

Harbour Management Board

20 March 2019

Twelve-monthly Review of Compliance with Port Marine Safety Code (PMSC)

For Recommendation To Council

Briefholder(s)

Cllr R Kosior, Tourism, Culture and Harbour
Cllr J Farquharson, Chair Harbour Management Board

Senior Leadership Team Contact:

N/A

Report Author: Richard Noakes (Designated Person) / Keith Howorth
(Weymouth Harbour Master)

Statutory Authority

Department for Transport
Maritime & Coastguard Agency (MCA)
Health & Safety Executive (HSE)

Purpose of Report

- 1 This report outlines the 12 monthly review of Weymouth Harbour including the current status of compliance with the principles of the Port Marine Safety Code (PMSC) and advises members of the Full Council as Duty Holders of any relevant information during the period. This report covers the period of February 2018 to February 2019.

Officer Recommendations

- 2.1 The Board is recommended to approve the contents of this report to Full Council for final approval. Due to Local Government Review and the change of ownership to Dorset Council, this report will not be presented to the current Duty Holder but acts as a handover document from Weymouth & Portland Borough Council.

Reason for Decision

- 3.1 Harbour operations have been reviewed and assessed throughout the period by the Designated Person and as a result compliance with the Code is reported.

Background

- 4 An assessment of harbour governance and operations confirm:
 - a) Port Marine Safety Code

The Port Marine Safety Code (PMSC) was re-issued in November 2016 and the associated Guide to Good Practice was updated in February 2018. PMSC reporting is in February to provide alignment with the 3-yearly compliance reporting requirement to the MCA, next due in 2021. The basis of this Designated Person report is an MCA audit template completed for this review in February 2019.

b) Governance

The governance of the harbour has essentially remained unchanged in this year. Several Board Members including the Chairman changed as a consequence of Council elections in May 2018.

As a consequence of a Local Government Review the ownership of the harbour will change from Weymouth and Portland Borough Council to a unitary Dorset Council with effect from 1st April 2019.

c) Bye laws/Directions/Notices to Mariners

There have been no changes to byelaws in the period. It has been recognised that these are dated and not entirely fit for purpose. The process to gain modern Directions has been started with an HRO application for a number of subjects. The HRO is expected to be approved in May 2019.

Notices to Mariners are issued appropriately and well considered to advise harbour users.

d) External Inspections

The points identified by the MCA at a PMSC Health Check in November 2017 have been rectified.

e) Marine Safety Management System (MSMS) including Risk Assessments

The MSMS introduced by the Harbour Master has now been fully accepted and implemented by the harbour staff, helping to deliver a safe harbour operation.

Harbour risk assessments were subject to audit in August 2018 as part of a wider review of assessments across Dorset Councils Partnership. Harbour assessments were graded as being of a 'Good' standard passing the industry test of being suitable and sufficient.

The MSMS is a sub-set of the DCP SMS so it will be key to ensure that any new policies or changes from Dorset Council are embraced and likewise, the over-arching structures for the new Council need to take account of the PMSC needs.

f) Pilotage

There have been 2 acts of pilotage conducted since 1st February 2018. There remains 2 pilots on standby to conduct pilotage duties as required. Some refresher training was conducted to mitigate one of the pilots who did not complete the required minimum number of acts in the previous year.

g) Navigational Aids

The local aids to navigation at Weymouth Harbour, under the management of Weymouth & Portland Borough Council, were inspected in March 2018 by an Officer of Trinity House and found to be in good and efficient order. There were no recommendations to complete.

h) Hydrographic Survey

The annual hydrographic survey of the harbour was completed in December 2018. There have been no significant changes in the depths over the last year.

Some limited dredging was completed in September 2018 using assets that had been deployed for use by the RNLI as part of their refurbishment of the All Weather Boat Pontoon. This included at the Waiting Pontoon, in the Cove and in mid-channel adjacent to the Rowing Club.

Opportunities are still trying to be identified to conduct dredging of the most critical areas at a reasonable cost. A marine licence for disposal of dredged material has been granted by the MMO for use over 5 years.

i) Accidents & Incidents

The following significant accidents and incidents are reported:

- In February 2018 a member of staff received a puncture wound from a hyperdermic needle whilst cleaning the facilities. Checks were completed at hospital.
- In May 2018 a berth-holder tried boarding her boat by her own ladder from the pontoon finger. She slipped causing a deep cut to her armpit on the guardrail wire before falling in to the water. Adjacent people called 999 and the crew of a passing fishing boat hauled her out.
- At the end of June 2018 an adult male jumped off the beach-side of the Peninsula in to too shallow water. He suffered life-changing injuries.
- In October 2018 a lady at night drove her car through a security gate in the Commercial Area and off Berth No.1 in to the water. The lady, who was 7 months pregnant, escaped safely. The car was recovered the following day by divers and a crane. The CCTV team witnessed the incident and called the emergency services.
- A number of boat owners have fallen between their boats and the pontoons at their own individual berths. Advice has been given in newsletters and other e-news about wearing a lifejacket and knowing where the nearest safety equipment including ladders is available.
- A number of people under the influence of alcohol or drugs have been escorted away from the water's edge. Support has been given to safety campaigns by the RNLI and Weymouth Street Pastors. A further campaign by the RLSS will be supported in 2019. A local Water safety group has been formed, guided by the RLSS.
- Weymouth Harbour provided support to a number of boats that were rescued by the RNLI and brought in to Weymouth.
- There have been several injured people treated at the Harbour Office after falling off bikes due to slipping on the railway lines.
- A number of minor injuries to boat crews and visitors were dealt with by harbour staff. Some of these were from slips, trips and falls.
- There have been a number of vessels caught speeding in the harbour and the crews re-briefed.
- There have been a small number of berthing incidents with boats colliding during the process. No known injuries or significant damage.
- There have been a number of violations of the Weymouth Bay regulations that were dealt with at the time.
- There continues to be an increasing number of incidents involving Personal Watercraft or Jet-skis with excessive speed being used.

Some riders have a tendency to show off their skills causing breaches of safety. Riders have been spoken to to try to educate them.

- There have been numerous instances of youths swimming at the harbour entrance off the Pleasure Pier. The Police have provided assistance on occasions.
- Harbour staff time has been used in dealing with rough sleepers who have abused facilities and made a nuisance of themselves around the harbour. The North Quay facilities have been regularly used by drug addicts who leave their equipment and mess behind.
- There have been a number of incidents at the Town Bridge including pedestrians ignoring or jumping the barriers, jumping in to the water, contravening the traffic lights both in cars and boats.
- There have been a number of thefts from boats including safety equipment being tampered with.

j) Harbour Consultative Group

The Harbour Consultative Group has met quarterly and discussed any issues.

k) Safety Training & Staffing

The harbour is an integral part of the Councils' Partnership so staff participate in as much training as possible provided by the Partnership. Further training is also taken to maintain qualifications and to prevent skill fade.

1 Berthing Officer completed his RYA Shorebased Day Skipper Course and another one is in the middle of the same course.

A briefing was given to Councillors on the Port Marine Safety Code and its implications in June 2018.

2 days of oil spill training were held with Oil Spill Response Limited. This included deploying the cross harbour boom and using OSRL equipment on the beach.

1 Berthing Officer attended Portland Port's Tier 2 Oil Spill Exercise.

l) Asset Inspections

The enhanced Safety Management System includes a comprehensive number of routine checks around the harbour, which help to identify asset defects earlier so that repairs can be undertaken in a timely fashion, which helps to enhance safety and minimise costs.

There continues to be improvements in equipment and a considerable number of defects are managed.

m) Harbour Walls

The repair to the harbour wall in the area of the Ferry Steps (Wall D) is now expected to take place in Autumn 2019. An initial proposal was too expensive and had too many risks particularly for adjacent properties during piling. An alternative repair solution has been agreed and a contractor appointed. Consultation has taken place with the adjacent property owners including the Pavilion and the Ferry Steps operators. The operating limitations imposed in that area in early 2017 have been manageable and the walls continue to be monitored.

A full survey of all the harbour walls except Westwey Road has been conducted and the final report awaited. This survey is 5 years after the

last full survey so useful comparisons will be made to identify any deterioration.

The condition of the harbour walls is a collective concern as there are a number of areas that require attention. A funding solution for the works has not yet been found.

Implications

Corporate Plan

There are links to many of the corporate aims and priorities with contributions from the harbour to Economy, Communities, Environment and Performance.

Financial

There are financial considerations with the ongoing work in the harbour. These are being managed through the Business Plan, specific projects and the routine financial approvals process.

Equalities

No direct implication for this report.

Environmental

No direct implication for this report.

Economic Development

No direct implication for this report.

Risk Management (including Health & Safety)

As covered in the report.

Human Resources

As covered in the report.

Consultation

As covered in the report.

Appendices

None

Background Papers

Port Marine Safety Code

Weymouth Harbour Operations Plan (updated September 2015 with corrections in August 2017)

Weymouth Harbour Business Plan

Footnote

Issues relating to financial, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

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