

## **Bridport Harbour – Port Marine Safety Code**

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Harbour Master: James Radcliffe

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### **1. Purpose of Report**

To report the findings of an assessment made against the safety management system (SMS) at Bridport harbour in support of the Harbour Operations Annual Report and in compliance with the Port Marine Safety Code (PMSC).

### **2. Executive Summary**

Reporting as the Designated Person (DP) under the PMSC, I am able to provide a reasonable assurance of safe harbour operations at Bridport and framework compliance with the PMSC through the Operations Plan that was last reviewed in September 2015. Confirmation of PMSC compliance was issued to the Maritime and Coastguard Agency (MCA) in April 2015 as required by the Code.

Evidence provided has confirmed that known risks of marine operations have been identified, assessed and precautions have been put in place in an effort to manage risks to a level that are considered to be as low as reasonably practicable.

### **3. Management System & Bylaws**

The SMS is established by combining policies and procedures from the Dorset Councils Partnership (DCP) and marine based requirements derived from the PMSC.

Details of the safety management documents relevant to shore based activities are available through the intranet and hold many similarities to the requirements of the code.

There have been no changes to existing bylaws within the previous 12 months.

### **4. Harbour Use**

A meeting of Bridport harbour users was held in October 2016 to discuss harbour matters. The meeting was relatively poorly attended by harbour users and no concerns were raised relevant to landside health and safety or with items governed under the Port Marine Safety Code.

Last year it was reported that a fee paying 'dive air supply station' had been established and was being operated by the Harbour Master and his staff. It is considered that this facility continues to operate with a good approach to safety and with suitable control measures to mitigate risks applicable to operators and more widely the end user of the air supply.

In July a new compressor and 5 additional air storage vessels were installed. A schematic of this work was being developed by the approved contractor responsible for the installation. A subsequent visit will be made by the DP to ensure that all necessary documents and approvals are current and available.

There are several high profile events held at the harbour throughout the main season. Property Services undertake responsibility for reviewing event applications and safety submissions from organisers. Any operational concerns relevant to events are raised with the Harbour Master as required.

## **5. Harbour Staff**

The Harbour Master is supported by 1.5 full time equivalent staff together with seasonal staff and volunteers.

## **6. Training**

The Harbour Master has completed an array of health and safety training and this knowledge is used to support the training needs of seasonal staff.

Within recent months harbour staff have completed a significant amount of health and safety training having focus with the risk assessment process. This training has included IOSH Managing Safely that is a nationally recognised qualification.

## **7. Risk Assessments**

Bridport harbour has been assessed as having a high health and safety risk profile that demands an effective and pro-active safety management system to mitigate risk.

It is confirmed that there are a good number of risk assessments that demonstrate foreseeable hazards at Bridport harbour have been addressed. Records identify that risk assessments were reviewed in May 2016.

Bridport harbour risk assessments were submitted for review in August 2016 in accordance with the new DCP audit review policy. The submitted assessments scored positively against the test criteria that had been established by the review. This result provides some additional assurance that risk assessment outcomes are suitable to meet the risk profile of the harbour.

## **8. Harbour Assets – Inspections**

A review of harbour asset inspection records demonstrates that regular checks are made of equipment to ensure they remain fit for purpose and available for use. It is probable that should asset defects occur they would be detected within a reasonable timescale and properly managed to seek remedy. Asset inspections are completed on either a daily or monthly basis depending on assessed priority or the likelihood of defects occurring i.e. life saving equipment is inspected daily and harbour ladders monthly.

Monitoring of asset records is undertaken by DCP insurers who receive copies of completed inspection records on a regular basis.

## **9. Emergency Planning**

The Marine Operations Plan provides insight of the process that should be followed if an emergency arises. The Harbour Master confirmed that he regularly acts out emergency scenarios with his staff as a desk top exercise.

## **10. Accidents & Incidents (previous 12 months)**

- No accidents, incidents or RIDDOR events have been reported within the previous 12 months. It is reported that no harbour by-laws have been breached or warnings given to harbour users.
- A vessel (5 metres) sank on its mooring apparently without reason. The harbour team acted to recover the vessel and pump out water. No injury was reported.
- A leisure vessel (7 metres) started to take on water and eventually sank off Eype. The harbour launch was used to rescue the boat occupants. There were no injuries and the vessel was later raised by a trawler (winch) after divers had secured lines to the distressed vessel. No cause for the sinking was identified.
- A young child (infant) fell 5 metres from the eastside harbour wall onto the exposed seabed. There were no injuries and it was thought that the accompanying parents had not adequately supervised the child. It was determined by the Harbour Master that no further action was required.
- There have been no collisions between boats within the harbour or its approaches.

## **11. Pollution**

No pollution events have occurred within the harbour or approaches.

## **12. Harbour Assurances**

### Harbour Dredging and Beach Replenishment

The most recent hydrographic survey was completed by Shoreline Services before and after the harbour dredging operation in February 2016. This dredging operation is fully funded by the Environment Agency as part of the coastline preservation strategy. Currently there are no reported instances of silting within the harbour or approaches.

### Navigational Aids

Trinity House conducted an assessment of navigation aids in March 2016. A request was made for a repair to be undertaken to one navigational aid that had failed because of storm damage. A further visit was made by Trinity House more recently and it was found that the harbour sector light was deficient. The Harbour Master confirmed that all remedial work has been completed and that failure of the sector light was due to a power supply that had malfunctioned.

## **13. Other Harbour Matters**

DCP has recently introduced a new initiative to establish a Site Responsible Person for all sites adjudged to have a high risk profile with regard health and safety. The Harbour Master has assumed this role that has purpose to improve some aspects of site safety and to better manage support services and contractors.

Bridport harbour has recently been subject to a SWAP audit that had specific focus with the safety and adequacy of boat storage within car parking areas, during the winter months. The Harbour Master was able to provide risk assessments that evidenced action he had taken to mitigate risk to an acceptable level. No incidents or accidents have been recorded in any of the boat storage areas.

## **14. Forward Assessments**

Surveillance visits at the Bridport harbour office are regularly scheduled by the DP and any significant findings from these visits will be reported as required to the Executive Committee.

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