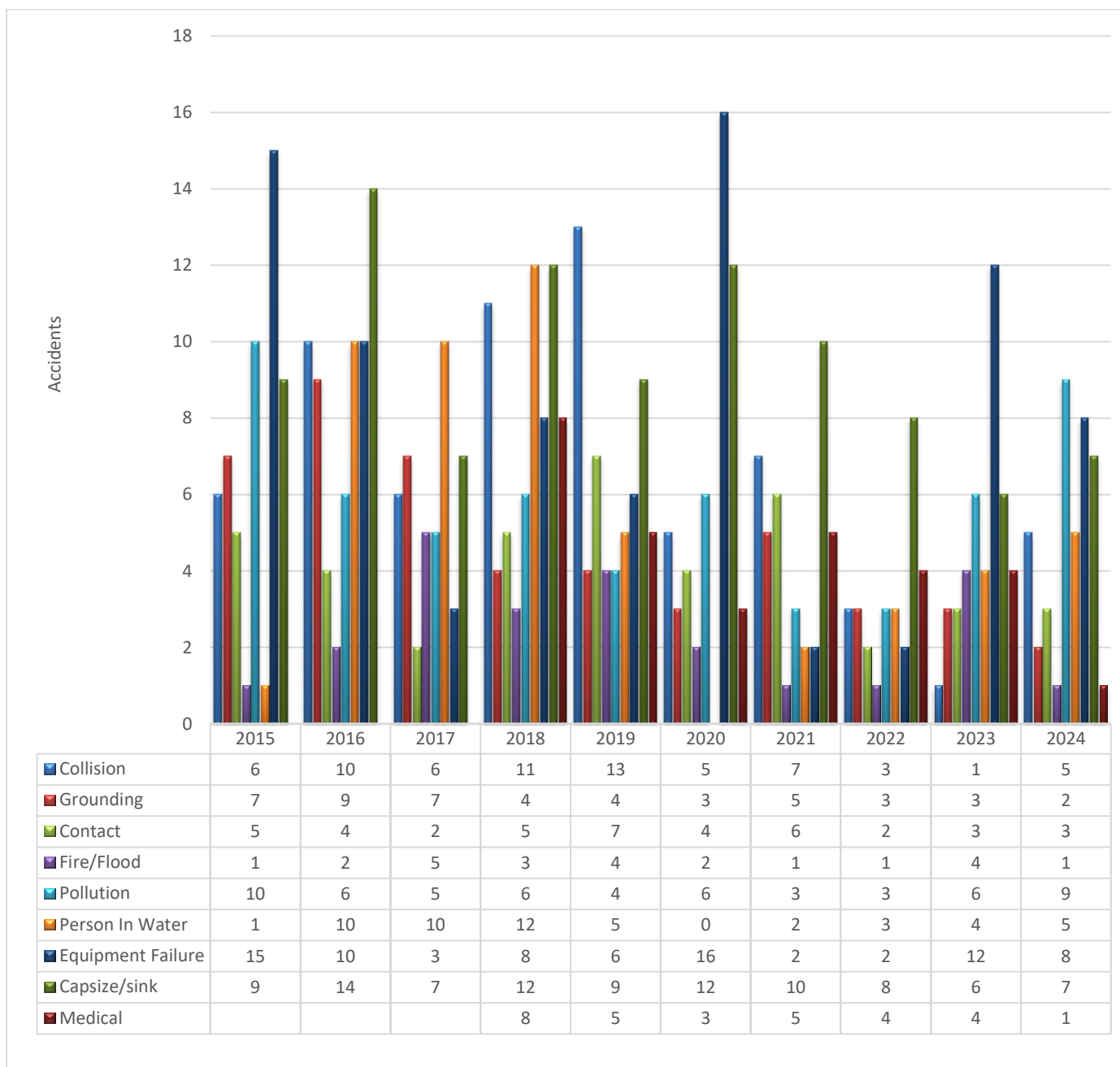


Notes

- Accidents involving commercial shipping 4
- Accidents increased by 0%
- Accidents 10-year average 49
- Accidents 5-year average 41
- Near Miss Incidents involving commercial shipping 15
- Near Miss Incidents which are legislation infringements 35
- Near Miss Incidents increased by 29%
- Near Miss Incidents 10-year average 90
- Near Miss Incidents 5-year average 84

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	13

G Breakdown of Reported Accidents



The above table provides a breakdown of the 43 reported accidents also included 2 “other” accidents – one of which a briefly entangled commercial diver and the other a large animal carcass.

Collision – definition - a casualty caused by vessel striking or being struck by another vessel, regardless of whether the vessels are underway, anchored or moored. This type of casualty event does not include vessels striking underwater wrecks. The collision can be with other vessel or with multiple vessels or vessel not underway.

Pooler Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	14

There were 5 reported collisions that did not result in injury.

- 02.05.24 Two yachts in area of Parkstone YC moorings
- 04.05.24 Two yachts in area of Wareham river moorings
- 26.06.24 Jet Ski and sailing dinghy in PWC Area
- 14.09.24 Kayakers and angling boat during annual canoe race
- 27.02.25 Collision between commercial fishing vessel and recreational vessel at harbour entrance. MAIB report

Grounding – definition - Grounding/stranding - a moving navigating vessel, either under command, under power, or not under command, drifting, striking the sea bottom, shore or underwater wrecks.

Every year there are a number of groundings due to vessels breaking free from moorings and drifting before running aground. Occasionally the vessels are recovered before grounding. These are considered not to be a “moving navigating vessel” and have been recorded as near miss incidents.

Vessels that have gone aground whilst manned have been recorded as accidents. There were 2 accidental groundings.

- 29.06.24 Rib made contact with submerged obstruction near Lake Yard – depths as expected on survey
- 23.08.24 Yacht grounded in charted shallows outside North Channel, towed back in by patrol

Contact – definition - a casualty caused by vessels striking or being struck by an external object. The objects can be floating (cargo, ice, other or unknown); fixed object, but not the sea bottom; or flying object.

There was 3 contact accidents reported.

- 30.10.24 Workboat under PEC hit lateral stake of Small Boat Channel between buoys 26 and 24
- 04.01.25 Freight ferry damaged RoRo3 passenger gangway whilst berthing. MAIB report.
- 13.02.25 Cargo ship contact with quay during berthing due to miscommunication on line handling

Fire/Flood – There was 1 reported fire/flooding accidents.

- 13.04.24 Yacht burned and sank on mooring at Lake Yard due to faulty wiring, 1x person rescued from water. MAIB report.

Pollution – 9 pollution incidents were reported that required some level of PHC mobilisation. Each were assessed with the necessary course of action and response agreed and carried out.

- 18.04.24 Minor Fuel discharge from bilge of vessel in marina due to faulty filter
- 08.05.24 Minor Unattributed fuel sheen in Little Channel
- 03.06.24 Minor Fuel discharge from bilge of vessel at a yacht club
- 19.07.24 Minor Report of sewage, confirmed to be a large bed of drifting weed
- 17.10.24 Minor Report of oil at shellfish beds. Sampled as not oil, likely agricultural run off.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	15

23.10.24	Minor	Unattributed fuel sheen in Little Channel
24.02.25	Minor	Hydraulic fluid leak at RNLI College, prevented from entering water
25.03.25	Minor	Pollution at Lake Yard beach. Sampled as not oil, likely agricultural runoff.
26.03.25	Minor	Leak of hydraulic fluid from tug's gearbox.

Equipment Failure – Breakdowns can potentially have serious consequences when it results in a loss of control of navigation. There were 8 mechanical breakdowns reported.

02.08.24	Motorboat anchor fouled near Wills Cut
07.08.24	Yacht loss of steering in Little Channel
28.08.24	Broken down motorboat drifting in path of RoRo Ferry
19.10.24	Commercial fishing vessel loss of steering, towed in by lifeboat from sea.
02.02.25	Recreational vessel breakdown, towed in by sea start from sea.
09.02.25	Motor vessel loss of primary and secondary propulsion in North Channel
23.03.25	Cargo ship found with fishing gear entangled in bow thruster on berth
26.03.25	Ship's tow line parted whilst tug assisting ship in turning basin

Capsize / Sink / List – Due to the number of yacht and dinghy racing events it is likely there are a number of capsized situations, with persons in the water, that go unreported. These incidents are dealt with efficiently by the trained safety boat crews that volunteer to assist in risk mitigation during the events or indeed by the crew of the capsized vessel as part of their training. It is a regular occurrence and considered part of the sport controlled by risk mitigation. The accidents reported are those that involved a rescue or could have led to a secondary accident/near miss incident.

There were 7 capsized/sinking accidents reported with a total of 2 persons rescued.

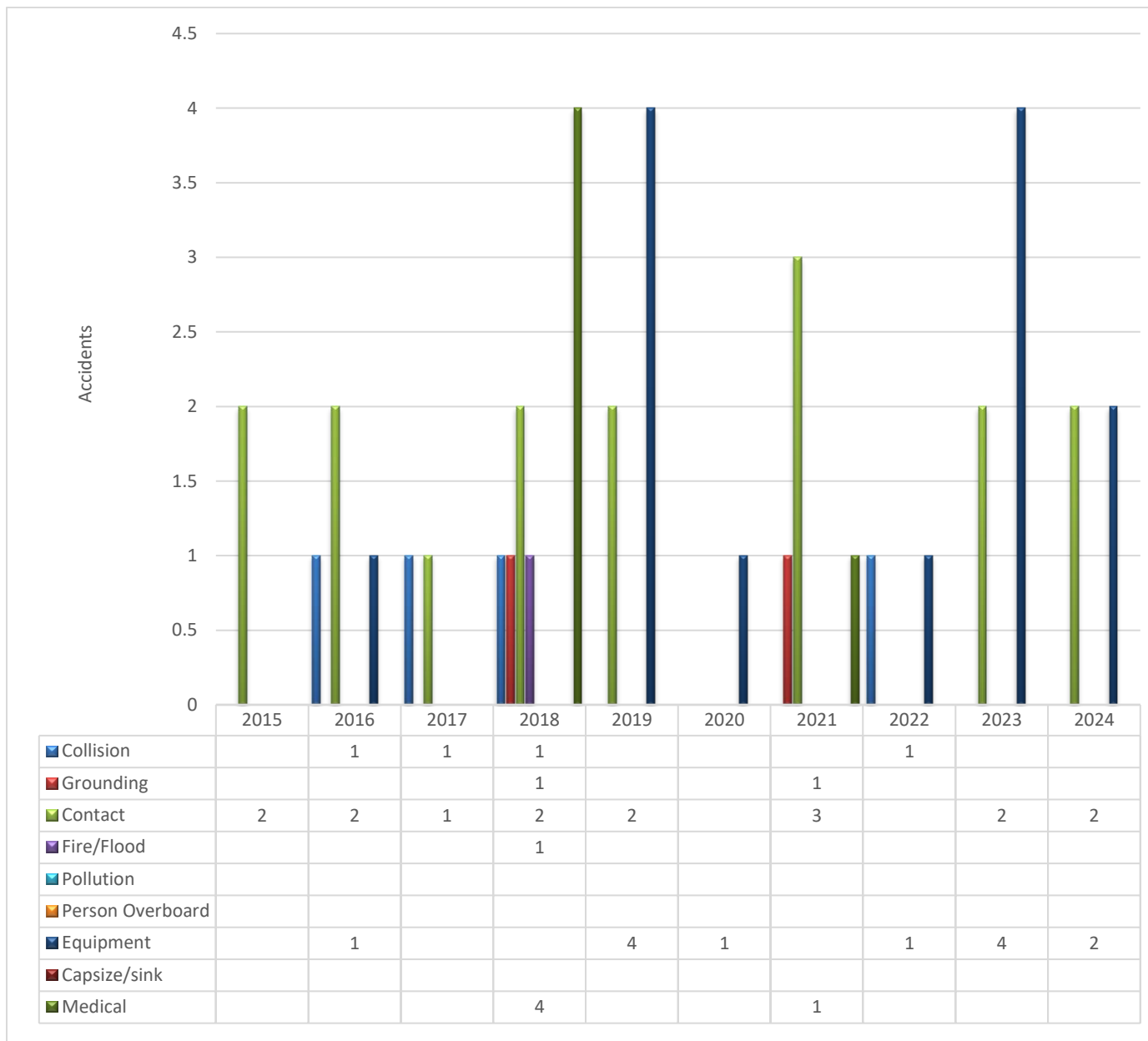
25.05.24	Speedboat sinking at marina visitor berth (0 POB)
04.08.24	Report of vessel taking on water underway in Whitley Lake, towed with pumps (2 POB)
14.08.24	Dory sank on shallow mooring at Whitley Lake (0 POB)
12.11.24	Dayboat sank on shallow mooring at Fisherman's Dock (0 POB)
18.12.24	Yacht partially sank on Holes Bay pontoon during heavy northerlies (0 POB)
11.12.24	Sunken broken windsurfing board in Rockley Channel (0 POB)
28.03.25	Vessel sank on mooring in Holes Bay (0 POB)

Medical – During the reporting period there were 1 medical accident which was a fatality.

22.10.24	Person entered water at Town Quay on mobility scooter	Fatality
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Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	16

H Reported Accidents involving Commercial Shipping



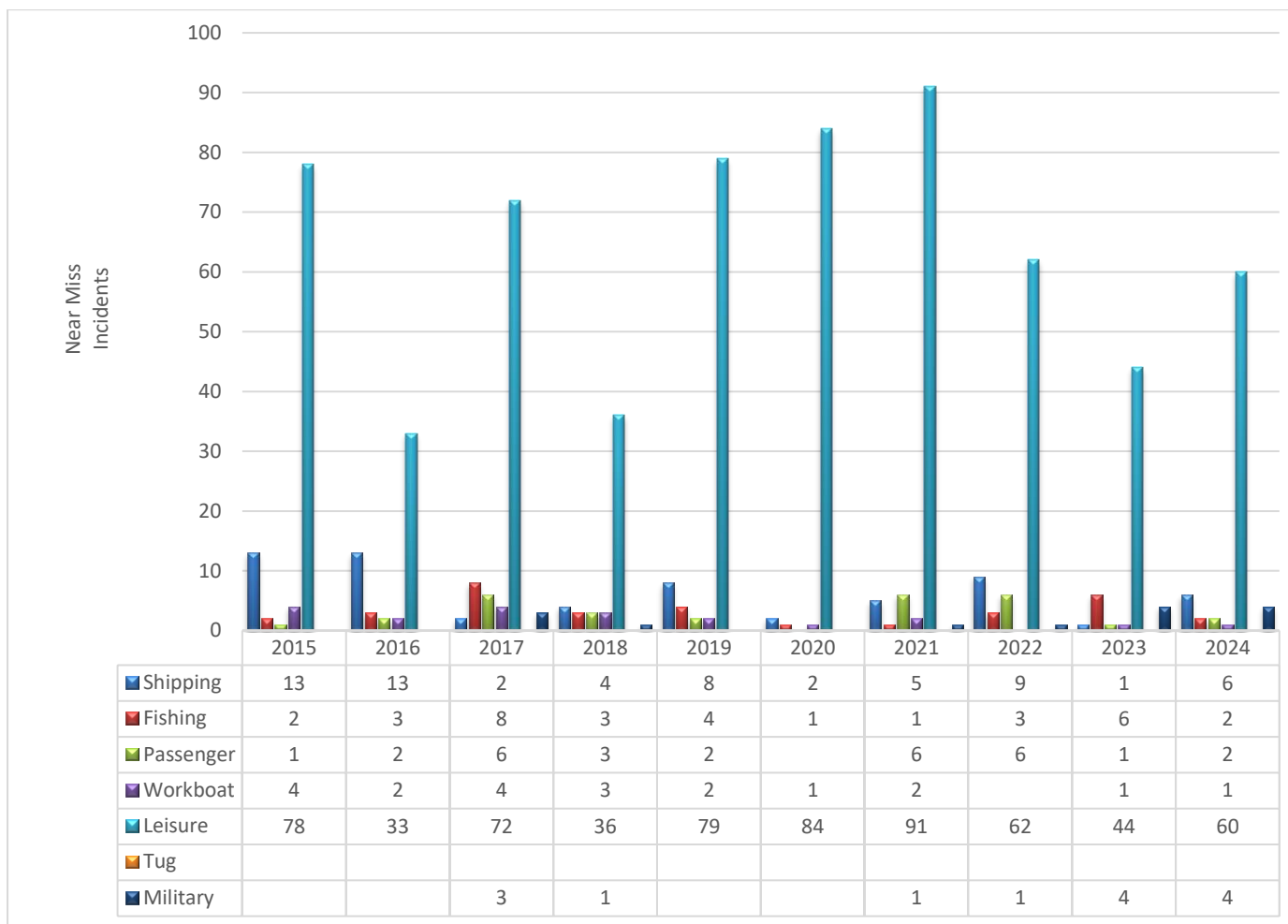
There were 4 reported accidents involving commercial shipping as follows:

- 04.01.25 Freight ferry damaged RoRo3 passenger gangway during berthing
- 13.02.25 Cargo ship contact with quay during berthing due to miscommunication with line handlers
- 23.03.25 Cargo ship found with fishing gear entangled in bow thruster on berth
- 26.03.25 Ship provided tow line parted whilst tug assisting ship in turning basin

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	17

I Breakdown by primary vessel type in reported Near Miss Incidents

The near miss incidents are broken down into vessel type as per the Port Skills & Safety reporting format aligned with The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.



Near Miss Incidents – Reporting of all Near Miss Incidents is encouraged at various harbour user liaison meetings, as this provides a good trend indicator giving valuable input to the risk assessment review process.

There were 81 Near Miss Incidents with 6 involving commercial shipping as the primary vessel type with a further 9 Near Miss incidents affecting shipping (where shipping was not the cause).

- 16.05.24 Border Force cutter entering port without traffic clearance from VTS
- 16.05.24 Close quarters situation between Border Force Cutter and yacht
- 20.05.24 Cargo vessel close quarters with South Quay whilst outbound under PEC
- 25.06.24 Bunker Barge impeded by rib
- 29.07.24 Border Force cutter entering port without traffic clearance from VTS
- 30.07.24 Reports of significant wash on Sandbanks Beach from ferry, evening spring tide
- 30.07.24 Close quarters between historic galleon and small motorboat
- 17.08.24 Ferry and superyacht impeded by E-Foils whilst passing in Swash Channel

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	18

19.08.24	Reports of significant wash on in Shell Bay from ferry, evening spring tide
30.11.24	Temporary Racemark laid in main channel in path of inbound ferry
01.02.25	Drone flying ahead of ferry's bridge causing distraction
03.03.25	Carrier on Channel 14 affecting comms between VTS / Chain Ferry/ outbound ship
09.03.25	Drone flying ahead of ferry's bridge causing distraction
14.03.25	Drone flying above cargo vessel causing distraction
26.03.25	Rapid onset of near zero visibility during outbound cargo vessel led to close quarters with main channel mark

29 of the Near Miss Incidents involved legislation infringements that were considered for further action and could have resulted in an accident.

Yacht/Dinghy Racing in the harbour is closely monitored and a strict set of procedures is in force for all those concerned including racing participants, race officers, escort vessel and safety boat crew, harbour patrol officers, pilots and masters. The agreed Poole Harbour Sail Racing Procedures has improved the safety of racing competitors in the harbour. Procedure, monitoring and liaison continue to reduce the risk of an accident to As Low As Reasonably Practicable (ALARP).

Poole Bridges – Since the Poole Bridges Byelaw came into force, the number of traffic light infringements have significantly reduced over the years but is known to remain an issue. No infringements were recorded following a written report from BCP Council's Bridge Operators during the 12 month period. It is known anecdotally the real number is higher so work is ongoing to improve integration of Maritime Volunteer Service data from their patrols in the bridges basin as well as Bridge Operators. For example, MVS end of 2024 season summaries provided to PHC, highlighted 47 occasions where boats had to be correctively briefed on bridges protocol but there was not deemed a need for the occurrence to be reported to PHC as an incident at the time.

Navigating without Due Care & Caution – There were 15 reports to include 3 for excessive wash, 4 impeding/ close quarters and 8 other forms of Dangerous Navigation (e.g. no look out or other collision regulations issues, no traffic clearance etc)

Speeding – Accounted for 14 of the 68 recorded Near Miss Incidents. A Local Notice to Mariners (LNTM) is promulgated every year prior to the relaxation of the speed limit and again before the relaxation is lifted. The LNTM explains clearly when and where the speed limit is relaxed and again when it is lifted. The MVS have further recorded 189 occasions where the speed limit has been advised to recreational users in various areas including 45 times in Little Channel, 24 in Rockley Channel and 73 in the Wareham Channel. On the vast majority of these occasions, the MVS did not see fit to formally report the byelaw breach to PHC as an incident. From 2026, steps are going to be taken to have PHC patrol vessels record equivalent tally data for trend analysis purposes of low-level interventions by patrols.

Other – The remaining Near Miss Incidents were predominantly unmanned vessels adrift in the harbour having come free from their mooring (or tenders lost from beaches/jetties) of which there were 21.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	19

6 Harbour Master Investigations

All reported accidents and incidents are recorded by the duty VTS Officer onto the cloud-based Safety Management System and investigated by the Harbour Master or duty Assistant Harbour Master in accordance with the PHC Navigational Safety Management Plan. The time taken for any investigation depends on the information available and severity of consequences or potential consequences. Changes to procedures and risk assessments are made where necessary, lessons learned are shared with related parties (sometime anonymised), and enforcement action taken in accordance with the PHC Enforcement and Prosecution Policy.

The table below highlights the 34 accidents and near miss incidents rated as “moderate” or “major” that also resulted in lengthy correspondence/meetings, full written report of findings or legal proceedings.

J Investigations

Date	Brief Description	External Involvement
02/04/2024	Yacht broken off mooring	
09/04/2024	Boat deliberately dumped in harbour by trailer	Police
13/04/2024	Yacht fire on swing mooring	MAIB
03/05/2024	Stolen vessel with missing engine found aground on foreshore	Police
16/05/2024	Border Force cutter entering port without traffic clearance from VTS	
20/05/2024	Cargo vessel close quarters with South Quay whilst outbound under PEC	
25/05/2024	Visiting vessel sinking at Poole Quay Boat Haven	
13/06/2024	Person tampering with passenger vessel mooring lines on Poole Quay	Police
25/06/2024	Bunker Barge impeded by rib	
26/06/2024	Excessive speed and wash from military vessels	
26/06/2024	Jet Ski and sailing dinghy in PWC Area	
19/07/2024	Severe speeding	
21/07/2024	Severe speeding	
21/07/2024	Severe speeding	
25/07/2024	Stolen Jet Ski being operated afloat	Police
29/07/2024	Border Force cutter entering port without traffic clearance from VTS	
30/07/2024	Reports of significant wash on Sandbanks Beach from ferry, evening spring tide	
17/08/2024	Ferry and superyacht impeded by E-Foils whilst passing in Swash Channel	
19/08/2024	Reports of significant wash on in Shell Bay from ferry, evening spring tide	
28/08/2024	Broken down vessel towed out of path of ferry	
14/09/2024	Collision between Kayakers and angling boat's lines during annual canoe race	
19/09/2024	Severe speeding	
19/10/2024	Former commercial fishing vessel abandoned following mechanical issues	
22/10/2024	Person on mobility scooter entering water on Town Quay, fatality	Police
30/10/2024	Workboat under PEC contacted a steel beacon near Middle Ship Channel	
09/11/2024	Person tampering with fishing vessel mooring lines on Poole Quay	
08/12/2024	Vessel flooded on pontoon mooring	
04/01/2025	Freight ferry damaged RoRo3 passenger gangway whilst berthing	MAIB
29/01/2025	Military vessels excessive speed and wash	

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	20

30/01/2025	Brief loss of comms with commercial diver during military helicopter exercise	
27/02/2025	Collision between two craft in harbour entrance	MAIB
03/03/2025	Carrier on VHF Ch14 affecting communication during shipping movement	
20/03/2025	Speeding Jet Skis near commercial diving activity	
29/03/2025	Temporary loss of all contact to/from Bridge Control	

7 Enforcement

All legislation infringements are investigated, and action is taken in accordance with the PHC Enforcement & Prosecution Policy. The following options are available depending on the evidence and other circumstances:

- Deterrent
- Education
- Verbal warning
- Written warning
- Written request for full report with possible interview
- Prosecution proceedings

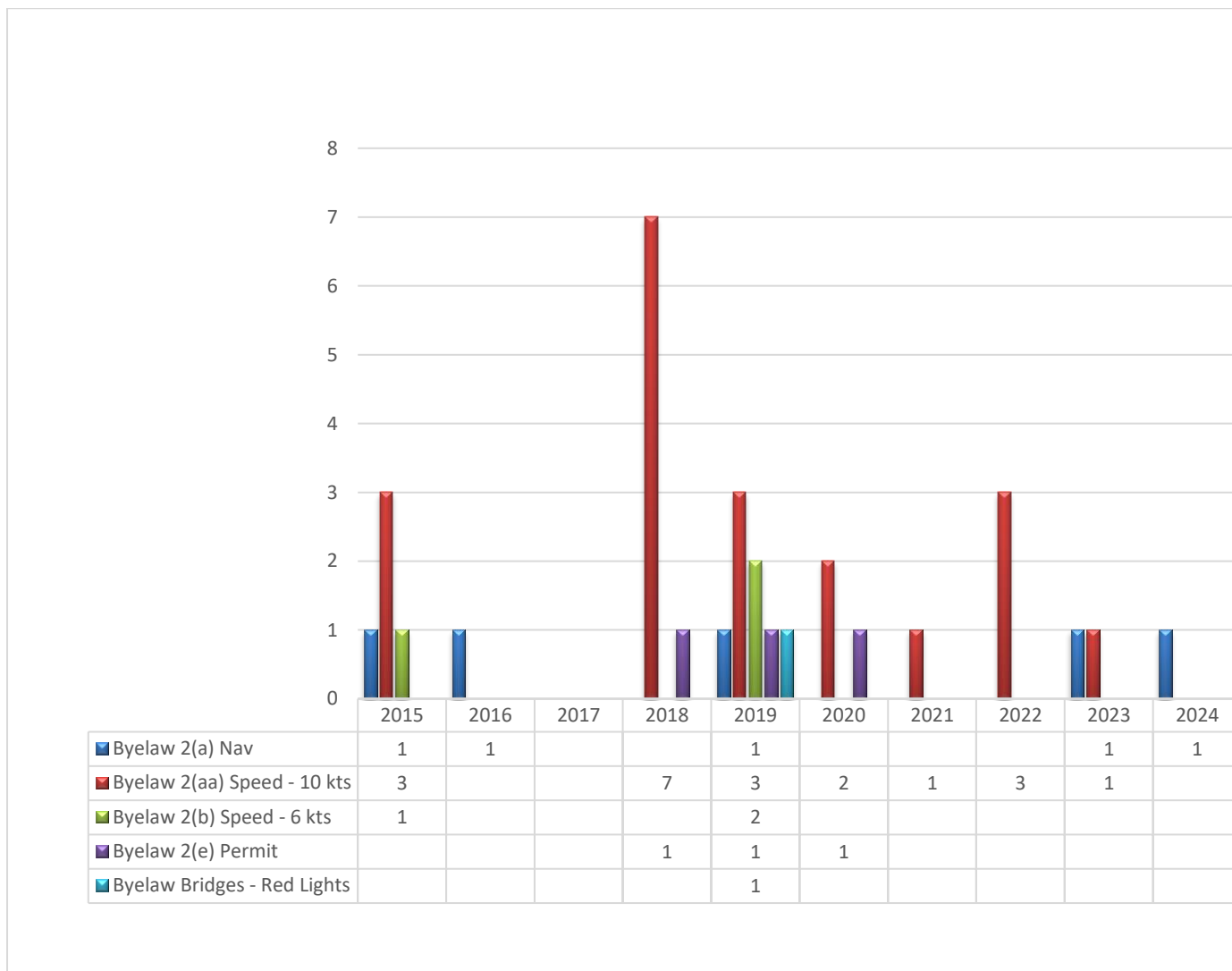
There was 1 prosecution initiated during the reporting period which, following an initial hearing, is due to go to trial in early 2026 so no further details can yet be published.

K Prosecutions

Incident Date	Name	Vessel	Court Date	Legislation	Fine	Costs
Pending	Pending	Pending	Pending	Pending	Pending	Pending

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	21

L Prosecutions Trend



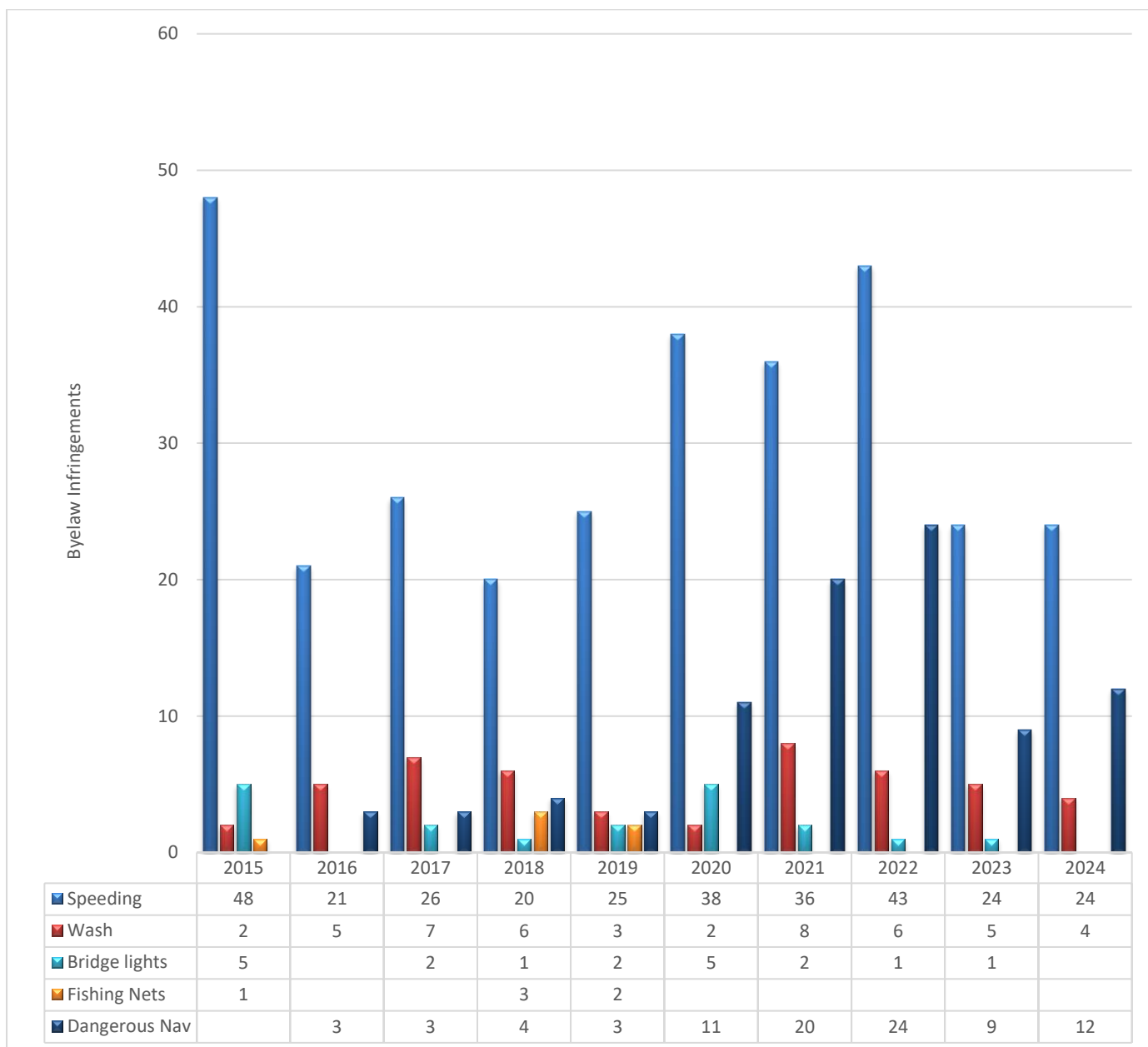
Within the Port Marine Safety Code (PMSC) Harbour Authorities are well advised to secure powers of General Direction, to support the effective management of vessels in their harbour waters. Poole Harbour Commissioners secured these powers in 2012. Two General Directions are currently in force.

- Permitting kite surfing
- Small Commercial Craft Registry

There remains the intention to repeal the existing byelaws and replace with a full modernized set of General Directions once the currently underway Harbour Revision Order is laid in late 2025.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	22

M Byelaw Infringements

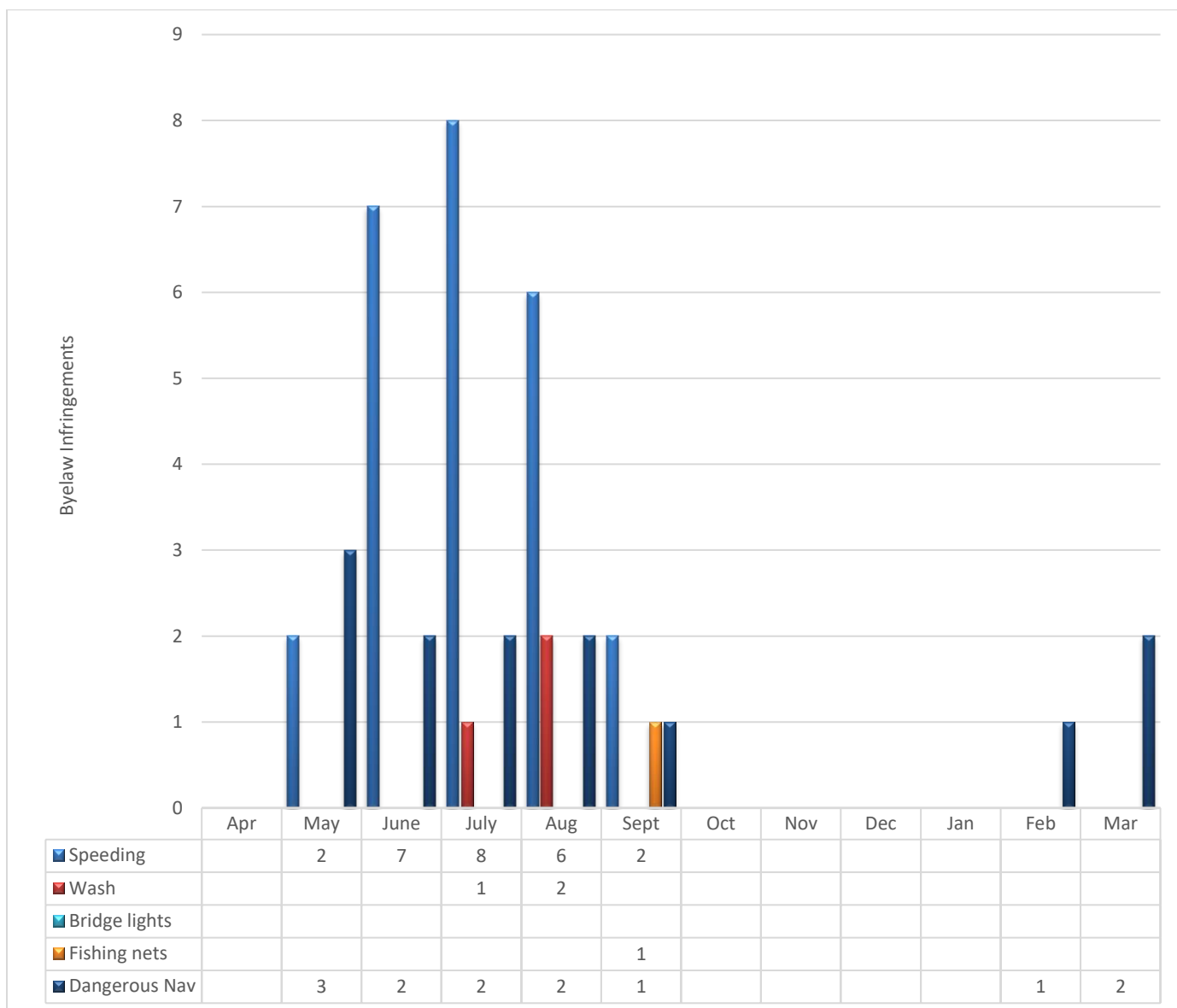


The PHC Enforcement & Prosecution Policy is exercised on every occasion that offender identification is made. The details of some of the offenders of incidents above were unfortunately not obtained. During the period 1st April 2023 to 31st March 2024 there were 29 recorded legislation infringements which is a 25% decrease on the previous reporting period. This is understood to be a fair reflection of ongoing decreasing use of the harbour by day launching visitors unfamiliar with legislation (compared to numbers post-pandemic). As mentioned in Section I (Near Miss Incidents analysis), PHC Patrol reporting has been fully digitalised for 2025 allowing for trend analysis of low-level interventions to activities like speeding that don't warrant a full incident report. With the same integration for MVS and bridges data.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	23

1 Byelaw infringements resulted in prosecution. 14 written warnings were issued by the Harbour Master, with 23 recorded verbal warnings. The remaining resulted in no further action (such as where the vessel couldn't be identified).

N Byelaw Infringement – Monthly Breakdown

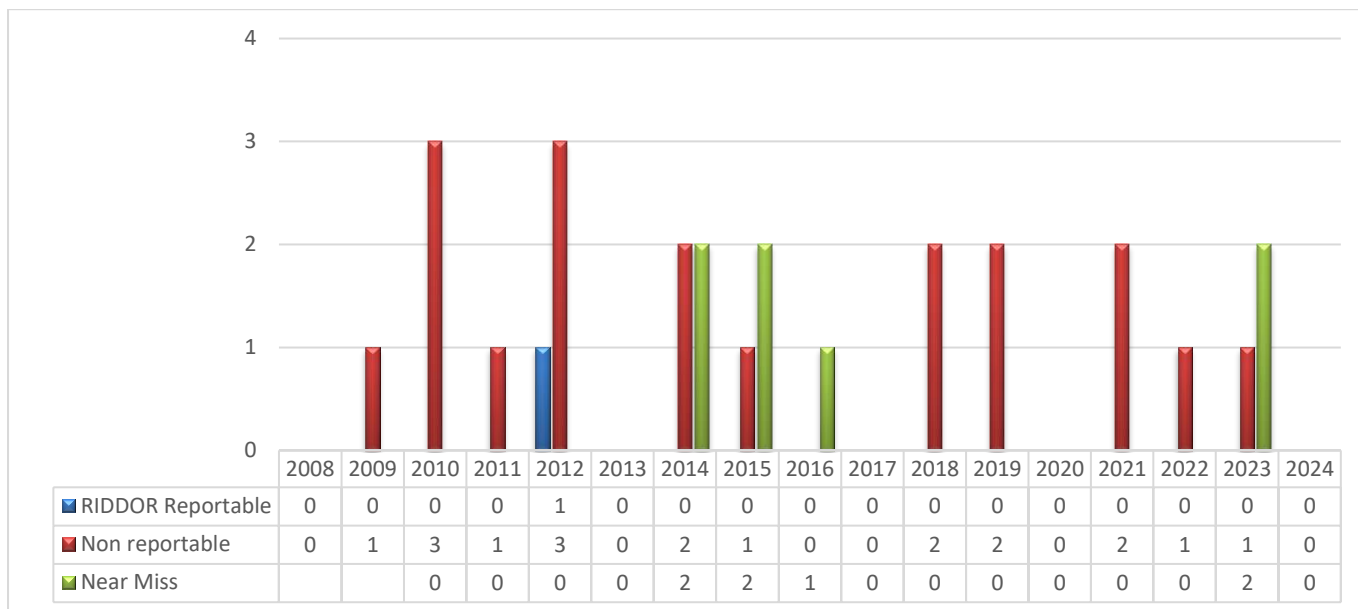


Most infringements continue to occur in the summer months when leisure traffic density is greatest and at the beginning of the season whilst potentially more erratic behaviour is expected due to both excitement at novelty of being back afloat and also the lack of recent experience.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	24

8 Personnel Safety

O Personnel Safety Record (Harbour Master Department)



There were 0 non-reportable or reportable accidents under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR) affecting marine staff.

One accident is considered one too many and therefore all Harbour Department employees are regularly advised to keep concentration levels high and never to be complacent. Safety toolbox talks are required and are regularly carried out and documented. Monthly safety days are scheduled to supplement routine checks and drills to ensure full participation within the department.

P Personnel Accident/Near Miss Summary

Accident / Near Miss	Detail	Action	Days off work
Nil			

Safety Days

One half day per month per team (subject to pilotage, towage and emergencies) is scheduled by the Duty Harbour Master to concentrate solely on all our safety responsibilities, ensuring they are addressed over a 12-month period. All routine safety checks were completed.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	25

Safety days include:

- Man Overboard Drills.
- Fire drills on vessels and at work places.
- LSA & FFE checks on vessels and at work places.
- Review of COSSH Assessments.
- Review of Risk Assessments.
- Review of training requirements.
- Health & Safety Inspection.
- Outstanding items on Safety Inspection Action Plan.
- Safety Equipment Checks.
- Equipment Checks.
- Oil spill Response Equipment Checks.
- General Housekeeping.
- Other.

All HM Department staff must contribute to the Safety Days.

A record of safety days is maintained on the PHC Safety Management System cloud-based software.

The Safety Days do not exonerate any employee from their normal safety checks and routines.

9 Notices & Memos

All Harbour Masters memos are promulgated and displayed on relevant notice boards. They form part of SMS operating procedures and are included in operation manuals as part of any review process.

Safety Notices are generally directed at harbour users and are promulgated using LNTM, social media networking and mail.

Q Local Notices to Mariners

A total of 59 Local Notices to Mariners were published during the period which were made available to the public via the PHC website and in hard copy at PHC reception. The notices are also emailed and WhatsApp instant messaged automatically to anyone subscribing to the distribution lists.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	26

10 Training

Training is an integral part of any Safety Management System to ensure that competence levels are kept to the required standard with the overall aim of reducing risk to personnel, navigational safety and the marine environment whilst maintaining business continuity.

R Courses and Training

A continued programme of cross training and familiarisation exists for all tasks required to carry out the Harbour Master Departments overall function. As a result, the department has continued to be more flexible with all employees able to multi-role in their abilities through gained competence and experience.

Number	Course / Training	Requirement
1	V103/1 Refresher	MCA
1	Bridge Resource Management	PHC/MCA
3	4P Oil Pollution Response Refresher Course	MCA
1	Fire Prevention and Fire Fighting	MCA
1	Personal Survival Techniques	MCA
1	Maritime Immediate Emergency Care	PHC
1	Master's COC Revalidation	MCA
10	Oil Pollution Response Equipment Training	PHC/MCA
1	Pilot Boat Coxswain	PHC
10	First Aid at Work Refresher	PHC/HSE
10	Maritime Immediate Emergency Care	PHC
8	Electronic Chart Plotter and Radar	MCA

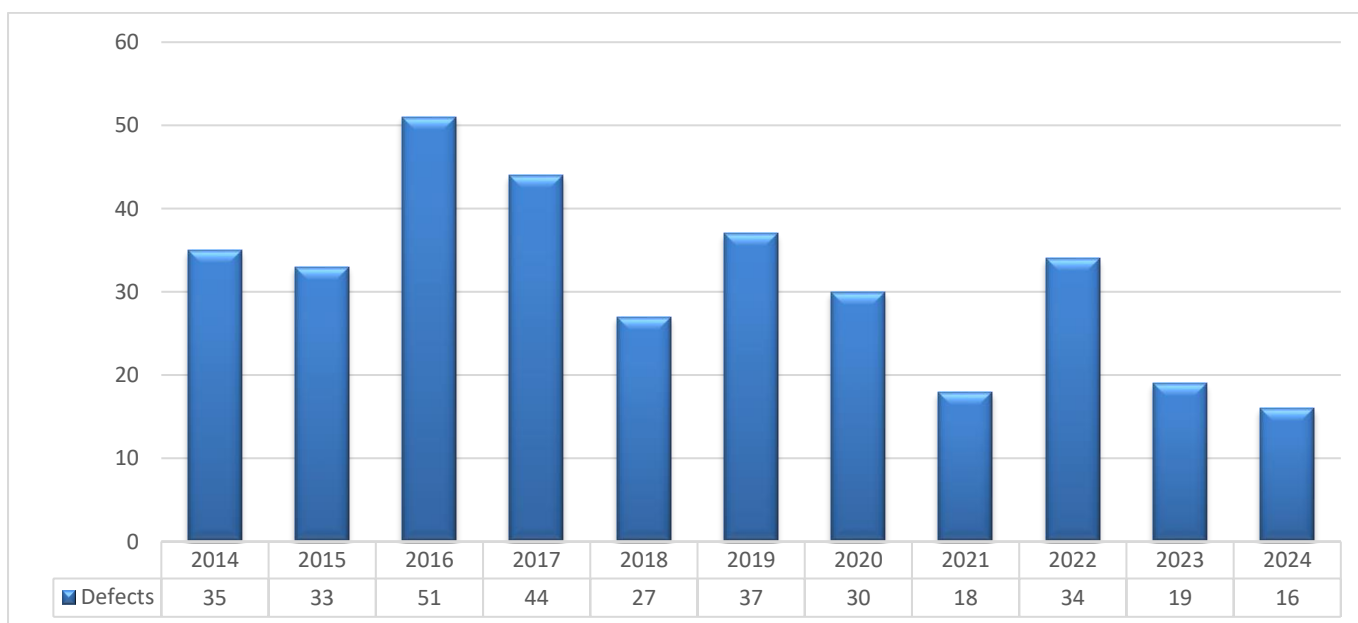
Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	27

11 Aids to Navigation

Poole Harbour Commissioners are the Local Lighthouse Authority (LLA) for Poole Harbour and have the power to maintain the marking or lighting within the harbour. The General Lighthouse Authority (GLA) has a duty to inspect all navigation marks under the management of the LLA (**Section 201 of the Merchant Shipping Act 1995**).

Trinity House, the General Lighthouse Authority, considers the availability of lights as a measurement of good management. The numbers of light defects during any year are not necessarily of concern unless due to lack of maintenance which is not the case. What would be of concern is the time taken to address a defect which could affect the safety of navigation.

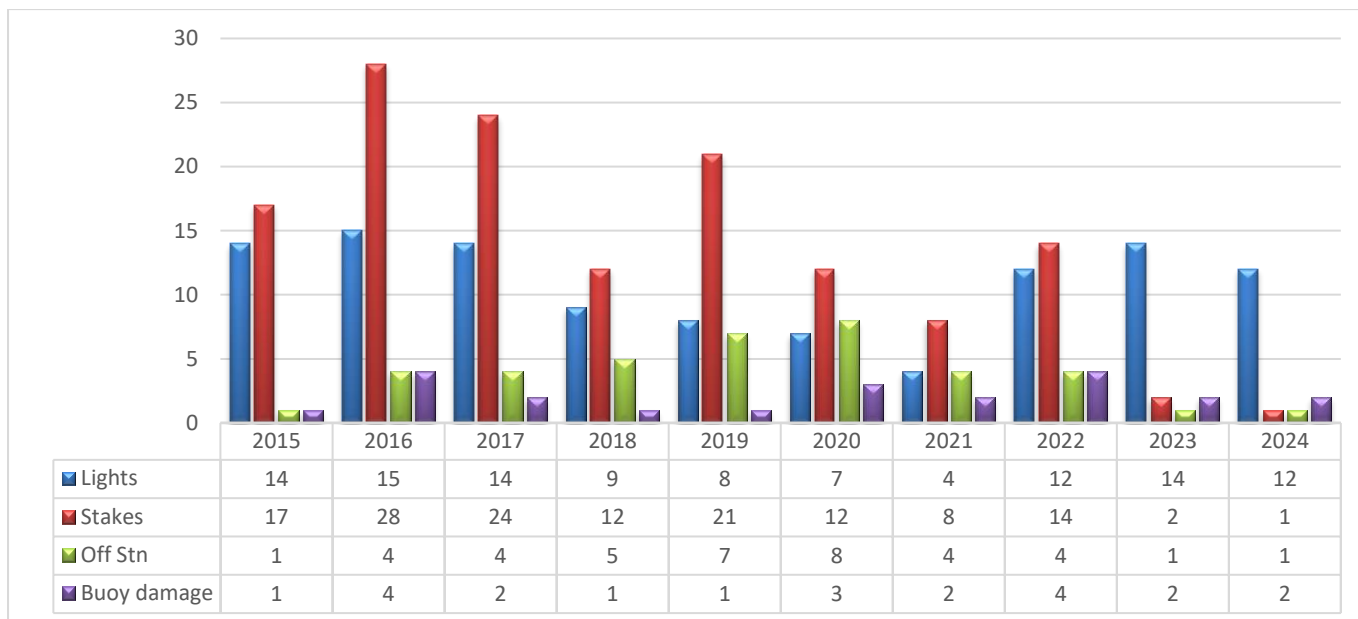
S Aids to Navigation Defects



Aids to Navigation deficiencies decreased by **16%** compared to previous reporting period was **48%** below the 10-year average of **31**.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	28

T Breakdown of Aids to Navigation Defects



The number of stake deficiencies have reduced as a result of replacing stake marked channels with buoys in some areas and implementing a regime of more regular inspection.

A large proportion of the light deficiencies are due to reduced solar light in the winter months causing lights to become diminished or extinguished.

Occasionally buoys get damaged by vessels or moved off station due to strong weather/tidal conditions.

Aids to Navigation are routinely serviced on a rotational basis, some more frequently than others and the table below outlines the works completed in the period.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	29

U Aids to Navigation Serviced

Date	Aids to Navigation	Description of works
All year	Wooden Stakes	Replace as necessary
March	Swash Buoy	Re-Lit
April	Wills Cut	Replaced port stakes with buoys
April	No . Buoy	Replaced
April	No. 4 Buoy	Replaced
April	No.12 Buoy	Replaced
April	No.10 Buoy	Replaced
April	Perenco light	Re-lit
May	North Channel Buoys	Serviced on station all North Channel Buoys (x14)
May	Linkspan 2 lower	Re-Lit
June	PEL Sector Light	Replace gearbox
June	Ro Ro 2 Lower	Re-Lit
June	PEL Sector light	Replace charging reg
July	Various (13) steel beacons	Replaced
July	Goathorn Beacon	Established light
Sept	Brownsea Buoy	Re-Lit
Oct	No.4 Buoy	Re-Lit
Nov	No. 23 Buoy	Replaced
Nov	No. 6 Buoy	Replaced
Nov	East Hook Buoy	Replaced
Nov	North Hook Buoy	Replaced
Nov	Channel Buoy	Replaced
Nov	Aunt Betty Buoy	Replaced
Nov	No. 3 Buoy	Replaced
Nov	No. 19 Buoy	Replaced
Nov	WH3 Buoy	Replaced
Nov	Bar Buoy	Replaced
Nov	Hamish Buoy	Serviced
Dec	SBC Beacon	Replaced
Jan	Oyster Bank Beacon	Re-lit
Jan	Diver Buoy	Re-Lit
March	Stone Island Buoy	Re-Lit

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	30

12 Hydrographic Surveys

All surveys have been completed in accordance with a planned monthly programme. The following plan as of March 2025 shows the timescale, frequency and priority. All data is sent to the Admiralty Hydrographic Office for inclusion in local charts. Surveys are also shared with pilots and PEC holders.

V Survey Progress as at end of March 2025

Survey Area	Scale	Priority	Date completed	Frequency	Date due
Backwater ChaTwin Sails MB	1250	2	Nov-25	12 month	Nov-26
Baiter	2500	4	Jan-23	36	Jul-26
Between the Quays MB	1000	2	Nov-24	12	Oct-25
Blood Alley	2500	3	Jul-24	36	Jun-27
Blue Lagoon	1000	4	Oct-24	5yr	Oct-29
Brownsea East	2500	4	May-24	36	May-27
Chain Ferry-main MB	1000	1	Mar-25	6	Oct-25
Chapman's Peak MB	1250	1	Mar-25	6	Sep-25
East Looe	2500	2	Mar-25	12	Apr-26
Havens / Bsea Roads MB + SB	2500	1	May-24	12	May-25
Holes Bay	2500	3	Jan-23	36	Dec-25
Hook Sands	2500	4	Jun-22	36	Sep-25
Little Channel/working Quays MB	500	1	Feb-25	6	Sep-25
Middle Channel (East) MB	2500	1	Feb-25	6	Sep-25
Middle Mud	2500	4	Jun-23	36	May-26
Middle Ground	2500	4	Dec-24	36	Dec-27
North Channel	2500	2	Dec-24	12	Dec-25
Parkstone Bay	2500	4	Aug-24	36	Aug-27
Poole Quay boat haven MB	500	2	Sep-24	12	Aug-25
Port of Poole Marina MB	500	2	Sep-24	12	Aug-25
Red Horn Lake	1250	3	Sep-22	36	Jun-25
Ro/Ros MB	500	1	Feb-25	6	Aug-25
Rockley Channel	1250	3	Jul-22	36	Jul-25
Sandbanks Inner shore	1250	4	Apr-24	36	Feb-27
Shell Bay	1250	4	Sep-22	36	Sep-25
Silt deposit area A MB	500	3	Feb-25	6	Sep-25
South Deep East/White Gnd	2500	2	Jul-22	36	Jul-25
South Deep West&Rams horn	2500	3	May-22	36	May-25
South Quay (Berth 1) MB	500	1	Feb-25	6	Aug-25
Stone Island Lake	2500	4	Sep-24	36	Jun-27
Swash Channel (North) MB	2500	1	Mar-25	6	Sep-25
Swash Channel (South) MB	2500	1	Mar-25	6	Sep-25
Swanage Disposal site	5000	4	Aug-23	36	Jun-26
Turning Basin and MSCW MB	2500	1	Feb-25	6	Sep-25
Wareham Channel (lower)	2500	2	Jan-25	36	Jan-28
Wareham Channel (middle)	2500	3	Jan-25	36	Jan-28
Wareham Channel (upper)	2500	3	Feb-25	36	Jan-28
Whitley Lake + eel grass	2500	4	Nov-22	36	Sep-25
Wills Cut	1250	3	Jul-22	36	May-25
Wrecks Prot (Stud bay/Swash/Mortar)	500	3	Sep-24	6	Mar-25
Wych Channel (Lower)	2500	3	Feb-24	36	Feb-27
Wych Channel (Middle)	2500	3	Jun-24	36	Mar-27
Wych Channel (Upper)	2500	3	Jul-24	36	May-27

Colour Key:

PENDING

UP TO DATE

MB Multibeam (full seafloor coverage).

IN PROGRESS

OVERDUE

Falls overdue 2 months after date due
priority 1&2 only

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	31

13 Dredging & Disposal

In line with the Poole Harbour Maintenance Dredging Protocol and statutory requirements, the Commissioners continue to monitor the entire dredging and disposal operation within the Harbour. The following relates to the 2024 calendar year.

Disposal to Brownsea Roads

During the year, 17,858 m³ of clean silt was disposed at Brownsea Roads in-harbour site. Around half of the boatyards and marinas around the harbour carried our maintenance dredging using local or external dredge companies.

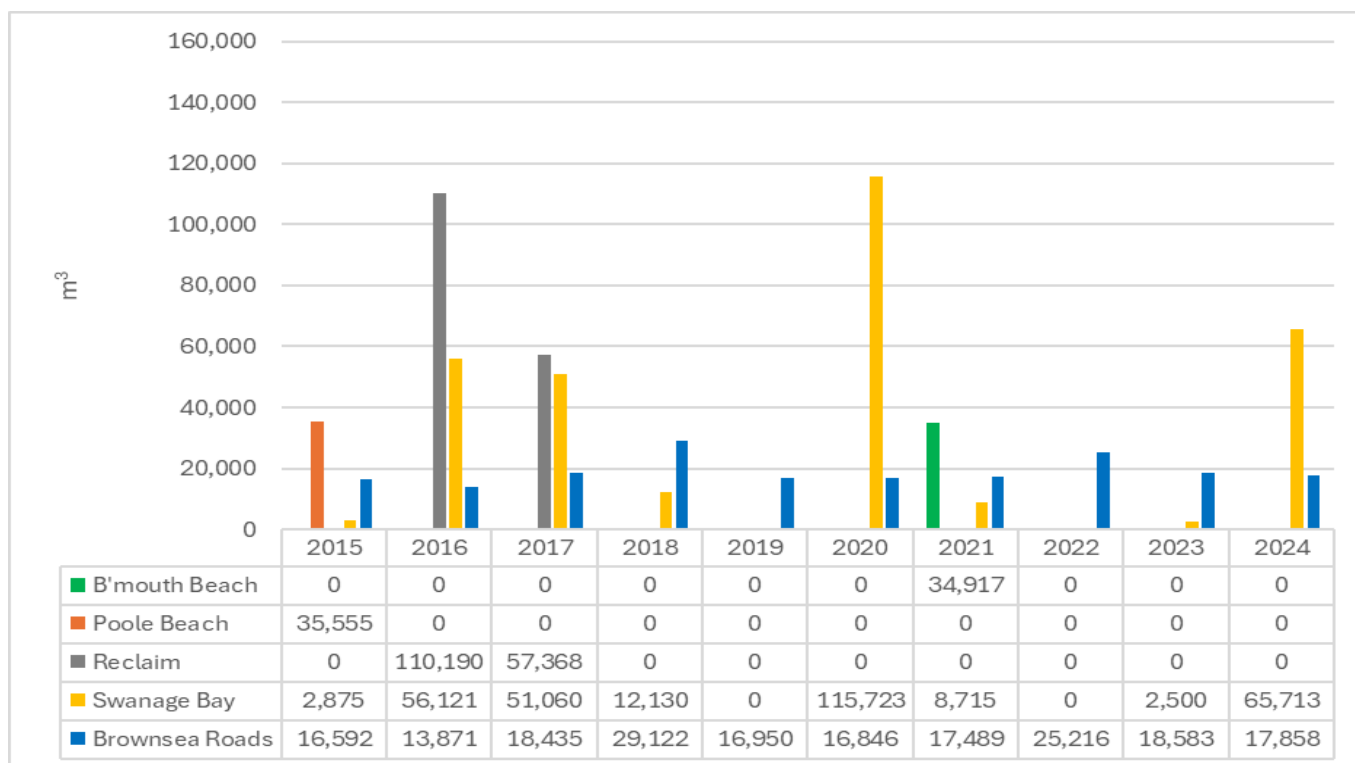
Disposal to Swanage

During 2024 a maintenance dredge campaign of the shipping channels was carried out, with disposal of all material to the Swanage grounds under PHC’s MMO licence. A combined total of 65,713m³ was disposed of at the Swanage site from Middle Ship Channel, Swash Channel, Turning Basin, South Quay, and Little Channel.

Beneficial Use/Reclaim

Despite all opportunities being discussed with BCP Council, no material was used for beneficial use or reclaim during 2024.

W Maintenance Dredging Disposal (2024 Calendar Year)



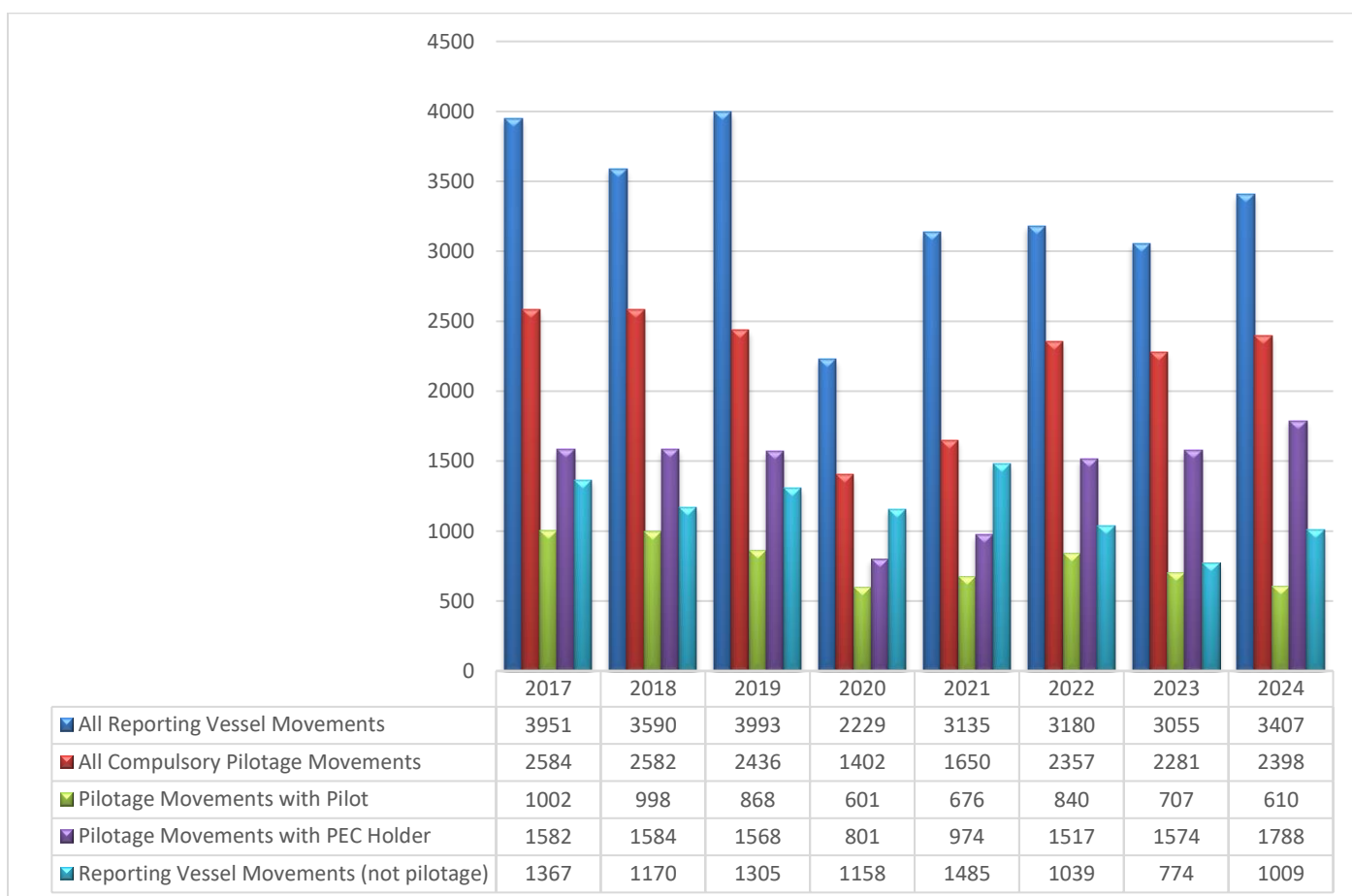
Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	32

14 Pilotage

Pilotage is compulsory for vessels of 50 metres or over in overall length. The current number of pilots is considered sufficient to safely provide a pilotage service for the current volume of traffic. There are three full time Class 1 Pilots who are also Assistant Harbour Masters. Each have additional management roles including Moorings, Aids to Navigation, Pilotage Service and Safety Management System. One self-employed authorised Class 1 pilot is currently contracted to assist in covering holidays and sickness. Another self-employed pilot is currently in training.

X Pilotage Statistics

Reporting Vessel Movements is a total figure that also includes those not subject to Compulsory Pilotage but above the reporting vessel threshold of 25m length overall or otherwise necessary for active monitoring and recording by VTS (such as licensed small dredger movements carrying spoil). Compulsory Pilotage includes movements with Pilot and movements with a Pilot Exemption Certificate (PEC) Holder.



All reporting vessel movements increased by 30% compared to the previous year. Movements subject to compulsory pilotage increased by 5%. PHC piloted movements decreased by 14% due to low turnover in PEC holders whilst PEC holder movements correspondingly increased by 14%.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	33

15 Vessel Traffic Service (VTS)

Poole operates a Vessel Traffic Service (VTS) which is defined by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) as a service, implemented by a government with the capability to interact with vessel traffic and respond to developing situations within a VTS area to improve safety and efficiency of navigation, contribute to the safety of life at sea and support the protection of the environment.

Poole VTS is an essential 24/7 service for shipping movements and other marine activities in the Harbour. Throughout the reporting period the VTS Officers (VTSOs) have continued to manage marine traffic safely and professionally in a manner as defined above.

The majority of incidents and complaints are reported direct to Poole VTS and recorded within the Safety Management System. This in turn is interrogated to identify trends, to inform document review including risk assessments and to assist with investigation and provide statistics for marine safety reports.

The efficiency of the VTS depends on the reliability and continuity of communications and monitoring equipment to provide accurate and unambiguous information to the VTSOs and harbour users.

The equipment available to the trained VTSOs includes Radar, AIS, CCTV, VHF, tidal and weather inputs. These resources help contribute to safety of life at sea and efficiency of navigation and support the protection of the environment within the VTS area by mitigating the development of unsafe situations. Statistics on outages and availability of VTS equipment are available at Tables DD and EE.

All equipment is recorded and used to assist with incident investigation and legislation enforcement.

16 Risk Assessment

The identification and assessment of navigational hazards is central to the effective maintenance of the Navigational SMS. Currently a Hazard Management database is used as the basis for its continuing review of both new and existing hazards and their preventative control measures.

In reviewing identified hazards and risk control measures PHC management will involve PHC marine staff and active harbour users as appropriate. It may also, on occasions, involve external specialist consultants.

The review of hazards and control measures are prompted by three circumstances:

- Planned, periodic, formal review of established hazards and risk controls, initiated by the risk assessment software;
- Review of hazards and associated risk controls following an incident including near miss; and
- The identification and assessment of any potential hazards arising from changes to circumstances including the introduction of a new trade and/or marine operation. The process used to implement, modify or develop the Navigational SMS is included in the Navigational Safety Management Plan.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	34

Risk assessments are also carried out for PHC waterborne tasks and for land-based personnel safety which are reviewed on the same basis as above using the PHC Safety Management System cloud-based software.

17 Document Review

Documents and procedures are the basis of a good Safety Management System and in order for the system to be dynamic and current, it is essential that the documents and procedures are being referenced and followed and that there is a regular review process. The table below highlights the Safety Management System documents have been reviewed during the reporting period.

Y Document Review

Month	Review Completed
All	Navigation Risk Assessments, Workplace Risk Assessments and Safe Systems of Work
Jul 24	VTS Procedures
Aug 24	PHC Emergency Plan
Dec 24	Oil Spill Contingency Plan
Jan 25	MOU – PHC / Perenco Oil Spill Response
Mar 25	MOU – PHC / Hamworthy Barracks
Mar 25	Marine Policies
Mar 25	Sail Racing Procedures

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	35

18 Targets

Z Current Reporting Period ending 31 March 2025

Creation of summary matrix of marine training requirements by role	Complete
Expand Towage Procedures to include Towage Guidelines	Progressed
Review Patrol Instructions	Complete
Resume annual VTS Officer assessments	Complete
Review 12x Marine Policies	Complete
Draft General Directions (repealing byelaws) pending progress of the HRO	Progressed
Formal Risk Assessment for the necessity for VTS and Pilotage	Progressed
Review Large Vessels Formal Risk Assessment	Progressed
Review Pilotage Procedures and Training Programme	Progressed
Review Sail Racing Procedures (and in-harbour race mark provision)	Complete
Reissue Navigational Safety Management Plan to account for various other observations to reach best practice at November 2023 PMSC Audit	Progressed
Resolve any urgent audit findings during Autumn 2024 PMSC Audit	Complete

AA Next Reporting Period ending 31 March 2026

Expand Towage Procedures to include Towage Guidelines and third party tug approvals
Draft General Directions (repealing byelaws) pending laying of HRO later in 2025
Formal Risk Assessment for the necessity for VTS and Pilotage
Review Large Vessels Formal Risk Assessment
Review Pilotage Procedures including pilot training programme
Reissue Navigational Safety Management Plan
Consider setting Tolerability framework thresholds within Navigational Risk Assessments
Document exiting Fatigue Management arrangements for marine staff
Enhance VTS Radar picture at Aunty Betty area of Middle Ship Channel
Refresh of Line handler Training Framework and authorisations (incl agency staff)

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	36

19 External Audits

Safety Management System and Port Marine Safety Code (PMSC) Compliance Audit

PHC require a practical, pragmatic, and cost-effective Designated Person (DP) in order to provide independent assurance directly to the Duty Holder (Board members individually and collectively).

Since 2023, this service is contracted to PHC by ABP Marine Environmental Research (ABPmer) Ltd – with our Designated Person as Captain Martin Phipps.

The main role of the Designated Person is to:

- Determine through assessment and audit that PHC has an effective and appropriate Navigational Safety Management System.
- Provide the PHC Board with independent and professional advice regarding PHC overall compliance with the requirements of the Port Marine Safety Code.

Designated Person Audit

The Designated Person submitted an audit report to the Board following an audit on the 2nd November 2023. The DP confirmed to the Board (Duty Holders) “PHC is found to be compliant with the requirements of the Port Marine Safety Code. ABPmer would like to compliment the Authority’s staff for their focus on safe harbour operations and their professionalism during the Audit.”

There were no areas of non-compliance, 109 areas identified of best practice and 16 areas with observations for improvement to reach best practice. Actions to progress towards closing these 16 areas is outlined at section AA Targets and set out in detail in the Harbour Master’s reports to the board.

Number	Key Measures Ten-point ‘health check’			
1	Duty Holder	0	0	4
2	Designated Person	0	0	2
3	Legislation	0	0	12
4	Duties and Powers	0	10	30
5	Risk Assessment	0	4	6
6	MSMS	0	1	37
7	Review and Audit	0	1	2
8	Competence	0	0	9
9	Plan	0	0	4
10	Aids to Navigation	0	0	4
Total		0	16	109

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	37

PHC last confirmed to Government its compliance with the requirements of the PMSC in March 2021. This compliance exercise has been managed by the MCA at 3 year intervals. However, the 2024 compliance exercise has been announced by the MCA as delayed until January 2026 following the long anticipated release of the updated PMSC by government in April 2025.

MCA PMSC Health Check

PHC were in December 2024 invited by the MCA to volunteer for a PMSC Healthcheck with MCA assessors who took the opportunity to trial run the draft Healthcheck template aligned with the new version of the Code. Health Checks can be random, voluntary or incident driven. PHC's previous MCA Health check was in 2015. They follow a similar methodology to ABPmer's annual audit and generated five observations for review. Only two of the five were not duplicated with ABPmer's observations, and all are included in Section AA targets.

VTS Audit

The MCA also carried out a VTS Audit during the period. The last audit was also in 2015. Whilst taking place on the same day, this statutory audit is discrete from the non-statutory PMSC Health Check. The audit was passed with the headline being "Poole VTS is a well organised and managed VTS". During the audit, the MCA formally asked PHC to rename Harbour Control to "Poole VTS" to fall in line with international guidance. This was completed during February 2025. There were two other observations related to known distortion in the radar picture at Aunt Betty and a radar shadow in the Turning Basin. It was agreed the latter is well mitigated by CCTV but the former required review due to the range from cameras and it being an area where incidents do take place more regularly than others. Since the audit, PHC have issued a purchase order for the establishment of a third Radar station sited at the Royal Motor Yacht Club which is on track to go live in July 2025.

OPRC

The Maritime & Coastguard Agency (MCA) last conducted an Oil Pollution Preparedness Response & Co-Operation (OPRC) Regulations audit on the 19th October 2021. There were no Non-Compliance Notices (NCN) issued. The MCA auditor concluded, "Poole Harbour demonstrates good incident preparedness and there is ample evidence that the Incident Management Team (IMT) and responders are regularly and effectively drilled". The MCA's regional Counter Pollution and Salvage Officer had frequent oversight of the PHC response during the March 2023 major oil spill incident which led to our 3-yearly inter-agency exercise due in 2024 being put back to 2026.

The annual OPRC return was submitted in January 2025. An MCA led Tier 3 Oil Spill exercise was also planned to take place in Poole in February 2025 but it was cancelled due to the significant shipping collision in the North Sea the week before requiring those resources.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	38

Trinity House Inspection and Audit

The annual inspection of Aids to Navigation was carried out by Trinity House on the 2nd May 2024. They were found to be in “good and efficient order” with no non conformities or PIN’s (Potential Improvement notices) issued.

Aids to Navigation average availability of lights continues to be above the required Trinity House minimum standard.

The Aids to Navigation lights availability is the average percentage of all lights over a 3 year period, our lowest being 79.33% and highest being 100% for individual lights. Trinity House requires a minimum standard of 97% to 99% depending on category of light which is based on location.

For the period 1st April 2024 to 31st March 2025 the overall average availability across all categories of lights was 99.87%.

20 Emergency Exercises

Training is about raising the awareness of all staff about what emergencies they may face and giving them confidence in Poole Harbour Commissioners procedures and their ability to carry them out successfully. It is also about developing competencies and skill-sets through training, so that staff can fulfil key roles.

There are various emergency exercises that take place throughout the year including Fire, Security, Lone Worker, Abandon Ship and Man Overboard. Some emergency training is required through legislation and one such area is Oil Pollution Preparedness. This involves refresher training and conducting scenario exercises.

The Oil Pollution Contingency Plan went through a full consultative review in 2021. The Plan was approved by the MCA on the 31st August 2021 and is valid until the 30th August 2026. It underwent a thorough interim review following the March 2023 incident and was reissued in December 2023 and December 2024.

It is a requirement to plan and execute a Tier 2 oil pollution exercise every three years. The next Tier 2 exercise was scheduled for October 2023; however, due to the successful response to a major oil pollution incident on the 26th March 2023, the MCA have formally confirmed the next major exercise will be due 26th March 2026.

It is also a requirement to conduct a tabletop exercise during intermediate years, and this was last completed in November 2024 which also included a small-scale Tier 1 mobilisation and HM attendance at the TCG as part of the Perenco’s wider COMAH exercise.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	39

BB Summary of Emergency Oil Pollution Response Exercises

Date	Exercise
16 th Sept 2024	Notification Exercise (Call out procedure)
26 th November 2024	OSRL Tier 3 Training Exercise at Poole
28 th November 2024	Wytch Farm COMAH exercise including tabletop Tier 2 response and Tier 1 assets being mobilised
31 st March 2025	Notification Exercise (Call out procedure)

Poole Harbour Commissioners and Perenco UK have an agreement in place which requires trained personnel from the Harbour Masters department to respond to any pollution incident in Poole Harbour attributed to Perenco UK. The callout procedure for this agreement is tested on a weekly basis.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	40

21 SMS Key Performance Indicators (KPI)

The PHC performance-monitoring programme is designed to progressively improve navigational safety. By measuring key indicators, which reflect both the performance of PHC and that of harbour users, appropriate measures can be added to the Safety Management System.

Five-year average figures have been rounded up to nearest whole number.

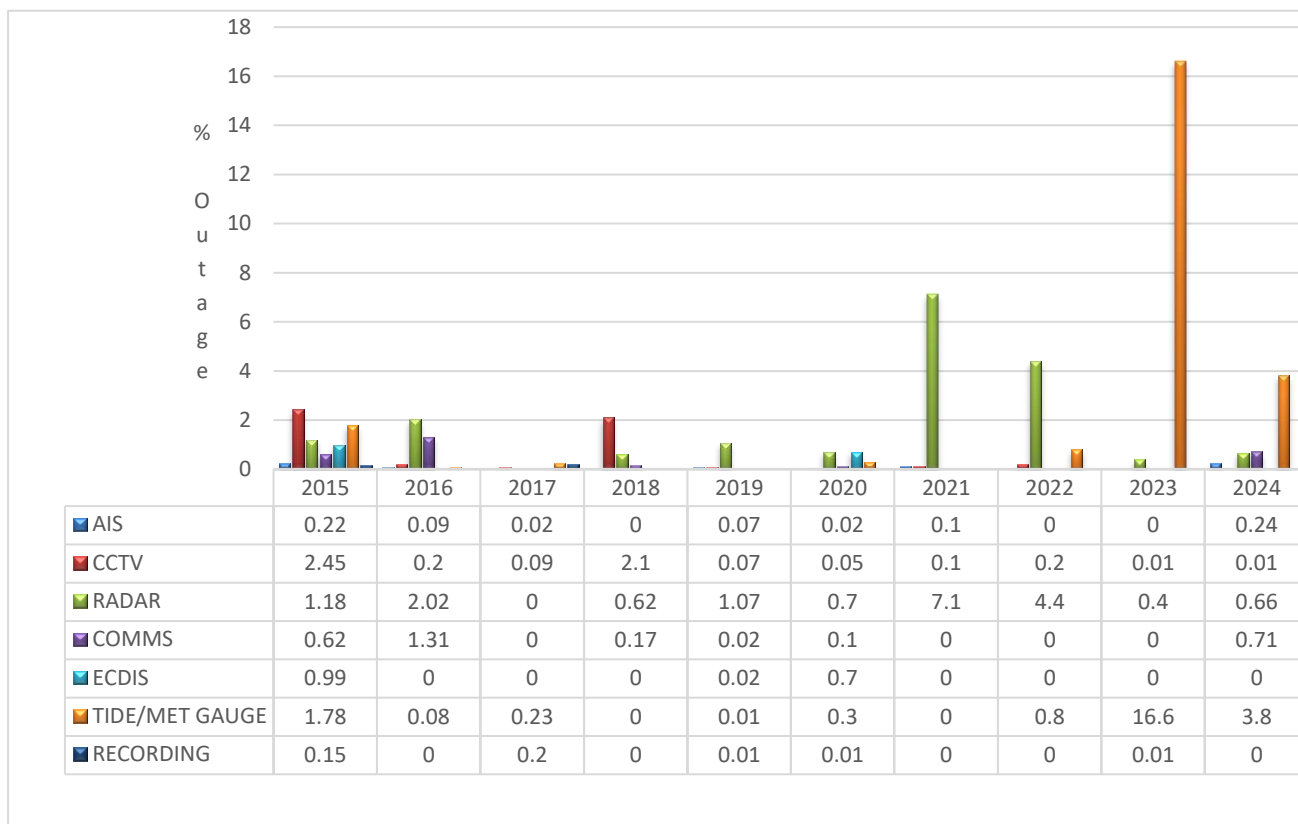
CC Key Performance Indicator Results

Key Performance Indicator results	5 Year Ave	2020	2021	2022	2023	2024
Accidents (Compulsory Pilotage)	3.8	1	5	2	7	4
Accidents per 1000 Pilotage Acts	2	1	3	1	3	2
Near Miss Incidents (Compulsory Pilotage)	5.8	1	5	9	7	6
Near Miss Incidents per 1000 Pilotage Acts	2.8	1	3	4	3	3
Harbour Master written warnings issued	17.6	16	22	28	11	11
Prosecutions	1.6	2	1	3	1	1
Pollution incidents	5.4	6	2	4	6	9
VTS equipment availability (%)	92.6	98.1	92.7	94.6	83.0	94.6
AtoN lights availability 3-year average (%)	99.70	99.30	99.97	99.83	99.54	99.87
Hydrographic info not published	0	0	0	0	0	0
MAIB reports	1	0	1	1	0	3
Attributable ship delays	0	0	0	0	0	0
PHC craft overdue for inspection	0	0	0	0	0	0

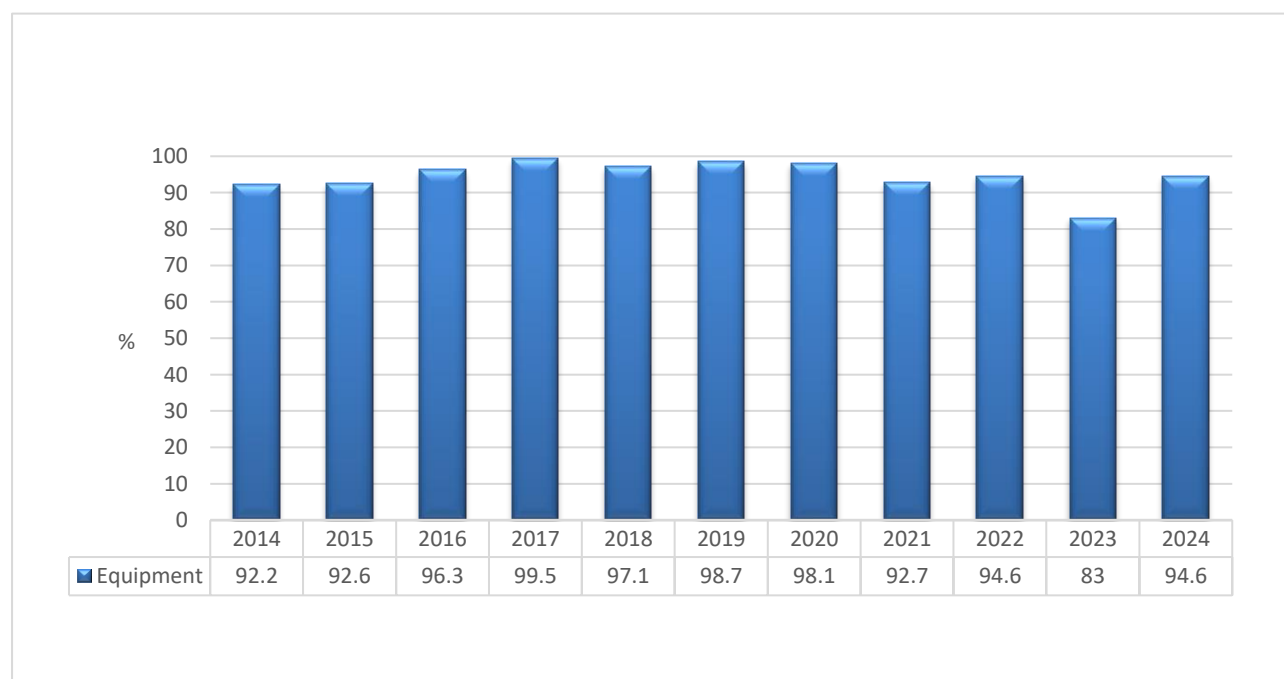
N.B: For the 2024 report, the methodology for calculating VTS equipment availability has been slightly optimised to focus on equipment core to the VTS function. This has resulted in a retrospective reduction to 2023's figure of 94.6% availability due to increased weighting on the importance of wind/tide gauges and a clarification in policy as to what constitutes a failure in AIS equipment. See overleaf at DD and EE.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	41

DD VTS Equipment Outage (excludes planned maintenance outages arranged around shipping)



EE VTS Equipment Availability



Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	42

22 SMS Improvement

The Safety Management System continues to be audited on a regular basis to ensure compliance with the Port Marine Safety Code. The internal review process encourages the Harbour Masters Department to seek out improvement either to improve safety or to reduce administration burden without compromise to safety.

23 Stakeholder Meetings

Feedback from both PHC staff and other Harbour users provides a vital Navigational SMS component. All are actively encouraged to be involved in the management of navigational safety. This includes input into the development and implementation of the Navigational SMS and its operational risk management controls. Examples of consultation, involvement and communication employed by the Harbour Masters Department in the maintenance of the Navigational SMS include:

- Stakeholder liaison meetings
- Hazard identification consultations
- Risk assessment consultations
- PHC staff appraisal process
- PHC staff group meetings
- Legislation & Enforcement consultation process
- Strategic planning consultation process
- PHC website
- Social Media Network

It is important that regular stakeholder meetings take place to bring people together to pool knowledge, experience, and expertise to co-create solutions that will minimise health and safety risk, navigational risk, and risk to the environment because of commercial and leisure activities in the Harbour. These meetings provide regular updates on Harbour matters and offer those who will affect or be affected by proposals a chance to voice their opinions.

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	43

FF Stakeholder Liaison Meetings

The current programme of regular stakeholder meetings chaired by PHC are as follows:

Frequency	Meeting
Monthly	Poole Harbour Commissioners Board
3 Monthly	VTS Operators
4 Monthly	Assistant Harbour Masters / Pilots
6 Monthly	Poole Harbour Steering Group
6 Monthly	Poole Yachting Association
6 Monthly	Harbour Patrol / Maritime Volunteer Service
6 Monthly	Boatyard and Marina Operators Group
6 Monthly	Watersports Group
Annual	HM Dept Staff Appraisals
Annual	Passenger Boat Operators Group
As required	Personal Watercraft Group
Annual	Stakeholders Open Evening

This in addition to periodic attendance at harbour meetings chaired/hosted by others than PHC including but not limited to:

- Bridges Operating Board
- Harbour Watch
- Poole Harbour Islands Safety Group
- Poole and District Fisherman's Association
- Poole Harbour Association (Holes Bay Mooring Holders / Tender Users)
- Poole Charter Skippers Association
- Poole Bay Small Boat Angling Club

And HM department attendance at land-side safety meetings focused on the commercial port estate including but not limited to:

- Port Users Safety Group
- Port Health, Safety & Wellbeing Committee

The Harbour Master and other PHC representatives also attend a range of regional and national annual conferences and more regular meetings for sharing of best practice and regulatory updates between ports.

Harry Gregory
HARBOUR MASTER

Poole Harbour Commissioners	Document ID AMSR	Authorised By Duty Holders	Original Date April 2001	Page Number
Annual Marine Safety Report	Date Revised July 2025	Revised By Harbour Master	Review Due July 2026	44