

# HAMPSHIRE COUNTY COUNCIL

## Report

<b>Committee</b>	River Hamble Harbour Board
<b>Date:</b>	21 March 2017
<b>Title:</b>	Marine Director and Harbour Master's Report and Current Issues
<b>Report From:</b>	Director of Culture, Communities and Business Services

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### 1. Summary

- 1.1. This report combines the reports of the Harbour Master and Marine Director, summarises the incidents and events in the harbour and covers any issues currently under consideration by the Marine Director.

### 2. Patrols

- 2.1. The harbour has been patrolled by the Duty Harbour Master at various times between 0700 and 2230 daily.

### 3. Incidents and events

- 3.1. 10 Jan. In course of routine survey Patrol noted loose bolts on pontoon. Reported same to owner for defect rectification and subsequent follow-up. Patrol attended yacht with substantial amount of water in bilge. Stood by while bilge pumped out by contractor. Patrol assisted owner of a yacht adjacent to dredging operations in moving to an alternative temporary mooring.
- 3.2. 11 Jan. Routine patrol. Nothing significant to report.
- 3.3. 12 Jan. Routine patrol. Routine meeting with Crown Estate Contractor. Defibrillator training.
- 3.4. 13 Jan. Routine patrol. Stronger winds. Mooring checks carried out. Nothing significant to report.
- 3.5. 14 Jan. Patrol removed floating debris and liaised with Hampshire Marine Police Unit.
- 3.6. 15 Jan. Further liaison work with the Marine Police Unit. Patrol conducted routine moorings check. Patrol supported a meeting with local historians.

- 3.7. 16 Jan. Patrol assisted a small motor boat, towing another broken-down craft. Patrol removed a large section of a tree from the River.
- 3.8. 17 Jan. Patrol conducted further routine patrol and mooring check and assessed options for re-decking of a Harbour Authority pontoon. Work on annual review of Hamble Handbook.
- 3.9. 18 Jan. Patrol conducted miss-muster defibrillator training. During a routine patrol, noticed a small live-aboard yacht on Manor Farm Country Park Jetty, not displaying a Harbour Dues sticker. Awaited arrival of skipper and took photographs of the vessel alongside.
- 3.10. 19 Jan. Routine Patrol. Small yacht remaining at Manor Farm Jetty.
- 3.11. 20 Jan. Patrol placed notice on yacht remaining at Manor Farm Jetty.
- 3.12. 21 Jan. Patrol made contact with and directed skipper of small yacht to depart Manor Farm Jetty. Patrol attended collision of dredging craft with A4 pile. Pile bent but with no damage to dredger. Patrol supported investigation. Plan to fix pile formulated.
- 3.13. 22 Jan. Patrol supported Dinghy Sailing. Patrol responded to report of a motor boat crossing a fore-and-aft mooring with potential damage to mooring lines. On investigation, lines found to be intact.
- 3.14. 23 Jan. Patrol liaised with UK Border Force and Hampshire Marine Police Unit conducting checks on the yacht at paragraph 3.9 – 3.12.
- 3.15. 24 Jan. Patrol assisted a small yacht aground on Hamble Spit. Liaison with Border Force Cutter regarding skipper's nationality.
- 3.16. 25 Jan. Routine Patrol and mooring checks. Nothing significant to report.
- 3.17. 26 Jan. Patrol liaised with a number of boat owners regarding dredging operations at Hamble Point Marina. Health and Safety training conducted.
- 3.18. 27 Jan. Routine Patrol and mooring checks. Nothing significant to report.
- 3.19. 28 Jan. Patrol towed two yachts from their proper moorings to the Visitors' Pontoon for the duration of pile-ring replacement operations. Liaison with a mooring holder regarding the theft of a GPS device.
- 3.20. 29 Jan. Patrol towed a further yacht to the Visitors' Pontoon for the duration of a pile-ring replacement operation.
- 3.21. 30 Jan. Thick fog and light River traffic. Pile ring replacement operations complete. Return of yachts to proper mooring deferred pending fog clearance.
- 3.22. 31 Jan. Patrol towed pontoon to Fairthorne Manor. On returning, assisted a RIB, broken down, to Swanwick public slipway for recovery.
- 3.23. 01 Feb. Patrol returned two yachts to proper moorings post pile-replacement operations. Liaison with bait diggers at Mercury.

- 3.24. 02 Feb. Patrol returned more yachts to their proper moorings following pile-ring replacement operations. Patrol assisted a yacht caught against B Pontoon in a strong ebb.
- 3.25. 03 Feb. Patrol conducted mooring checks in advance of forecast high winds in the afternoon.
- 3.26. 04 Feb. Patrol conducted routine patrol and mooring check following previous day's high winds.
- 3.27. 05 Feb. Routine Patrol and mooring checks. Nothing significant to report.
- 3.28. 06 Feb. Routine Patrol and mooring checks. Nothing significant to report.
- 3.29. 07 Feb. Routine Patrol, mooring checks and Marina liaison.
- 3.30. 08 Feb. Routine patrol, boatyard liaison. Briefing given to 6 representatives of the Marine Management Organisation and a member of Natural England to inform decision making about the impact of dredging.
- 3.31. 09 Feb. Routine Patrol and mooring checks. Nothing significant to report.
- 3.32. 10 Feb. Patrol conducted further mooring checks.
- 3.33. 11 Feb. Patrol recovered a live Pigeon which had ditched in the River. Liaison with Natural England to support bird-count data.
- 3.34. 12 Feb. Patrol to both Botley and Curbridge to check on tree states affecting navigation. Nothing significant to report.
- 3.35. 13 Feb. Routine Patrol and liaison with UK Border Force and Police.
- 3.36. 14 Feb. Routine Patrol and mooring checks. Nothing significant to report.
- 3.37. 15 Feb. Routine Patrol and mooring checks. Nothing significant to report.
- 3.38. 16 Feb. Liaison with Southern Inshore Fisheries Conservation Authority regarding a non-local fishing boat and undersized clams. Catch seized by IFCA, resulting in a £34000 fine.
- 3.39. 17 Feb. Patrol assisted a yacht aground on Hook Spit in fading light. Yacht afloat at 1730.
- 3.40. 18 Feb. Patrol responded to a call on Ch 68 from a Redjet ferry reporting a near miss with a motor boat which took place outside River Hamble jurisdiction. The motor boat was traced and details passed to VTS Southampton for further action.
- 3.41. 19 Feb. Patrol recovered a broken-down tender near Swanwick and returned to proper mooring. Patrol towed a motor boat with defective steering to Hamble Jetty for defect rectification.
- 3.42. 20 Feb. Routine Patrol and mooring checks. Nothing significant to report.

- 3.43. 21 Feb. Patrol conducted routine pile checks and carried out a routine audit of Aids to Navigation.
- 3.44. 22 Feb. Routine patrol and mooring checks. Nothing significant to report.
- 3.45. 23 Feb. Patrol completed a moorings check on the 'L' piles prior to routine maintenance work. Patrol re-secured a yacht reported as having slack mooring lines in strong winds.
- 3.46. 24 Feb. Patrol recovered a set of steps reported as being adrift in the River near the Chinese Bridge. On recovery, ownership identified and steps returned. Patrol secured a loose sail cover on a yacht in high winds.
- 3.47. 25 Feb. Patrol responded to a call for assistance from a yacht on the V pontoons. On arrival, one of two persons had suffered a dislocation of the knee. The casualty was made comfortable and, following discussion with paramedics, towed onboard his yacht to Premier Marina for medical assessment. Patrol made fast loose lines on a yacht on the 'U' run. Patrol further assisted unsuccessfully the Southern Inshore Fisheries Conservation Authority in attempting to prevent a fishing vessel from offloading its catch of shellfish. Hampshire Marine Police Unit also assisted in securing the scene after a white van absconded from Warsash Slipway with the catch. Patrol liaised with HM Coastguard regarding a yacht with a casualty.
- 3.48. 26 Feb. Patrol assisted a yacht with a trapped line. Patrol responded to a report of a minor diesel spill near the Chinese Bridge. On arrival, small areas of diesel broken up with propellor wash with no obvious source being located.
- 3.49. 27 Feb. Patrol supported SIFCA with regard to the events of 25 Feb and towed yachts from the 'L' run to the Visitors' Pontoon in advance of planned maintenance.
- 3.50. 28 Feb. Patrol towed yachts from the 'L' run to the Visitors' Pontoon in advance of planned maintenance. Patrol responded to a call from a River user reporting a semi-submerged dinghy floating in the River. Dinghy and other floating debris recovered.
- 3.51. 1 Mar. Patrol conducted routine mooring checks and towed a yacht from the 'L' run to the Visitors' Pontoon.
- 3.52. 2 Mar. Patrol conducted further towing moves from the 'L' run to the Visitors' Pontoon.
- 3.53. 3 Mar. Patrol conducted further towing moves from the 'L' run to the Visitors' Pontoon.
- 3.54. 4 Mar. Patrol conducted various towing operations prior to planned maintenance. Patrol contacted the owner of a yacht with a missing pile line following a routine inspection.
- 3.55. 5 Mar. Patrol conducted further towing moves from the 'L' run to the Visitors' Pontoon.

- 3.56. 6 Mar. Patrol prepared for routine boat maintenance and conducted routine moorings checks.
- 3.57. 7 Mar. Patrol conducted routine move of a yacht to enable mooring maintenance work to continue on the 'L' run.

#### **4. Health and Safety**

- 4.1. A review of RHHA Health and Safety practices has been conducted since December to ensure that compliance is maintained in the light of revised legislation and that control measures remain synergistic with those required under the Port Marine Safety Code.

#### **5. Reissue of Port Marine Safety Code (PMSC) and Guide To Good Practice**

- 5.1 The Board, collectively and individually as Duty Holders is and are responsible, above all else, for safety in the River Hamble. These two important documents continue to set out guidance for that responsibility. In short, the first document sets out the 'what' and the second the 'how'. Both have undergone their three-yearly revision. The former has become a shorter and more wieldy document and the Guide to Good Practice has changed to reflect the change in style of the revised PMSC, as well as in aligning with the altered references. The principles upon which the PMSC is based remain unchanged. It continues to rely upon the principle that organisations will base their policies, and procedures relating to marine operations on a formal assessment of hazards and risks to marine operations. They should maintain a formal navigational safety management system (SMS) developed from that risk assessment and any subsequent supporting risk assessments deemed necessary as the SMS develops and evolves over time and as a result of changing trade and port usage. Our most recent SMS inspection was conducted mindful of the content of the new PMSC.

#### **6. Waiting List**

- 6.1 The Waiting List for mid-stream Crown Estate moorings remains as strong as ever with current numbers standing at around 650. The Harbour Authority manages this commercial arrangement for the Crown Estate. A contractual objective of the management agreement remains to enhance the value and return obtained from the moorings for the Crown by maximising their occupation. The allocation of these moorings must also be transparent. Mindful of this objective, the Harbour Authority continues to work closely with the Crown to exploit the opportunities for development for the benefit of River users, the recent re-development of the 'L' piles being one example.

#### **7. RHHA Website**

- 7.1 The new RHHA website is live. Feedback has been positive and the Harbour Authority would like to thank River Users for the comments received to date.

#### **8. Recommendations**

- 8.1. It is recommended that the River Hamble Harbour Board notes this report.

**CORPORATE OR LEGAL INFORMATION:  
Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

Document

Location

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code (including environmental responsibilities) has been carried out. This report includes an Equalities Impact Assessment within the draft Strategic Plan.

### **2. Impact on Crime and Disorder:**

2.1. This report does not deal directly with any issues relating to crime and disorder.

### **3. Climate Change:**

3.1. How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption

3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.