

Report to: **Salcombe Harbour Board**
Date: **6 November 2017**
Title: **Safety and Environmental Update**
Portfolio Area:
Wards Affected: **All**

Relevant Scrutiny Committee:

Overview and Scrutiny Committee

Urgent Decision: **N** Approval and clearance obtained: **N**

Date next steps can be taken: **N/A**
(e.g. referral on of recommendation or implementation of substantive decision)

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Recommendations:

That the Board **RESOLVES** to pursue a Harbour Direction mandating the wearing of lifejackets in Salcombe Harbour, subject to consultation.

1. Executive summary

1.1 This report updates the Board on a number of safety and environmental initiatives.

SAFETY

2. Safety Management System (SMS).

2.1 The Designated Person is scheduled to audit the SMS in November and will make a separate report directly to the Board of his findings.

3. Marine Navigational Information System (MARNIS)

3.1 Following Board approval at a previous meeting, MARNIS has been procured and is being installed. This is a database which not only holds our Risk Assessments and Method Statements but also is a repository for incident and accident reports. As these can be geographically 'tagged' the system will also enable us to gain an understanding of the *areas* of highest risk as well as *activities* (we can only do the latter at present). As part of the installation our SMS was also externally audited and has been

updated to reflect best practice (this was reported to the Board earlier in the year).

4. Oil Spill Response Training

4.1 HM and the AHMs (Logs and Maint) and (Mooring) are booked on an MCA 4P 'On Scene Commanders' course in January '18 to ensure that they remain qualified to respond to an oil or pollution incident.

5. Proposed Harbour Direction to mandate wearing of lifejackets

5.1 Following discussion at the previous Board meeting and at the recent South West Regional Ports Association meeting there was broad consensus that mandating the wearing of lifejackets would be desirable. A possible template for such a Harbour Direction could be the 2012 Statutory Instruments enacted in Southern Ireland which state that a lifejacket is mandatory in the following circumstances:

1. By anyone on board an open craft that is under 7 meters in length;
2. By anyone on deck on a craft that is under 7 meters length;
3. By anyone under the age of 16 on board an open craft or on deck of any other type of craft;
4. By anyone being towed in another craft or on any other device (skis, donuts etc.);
5. By anyone on a personal watercraft (jet-ski).

Exceptions are when:

- Tied up alongside or made fast to an anchor, marina, pier or mooring;
- Immediately prior to, during and after swimming from a craft that is not moving through the water;
- Putting on, wearing or taking off diving equipment on a craft that is not moving through the water.

5.2 Obtaining a Harbour Direction requires consultation with the Port User Group and other statutory consultees. If approved this will be undertaken over the winter period.

ENVIRONMENT

6. Electric outboard trial

6.1 An electric outboard was trialled at the start of the season but the results were disappointing. Battery life proved insufficient, and more importantly there was a noticeable delay in going from ahead to astern which had navigational safety implications. Feedback has been presented to the manufacturer.

7. Hybrid water taxi development

7.1 The water taxis were GPS tracked at various times during the summer and this has been provided to REAP systems, a government-sponsored research group charged with developing hybrid marine vessels. The data will be analysed over the next few months and should inform potential design options.

8. Scrubbing Grid

8.1 We have worked closely over the past year with the equipment providers to circumvent the issue of the scrubbing system not working as originally designed. Although approximately 96% of the anti-fouling and other pollutants are removed, the sub 5 micron paint pigments cannot be captured and the water remains blue. Various systems have been trialled using water samples but none have worked. The options remaining are to use the system in 'open loop' (where the water is discharged having had 96% impurities removed) or to spend £46,000 to procure a different cleansing system which (it is claimed) will remove 100% of the impurities. However this is not recommended because even if the water is reused it would only save £200 per annum in water charges.

9. Antifouling trial

9.1 A 3 month Plymouth University trial has just completed and the results being analysed to determine the efficacy of non-traditional anti-fouling agents. This work should inform more effective and less polluting anti-foul systems in the future.

10. Environment workshops

10.1 There have been several workshops to investigate the dinoflagellate/red tides and water quality recently. These will be the catalyst for further research and trialling.

11. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	The introduction of a Harbour Direction mandating wearing of lifejackets will increase enforcement powers
Financial	N	
Risk	Y	There is a risk that the Harbour Direction will not be popular but will be outweighed by the decreased risk of drowning
Comprehensive Impact Assessment Implications		
Equality and Diversity	N	None
Safeguarding	N	None
Community Safety, Crime and Disorder	N	
Health, Safety and Wellbeing		
Other implications	N	

Supporting Information

Appendix: None.

Background Papers: None.