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St Mary's Harbour Marine Safety Plan Review 2021

In January 2021, St. Mary's Harbour Authority (SMHA) released its latest Marine Safety Plan. This plan will run until January 2024, and this is the first annual review. The targets are split into two sections.

1. Ongoing targets for the duration of the plan and beyond.
2. Specific targets to achieve within the timeline of the plan.

Ongoing Targets for SMHA

MSMS

Ongoing review on the MSMS Documentation with a continuous aim to refine content for ease of use and understanding and maintain compliance with the Port Marine Safety Code.

In November 2021, Captain Tim Charlesworth (Designated Person) conducted an audit and offered assurance of continued compliance with the Code via the certificate of compliance. SMHAs documentation is reviewed annually with updates logged in the MSMS amendment diary.

Pilotage

Provide a pilotage service of well-trained, qualified and authorised pilots that is supported by the authorisation of pilotage exemptions to similar standards, resulting in no serious incidents caused by errors made by SMHA Pilots.

There were no incidents (as a result of pilotage) throughout 2021 with SMHA operating three unrestricted pilots. A new trainee pilot started and is progressing with the training requirements set out in the pilotage procedures.

Emergency Preparedness & Response

Establish and maintain a schedule of regular training and exercises for implementing emergency plans and oil spill procedures.

Run and/or attend exercises with external stakeholders such as local authorities and the emergency services.

Regular drills and training were undertaken by harbour staff for fire, oil spill and security however no external stakeholders were included, mainly due to COVID restrictions. Training dates are logged on Harbour Assist and training requirements are reviewed at the start of each year.

Environmental

Continue to research and use environmentally aware practises associated with harbour operations in order to reduce our environmental impacts.

SMHA continue to use seawater to clean the off-island quays using a pressure washer with a sea suction hose. Rainwater, collected in 1000ltr IBCs, is used on St. Mary's quay for step cleaning and general cleaning around the quay.

Training

Provide harbour employees with the necessary training to undertake their roles and responsibilities

SMHA continue to ensure staff are trained to carry out their roles in accordance with the training policy. An annual review is undertaken of staff qualifications where training requirements are identified. Sam Gould joined the team in June 2021 and has been put through his paces with various courses (RYA powerboat, VHF etc.) which will enable him to carry out the role of skipper on Pegasus in 2022.

Specific Targets for SMHA 2021-2023

- *Obtain an approved MCA Oil Spill Response Plan.*

Regular discussions with the MCA and oil spill response providers have taken place throughout 2021 and resulted in the harbour progressing with the option of becoming its own Tier 2 responder. It is hoped that by the end of 2022 SMHA will have completed the accreditation process in order to undertake its own Tier 2 response.

- *Achieve MSRD compliance – through annual external audit*

Due to COVID-19 restrictions there was no external audit from Karen Sawyer (MSRD Compliance Manager) however there are plans for a visit and audit during 2022.

SMHA conducted an internal audit in November 2021 which was sent to MSRD.

The Port Facility Security Plan (PFSP) was subject to its annual review and has been updated to include Tresco Estate landing areas. The PFSP certificate remains valid and is due for renewal in October 2024.

Four drills and on tabletop exercise were undertaken in 2021 and there were no Port Security Committee meetings held.

- *No major incidents, serious injuries or serious pollution within the harbour.*

There were 24 reports (Near Miss or Incident) in 2021, none of which resulted in serious injury or pollution.

- *Implementation of additional transit lights for entry into the harbour.*

Unfortunately, there has been no progress with this item in 2021.

- *Regular stakeholder and public consultation – at least 3 H.U.G. & N.A.P. meetings per year.*

COVID restrictions have continued to hamper our ability to conduct meetings face to face however, online meetings did go ahead. SMHA has continued to keep customers aware of the latest guidance/rules relating to COVID along with harbour related news via regular emails, social media (Facebook and Twitter) as well as providing updates on our notice boards. Four H.U.G meetings took place during the period however there were no NAP meetings.

- *Reduce mooring equipment failures within the harbour to zero.*

One mooring failure occurred within the reporting period – 1 x SMHA maintained mooring. Chain failure as a result of missed inspection by contractor.

- *Receive 100% returns from private mooring holders regarding equipment and inspection details.*

In 2021 a request to private mooring holders for their mooring design and chain inspection details resulted in some success – 70% replied with mooring details however only 46% replied with inspection details. SMHA obtained mooring reports from dive contractors bringing the total inspection detail returns to 81%.