

**PORT MARINE SAFETY CODE HEALTH CHECK REPORT**

**IMPROVEMENT PLAN AS AT 12 SEPT 19**

<b>ITEM</b>	<b>IMPROVEMENT ACTION</b>	<b>PRIORITY</b>	<b>STATUS</b>	<b>ACTION TAKEN</b>	<b>OWNER</b>
DH	Duty Holders they may benefit from a programme of briefings and operational visits. Alternatively, the Committee may consider appointing a sub- group to bring more focus to Marine Safety responsibilities.	Med	In Hand	Safety Committee to be proposed at Sept HC meeting	HM
DP	A harbour master/ deputy at another port, perhaps under reciprocal arrangements, could provide responsibility as the DP or provide the appropriate support to the existing DP.	Med	Not started	HM will contact Dart HM to request and arrange support for DP	HM
RA	During their visit the MCA team observed up to 4 passenger vessels manoeuvring, at one time, in the vicinity of the single landing pontoon. Brixham has a home fleet of beam trawlers adding a substantial number of ship vessel movements within the port. Torquay has a similar passenger schedule with an observed blind approach to the harbour. Both facilities are home to large marinas with uncontrolled leisure boat movements. This presents a significant risk which is currently not separately identified on the risk register. A risk assessment may point to a need to introduce appropriate directions to the MSMS.	High	In hand	Produce Risk Assessments for each of the enclosed harbours regarding ferry and trawler movements	AP/ SP/ NB
MSMS	It may be worthwhile considering introducing weather related operating protocols particularly in relation to the domestic passenger vessels. The assessment of visibility would be an important risk factor.	High	Not started		HM
RA	There were a number of waterborne activities by external contractors observed by the visiting MCA team associated with vessel maintenance and harbour infrastructure. These involved personnel working on exposed and unprotected	<b>High</b>	<b>Partially able to comply</b>	Permit to work system considered but there are insufficient staff in Brixham to administer such a system. Instead, propose that we direct all vessels to introduce a PtW system	HM

	platforms. There was no use of safety lines, lifejackets or other PPE in evidence posing a significant risk to those involved. Method statements should be supplied and approved for these operations or if submitted a level of oversight maintained by the Harbour until the operation is completed. The introduction of a Permit to Work system may be of use in these circumstances			for crews operating aloft, hot-work, operating over the side etc within their own SMS. This can be controlled by introducing a 'Permit to Refit' system in which Masters' sign to say they have such a system in place	
Powers of Dir'n	The issue of PECs may be a mitigating response to any risk identified when domestic passenger vessel movements are considered	Medium	Not started	Contact ferry operators and issue PECs subject to their meeting PEC criteria	HM
VHF	Brixham VHF is manned 24/7 by certificated security personnel which could provide the facility to exercise appropriate powers of direction as required to control navigation within the enclosed harbours.	High	50% complete	NtM issued directing ferries and commercial fishermen to hail on VHF #14 when entering/leaving Brixham/Torquay and when entering/leaving MFV basin. Mixed levels of compliance to date which is being addressed	HM
Comm vx	In addition to the domestic passenger ships there are a considerable number of commercially operated angling and sight-seeing boats based in all three harbour facilities. These include 'heritage' vessels. It is important that these vessels' operations meet MCA legislative requirements. There is no system of checks found in relation to the legality of these operations.	Med	Not started	Develop and introduce suitable system of checks	HM
Staff	None of the deputies, although experienced in their current roles, have formal qualifications. Nor is there a programme of Continuous Professional Development in evidence. The UKHMA Certificate could be viewed as an option	Low	Not started	Consider addition of HM Cert training for DHMs	HM
Acc Inv	However one seaborne accident when 2 'heritage' vessels collided has not been addressed following investigation. A fatal accident involving a pleasure craft in 2015 was investigated by MAIB. There were no direct recommendations for the Harbour Authority outside of general advice presented by the RYA.	High	Not started	Investigate and make appropriate recommendations	SP