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Risk Management

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The Harbour Master,
Salcombe Harbour Office,
Whitestrاند,
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17 November 2011

Dear Ian,

Enclosed are a copy of the revised PMSC compliance document, Issue 9, and my firm's formal report to the Salcombe Harbour Board.

The following notes record the answers to a number of questions raised during the audit.

1. Have there been any significant changes in the activities in the Harbour?

There have been no fundamental changes.

There were less visiting yachts than normal in August, but taken as a whole, activity and income from visiting yachts in 2011 has been much as before. Following the reorganisation at Batson there has been a significant increase in boat park business.

There were fewer incidents of pleasure boats speeding.

2. Accidents and Incidents

There was one fatality in the harbour in the past year, Mr Rule. The investigation has not been concluded, but it is believed that during an ICC race a Mr Rule, who had not been in good health, was hit on the head by the boom and fell off his Soling named Hussoling. It appears that Mr Rule's manual inflation lifejacket was not inflated, did not support him and keep his head clear of the water until the arrival of the rescue boat and that those raising the alarm first called for the Ambulance Service rather than the Coast Guard.

There were no other serious accidents, nor any fires in the harbour this year.

Pollution incidents reported were just one minor oil slick, but 11 from sewage outfalls. The Chairman of LHB has written to the Chairman of South West Water requesting some action to reduce the quantities of sewage entering the estuary.

The bald accident statistics show an increase in the reporting of minor collisions. This is as a result of the Harbour Board's policy to encourage responsible boating with the sailing clubs in the Harbour.

There were no accidents or injuries to staff that needed to be reported to the HSE under the RIDDOR regulations.

3. Changes in organisation and staffing

The Harbour Master now reports to the Council's Asset Group.

The organisation at Salcombe has only been changed to the extent that all three technicians now report direct to the Assistant Harbour Master Logistics and Maintenance, without going through a supervisor.

4. Are there any new concerns that have been raised?

The one new concern is the Government's proposed removal of the Council Tax distinction between full time residents and owners of second homes. All those who pay the full Council Tax may join waiting list for moorings.

One issue that continues to be discussed is the definition of harbour limits that define the area in which water skiing is prohibited and the speed limit is controlled.

5. What changes in standards expected or in legislation?

Salcombe Harbour has successfully fended off classification as one of the planned Marine Conservation Zones, on the grounds that the Harbour's pedigree in environment management, such as in controls and measurement before and after any dredging, demonstrate that it needs no more than SSSI status.

Salcombe does not receive ships large enough to fall into the Consolidated European Reporting System (CERS), which has now been expanded to CERS2 and brings further reporting burden for some harbour authorities.

It is now the MMO rather than DEFRA that grants licences.

6. Review and where necessary revise each risk assessment.

All risks appear to be covered within the existing risk assessments, which list the necessary control measures.

Where actions are required to bring the risks as low as reasonably practical they are recorded in the risk assessments and listed below as the improvements needed.

All the risk assessments have been reviewed and amended where necessary and signed off by the Harbour Master on 15 November 2011. This year each of the three Harbour Masters was involved in the risk assessments that related to their area of responsibility with their counter signature added to the risk which fall within their area of responsibility and therefore ownership.

7. Are the "customers" requirements being satisfied?

The Harbour Authority is currently consulting with the public on the Draft Strategic Business Plan 2012-2017.

There was successful formal public consultation to approve the work now in hand to improve the Salcombe Town Landings, Whitestrand and the Normandy pontoons.

The harbour Authority conducted its annual opinion survey of customers between May and September.

A Planning Application has now been submitted to answer the concern voiced by customers at the lack of municipal shower facilities. Salcombe Yacht Club are also improving their showers, which are available to visiting yachtsmen.

The Yacht Club would like more dinghy and tender parking space.

The new Kingsbridge and Salcombe Business Forum has started by seeking a joint marketing plan, a second public slipway, more dredging and the reopening of the debate on having no speed limit near the harbour entrance.

There were no major issues raised through the other four groups, The Salcombe and Kingsbridge Estuary Association, The Salcombe - Kingsbridge Estuary Conservation Forum, The Kingsbridge Estuary Boat Club and The South Devon and Channel Shell Fishermen.

The view has even been expressed by the Conservation Forum that the harbour has already bowed too much to commercial pressures and should return to the old days.

8. Where actions were identified last year what has now been completed?

1. Improving the Whitestrand and the Normandy pontoons, separating commercial from leisure activities.
2. Publication of the Port Marine Safety Code Compliance document on the Salcombe Harbour web site.
3. There is a comprehensive rolling training programme for all harbour staff.
4. Maintenance dredging of the Kingsbridge basin, access to Winters Boatyard and the Batson Creek channel.
5. Improvements have been made to berthing at Kingsbridge by using recycled pontoons.
6. Public access is now restricted to the fish quay and to the repair berth.

Initiated and ongoing

- Customers with a mooring licence are being asked to confirm that the mooring tackle has been inspected and maintained where necessary
- Continuing to enforce the mooring policy allocating moorings to those who pay local Council Tax.
- Continue to seek ways of informing and educating harbour users on safety issues, such as wearing lifejackets (automatic ones being the lifejacket of choice), life jacket maintenance, don't drink and drown and the dangers of venturing outside the harbour. Continue to press the Yacht Club to require adequate personal buoyancy to be worn by all competitors in boats that might capsize, including those sailing yawls. Advice to call Coast Guard in an emergency, rather Police, Fire Brigade or Ambulance. Publish articles in relevant Magazines and Harbour Guide.

- Continue to monitor safe performance of skippers of trip boats and ferry boats, enforce the requirement for survey and stability tests.
- The danger of unprotected quay edges has been raised with the H&S committee of SHDC who own quays, but despite a recommendation for edge protection nothing has happened at Whitestrand.
- When the byelaws are next modified, make provision to prohibit windsurfing in main fairway during July and August.

9. Policy of continuous improvement:

to bring the risks to As Low as Reasonably Practicable [ALARP],

1. Draw up a 5 Year Business Plan, after consultation with stakeholders, with the aim of supplying 21st Century facilities without changing the character of the estuary. Amongst other things the plan will include improving berthing arrangements at Kingsbridge.
2. SHDC is developing a Master Plan for the operation of all its land assets in Salcombe. This will cover inter alia,
 - Fish quay repairs and improvements, to include stabilising, improved access and traffic circulisation, with a reduction in conflict between boat park and fish quay users. There may be a bid for EU funding.
 - Shadycombe Car/Boat parking.
 - Island Street Industrial units
 - Whitestrand car park and Salcombe Town Landings
 - Jubilee Pier
 - Cliff House Gardens
3. Review Method Statements and amplify the one setting out the definition of lone working and what is required to keep lone working risks as low as reasonably practical.
4. Ask the RNLI to mark their fuel bund displaying notices warning of its flammable contents.
5. Assess the response that is given by the sailing clubs and other organisations that have been asked to show the Harbour Master their risk assessments and controls.
6. Consider adding training for Sublift to Mastertrain commitment. Revalidate initial training at 5 year intervals.
7. Consider promoting training and refresher courses for those on sailing boats as well as power. It is now a 6th point added to the original 5 safety recommendations made by the RYA and RNLI
8. Acquire a suitable vessel to improve encouragement of good seamanship and enforcement of Harbour Bye-laws.

Many thanks for your help in completing this annual task.

Yours sincerely,

Peter Nicholson

Director