

Table and chart showing history of incidents at Newhaven 2001-2005

NEWHAVEN / TRANSMANCH INCIDENTS**2001 - 2005**

Date	Time	Name	Event	MAIB Ref	HOT at time of incident	Time of HW	Time of LW	State Of Tide	Direction and Wind Speed in Knots
13/05/2001	7:10:00 PM	Sardinia Vera	Grounding	Not reported to MAIB	2.50m	2:42:00 PM	9:01:00 PM	Low / Flood 4 days after springs (43%)	SW 14/16
01/02/2002	8:52:00 AM	Sardinia Vera	Vessel grounded on entering channel in high winds (failed to make turn)	Full Investigation 0162/2002	1.33m	1:28:00 PM	7:36:00 AM	Low / Flood 2 days after springs (113%)	SSE 25/32
21/03/2002	9:46:00 AM	Dieppe	Grounding	Not reported to MAIB	1.50m	3:06:00 PM	9:15:00 AM	Low / Flood 5 days after springs (36%)	SW 9/13
25/04/2002	8:50:00 PM	Dieppe	Vessel collided with 'cut-out' marker piles and east Pier knuckle causing material damage. Rudder control error.	Not reported to MAIB	6.25m	10:03:00 PM	3:55:00 PM	4 days after springs (90%)	SW 8/10
*22/10/2002	8:42:00 AM	Dieppe	Vessel grounded in strong winds while exiting channel (on slowing down to release tug)	Admin Enquiry 1511/2002	2.59m	11:34:00 AM	5:37:00 AM	Low / Flood 1 day before springs (80%)	SW 28/47
20/11/2002	4:08:00 AM	Sardinia Vera	Grounding	Preliminary Examination	1.42m	10:49:00 PM	5:09:00 AM	Low - Flood 2 days before springs (73%)	SE 13/14
27/05/2003	6:45:00 PM	Sardinia Vera	Grounding west of channel in fog	Not reported to MAIB	4.30m	9:09:00 PM	3:01:00 PM	Flood 6 days before springs (30%)	WSW 4/10
*04/06/2003	4:35:00 PM	Dieppe	Vessel suffered machinery failure and tugs required to prevent grounding.	Admin Enquiry 0719/2003	3.20m	1:26:00 PM	7:50:00 PM	High / Ebb 2 days after springs (57%)	SE 1/10
14/11/2003	9:35:00 PM	Dieppe	Collision with East Quay	Not reported to MAIB	2.00m	1:53:00 AM	8:05:00 PM	Flood 3 days after springs (43%)	SW 33/40
*27/11/2003	9:00:00 PM	Dieppe	Vessel grounded while approaching harbour.	Admin Enquiry 1746/2003	2.30m	1:39:00 AM	7:38:00 PM	High / Flood 2 days after springs (93%)	WSW 1/10
19/08/2004	6:08:00 AM	Dieppe and Uphusen	Collision between vessels.	Not reported to MAIB	1.45m	12:35:00 AM	7:05:00 AM	Low / Ebb 1 day after springs (83%)	25
31/08/2004	6:10:00 AM	Dieppe	Vessel grounded in approach channel when helmsman put wheel over the wrong way.	Full Investigation 1224/2004	1.10m	12:00:00 PM	5:49:00 AM	Low / Ebb 1 day before springs (106%)	VNW 11/27
11/01/2005	7:46:00 PM	Sardinia Vera	Vessel grounded in main channel as a result of channel silting.	Full Investigation 0039/2005	1.78m	11:59:00 PM	5:54:00 PM	Low / Flood 1 day before springs (97%)	SW 28/47

*Omitted from chart due to lack of precise positional data

1. Sardinia Vera grounding	13.05.01	6. Sardinia Vera grounding	27.05.03
2. Sardinia Vera grounding	01.02.02	7. Dieppe collision East Quay	14.11.03
3. Dieppe grounding	21.03.02	8. Dieppe and Uphusen	19.08.04
4. Dieppe collision East Pier	25.04.02	9. Dieppe grounding	31.08.04
5. Sardinia Vera grounding	20.11.02	10. Sardinia Vera grounding	11.01.05



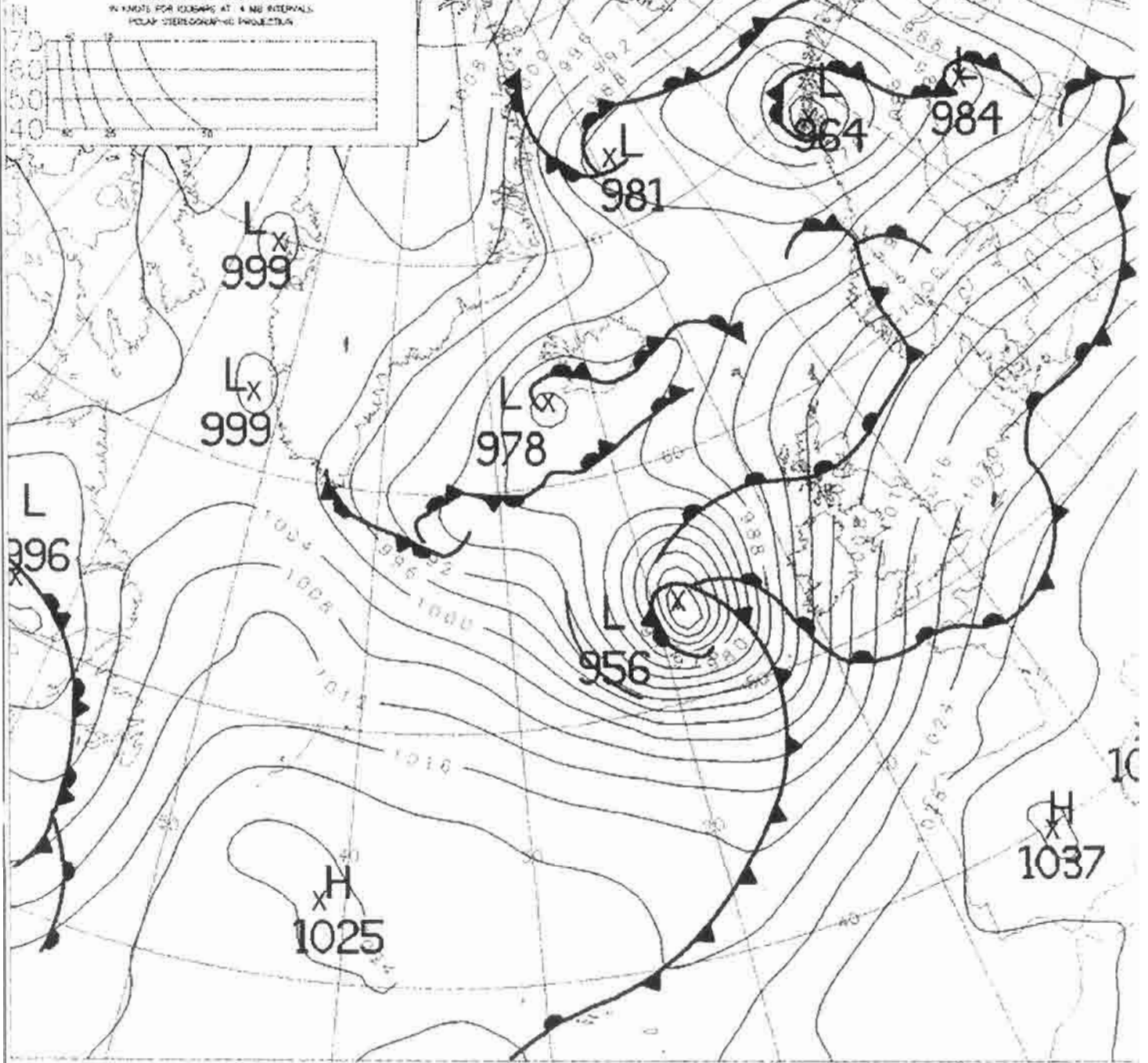
Reproduced from Admiralty Chart 2154 by permission of the Controller of HMSO and the UK Hydrographic office

Length 120.8m
Breath Ex 19.51m

110600 UTC Analysis chart

Analysis chart valid 06 UTC TUE 11 JAN 2005

GEOSTROPHIC WIND SCALE
IN KNOTS FOR COASTS AT 4 NM INTERVALS
POLAR STEREOGRAPHIC PROJECTION



Climatic table for Newhaven

NEWHAVEN (50° 47' N, 00° 03' E) Height above MSL - 5 m
Climatic Table compiled from 10 to 30 years observations, 1960 to 1992

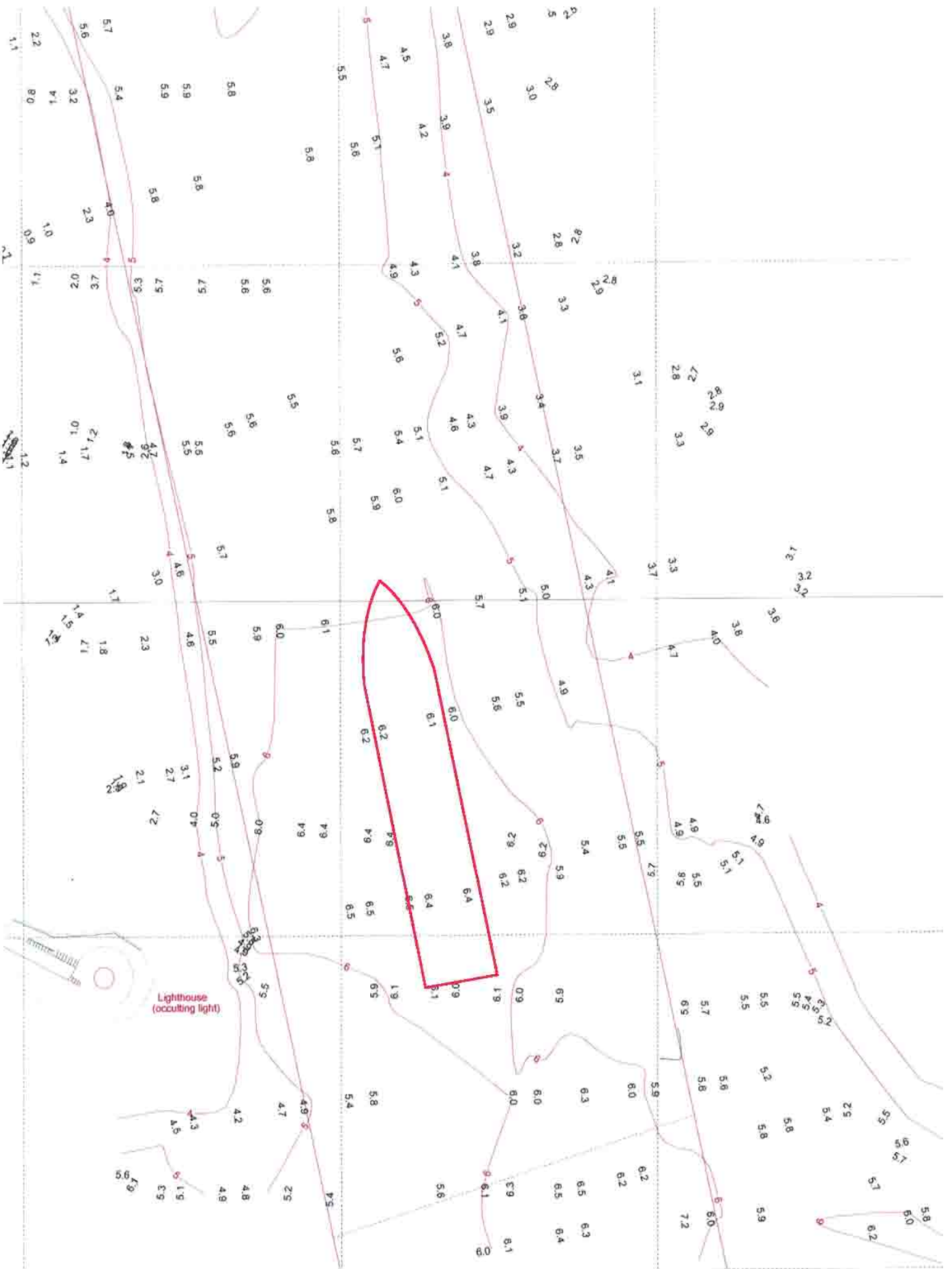
Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution - Percentage of observations from																Mean wind speed		Number of days with					
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1500	0900	1500	Average fall	No. of days with 1 mm or more	0900								1500								0900	1500	Gale	Fog	Thunder			
		°C	°C	°C	°C	%	%	Oktas	mm	mm		N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm						
January	1018	7	3	11	-3	86	80	6	6	86	13	17	11	5	2	11	17	28	3	8	11	12	7	2	11	17	33	2	5	14	15	4	2	+	
February	1018	7	3	11	-2	86	77	6	6	52	10	17	13	14	4	8	14	18	1	11	11	16	14	9	10	13	22	2	5	12	14	2	3	±	
March	1016	9	4	13	-1	88	79	6	7	63	11	18	7	5	6	9	13	27	2	14	8	7	6	6	13	20	32	2	6	11	13	1	5	±	
April	1014	12	6	17	1	87	71	5	6	54	9	18	18	5	6	10	12	19	2	9	8	15	9	9	11	16	25	2	4	12	13	1	2	±	
May	1016	15	9	21	4	85	73	5	6	47	9	21	16	7	8	7	16	13	1	12	10	14	7	10	16	21	19	±	3	10	12	±	3	1	
June	1017	18	11	23	7	87	76	6	6	51	8	21	14	3	4	6	18	24	2	8	7	12	5	5	10	28	31	1	3	10	12	±	2	1	
July	1015	20	14	25	10	86	76	5	5	49	7	13	8	8	5	10	20	25	2	9	3	6	7	8	10	31	33	±	3	10	12	±	3	1	
August	1017	20	14	24	10	87	75	5	5	58	8	18	7	5	5	6	22	28	2	9	2	5	3	5	11	28	43	1	2	10	13	±	2	1	
September	1017	18	12	22	8	87	73	6	6	69	9	20	8	5	2	6	13	31	2	13	9	6	6	7	8	20	39	2	2	11	13	1	2	1	
October	1015	15	10	18	4	86	76	6	6	95	11	20	9	7	4	10	15	28	2	6	8	10	11	8	12	20	29	2	2	12	14	2	1	1	
November	1015	11	6	15	0	87	79	6	6	104	12	30	6	5	5	8	12	23	2	9	17	10	7	5	10	15	26	3	7	12	12	2	2	±	
December	1018	8	4	12	-2	86	82	6	6	87	12	19	12	5	1	12	19	23	2	8	14	9	7	4	9	22	27	2	7	13	13	2	2	±	
Means	1017	13	8	26*	-4§	87	76	6	6	-	-	19	11	6	4	9	16	24	2	9	9	10	7	7	11	21	30	2	4	11	13	-	-	1	
Totals	-	-	-	-	-	-	-	-	-	815	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	29	6	
Extreme values	-	-	-	33+	-5+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
No. of years observations	10	30				10		10		30		10								10								10		10			10	10	10

* Mean of highest each year
§ Mean of lowest each year

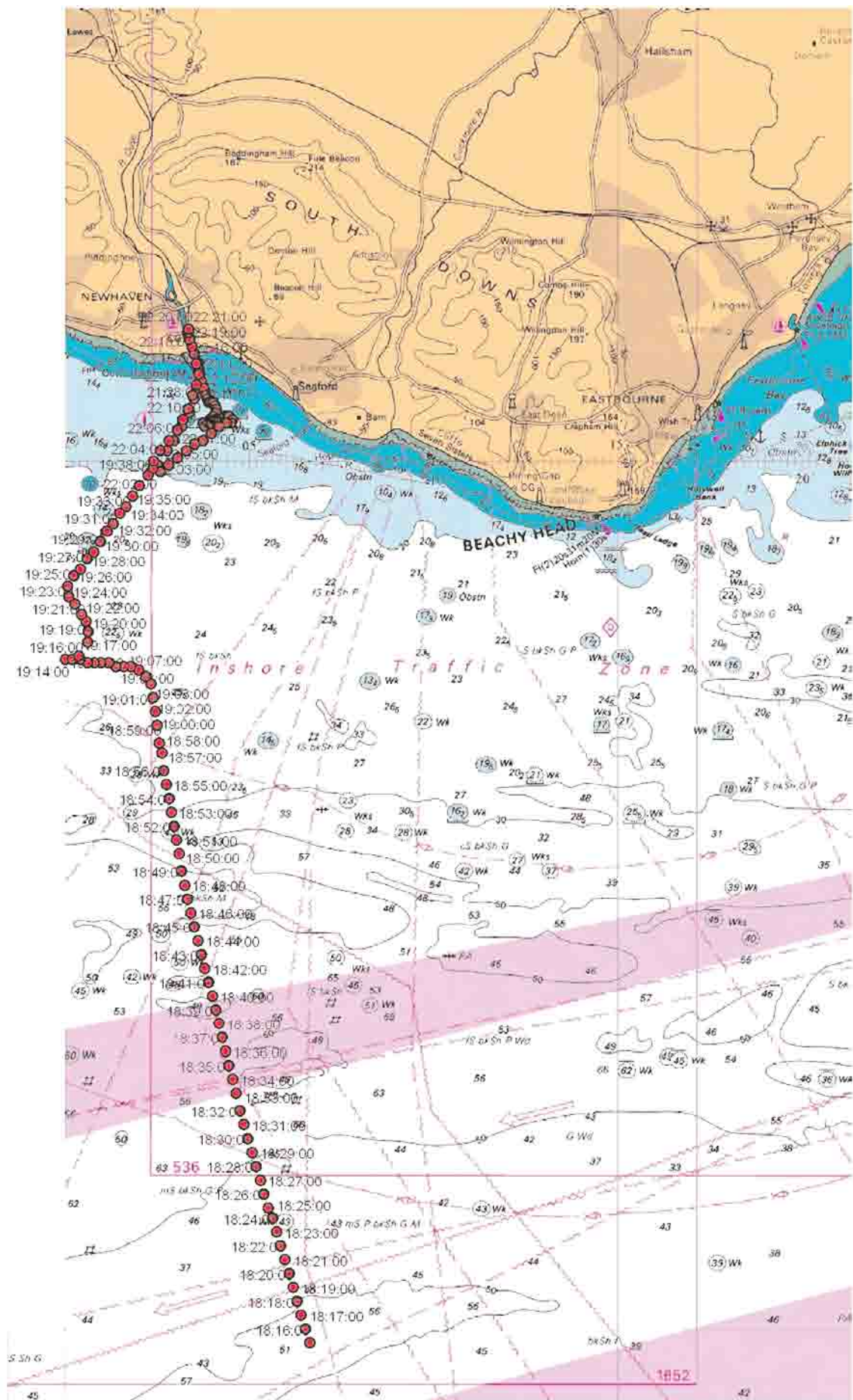
† Highest recorded temperature
‡ Lowest recorded temperature

± Rare
- All observations

Locally produced chart dated 10 December which was available to the master

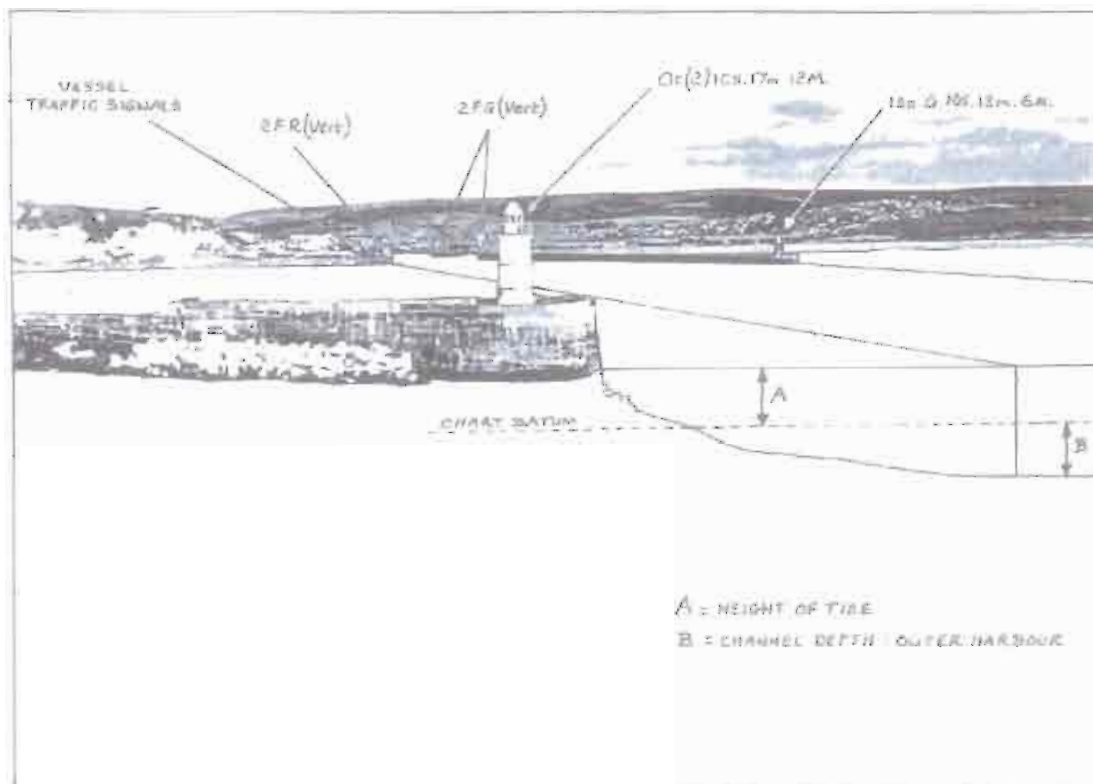


VDR track information



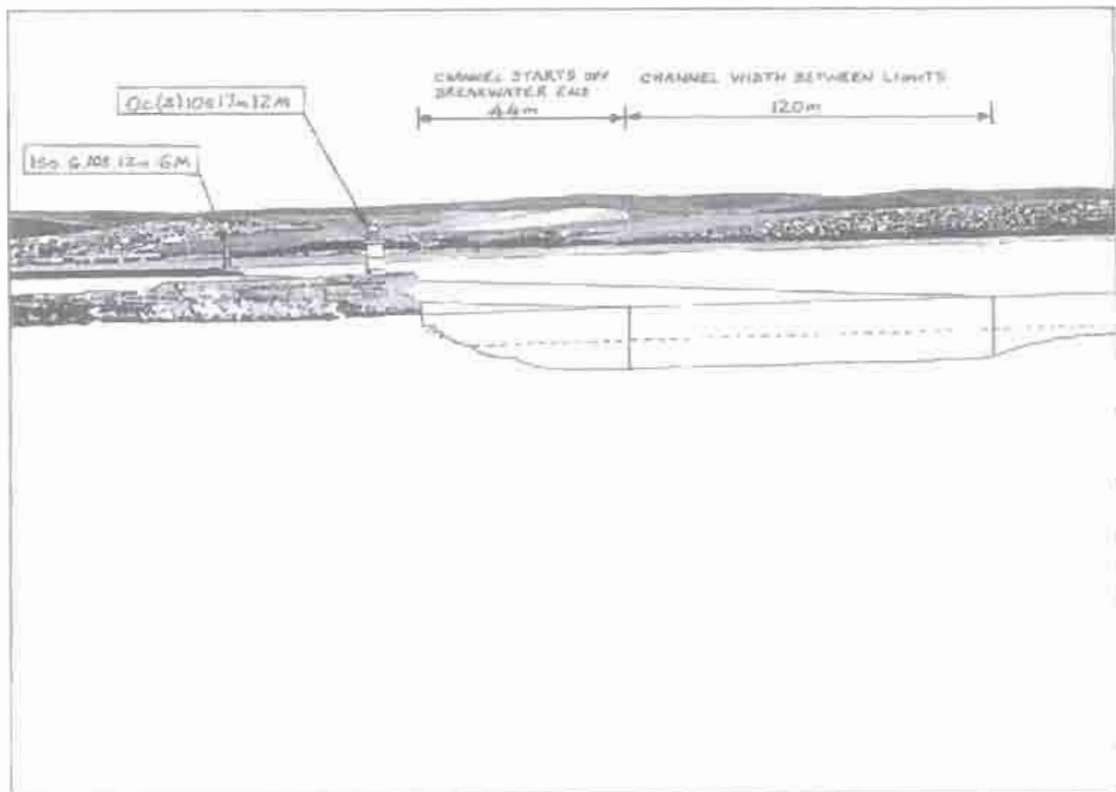
Port passage plan extract

Newhaven Port & Properties Limited



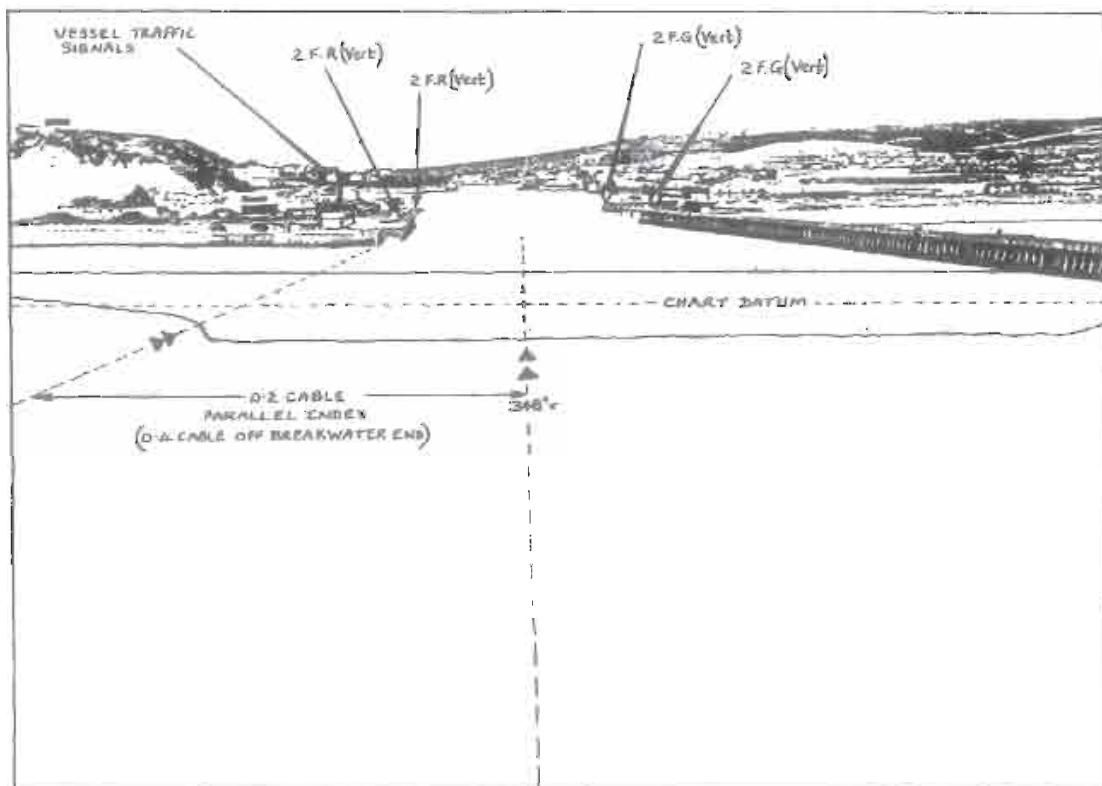
Photogram 1

Newhaven Port & Properties Limited



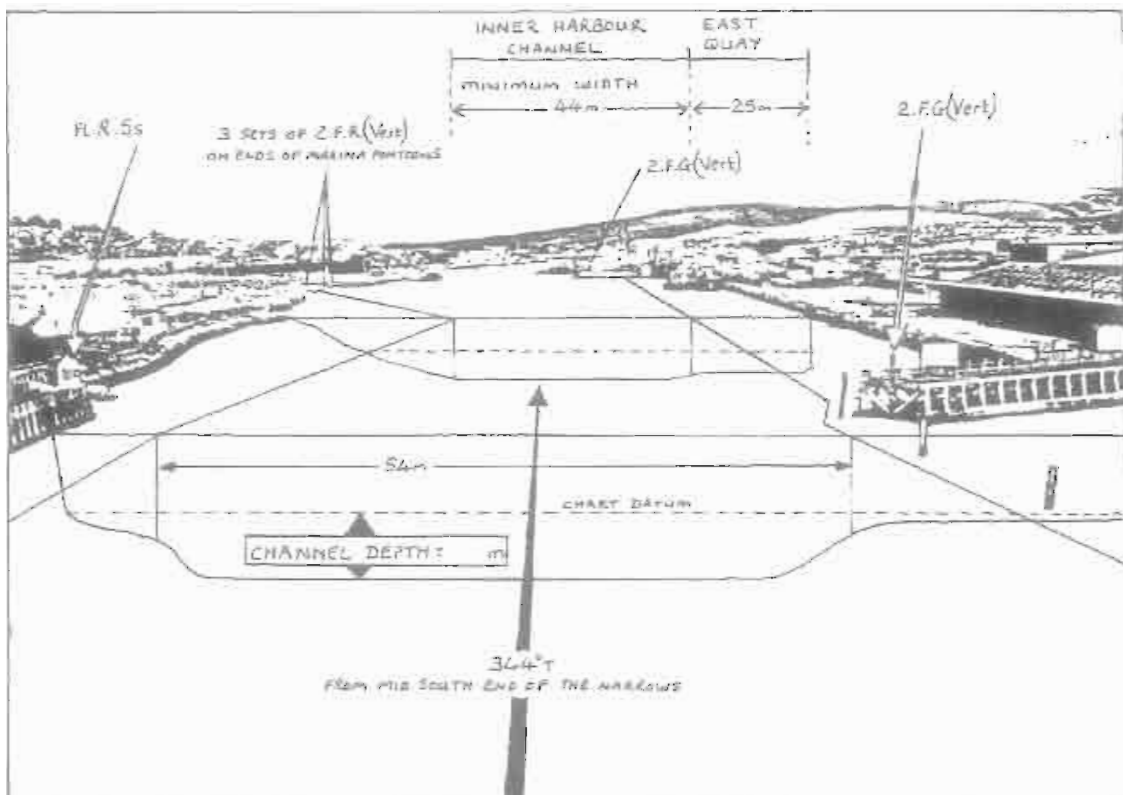
Photogram 2

Newhaven Port & Properties Limited



Photogram 3

Newhaven Port & Properties Limited

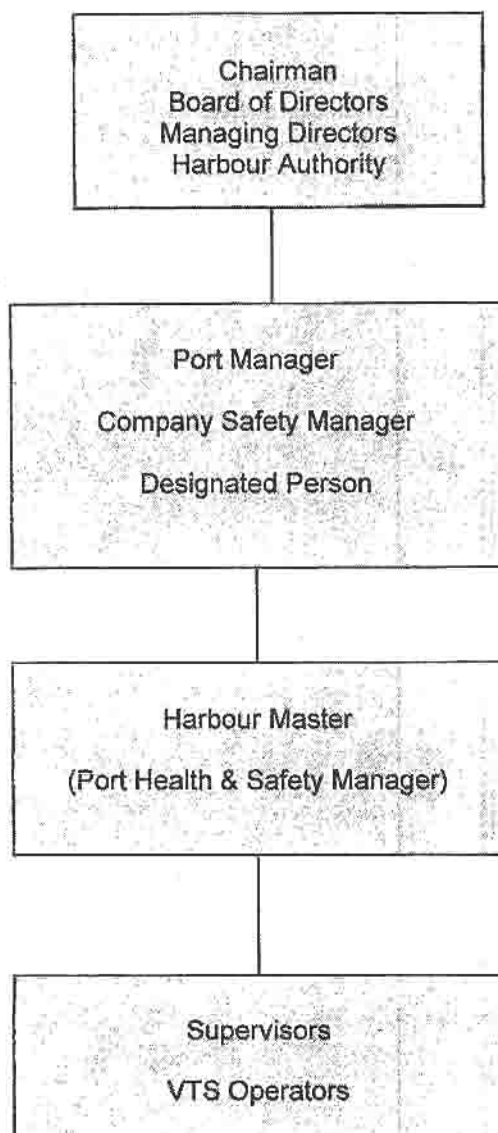


Photogram 4

Extract from Newhaven Port and Properties Port Safety Management Manual

Revision Original
Section One
Company Responsibilities and Authority

1 Company Organisational Structure



For reasons of clarity only the primary lines of communication are shown. In addition any or all of the managers and persons shown on the chart have a direct link with the Port Health & Safety Manager and if necessary can approach the Chairman or a Managing Director.

1.2 Chairman Newhaven Port & Properties Ltd

As a main board officer, is responsible for the provision of resources in order that the operating units within the division can comply with the requirements of the Port Marine Safety Code and in general for:

- Encouraging a culture amongst directors and senior management that promotes marine and occupational safety equally with the commercial activities of the company.
- Ensuring that the Company Safety Manager has sufficient resources and authority to maintain the level of safety and environmental control required by the provisions of the Code and Port policies.
- Receiving reports from the Company Safety Manager in order to ensure that the Port is meeting the requirements of the Code and is operating in full compliance with the Code.

The Chairman should be sufficiently well briefed at all times to conduct discussions on safety matters at all levels of the organisation

1.3 Company Safety Manager (Designated Person) Newhaven Port & Properties Ltd

For the purpose of the Port Marine Safety Code the designated person for Newhaven Port & Properties Ltd will be the Company Safety Manager.

The CSM is responsible for all aspects of safety and the implementation of and the on-going effectiveness of the Port Safety Management System and Safety Manual ensuring continued compliance with the Port Marine Safety Code and shall, as documented in the Port Safety Manual:

- Liaise directly with the Chairman and Executive Directors on all matters concerning the Port Safety Management System.
- Provide the Company with advice and guidance on safety related issues.
- Ensure that the Port Safety Management System and Manual is continuously reviewed and updated.
- Provide and maintain an incident reporting system to cover all shore based activities.
- Ensure that all incidents, including near misses, are reported investigated and the appropriate corrective measures are taken.
- Provide and communicate guidance policies and procedures on key safety issues to senior managers and other staff as appropriate, who are working for the operating units and Harbour Authority.
- Ensure that senior management, Harbour Authority and Harbour Master receive suitable information and training to allow them to discharge their duties in a competent manner.

Revision Original

- Ensure that the Safety Management System is audited at regular intervals
- To control the documented aspects of the Safety Management System.
- Address and review all non-conformities in the PSMS reported by the internal/external auditors.
- Appoint a deputy to provide 'contactable' cover during periods of absence

1.4 Port Safety Manager

The Port Safety Manager is responsible to the Company Safety Manager and shall:

- Maintain the PSMS and PSMM in the Port and ensure its effectiveness in a standardised form in all operating units by liaison, audit and Non Conformity Note reporting.
- Monitor the internal audit process and organise external audits as required
- Monitor the effectiveness of the PSMS and PSMM
- Maintain the documented system and ensure its regular and effective review and control.
- Deputise for the CSM when required to do so.

Section Two

Responsibilities of the Managing Directors and Harbour Authority

2.1 The Managing Directors

The Managing Directors have the overall responsibility at an operational level for all marine and occupational safety matters and should create a positive safety culture within the management team, by encouraging managers at all levels to adopt a proactive response to managing safety by:

- Adopting and endorsing the Newhaven Port & Properties Ltd Company Safety Policy.
- Ensuring that sufficient financial and physical resources are provided to enable the PSMS to be effectively implemented within their area of responsibility.
- Ensuring that all the management and supervisors receive adequate training to enable them to manage safety in the workplace
- Ensuring that managers are using the Port Safety Management System and complying with the Port Marine Safety Code.
- Holding regular safety meetings with managers and staff.
- Chair the annual safety management review.
- Ensuring that emergency exercises and drills are held regularly.

2.2 Port and Harbour Authorities (Duty Holders)

Have the responsibility for ensuring that all port activities are conducted in accordance with their statutory duties, general common law and fiduciary duties and other powers in relation to marine and occupational safety and that they are being discharged in accordance with a safety management system, and shall:

- Ensure sufficient financial and physical resources are made available to enable the port to be operated in a safe competent manner and in full compliance with the PMSC
- Ensure the safety of marine operations is matched with general and specific powers which enable the authority to discharge those duties.
- Facilitate the safe use of the port/harbours by all users.
- Ensure that there are emergency plans in place
- Ensure the emergency plans are exercised
- Ensure that the harbour is conserved and the harbour is in a fit state for vessels to use.
- Survey waters as necessary and establish the best navigable channel or channels.
- Place and maintain relevant navigational marks/aids in the most appropriate place which are visible day and night.
- Monitor any changes in the sea/river bed that may affect the channel/channels and relocate and renew navigational marks/aids as circumstances dictate.
- Keep accurate hydrographic and hydrological records.
- Ensure there is a system in place for identifying and dealing with significant marine and shore side hazards.
- Provide users of the port/harbour any further information required to supplement that given by navigational marks.
- Take all reasonable steps to pass on information relating to the depth of water over which vessels may pass under normal conditions, or give a warning that the advertised depth has not been maintained.
- Ensuring that access and egress of vessel movements to and from the harbour limits are adequately controlled.
- Appoint a competent Harbour Master to assist in the day to day running of the port/harbour.

Section Three

Responsibilities of Port Manager, Harbour Master, Safety Adviser, Operations Supervisor, VTS Operators

3.1 Safety Responsibilities of the Port Manager

The Port Manager is responsible to the Managing Director of the Port and is responsible for the implementation of all the requirements of the PMSC and the use of the Newhaven Port & Properties Ltd Port Safety Management System in the conduct of all port related activities and specifically shall:

- Implement and manage the Port Marine Safety Management System and Newhaven Port & Properties Ltd Health and Safety Policy for all port activities
- Liaise with Company Safety or Port Safety Manager on matters of safety
- Ensure that competent diving companies are employed and a permit to work system is in place and the companies comply with the Diving at Work Regulations 1997
- Liaise and work closely with the Harbour Authority and Harbour Master.
- Ensure port users meetings are held every three months.
- Ensure that Health and Safety matters are communicated to the managers/staff and regular safety meetings are held.
- Ensure that managers and staff are trained in matters relating to safety.
- Ensure that all contractors work to the Newhaven Port & Properties Ltd Code of Conduct for Contractors
- Ensure there are sufficient numbers of staff to enable the Port to operate safely.
- Ensure that risk assessments are completed, control measures established and updated.
- Ensure that all members of staff are inducted, trained and competent to carry out their role safely
- Liaise with other agencies involved in the management of marine and occupational safety
- Liaise with ship owners, agents, operators, tenants and contractors in respect of safety matters.
- Ensure that all emergency plans and procedures are current and in place
- Ensure the port complies with security measures laid down by TRANSEC
- Ensure the safe storage and facilitation of dangerous goods through the Port

Revision Original

- When working with Customs and Excise, Immigration Service and the Police Authority ensure that risk assessments are shared and knowledge of hazards is shared

3.2 Harbour Master

The Harbour Master is responsible to the Harbour Authority and the Port Manager and will:

- Co-ordinate and manage all day-to-day aspects of marine and occupational safety for the Port and its users.
- Assist the Harbour Authority and Port Manager to implement the Newhaven Port & Properties Ltd Safety Policy for all port activities
- Ensure that vessels have safe access and egress to the port
- Approve all passage plans.
- Manage all matters in relation to the pilotage of the port
- Police and enforce the harbour regulations and byelaws
- Conduct regular checks on pilot exemption holders
- Identify any environmental issues that may arise in connection with port operations
- Ensure all navigational aids are correctly placed and in working order.
- Ensure navigational channels are monitored and dredged to charted depths
- Liaise with the Duty Supervisor on any safety issues that may arise.
- Liaise with Port Safety Manager , Company Safety Manager on matters of safety
- Liaise with other agencies and local authorities involved in the management of marine and occupational safety
- Liaise with owners, agents and operators over operational safety matters.
- Ensure that all port users and other relevant parties have a copy of and are familiar with the procedures in the event of one the following emergency situations: incident, accident involving shipping, oil spill, fire and dangerous goods
- Attend regular safety meetings
- Liaise with managers and supervisors on safety matters
- Promote safety within the port to all staff and other users
- Attend port users meetings.
- Assist in the implementation and maintenance of emergency and safety plans.

3.3 Safety Responsibilities of the Port Safety Manager

The Port Safety Manager is responsible for providing support and advice to management on the implementation of the requirements of the PMSC and the use of the Newhaven Port & Properties Ltd Port Safety Management System in the conduct of all port related activities and specifically shall:

- Encourage a positive safety culture within the operating unit
- Provide all managers and staff with advice on safety matters
- Attend safety committee meetings
- Investigate incidents/accidents
- Ensure safety inspections and audits are carried out at suitable intervals
- Assist the Port Manager and ensure that all contractors work to the Newhaven Port & Properties Ltd Code of Conduct for Contractors
- Ensure the operating unit is working with current legislation
- Ensure risk assessments are carried out and reviewed
- Organise training for auditors
- Provide advice and guidance for auditors
- Assist the Port Manager in developing and practising emergency plans

3.4 Operations Supervisors

Are responsible to the Port manager and shall:

- Assist the Port Manager to implement Newhaven Port & Properties Ltd Health & Safety Policy and PSMS in connection with all port activities.
- Co-ordinate shore side activities using the plans, policies and procedures that have been put in place to ensure a safe working port.
- Provide the users of the port with up-to-date information relating to the depth of the channels, wind direction and shipping movements.
- Take initial action and report any defects or concerns to navigational aids to the Harbour Master/port manager.
- Know and understand the call out procedures in the event of an incident.
- Implement and manage any emergency procedure that happens on the port.

3.5 VTS Operators

Are responsible to the Harbour Master and shall:

- Assist the Port manager and Harbour Master to implement Newhaven Port & Properties Ltd Health & Safety Policy and PSMS in connection with all Port activities.
- Co-ordinate ship and shore side activities using the plans, policies and procedures that have been put in place to ensure a safe working port.
- Provide the users of the port with up-to-date information relating to the depth of the channels and wind direction and other associated information
- Take initial action and report any defects or concerns to navigational aids to the Harbour Master and or the Port Manager.
- Know and understand the call out procedures in the event of an incident.
- Implement any emergency procedure that happens on the port.

Section Four

Resources and Personnel

4.1 The Company should ensure that the following staff:

- ❖ Harbour Authority Members
- ❖ Harbour Master
- ❖ Port Manager
- ❖ VTS operators
- ❖ Supervisors and Port Operatives

are:

- ❖ Suitably qualified
- ❖ Trained
- ❖ Competent
- ❖ Fully conversant with the PSMS & PSMM

and provided with the necessary support so that their duties can be performed safely.

- 4.2** The company should ensure that the Port has sufficient numbers of suitably trained, qualified and competent staff to discharge its duties under marine and health and safety legislation.
- 4.3** The company should ensure that the port is manned with suitably qualified, trained and competent staff.
- 4.4** The Company should establish a safety induction training programme for all new permanent/temporary staff and ensure that all staff have received adequate training and information prior to undertaking a new task.
- 4.5** The Company should establish and maintain procedures for identifying training needs that may be required to support the PSMS.
- 4.6** The Company should ensure that records are kept of all induction and safety training.
- 4.7** The Company should ensure a system is put in place to enable the personnel to receive the relevant information on the PSMS in the language that they understand.
- 4.8** The Company should ensure that the Port personnel are able to communicate effectively when carrying out their duties under the PSMS

4.9 Records

The personnel section will establish and maintain records of:

- All training undertaken
- Qualifications
- Certification and expiry date

of all personnel involved in the Company's Port SMS

4.10 Staff Deployment

It will be the duty of the Managing Director to nominate a person to ensure that there are sufficient numbers of suitably trained, qualified and competent staff to carry out the work activities in a safe manner and in accordance with any designated safe system of work or procedure.

4.11 Training

4.11.1 The port will identify the training needs and the level of training that is required to enable the staff to carry out their work activities in a safe manner.

4.11.2 Where an industry standard is required, the company will ensure that it is complied with.

4.11.3 The Company will provide adequate resources to ensure that the staff are suitably trained.

4.11.4 All courses will be subject to student appraisal and feedback

4.11.5 The training requirements that support the PSMS will be subject to an ongoing process of review, which will reflect any issues that arise from reviewing of risk assessments, incident reports and any other relevant management system or procedure.

4.12 Working Language

The principal working language for the company's PSMS is English and therefore a working knowledge of this language is a pre-requisite for employment at the port.

Section Five

Plans and Policies, Duties and Powers

5.1 All harbour authorities shall in accordance with point 2.1.8 of the Port Marine Safety Code:

- Review existing legal duties and powers on a regular basis and ensure they reflect a considered approach to risk.
- Develop new powers where a need has been identified
- Publish the duties and powers
- Ensure they are communicated to port users
- Enforce the legislation

5.2 Plans and Policies

All harbour authorities shall in accordance with point 2.1.8 of the Port Marine Safety Code:

- Develop safety policies and procedures in accordance with the code
- Review safety policies and procedures in accordance with the code.
- Publish periodic reviews of their performance against the standard laid down by the code.
- These reports should be at no less than three-year intervals.

Section Six

Port Shipping Movements, Route Plans and Procedures Within the Port Limits

6.1 The Company should establish and manage procedures that facilitate safe access/egress of shipping movements within the harbour and Port limits by:

- Conducting risk assessments of all shipping movements and associated marine based work activities in accordance with the requirements of the Merchant Shipping and Fishing Vessels (Health and Safety at Work Regulations 1997) and the Port Marine Safety Code.
- To eliminate navigational and other hazards so far as is as reasonably practicable.
- Establish suitable control measures/workplace precautions to reduce the risk to its lowest level.
- Ensure the staff are provided with suitable training to ensure they are competent.
- Ensure the staff carry out working procedures correctly and they maintain and wear any personal protective equipment provided to them.
- Review the risk assessments annually or in the event of an incident/accident or near miss, change in work practices/procedures or the addition of a new ship or piece of equipment.
- Ensure there are sufficient numbers of competent risk assessors to conduct and maintain the risk assessments.
- And any other provision under any other associated health and safety or marine legislation.

6.3 The Company should establish a means of managing the access and egress of all shipping movements by establishing:

- A port communication station which is staffed by:
 - Operatives who are trained and fully conversant with the disciplines and responsibilities of their role.
- By providing information for the masters entering and leaving the port limits such as:
 - Wind direction and speed (average/peak)
 - Shipping movements in the harbour
 - Depth readings
 - Location of other ships
 - Any other hazards

- A means of passing accurate, consistent and relevant information to the master by:
 - Establishing a route/passage plan which is port specific
 - Ensuring it is discussed and communicated to all other port users
 - Monitoring the effectiveness of plans and procedures and recording the information
 - Investigating the circumstances of ships failing to comply with plans and procedures
 - Taking appropriate actions to deal with areas of non compliance

Section Seven

Navigational and Pilot Operating Procedures, Certification and Equipment

7.1 Pilot Operating Procedures and Certification

The Company should establish a pilot service in accordance with point 2.5 of the Port Marine Safety Code and where there is a need to secure the safety of ships navigating in or in the approaches to the harbour by:

- Reviewing current provisions and practices
- Reviewing incident records and other data
- Conducting a formal risk assessment

7.2 Establishing a Pilot Service

7.2.1 The company will control and regulate the provision of the service and actions of the pilot by:

- Entering into a contractual agreement (employed/self employed)
- Establishing clear lines of communication
- Establishing areas of accountability and responsibilities
- Monitoring their performance

7.2.2 The company will establish a system for ensuring the pilots used are competent by:

- Only using authorised pilots
- Ensuring pilots are suitably trained
- Setting the standards for the issuing of pilot exemption/certificates
- Arranging assessment by a competent person
- Keeping records of authorised pilots
- Ensuring all pilots used have a current certificate
- Periodical checks on the continued competency of pilots
- Reporting of incidents/near miss and accidents
- Any incident involving an authorised pilot or pilot exemption certificate holders is investigated and appropriate measures to prevent a reoccurrence are actioned

7.2.3 The company should ensure:

- A suitable recording system for pilots to be able to
 - record the information on the ship and conditions that relate to the piloting of that vessel
 - This information is to be filled in prior to entering the port limits.
 - A pilot boat is used which meets the Merchant Shipping (Small Work Boats) Regulations 1998 and the associated Safety of Small Work Boat and (Pilot Boat Code of Practice)
 - Harbour authorities should ensure compliance with the Landing and Boarding Code of Practice
 - The Harbour Authorities should ensure that work boats used in their harbours comply with the Merchant Shipping (Small Work Boats) Regulations 1998 and the associated Safety of Small Work Boat and Pilot Boat Code of Practice
 - The Harbour Authority has a duty to ensure the safety of all personnel working on board its tugs, launches and work boats.
 - Appropriate mooring plans and procedures for their tugs, launches and work boats.
 - A means to ensure these plans and procedures are adhered to.
 - That the master is aware of the responsibility to ensure relevant information on ship defects and any other matter that may affect the navigation of the ship and in accordance with point 1.3.19 of the Port Marine Safety Code is made available.
 - That the master is aware of the responsibility to ensure the safe transfer of the pilot to the ship in accordance with Boarding and Landing of Pilots by the Pilot Boat Code Of practice and associated M notices.
 - Adequate training to ensure the staff are competent

7.2.4 The Company shall

- Ensure there is a suitable tug readily available where the risk assessment identifies a need
- Provide guidance on its operations and location within the port limits
- Provide guidance and information to tug masters and port users on the towage of shipping within the port limits.
- Ensure the master and crew are competent to carry out their role
- Keep the master and crew updated with any information that may affect their ability to carry out their functions in a safe manner.
- Ensure there are risk assessments in place for the activities of tugs and their crew.
- Investigate any incidents/accidents involving the use of the tug

7.3 Conservancy and Navigational Marks

The company has a duty to conserve the harbour so that it is fit for use as a port and it is in a fit state to be used safely by:

- Finding and marking the best navigable channel or channels in the harbour.
- Ensuring regular hydrographic surveys are carried out and appropriate action is taken to ensure the best navigational channel is used.
- Conducting post incident surveys where appropriate
- Reporting the results of the hydrographic survey to the UKHO
- Passing on any relevant details on the depth of channels and other information to port users.
- Providing information for Admiralty Charts and publications.
- Ensuring any wreck or other hazard to shipping is identified and removed.
- Ensuring that dredging is conducted by a reputable company, a risk assessment is carried out and a dredging licence is obtained.
- Being aware of any local shore side developments/actions that may affect the safety of navigation

The company has a duty to ensure that all aids to navigation are:

- Suitable for the task and obtained from a bona-fide supplier
- Correctly placed
- Regularly inspected
- Maintained in good working order
- Used and maintained in accordance with IALA guidelines.

Safe operating criteria

Newhaven Port & Properties Limited

Wind Speed Action Chart

<u>Mean Wind Speed:</u>	<u>Action:</u>
50 Knots or above	Port closed to all vessel traffic
30 Knots or above	MV Dieppe to be refused permission for entry or departure
25 Knots or above	MV Dieppe to be refused entry whilst other commercial vessels are berthed on East Quay SuperSeaCat One to have tug on stand-by for stern first entry to the port
23 Knots or above	MV Dieppe to have tug on stand-by for departure
20 Knots or above	MV Dieppe to be refused entry, whilst other commercial vessels are berthed on East Quay, until tide height is 3 metres or above
17 Knots or above	MV Dieppe to be refused entry, whilst other commercial vessels are berthed on East Quay, until tide height is 2 metres or above
Below 17 Knots	No Restrictions

The responsibility for ascertaining the wind conditions and applying the above criterion will rest with the Port Duty Supervisor.

NPP Navigational Risk Assessment

Newhaven Port & Properties Ltd

RISK ASSESSMENT:	Proforma 3	LOCATION: Newhaven	REFERENCE: NPP/RASS/SHIPPING /01a
Entering, berthing unberthing and departure of vessels to and from Newhaven Port and pilotage area		OTHER RELEVANT RISK ASSESSMENTS	
COMPLETED BY: D Nye		MONITORING MEASURES REQUIRED	
DATE COMPLETED: 23 Jan 2004	REVIEW DATE: 23 Jan 2005		

ACTIVITY		Overall Haz/risk	CONTROL MEASURES REQUIRED	IN PLACE	FURTHER ACTION REQUIRED	
Ref No	Description				By When	Person Responsible
1	Entering, berthing/unberthing and departure of vessels to and from Newhaven Port Pilotage Area	M	<ul style="list-style-type: none"> Prohibit the use of navigation marks for mooring purposes Ensure that the positions and serviceability of all navigation marks are checked on a planned maintenance basis 	Y		

ACTIVITY		HAZARD	RISK	CONTROL MEASURES REQUIRED	IN PLACE	FURTHER ACTION REQUIRED	
Ref No	Description					By When	Person Responsible
1 Cont	Entering, berthing/unberthing and departure of vessels to and from Newhaven Port Pilotage Area	Failure of Lights and/or incorrect positions of navigation marks within pilotage area		<ul style="list-style-type: none"> • Ensure prompt reporting by all vessels of navigation marks out of position and/or with lights extinguished • Ensure that any such reports are investigated and re-positioning and repairs are carried out soonest • Port control to advise all inward and outward ships of any deficiencies regarding navigation marks in the pilotage area until such time as re-positioning and/or repairs are carried out • Maintain records of all checks, maintenance and repairs carried out 	Y		

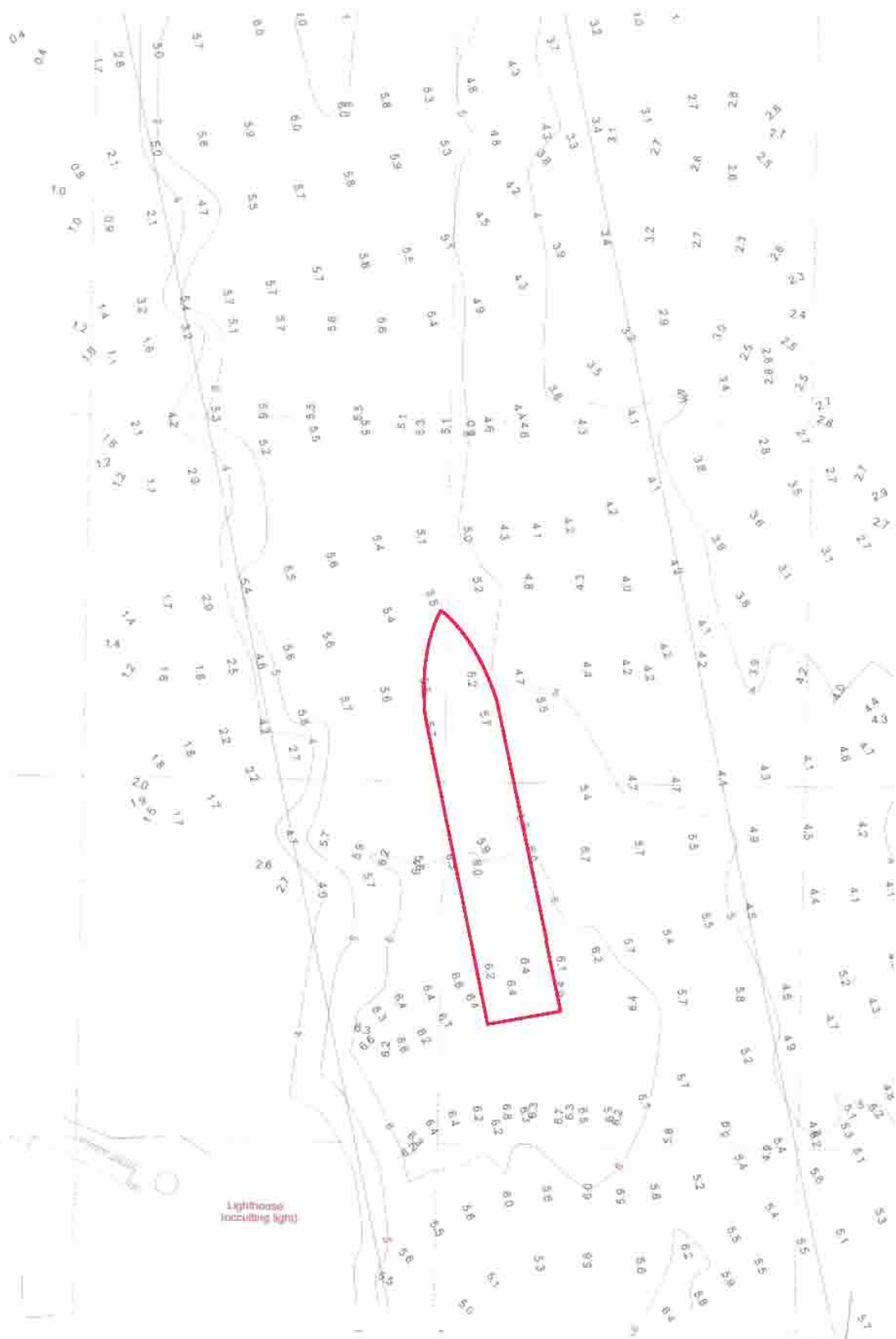
ACTIVITY		HAZARD	RISK	CONTROL MEASURES REQUIRED	IN PLACE	FURTHER ACTION REQUIRED	
Ref No	Description					By When	Person Responsible
2	Entering, berthing/unberthing and departure of vessels to and from Newhaven Port Pilotage Area	Less than charted depths appearing in any part of the pilotage area	M	<ul style="list-style-type: none"> • Ensure hard copy depth surveys are carried out at regular intervals • Ensure that any potential shallow patches encountered by inward and outward vessels are reported promptly and investigated soonest • Port control to advise all inward and outward ships regarding any reductions in depth from chart datum • Have criteria in place to give early warning of the need for dredging • Maintain records of all depth surveys carried out • Pilots and PC holders to be supplied with copy of surroundings 	Y		
					Y		
					Y		
					Y		
					Y		
					Y		
					Y		

ACTIVITY		HAZARD	RISK	CONTROL MEASURES REQUIRED	IN PLACE	FURTHER ACTION REQUIRED	
Ref No	Description					By When	Person Responsible
4 Cont	Entering, berthing/unberthing and departure of vessels to and from Newhaven Port Pilotage Area	Navigating in a pilotage area consisting of a mixture of open water, narrow dredged channels, variable depths and strong tidal streams		<ul style="list-style-type: none"> Operate a mandatory reporting system for ships for entry to and passage within the pilotage area 	Y		
				<ul style="list-style-type: none"> Ensure that Master and Pilot agree a passage plan for the pilotage area before passage commences (Note: In absence of an acceptable alternative ship's passage plan the Newhaven Port & Properties Ltd passage plan must be used) 	Y		
				<ul style="list-style-type: none"> Port control to report height of tide if requested to all ships using depth gauge at Newhaven 	Y		
				<ul style="list-style-type: none"> Ensure Masters make and sign the declaration regarding water under the keel as per the official passage plan 	Y		

ACTIVITY		HAZARD	RISK	CONTROL MEASURES REQUIRED	IN PLACE	FURTHER ACTION REQUIRED	
Ref No	Description					By When	Person Responsible
4 Cont	Entering, berthing/unberthing and departure of vessels to and from Newhaven Port Pilotage Area	Navigating in a pilotage area consisting of a mixture of open water, narrow dredged channels, variable depths and strong tidal streams		<ul style="list-style-type: none"> • Ensure Masters make and sign the declaration regarding deficiencies on board as per the official passage plan • Make the use of a harbour tug or tugs compulsory if any declared deficiencies might affect the safety of navigation within the pilotage area • Port control to advise all ships of any alterations from charted information • Port control to advise all ships of prevailing weather conditions if requested • Prohibit meeting and passing in the narrow dredged channel areas giving priority to ships with special needs, those with a strict schedule to maintain and those with tide astern 	Y Y Y Y Y		

ACTIVITY		HAZARD	RISK	CONTROL MEASURES REQUIRED	IN PLACE	FURTHER ACTION REQUIRED	
Ref No	Description					By When	Person Responsible
5	Entering, berthing/unberthing and departure of vessels to and from Newhaven Port Pilotage Area	Ship movements during adverse weather conditions	M	<ul style="list-style-type: none"> • Minimum under keel clearance of 1m – to be adjusted dependent upon swell and weather • Restricted towage, outside the breakwater with harbour tug, when wind speeds exceed 22 knots – to be adjusted dependent upon swell and weather • Ensure all ships, other than those excepted under the compulsory pilotage rules, engage the services of a local licensed pilot • Port control to advise all ships of prevailing weather conditions outside the port if requested <p>In extreme measures:</p> <ul style="list-style-type: none"> • Harbour Master will actively consider closing the port to all traffic movement, each case to be decided on its merits • Master, Pilot & Harbour Master, each case to be decided on its merits, will give extra consideration to use of harbour tugs 	Y		
			H		Y		
					Y		
					Y		

Post grounding survey 18th Jan 2005



Shoalwater