

**1. Tug master's Certificate of Competency**

*Verklaring van geschiktheid  
en bekwaamheid*

(Schepenbesluit 1965, artikel 119)



The lawful holder of this certificate is competent to perform in the following capacities within the limitations as specified:

In the restricted trading area 30 miles from the coast and not more than 8 sailing hours from a safe harbour or anchorage as indicated on certificate of seaworthiness:

- Master supply vessels and tugboats with a gross tonnage less than 1000
- Master all ships (excl supply vessels and tugboats) with a gross tonnage less than 2000

- Chief mate all contractors material with a gross tonnage less than 5000

Restricted radio operator GMDSS

NOTE/

I CONFIRM THAT THE PHOTOGRAPH  
IS A TRUE LIKENESS OF W. BOUWMAN.

*ISB*  
IAN BAILEY.

KINGDOM OF THE NETHERLANDS  
CERTIFICATE OF COMPETENCY

Endorsement attesting the issuance of certificate under the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

The Government of the Kingdom of the Netherlands certifies that

certificate no. : 3226/85886 has been  
issued to :

Wouter Bouwman  
date of birth : 21 June 1966

who has been found duly qualified  
in accordance with the provisions  
of the appropriate regulation(s) of  
the above convention and has been  
found competent to serve in the  
capacity or capacities as shown  
overleaf subject to any limitations  
until the date of expiry of the validity  
of this document.

Rotterdam, 13 december 1996  
Valid until : 13 december 2000  
The Head of the Shipping Inspection  
on his behalf,  
Head Department Manning and Examination,

*P. C. Klaassen*

P.C. Klaassen

Only valid when signed by holder.

*[Signature]*  
Signature of Holder

- Valid provided that holder is in possession of valid medical declarations.
- If the period of validity of a medical declaration expires in the course of a voyage the medical declaration will remain valid until the end of that voyage. (ILO Conv. 73 art. 5.3.)
- If the period of validity of this certificate expires in the course of a voyage the certificate will remain valid until the end of that voyage.

**2. Tug seaworthiness and Safe Manning Certificates**



# CERTIFICAAT VAN DEUGDELIJKHEID

## CERTIFICATE OF SEAWORTHINESS

voor het beperkte vaargebied  
for the restricted trading area

Coastal waters, whereby the offshore distance does not exceed 30 miles and the sailingtime from the port of Vlissingen\* shall be within 12 hours and shall never be more than 6 hours from a port of refuge.

IN NAAM VAN HARE MAJESTEIT DE KONINGIN DER NEDERLANDEN  
IN THE NAME OF HER MAJESTY THE QUEEN OF THE NETHERLANDS

uitgereikt krachtens de bepalingen van de Schepenwet.  
issued under the provisions of the Ships Act.

Naam van het schip <i>Name of Ship</i>	Internationaal naamsein <i>Distinctive Number or Letters</i>	Haven waar het schip thuishoort <i>Port of Registry</i>	Bruto inhoud in registertonnen <i>Gross Tonnage</i>	Bouwjaar <i>Year of Build</i>
motortug "WILLEM B SR."	P I P G	ZIERIKZEE	4 2	1977
Lengte in meters ingevolge de Wet op de Zeevaartdiploma's 1935: <i>Length in meters in accordance with the Ship's Officers' Certificates Act, 1935:</i>			15.900	
Vermogen van de voortstuwingswerktuigen in kW: <i>Propulsion power of Main Propulsion Machinery in kW:</i>			500	

Het Hoofd van de Scheepvaartinspectie verklaart dat bovenvermeld schip overeenkomstig de bepalingen van artikel 6 van het Schepenbesluit 1965 behoorlijk is onderzocht en dat het onderzoek heeft aangetoond dat het schip in alle opzichten voldeed aan de van toepassing zijnde eisen van dat Besluit.

*The Head of the Shipping Inspection certifies that abovementioned ship has been duly surveyed in accordance with the provisions of article 6 of the Ships Order, 1965, and that the survey showed that the ship in all respects complied with the applicable requirements of that Order.*

Op grond hiervan is door hem dit certificaat uitgereikt, hetwelk geldig blijft zolang aan de voorschriften van het Schepenbesluit wordt voldaan en uiterlijk tot the 1st of February 2001. onder voorwaarde dat dit Certificaat van Deugdelijkheid  
*On account of which he has issued this certificate which remains in force as long as the requirements of the Ships Order are complied with and ultimately until subject to the yearly endorsements of the Certificate of*

Seaworthiness as mentioned on the enclosure of this certificate.

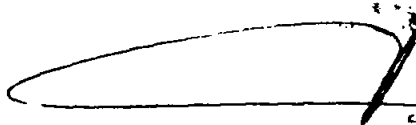
Uitgereikt te Rotterdam, de 15th of January 1996.  
*Issued at Rotterdam, the*

onder no. 15 /96  
*under nr.*

\* When the ship will operate from another port of operation the Netherlands Shipping Inspection at Rotterdam shall be informed. Official approval may be issued by Telefax and shall be kept as an annex to this Certificate of Seaworthiness.

Het Hoofd van de Scheepvaartinspectie,  
*The Head of the Shipping Inspection,*

namens deze,  
*on his behalf,*

  
M. Dessens  
inspecteur  
voor de scheepvaart

tevens CERTIFICAAT VAN VRIJSTELLING, als bedoeld in artikel 28, eerste lid, van het Schepenbesluit 1965 (O.C. 1937, 242) en het Schepelingenbesluit 1965 (O.C. 1937, 242) de navolgende bemanning en de navolgende wachtbezetting in de machinekamer is voorgeschreven aan boord van het

motortug "WILLEM B SR." P I P G (ID NO: 2280)

The Head of the Shipping Inspection declares that in accordance with the provisions of the Ships Order 1965 and the Seamen's Order (O.C. 1937, 242) the following manning and the composition of an engineering watch is required on board the above mentioned ship

A. Staat van voorgeschreven bemanning / List of required manning	S M B W
Kapitein / Master	.....
1 e stuurman / Chief mate	.....
2 e stuurman / 2nd officer	.....
3e stuurman / 3rd officer	.....
Radio-officier / Radio officer	.....
Scheepsgezellen dek, met geneeskundige verklaringen gezichts- en gehoororgaan Deck-ratings, with medical certificates regarding eyesight and hearing	.....
a. ten minste 18 jaar en 6 maanden diensttijd / not less than 18 years of age and 6 months seagoing service	..... 1
b. ten minste 16 jaar en 6 maanden diensttijd / not less than 16 years of age and 6 months seagoing service	.....
Overige scheepsgezellen dek / Other deck-ratings	.....
Kok / Cook	.....
1e scheepswerktuigkundige / Chief engineer officer	.....
2e scheepswerktuigkundige / 2nd engineer officer	.....
3e scheepswerktuigkundige / 3rd engineer officer	.....
4e scheepswerktuigkundige / 4th engineer officer	.....
Motorman - assistent scheepswerktuigkundige ten minste 18 jaar en één jaar diensttijd Motorman - assistant engineer officer (not less than 18 years of age and 6 months seagoing service)	.....
Scheepsgezellen machinekamer / Engineroom ratings	.....
a. ten minste 16 jaar en 6 maanden diensttijd / not less than 16 years of age and 6 months seagoing service	.....
b. overigen / others	.....
Semi-geïntegreerde officieren / Semi-integrated officers	.....
Scheepsgezellen dek-machinekamer, met geneeskundige verklaringen gezichts- en gehoororgaan Deck-engineroom ratings, with medical certificates regarding eyesight and hearing	.....
a. ten minste 18 jaar en 6 maanden diensttijd / not less than 18 years of age and 6 months seagoing service	.....
b. overigen / others	.....
Totale bemanning / Total manning	..... 2
waarvan 1..... perso(o)n(en) in bezit van het diploma MARIFOON/MARCOM B of which person(s) holding a certificate as	.....
B. Wachtbezetting in de machinekamer / Composition of an engineering watch 0..... perso(o)n(en) / person(s)	
- mits zulks door de kapitein verantwoord wordt geacht / when such is justified by the master i.v.m. de veilige navigatie van het schip en de veilige bedrijfsvoering van de machine-installatie / in connection with the safe navigation of the ship and the safe operation of the machinery	

Bij de samenstelling van bovengenoemde voorgeschreven bemanning en wachtbezetting in de machinekamer is gebruik gemaakt van de vrijstellingsbevoegdheid als bedoeld in artikel 172, tweede lid, van het Schepenbesluit 1965, onder de navolgende voorwaarden:

In the composition of the above mentioned required manning and the engineering watch the authority for an exemption as expressed in article 172(2) of Ships Order 1965 has been used under the following conditions:

no./nr. .... 5 + 9 ..... (zie ommezijde/see reverse side)

Dit document is geldig tot de uiterste datum van geldigheid van het Certificaat van Deugdelijkheid

no. .... 15/96 ..... dd. .... 15-01-96 ..... waarbij het behoort.

This document is valid until the extreme date of validity of the above mentioned Certificate of Seaworthiness to which it belongs.

Uitgereikt in tweevoud te Rotterdam, de .... 15th of January 1996  
Issued in duplicate at Rotterdam, the

Het Hoofd van de Scheepvaartinspectie.  
The Head of the Shipping Inspection,  
namens de  
on his behalf,

P.A.M. Dessens  
Inspecteur  
voor de scheepvaart

**3. UK Load Line Exemption Certificates for barges**

# UNITED KINGDOM LOAD LINE EXEMPTION CERTIFICATE

*Issued under the provisions of the Merchant Shipping Act 1995,  
under the authority of the Government of the United Kingdom of Great Britain and Northern Ireland  
by the Marine Safety Agency an Executive Agency of the Department of Transport*

## PARTICULARS OF SHIP

Name of Ship	HOPPER BARGE R9
Distinctive Number or Letters	-
Port of Registry	-

## THIS IS TO CERTIFY

*That the above-mentioned ship is exempt under Schedule 3, paragraph 19(3) of the Merchant Shipping Act 1995 from all the provisions of that Schedule and of the Merchant Shipping (Load Line) Rules 1968.*

For a voyage From Ramsgate to Emsworth Yacht Harbour, Portsmouth, thence approx. 6 weeks working between Emsworth Yacht Harbour and the Nab Dumping Ground, thence return voyage from Emsworth Yacht Harbour to Ramsgate.

### *Subject to the following conditions:*

1. That the voyage is undertaken in stages, if necessary, and only when weather conditions and official weather forecasts are favourable ( see attached letter ).
2. That all closing appliances to the hull are kept closed at sea and secured watertight.
3. That all loose equipment and deck cargo is adequately stowed and secured.
4. That no personnel are on board.
5. That the contents of Merchant Shipping Notice 1406 are strictly observed. ( Copy attached ).
6. That the void spaces are dry.
7. That a diesel driven salvage pump with hose is carried on board the towing tug.
8. Towing lights as required by International Collision Regulations are to be carried on board.

Date of initial or periodical survey 24th March 1999

This certificate is valid until 30th June 1999 subject, where appropriate, to periodical inspections in accordance with the Merchant Shipping (Load Line) Rules 1968.



Orpington Marine Office

on

30th March 1999

Name

A. D. MORGAN

An authorised officer of the Department of Transport



Maritime and Coastguard Agency

Marine Office  
Central Court  
18 Knoll Rise  
ORPINGTON  
Kent  
BR6 0JA

01689 890400  
Fax : 01689 890446

30th March 1999

To the Master of  
'HOPPER BARGE R9'

Dear Sir

### FAVOURABLE WEATHER

In issuing an United Kingdom Load Line Exemption Certificate for HOPPER BARGE R9, the MCA draws your attention to the conditions thereon.

You will note that the operation of the vessel is restricted in various ways and these conditions have been taken into account in assessing the construction and equipment required for the vessel in accordance with the various Statutory Regulations.

Of particular importance is the need to ensure that your vessel operates only in "favourable weather", which is defined in various Merchant Shipping Regulations as being :-

" fine, clear settled weather with a sea state such as to cause only moderate rolling and/or pitching".

It is therefore of the utmost importance to pay careful and regular attention to official weather forecasts immediately before undertaking any voyage. Additionally, it is suggested that official local advice be sought whenever possible.

Yours faithfully

A. D. Morgan  
Surveyor In Charge  
Dover Marine Office



Reg. No. FS34835





# UNITED KINGDOM LOAD LINE EXEMPTION CERTIFICATE

*Issued under the provisions of the Merchant Shipping Act 1995,  
under the authority of the Government of the United Kingdom of Great Britain and Northern Ireland  
by the Marine Safety Agency an Executive Agency of the Department of Transport*

## PARTICULARS OF SHIP

Name of Ship	HOPPE BARGE R8
Distinctive Number or Letters	-
Port of Registry	-

## THIS IS TO CERTIFY

*That the above-mentioned ship is exempt under Schedule 3, paragraph 19(3) of the Merchant Shipping Act 1995 from all the provisions of that Schedule and of the Merchant Shipping (Load Line) Rules 1968.*

For a voyage From Ramsgate to Emsworth Yacht Harbour, Portsmouth, thence approx. 6 weeks working between Emsworth Yacht Harbour and the Nab Dumping Ground, thence return voyage from Emsworth Yacht Harbour to Ramsgate.

### Subject to the following conditions:

1. That the voyage is undertaken in stages, if necessary, and only when weather conditions and official weather forecasts are favourable ( see attached letter ).
2. That all closing appliances to the hull are kept closed at sea and secured watertight.
3. That all loose equipment and deck cargo is adequately stowed and secured.
4. That no personnel are on board.
5. That the contents of Merchant Shipping Notice 1406 are strictly observed. ( Copy attached ).
6. That the void spaces are dry.
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Orpington Marine Office

on

30th March 1999

Name

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*An authorised officer of the Department of Transport*



Maritime and Coastguard Agency

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Central Court  
18 Knoll Rise  
ORPINGTON  
Kent  
BR6 0JA

01689 890400  
Fax : 01689 890446

30th March 1999

To the Master of  
'HOPPER BARGE R8'

Dear Sir

### FAVOURABLE WEATHER

In issuing an United Kingdom Load Line Exemption Certificate for HOPPER BARGE R8, the MCA draws your attention to the conditions thereon.

You will note that the operation of the vessel is restricted in various ways and these conditions have been taken into account in assessing the construction and equipment required for the vessel in accordance with the various Statutory Regulations.

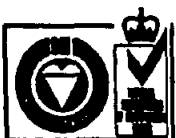
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It is therefore of the utmost importance to pay careful and regular attention to official weather forecasts immediately before undertaking any voyage. Additionally, it is suggested that official local advice be sought whenever possible.

Yours faithfully

A. D. Morgan  
Surveyor In Charge  
Dover Marine Office



Reg. No. F534835



**4. Herbosch-Kiere Safety Booklet**

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**SAFETY**

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**INSTRUCTIONS  
FOR EMPLOYEES**



**HERBOSCH - KIERE NV  
AND  
HERBOSCH - KIERE  
MARINE CONTRACTORS LTD.**

## INTRODUCTION

This handbook is a basic guide to establish safe working conditions on our jobsites and on board of our floating plant. It covers the most important safety procedures and techniques, but does not replace **common sense** when the situation so requires.

It is *Herbosch-Kiere's* policy to maintain a safe and healthy work environment. This can only be accomplished in  with everyone involved in the operation.

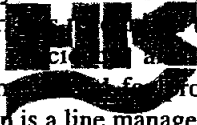
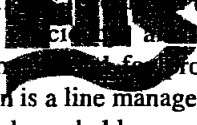
### NOTE:

Those who fail to comply with the Safety Instructions of Herbosch-Kiere may endanger the lives, health and safe working conditions of themselves and others.

They will be held responsible for their actions and disciplinary measures may be enforced upon them.

## 1. POLICY STATEMENT

It is the policy of our Company to conduct and to operate its business at all times in such a way as to ensure that Health, Safety and Security of *Herbosch-Kiere* Employees, the Subcontractors and the General Public involved in the operations are safeguarded, taking the work environment and environmental requirements into consideration as well.

The responsibility for this Policy rests with the Managing Director  that this Policy will lead to greater  and higher standards throughout departmental projects to the extent that implementation is a line management responsibility for which individuals are held accountable.

Therefore the Managing Director delegates the responsibility for implementation of this Policy and compliance to the HSE requirements to the line management i.e. to the Department Heads and to the Project Manager of each particular project within their areas of operation. Those persons are accountable to the Managing Director with respect to maintaining safe,

healthy and secure working conditions and to adhere to the environmental requirements in the pursuance of this Policy.

As a condition of employment, each employee of our Company accepts responsibility for his or her personal health, safety and security performance and declares awareness of the environment. It is everyone's duty to take care of his own safety and that of others who may be affected by acts or omissions of the employee.


To fulfil this duty our employees are encouraged to work healthily, safely and with due consideration towards the environment  to supervise as necessary.

Our Company also provides such health, safety and security services in relation to environmental assessments necessary to have these duties fulfilled. All personnel shall be guided by and adhere to the various documents issued by the HSE.

Our Company is committed to work according to the regulations and codes of practice laid down by decrees and government orders. It liaises closely with all relevant

regulatory as well as professional and academic bodies to ensure the proper implementation of legislation and regulations.

Within our Policy we sustain the appropriate training for all personnel, to ensure that Policy procedures and regulations are known and observed.

Contractors working for or on behalf of our Company will be required to work to the same policies and standards as our Company does. 

## 5.7 ENVIRONMENTAL AWARENESS

*Protection of the environment is a main concern.*

Waste has to be disposed of in the containers provided.

Any hazardous waste must be disposed of in accordance with the current legislation and a licensed carrier used. Documentation showing type of waste, haulier and eventual disposal location should be maintained.

Oil spill and leakage shall be immediately reported and cleaned up by absorbent materials. All oil waste is to be disposed of in the bins for oily waste.

In case of a major oil spill from floating plant the captain, or person in charge must inform the site office and the port authorities.

## 6.3 PERSONNEL BASKET TRANSFER, IF APPLICABLE

Use of the personnel basket will be supervised by a competent person assisted by deck crew. No more than 4 persons should ride the basket at one time.

During transfer the MOB crew must be on standby.

## 6.4 TRANSFER BY BOAT

Transfer by boat is subject to following instructions:

- at least two persons to be on board;
- all persons to wear life jackets;
- transfer to be executed safely by daylight, if not a torch/handlamp is to be carried;
- at least one communication equipment, short wave, mobile is to be on board;
- weather conditions will be judged by the captain.

## 6. PERSONNEL TRANSFER TO FLOATING PLANT

### 6.1 GENERAL

Personnel transfer should be executed with care at all times.

*Regardless of the method of transfer, every person should wear a working vest at all times whilst transferring over water.*

### 6.2 TRANSFER BY BOAT

The coxswain is in charge of the boat and passengers. His instructions should therefore be followed.

- Wear your survival suit.
- Wear your life jacket
- (Dis)embark only on his order.

## 7. HAZARDOUS MATERIAL

### 7.1 CHEMICALS

All chemicals should be considered potentially harmful. They should be kept in proper containers and be properly labelled with contents, danger classification and precautionary measures.

Any hazardous substance should be assessed before use on site. A copy of the COSHH assessment will indicate the minimum precautions.

Read label before use. Wear suitable protective equipment and do not touch chemicals if you are not sure of the effect.

Report all spills of chemicals and if spilled on a person wash immediately with clean water and check with the first-aid person about further treatment.

### 8.3 WORK AT NIGHT

The work locations - onshore and on floating plant - shall be sufficiently illuminated to ensure satisfactory view of the work site and its surroundings.

Lighting of sites and working areas should be done to cause minimum disruption to others and not affect operatives on site where possible (i.e. crane drivers).

A watchman is appointed.

The life jackets  ose hours must be equipped with an emergency light.

38


### 10. SUBCONTRACTORS AND VISITORS

Subcontractors and visitors arriving either on board floating plant or ashore should follow the guidelines in this handbook.

#### 10.1 ON BOARD FLOATING PLANT

Upon arriving on board, report to the bridge. If it is your first visit to the floating plant, or the first time after 12 months, an extensive safety briefing will be given.

When going offshore you should be invited for a safety familiarisation session .

Subcontractor's personnel  not start any work unless approved by their supervisor or contact person.


Visitors will obtain information on restricted areas on board.

42

### 9. HOT WORK

#### 9.1 GENERAL

Welding, burning and grinding operations are a great fire risk. Care should be taken at all times. Before starting any welding, burning or grinding make sure of the following:

- Is the work covered by PTW?
- Is the area free of any flammable gases, materials or vapours?
- Are facilities in  tly protected, also at lower levels?
- Is there sufficient ventilation?
- Is there fire fighting equipment on standby and, if the location or the work so requires, are fire watches in place?
- Is the equipment in good working order?
- Appropriate work clothes, eye protection and screens should be used at all times.

39



Ten Reasons to protect  
your hands

43

## 11.2 SAFETY MEETING

Safety meetings are held typically on a monthly basis, frequency may vary from site to site.

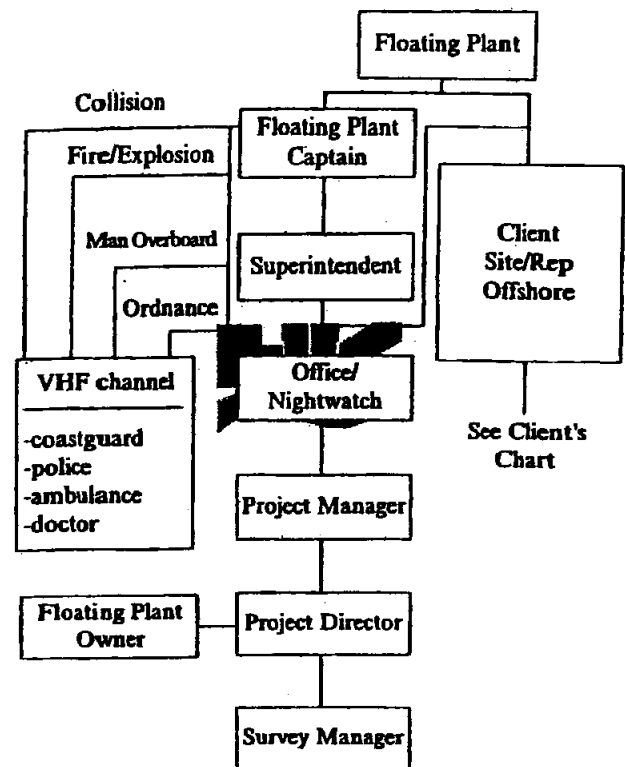
All personnel are requested to contribute actively to those meetings and to identify any safety topic.

## 11.3 TOOLBOX MEETINGS

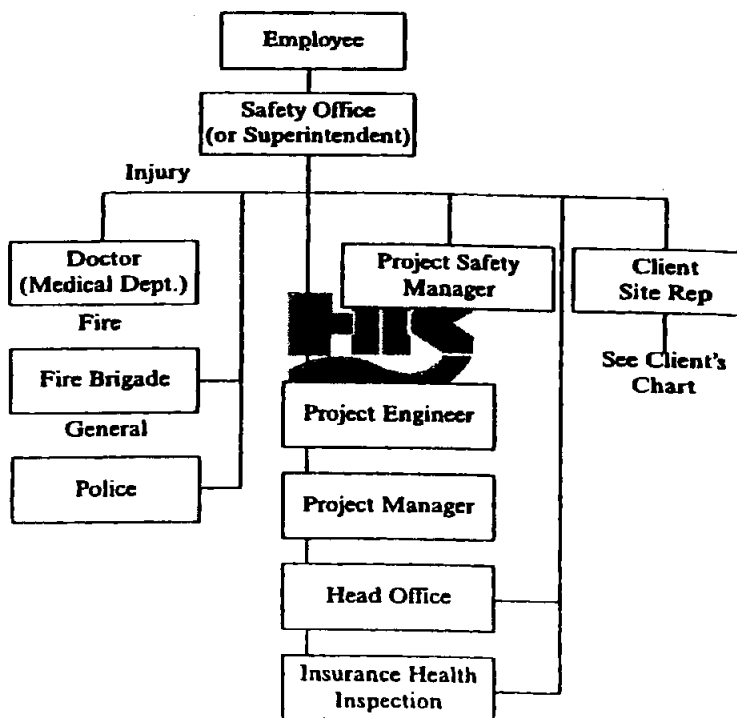
Toolbox meetings are part of the briefings undertaken for any non-routine or unusual activity.



## Typical Action Chart for Floating Plant



## Typical Action Chart for Site Ashore



## 11.5 REPORTING

Details of how and to whom to report are extensively described in the Project Safety Plan.

The Safety Supervisor, Safety Officer will manage the reporting.

*Proper reporting is paramount to achieve adequate improvement programmes.*

Therefore your participation in proper reporting is important.






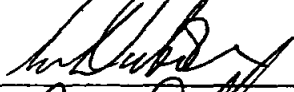
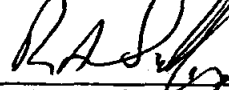
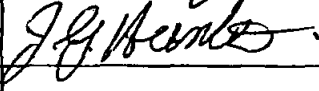
**5. Attendance Record at Safety Meetings**

*Willem-B sr*

# HERBOSCH-KIERE Marine Contractors

## ATTENDANCE SHEET FOR SAFETY AWARENESS TALKS

TALK TITLE:- ALCOHOL 2 SITE No:- .....  
SAFETY RULES

Print Name	Signature	Comments
01 DUNCAN WATSON		
02 LEON DANTON		
03 ROBIN SMITHERS		
04 JIM HUNTER		
05 M. WILLIAMS		
06 W. BOWMAN		
07		
08		
09		
10		
11		
12		
13		
14		

I have given the talk to all of the persons listed above:

Name: ANDY FRY Signed: 

Contract: 239 ENSWORTH Date: 28.4.99

Please return a copy of this sheet to Head Office for each completed talk.

Induction of New Employees/ VisitorsSite: RAMSGATE

I have been given a Site Induction Course and understand the Site Rules.

<u>Name of new Employee/Visitor</u>	<u>Employer</u>	<u>Signature</u>	<u>Inductor / Date</u>
C. Nicholas	H-K		I. BAILEY 20-11-96
A. Powis	"		" 10-12-96
H.V. GELDER	H.K.		I. BAILEY 7-1-97
DE MAEYER S	H.K.		I. BAILEY "
Van Looy R	H-K		" "
P. TOMMISSEN	H.K.		" "
C. Vanbommelche	H.K.		" "
VanBruggel S	H.K.		" "
IAN MOODIE	IFFLAND ASSOCIATES		" "
J. DICKINSON	H.K.		I. BAILEY 3-2-97
L. DANTON	H.K.		I. BAILEY 2-6-97
G. FALKNER	H.K.		I. BAILEY 27-6-97
C. JONES	H.K.		" 13-9-97
N. STEPHENSON	H.K.		" "
R. SMITHEN.	H.K.		I. BAILEY 24-9-97
P. JEMMETT	H.K.		I. BAILEY 10-12-97
A. ELLIOTT	H.K.		I. BAILEY 19-1-98
ALA RENNISON	H.K.		I. BAILEY 11-5-98
P. DALTON	H.K.		I. BAILEY 9-11-98

**6. H&S Plans issued by Land & Water and Emsworth Yacht Harbour**

**PRINCIPLE CONTRACTOR:** Land & Water Services Ltd

**SUB-CONTRACTOR:** Herbosch Kier Ltd

**CLIENT:** Emsworth Yacht Harbour Ltd

**SCOPE OF WORKS:** Maintenance dredging to Marina, with disposal off shore of all arisings.

### **Construction Health & Safety Plan**

The works shall be carried out in accordance with the Land & Water Services Ltd Safety Policy and in accordance with Outline Health and Safety Plan issued by Emsworth Yacht Harbour Ltd.

All site personnel and sub contractors shall be issued with a copy of the Companies Health & Safety Manual (August '96) other relevant Safety Notices and a copy of this notice.

### **Risk Assessment**

As with all construction sites, there are many hazards that must be recognised in order to eliminate danger to site personnel and the public.

In particular, there are specifically recognised risks within this contract, which must be considered.

### **Water**

Land & Water Services Ltd Site Representative will ensure that all personnel are experienced in working within the estuarine environment and are fully aware of the expected dangers involved. All waterborne craft will have on board a flotation aid in accordance with Health & Safety Regulations. All personnel will be issued with LAWS Code of Practice notices for working around water, which includes information regarding Weil's disease.

### **Permit to Work**

Land & Water Services Ltd will be in possession of a valid Permit to Work before commencing work on the site.

### **Dock Regulations**

Under the dock regulations 1988 Emsworth Yacht Harbour is defined as 'Dock Premises'. In these areas the Dock Regulations will apply. High visibility garments will be worn at all times.

### **Weather Conditions**

It will be the decision of the Site Manager to cease operations if there are adverse weather conditions affecting the site safety.

**Boats and Boatyards**

All boats will be operated by watermen with experience of working on water and all craft will carry relevant flotation aids.

**Bridges and Access**

Plant will only use the access routes as shown in tender documents. No plant will cross any structure that cannot support its weight.

**Emergency Services**

The Site Representative, and some of the operators will be provided with mobile phones which will be on site at all times so that communication is possible between the site staff and the main office. Should the site need to be evacuated, the Site Representative will co-ordinate this in an efficient manner.

A first aid kit is to be kept in the Site Office at all times and any items that are used are to be replaced as soon as possible. As a general precaution, all machines are to be equipped with fire extinguishers.

**Communication**

All safety requirements will be communicated to Land & Water Services staff and sub contractors by the Site Representative.

**Radio Communication**

Marine radio channel for Port Operations is 14, and Emergency is 16.

**Site**

Emsworth Yacht Harbour is within Chichester Harbour and the site access route to the dump site and the area of dredging will be open to navigation by the public, all staff manoeuvring vessels shall be courteous and contious of the unpredictable nature of in experienced yachtsman. Tug skippers must allow a reasonable distance of open water between their vessel and any other maneuvering within the vacinity. All vessel movements within the marina shall be conducted with the utmost of caution and with clear instruction to other craft undertaking manoeuvres.

**Navigation and Bylaws**

Safe navigation is controlled by the Harbour Master who may from time to time issue 'Notice to Mariners' from the Harbour Office. All notices shall be strictly adhered to.

**Access Points**

All access points will be inspected prior to commencement.

**Site Personnel**

Our Contracts Director, Mr James Maclean, will make regular visits to the site to keep abreast of the progress being made and to ensure that the safety regulations are being upheld.

**Personal Protective Equipment (PPE)**

Operators will be provided with the correct safety equipment deemed necessary.

**Marine Environment**

Works within the marine environment are notoriously onerous, whenever staff cross from one vessel to another they must ensure the skipper of the vessel or another hand are made aware of their movements.

When crossing to shore, only ladders which are permanently fixed to the quay may be used. Whenever staff come ashore they must ensure their actions are observed by another individual. Until they are well clear of the quay edge.

**Bad Weather**

The tug skipper and Site Representative are responsible for determining weather conditions that are unsuitable for the transit of marine plant. Their decision whether or not to work is final. In the event of a dispute over the sea state and conditions the conditions shall be deemed to be unsatisfactory.

**Contaminated Soils**

The dredgings arising from the works are contaminated with traces of DDT. If this material comes into contact with any part of the body it must be washed immediately with warm water.

**Plant**

All plant must be operated by CTA/CITB certified operators and display the valid F2530 or F2531 certificate in the cab.

# EMSWORTH YACHT HARBOUR LTD.

Thorney Road, Emsworth, Hants., PO10 8BP  
Tel: (01243) 377727 Fax: (01243) 373432

4th April 1999

To: Principal Contractor : Land & Water Services Ltd  
Sub-Contractor : Herbosch Kiere Ltd  
Scope of Works : Maintenance dredging of Marina, with silt taken to sea for disposal

## Outline Health and Safety Plan

- All works must be carried out in a safe and proper manner to minimise risk to site, personnel and the public.
- All site personnel and sub-contractors shall have access to all the relevant safety notices.

## Risk Assessment

- The company must recognise both the normal hazards to be found on any construction site plus the specific risks associated with working within a marina.

## Water

- All personnel must be experienced at working in a marina environment and be fully aware of all potential dangers. All waterborne craft must carry the necessary flotation aids and be operated by experienced watermen. Personnel must be aware of the LAWS Code of Practice for working around water.
- High visibility garments must be worn at all times.

## Weather Conditions

- The Site Manager must cease operations if there are adverse weather conditions which might affect site safety.

Cont/.....



### **Access**

- Plant must use the recognised access routes. Plant must not use other areas which might not support its weight.

### **Emergency Services**

- These can be accessed via the marina office during opening hours. The Site Manager must have mobile telephone so that he can make direct contact outside these times.
- He should also have first aid equipment although this is also available in the marina office during opening hours.

### **Radio Communications**

- Marine radio channel for Port Operations is 14, and Emergency is 16.

### **Harbour**

- Vessels leaving Emsworth Yacht Harbour must cross Chichester Harbour to the dump site. They must obey all regulations laid down by the Harbour Master and the Harbour Authorities. They must show courtesy and prudence towards all other vessels using the Harbour.
- Vessel movements within the restricted space of the marina should be conducted with the utmost of caution and with courtesy towards other craft.

### **Supervision**

- It is important that a director is readily available for site visits to assess progress and to discuss any potential problems.

### **Movement**

- Site personnel must be particularly careful when moving between vessels and from a vessel ashore.
- They must only come ashore at the correct points, via fixed ladders or direct onto the pontoons. They must make other personnel in the area aware of their movements.

Cont/.....

### **Bad Weather**

- Boats must not go to sea during bad weather which might put personnel at risk.

### **Silt**

- Personnel must be aware that the silt is contaminated with traces of DDT. If this material comes into contact with any part of the body it must be washed immediately.

### **Plant**

- All plant must carry the valid certificates and be operated by certified operators.

Emsworth Yacht Harbour's Health and Safety Policy Document may be consulted in the marina office.

At the end of the contract all plant must be removed and the site left in a clean and tidy state.

**7. Coastguard Narrative**

Incident received from CREWMAN (MEDEVAC) at 2NM SOUTH OF NAB TOWER  
In circumstances BROKEN/POSSIBLY CRUSHED RIBS

BEMBRIDGE lifeboat called at 06 00:52 arrived on scene at 06 01:22.  
ACTION sector officer called at 06 00:52.  
AMB temporary resource called at 06 00:57 arrived on scene at 06 01:21.  
CGHLEE air called at 06 01:30 arrived on scene at 06 02:15.  
HHD initial response team called at 06 01:32 arrived on scene at 06 02:01.  
HG initial response team called at 06 05:11.  
HG initial response team called at 06 06:11.

#### Incident Summary

060049 UTC. Bembridge RNLI lifeboat, Coastguard Helo Rescue IJ and Hill Head Coastguard assisted in the medevac of an injured crewman from the tug 'WILLEM B' while she was in the vicinity of St. Helens Fort off Bembridge. Crewman airlifted to Haslar Hospital.

#### Incident narrative

Time Author Message

060049 MH WILLEM B  
TUG BOAT TOWING MUDHOPPER 2NM SOUTH OF NAB TOWER. HAVE INJURED CREWMAN POSSIBLY BROKEN RIBS CAUGHT BETWEEN BARGE AND HOPPER// CONCIIOUS AND BREATHING OK?//YES, THINKS HE HAS BROKEN RIBS// MAKE WAY TWDS BEMBRIDGE, LB WILL TAKE CREW OFF. WX CX?//5KT S WIN D

060053 D

052329 MH MC

052329 SYS Status of BEM LB changed to Tasked

060052 TW BEM LB PAGED

060052 SYS Status of BEM LB changed to Called (called via BT pager)

060052 SYS Status of ACTION SXO changed to Called

060052 SYS Status of ACTION SXO changed to Returned

060055 MH SOUTH OF NAB SEA STATE 1METRE SWELL

060057 TW IOW AMBULANCE INFORMED WILL CONTACT AS SOON AS WE HAVE AN ETA

060057 SYS Status of AMB temporary resource changed to Called

060100 MH DE HON SEC - BOAT WILL BE LAUNCHING SHORTLY

060102 MH TO WILLEM B - ETA FOR BEMBRIDGE LEDGE?//30 MINS APPROX, CURRENTLY .5NM SOUTH OF NAB TWR//WHAT AGE AND NATIONALITY OF INJURED CREWMAN?//22YRS OLD AND ENGLISH//CX OF PATIENT?//NOT SURE AS HE IS ON BARGE WITH MATE AND IN CONFUSION LEFT RADIO

060106 MH BEM LOST, 1,2,3,4,5,6,7,12//SITREP PASSED QSY 67

060106 SYS Status of BEM LB changed to Proceeded

060111 MH LB IN COMMS WITH CAS

060114 MH BEST FOR CAS TO COME ASHORE AT FISHERMAN'S PONTOON//R, WILL ADVISE AMBULANCE OF AN ETA OF 10 MINS ONCE U R ALONGSIDE//V GOOD

060118 MH WILLEM B QTH 1/4NM WEST OF NAB TWR

060121 MH DE HON SEC - AMBULANCE IS ALREADY HERE AT THE BOATHOUSE, ONCE

060122 DECISION MADE AS TO BEST PLACE WILL SEND THEM  
THERE//R, TU

060121 SYS Status of AMB temporary resource changed to On Scene

060122 MH BEML ON SCENE

060122 SYS Status of BEM LB changed to On Scene

060127 MH BEML - CAS IS PRETTY BAD - WE ARE WORRIED ABOUT MOVING HIM,  
SUGGEST TAKING HIM OFF BY HELICOPTER//INTENTIONS?//HEADING  
TOWZ\AEED TOWARD ST HELEN'S ROADS//WE R SCRAMBLING HELO//FROM  
COX - WE CAN MOVE CAS IF U LIKE BUT ARE BIT WORRIED ABOUT  
POSSIBLE SPINAL INJURY//R CREW ADMINISTERING ANY  
MEDICATION?//AFFIRM ENTINOX//R

060132 PAGED IJ CREW

060130 TW

060130 SYS Status of CGHLEE AIR changed to Called (called via radio)

060130 SYS Status of CGHLEE AIR changed to Tasked

060132 TW HILC - 1ST 2ND CALL PAGED

060132 SYS Status of HHD IRT changed to Called (called via BT pager)

060133 TW IOW AMBULANCE INFORMED NOT REQ

060133 SYS Status of AMB temporary resource changed to Returned

060133 MH HILC BRIEFED TO MAN HASLAR LS

060133 SYS Status of HHD IRT changed to Tasked

060134 MH TO BEML - INTEND LIFTING CAS OFF AND TAKING TO HASLAR//ETA //SB..  
060140 .....SHOULD BE AB BY THE HOUR

060138 TW HASLAR INFORMED

060140 TW HIL HEAD ROMEO ON STN

060148 TW BEM LB - HEAD FOR SEA VIEW POINT // IS THE PATIENT STILL  
060150 CONSIOUSE // YES ONLY ENTHERNOX AND 0'2 ONLY

060152 MH HILC - ETA 6 MINS

060152 SYS Status of HHD IRT changed to Proceeded

060155 MH BEML - ETA HELO?//STARTING UP NOW BE WITH U SHORLTY. QTH?//3/4NM  
EAST OF ST HELENS HEADING 340, AND GETTING TUG TO HEAD 320  
060158 SHORTLY//TU

060156 TW IJ - JUST STARTING UP NOW

060159 MH SPACE RESTRICTED ON BARGE AS HATCHES OPEN, COX THINKS BEST IF  
~~CREWMAN~~ LOWERED ONTO LB THEN TRANSFERRED TO BARGE FOR LIFT//R,  
WILL PASS TO IJ

060200

060201 MH HILC - ON SCENE WITH AMB. IJ GETTING AB SHORTLY//SITREP PASSED

060202 RE MODUS OPERANDI FOR LIFT

060201 SYS Status of HHD IRT changed to On Scene

060205 MH IJ AIRBORNE ROUTING ST HELEN'S

060205 SYS Status of CGHLEE AIR changed to Proceeded

060210 MG ARCC BRIEFED

060211 MG COPIED THAT CAS CRITICAL - STOPPED BREATHING

060213 MG HASLAR INFORMED CAS STOPPED BREATHING REQUEST CRASH TEAM - TANGO  
060213 1

060215 TW BEM LB - CG R-IJ IN COMMS ON CH67

060215 SYS Status of CGHLEE AIR changed to On Scene

060217 MG FM IJ - WINCHMAN WITH CAS - CONFIRMED CRASH TEAM

060221 MG INFORMED HIL CRV - TANGO 1 - UPDATE ON SITUATION WITH IJ AND CAS  
060221 -

060222 TW BEM LB - FROM WILLIM B HAVE CHANGED COURSE DUE TO SHALLOW WATER

060233 MG HASLAR UPDATED ON SITUATION - CRASH TEAM READY

060234 MG FM IJ - CAS ONBOARD - CHOP TO CH0 -

060236 MH IJ TO BEM L - WE HAVE A PULSE WITH CASUALTY

060237 MH TO HILC - DOES PATIENT HAVE AN AIRWAY IN?//SB AC LANDING

060238 MG FM HASLAR IS THERE AN AIRWAY IN ??

060239 FM SOL CG - HOLD - HAVE ASKED A/C WAITING REPLY - URGENT.

060240 MH DE HILC - HAVE AIRWAY IN NOW

060241 MG HASLAR INFORMED AIRWAY GOING IN NOW

060242 MG VTS BRIEFED

060243 MH BEM L - HAVE RECOVERED CREW AND RTS ETA 5 MINS. TO WILLEM B WILL YOU INFORM AGENTS//HAVE ALREADY DONE SO AM RETURNING TO CHI HBR TU

060245

060243 SYS Status of BEM LB changed to Released

060244 MG QHM BRIEFED

060252 MG FM IJ - A/B FM HASLAR ROUTING BACK TO LEE

060254 MG FM BEM - JUST OFF THE STATION AND REHOUSING SHORTLY

060254 SYS Status of BEM LB changed to Returned

060255 MG FM HIL CRV - ENROUTE TO HASLAR - WILL PICK SOME EQUIPMENT THE

060256 REST WIL HAVE TO BE PICKED UP IN THE MORNING

060258 MG FM SOL C TO WILLEM B- TELE NO HASLAR HOSPITAL

060304 MH HILC - RTS

060304 SYS Status of HHD IRT changed to Released

060305 MH IJ - LANDED ON

060305 SYS Status of CGHLEE AIR changed to Returned

060312 MG FM HIL CRV - BACK ON STATION

060312 SYS Status of HHD IRT changed to Returned

060320 MG PAGED DDO

060325 MG DDO BRIEFED

060356 MG POSN 50 38N 001 57W - WX 350 2 1 0 VIS 5 CIVIL 0322 UTC.

060403 MG POSN 50 38N 000 57W - NOT AS IN ENTRY 0356 UTC

060419 MG FM HASLAR - CAS HAS PASSED AWAY - NOONE HAS CONTACTED US YET WITH DETAILS.

060420 FM SOL CG - WE WIL TRY AND GET DETAILS

060420 MSL WILLEM B

060421 [BON/LEE - NO ANSWER]

060421 MG VTS DO NOT HAVE REG WITH THEM AS SHE IS TOO SMALL - WILL TRY AND

060422 GET AGENT DETAILS - THE VESSEL IS NOW TIED UP IN CHI HBR

060422 MH DDO

060424 MG QHM WILL TRY AND GET DETAILS FOR US

060427 MH DDO PAGED

060428 MSL VTS - HAVE LEFT A MSG ON CHI HM ANSWER FONE TO CALL US

060429 MG DDO UPDATED ON CASUALTY

060431 MSL TUG WILLEM B

060431 [BON/LEE - NO ANSWER]

060432 MG FM HASLAR HOSPITAL - AGENTS HAVE BEEN IN TOUCH

060440 MG SUSSEX POLICXE BRIEFED

060444 MG HANTS POLICE INFORMED - INC.NO 255

060444 MG SUSPOL INC NO 337

060445 MG PAGED CHI HBR MASTER

060455 MSL TUG WILLEM B

060456 [BON/LEE - NO ANSWER]

060455 MG MAIB OUT HOURS TEL CONTACTED - INFO GIVEN - WILL BE PASSED TO

060456 DUTY MAIB INSPECTOR

060506 MG FM CHI HBR MASTER - WORKING FOR EMSWORTH MARINBA BUT IT MOORS IN

060507 SPARKES

060511 MG PAGED HAY CG

060511 SYS Status of HG IRT changed to Called (called via BT pager)

060511 MH AUX EMERY BRIEFED - PROCEEDING TO CRE

060511 SYS Status of HG IRT changed to Tasked

060511 MG FM SUS POL- CAN YOU LET US KNOW WHERE VESSEL IS SO WE CAN DECIDE

060512 WHO IS GOING TO INVESTIGATION

060517 MG A CRATE BRIEFED - WILL CALL AGAIN FROM THE CRE BEFORE FINDING

060518 THE VESSEL

060520 MH STUART WITHINGTON MAIB - SITREP PASSED. WILL CALL BACK IN 30MINS

060521 FOR CONTACT NO'S

060537 MH DE MR BAILEY, ACTING FOR AGENTS. HERBOSCH-KIERG. 01843 583338.

0468 832867 MOBILE.

LOCAL REP IS MICHAEL WILLIAMS ON TASK 1 IN SPARKES MARINA. 0468

832870.

CASUALTY'S NAME: LEON DANTON, 9.11.76 FROM RAMSGATE

060540 VESSEL IS DUTCH FLAGGED

060538 MG HAY CRV - STOOD DOWN

060538 SYS Status of HG IRT changed to Released

060543 MG SUS POL BRIEFED

060546 MH VESSEL HAS BEEN INSTRUCTED TO REMAIN ALONGSIDE UFN BY AGENTS

060548 MG HANTS POLICE FULLY BRIEFED - NOK FATHER ON WAY TO HASLAR

060551 SYS Message number 68165 sent by MG

060559 MH MSG LEFT WITH PAGING OPERATOR FOR DUTY SURVEYOR TO CONTACT MRSC

060606 MH ALL DETAILS PASSED TO STUART WITHINGTON, MAIB. HE WILL GET AN

INSPECTOR TO THE VESSEL TODAY. ADVISED THAT DUTY SURVEYOR ALSO

060607 INFORMED AND TO CONTACT MRSC IF ANY FURTHER ASSISTANCE REQUIRED

060610 MH SITREP TO DUTY SURVEYOR (PAT DOLBY)

060611 MG HAY CG RETASKED TO CHECK OTHER MARINAS

060611 SYS Status of HG IRT changed to Called (called via BT pager)

060611 SYS Status of HG IRT changed to Tasked

060611 SYS Status of HG IRT changed to Proceeded

060615 MG PAGED DUTY PRESS OFFICER (GILL)

060616 \*\*\* \*\*\*\*\* Narrative chronological to this point \*\*\*\*\*

060622 MG FM HAY CG- NOT IN TARQUIN OR EMSWORTH

060622 MH GILL ORMEROD BRIEFED - WILL DRAFT AND READ BACK TO YOU IN A

060624 COUPLE OF MINS

060651 MG FM HAY CG - HAVE LOCATED THE VESSEL - OFF MARKER POINT ON A

060651 MOORING

060651 SYS Status of HG IRT changed to Returned

060734 MOS >CHI DUTY HM - SITREP GIVEN // RR WILL BRIEF HM

060958 CJ WOOD PECKER

060958 COMPLETED DIVE - GOING TO CLIFFS UNDER DUNNOSE TO DO A SECOND DIVE

061002 CPH RDO BRIEFED ON DEATH IN DISTRICT

061028 SYS Message number 68168 sent by MS

061029 CJ WITH REFERENCE TO ENTRY 0958 - APPOLOGIES WRONG INCIDENT

061030 MS DE AT RQ OF DDO - SITREP - 'WILLEM B' ON PILE MOORING BY MARKER PT. SPARKES MARINA MAY WELL BE USED AS ACCESS FOR MAIB/MSA SURVEYORS/POLICE/CORONER'S OFFICER. THE HANTS POLICE HAVE THE MATTER IN HAND WITH THE LOCAL CORONER. ALL ENQUIRIES TO HANTS POL WINCHESTER HQ - INCLUDING ANY PRESS ENQUIRIES. NO DETAILS TO BE RELEASED OF T4 AT PRESENT. SUGGEST USE SUMMARY DETAILS FOR ANY ENQUIRIES INCLUDING THOSE FROM PRESS.

061036

061103 MOS >MCA DUTY PRESS OFF - CONFIRM INFO RELEASED PLS // CONTENT OF FAX READ OVER PHONE - QTH CORRECT // RR - PLS SEND COPY TO SOLENT ASAP

061104

061202 MOS <QHM - REQUEST SITREP PLS // RR - GIVEN - EXACT QTH OF ACCIDENT

061204 QTH WILL BE DETERMINED BY MAIB

061619 MS DE HANTS POL- GOSPORT - T4 FORMALLY ID BY FATHER IN RH HASLAR MORTUARY THIS AM. THE P/MOUTH CORONER NOW HAS THE MATTER IN HAND AND THE CORONER'S OFFICER WILL BE STARTING INVESTIGATIONS ON MOMDAY MORNING - MEANWHILE NO RELEASE OF DETAILS.

061622

061708 MS DE SCG - MCA DUTY PRESS PERSON UPDATED

## Appendix 1

Initial call details collected by MH between 00:49 and 00:53 on 06/06/1999

From WILLEM B

Notes TUG BOAT TOWING MUDHOPPER 2NM SOUTH OF NAB TOWER. HAVE INJURED CREWMAN POSSIBLY BROKEN RIBS CAUGHT BETWEEN BARGE AND HOPPER// CONCIOUS AND BREATHING OK?//YES, THINKS HE HAS BROKEN RIBS// MAKE WAY TWDS BEMBRIDGE, LB WILL TAKE CREW OFF. WX CX?//5KT S WIN D

## Appendix 2

## Resource movement summary

Resources	Called	Tasked	Proceeded	On Scene	Released	Returned
BEM LB	060052	052329	060106	060122	060243	060254
ACTION SXO	060052	*****	*****	*****	*****	060052
AMB XXX	060057	*****	*****	060121	*****	060133
CGHLEE AIR	060130	060130	060205	060215	*****	060305
HHD IRT	060132	060133	060152	060201	060304	060312
HG IRT	060511	060511	*****	*****	060538	*****
HG IRT	060611	060611	060611	*****	*****	060651

## Appendix 5

Msg.no. 68165

ROUTINE

060550 UTC JUN



**5. Attendance Record at Safety Meetings**


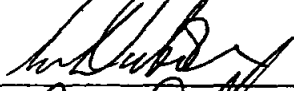
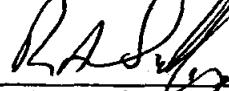
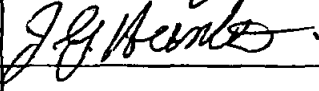
*Willem-B sr*

# HERBOSCH-KIERE Marine Contractors

## ATTENDANCE SHEET FOR SAFETY AWARENESS TALKS

TALK TITLE:- ALCOHOL 2 SITE No:- .....

SAFETY RULES

Print Name	Signature	Comments
01 DUNCAN WATSON		
02 LEON DANTON		
03 ROBIN SMITHERS		
04 JIM HUNTER		
05 M. WILLIAMS		
06 D. BOWMAN		
07		
08		
09		
10		
11		
12		
13		
14		

I have given the talk to all of the persons listed above:

Name: ANDY FRY Signed: 

Contract: 239 ENSWORTH Date: 28.4.99

Please return a copy of this sheet to Head Office for each completed talk.

Induction of New Employees/ VisitorsSite: RAMSGATE

I have been given a Site Induction Course and understand the Site Rules.

<u>Name of new Employee/Visitor</u>	<u>Employer</u>	<u>Signature</u>	<u>Inductor / Date</u>
C. NICHOLS	H-K		I. BAILEY 20-11-96
A. POWIS	"		" 10-12-96
H.V. GELDER	H.K.		I. BAILEY 7-1-97
DE MAEYER S	H.K.		I. BAILEY "
LAH LOOY R	H-K		" "
P. TOMMISSEN	H.K.		" "
C. VANBULCHE	H.K.		" "
VanBuijndel S	H.K.		" "
IAN MOODIE	IFFLAND ASSOCIATES		" "
J. DICKINSON	HK		I. BAILEY 3-2-97
L. DANTON	HK		I. BAILEY 2-6-97
G. FALKNER	HK		I. BAILEY 27-6-97
C. JONES	HK		" 13-9-97
N. STEPHENSON	HK		" "
R. SMITHEN.	HK		I. BAILEY 24-9-97
P. JEMMETT	HK		I. BAILEY 10-12-97
A. ELLIOTT	HK		I. BAILEY 19-1-98
ALA RENNISON	HK		I. BAILEY 11-5-98
P. DALTON	HK		I. BAILEY 9-11-98

**6. H&S Plans issued by Land & Water and Emsworth Yacht Harbour**

**PRINCIPLE CONTRACTOR:** Land & Water Services Ltd

**SUB-CONTRACTOR:** Herbosch Kier Ltd

**CLIENT:** Emsworth Yacht Harbour Ltd

**SCOPE OF WORKS:** Maintenance dredging to Marina, with disposal off shore of all arisings.

### **Construction Health & Safety Plan**

The works shall be carried out in accordance with the Land & Water Services Ltd Safety Policy and in accordance with Outline Health and Safety Plan issued by Emsworth Yacht Harbour Ltd.

All site personnel and sub contractors shall be issued with a copy of the Companies Health & Safety Manual (August '96) other relevant Safety Notices and a copy of this notice.

### **Risk Assessment**

As with all construction sites, there are many hazards that must be recognised in order to eliminate danger to site personnel and the public.

In particular, there are specifically recognised risks within this contract, which must be considered.

### **Water**

Land & Water Services Ltd Site Representative will ensure that all personnel are experienced in working within the estuarine environment and are fully aware of the expected dangers involved. All waterborne craft will have on board a flotation aid in accordance with Health & Safety Regulations. All personnel will be issued with LAWS Code of Practice notices for working around water, which includes information regarding Weil's disease.

### **Permit to Work**

Land & Water Services Ltd will be in possession of a valid Permit to Work before commencing work on the site.

### **Dock Regulations**

Under the dock regulations 1988 Emsworth Yacht Harbour is defined as 'Dock Premises'. In these areas the Dock Regulations will apply. High visibility garments will be worn at all times.

### **Weather Conditions**

It will be the decision of the Site Manager to cease operations if there are adverse weather conditions affecting the site safety.

**Boats and Boatyards**

All boats will be operated by watermen with experience of working on water and all craft will carry relevant flotation aids.

**Bridges and Access**

Plant will only use the access routes as shown in tender documents. No plant will cross any structure that cannot support its weight.

**Emergency Services**

The Site Representative, and some of the operators will be provided with mobile phones which will be on site at all times so that communication is possible between the site staff and the main office. Should the site need to be evacuated, the Site Representative will co-ordinate this in an efficient manner.

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**Site**

Emsworth Yacht Harbour is within Chichester Harbour and the site access route to the dump site and the area of dredging will be open to navigation by the public, all staff manoeuvring vessels shall be courteous and contious of the unpredictable nature of in experienced yachtsman. Tug skippers must allow a reasonable distance of open water between their vessel and any other maneuvering within the vacinity. All vessel movements within the marina shall be conducted with the utmost of caution and with clear instruction to other craft undertaking manoeuvres.

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Our Contracts Director, Mr James Maclean, will make regular visits to the site to keep abreast of the progress being made and to ensure that the safety regulations are being upheld.

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# EMSWORTH YACHT HARBOUR LTD.

Thorney Road, Emsworth, Hants., PO10 8BP  
Tel: (01243) 377727 Fax: (01243) 373432

4th April 1999

To: Principal Contractor : Land & Water Services Ltd  
Sub-Contractor : Herbosch Kiere Ltd  
Scope of Works : Maintenance dredging of Marina, with silt taken to sea for disposal

## Outline Health and Safety Plan

- All works must be carried out in a safe and proper manner to minimise risk to site, personnel and the public.
- All site personnel and sub-contractors shall have access to all the relevant safety notices.

## Risk Assessment

- The company must recognise both the normal hazards to be found on any construction site plus the specific risks associated with working within a marina.

## Water

- All personnel must be experienced at working in a marina environment and be fully aware of all potential dangers. All waterborne craft must carry the necessary flotation aids and be operated by experienced watermen. Personnel must be aware of the LAWS Code of Practice for working around water.
- High visibility garments must be worn at all times.

## Weather Conditions

- The Site Manager must cease operations if there are adverse weather conditions which might affect site safety.

Cont/.....



### **Access**

- Plant must use the recognised access routes. Plant must not use other areas which might not support its weight.

### **Emergency Services**

- These can be accessed via the marina office during opening hours. The Site Manager must have mobile telephone so that he can make direct contact outside these times.
- He should also have first aid equipment although this is also available in the marina office during opening hours.

### **Radio Communications**

- Marine radio channel for Port Operations is 14, and Emergency is 16.

### **Harbour**

- Vessels leaving Emsworth Yacht Harbour must cross Chichester Harbour to the dump site. They must obey all regulations laid down by the Harbour Master and the Harbour Authorities. They must show courtesy and prudence towards all other vessels using the Harbour.
- Vessel movements within the restricted space of the marina should be conducted with the utmost of caution and with courtesy towards other craft.

### **Supervision**

- It is important that a director is readily available for site visits to assess progress and to discuss any potential problems.

### **Movement**

- Site personnel must be particularly careful when moving between vessels and from a vessel ashore.
- They must only come ashore at the correct points, via fixed ladders or direct onto the pontoons. They must make other personnel in the area aware of their movements.

Cont/.....

### **Bad Weather**

- Boats must not go to sea during bad weather which might put personnel at risk.

### **Silt**

- Personnel must be aware that the silt is contaminated with traces of DDT. If this material comes into contact with any part of the body it must be washed immediately.

### **Plant**

- All plant must carry the valid certificates and be operated by certified operators.

Emsworth Yacht Harbour's Health and Safety Policy Document may be consulted in the marina office.

At the end of the contract all plant must be removed and the site left in a clean and tidy state.

**7. Coastguard Narrative**

Incident received from CREWMAN (MEDEVAC) at 2NM SOUTH OF NAB TOWER  
In circumstances BROKEN/POSSIBLY CRUSHED RIBS

BEMBRIDGE lifeboat called at 06 00:52 arrived on scene at 06 01:22.  
ACTION sector officer called at 06 00:52.  
AMB temporary resource called at 06 00:57 arrived on scene at 06 01:21.  
CGHLEE air called at 06 01:30 arrived on scene at 06 02:15.  
HHD initial response team called at 06 01:32 arrived on scene at 06 02:01.  
HG initial response team called at 06 05:11.  
HG initial response team called at 06 06:11.

#### Incident Summary

060049 UTC. Bembridge RNLI lifeboat, Coastguard Helo Rescue IJ and Hill Head Coastguard assisted in the medevac of an injured crewman from the tug 'WILLEM B' while she was in the vicinity of St. Helens Fort off Bembridge. Crewman airlifted to Haslar Hospital.

#### Incident narrative

Time Author Message

060049 MH WILLEM B  
TUG BOAT TOWING MUDHOPPER 2NM SOUTH OF NAB TOWER. HAVE INJURED CREWMAN POSSIBLY BROKEN RIBS CAUGHT BETWEEN BARGE AND HOPPER//CONCIOUS AND BREATHING OK?//YES, THINKS HE HAS BROKEN RIBS//MAKE WAY TWDS BEMBRIDGE, LB WILL TAKE CREW OFF. WX CX?//5KT S WIN D

060053 D

052329 MH MC

052329 SYS Status of BEM LB changed to Tasked

060052 TW BEM LB PAGED

060052 SYS Status of BEM LB changed to Called (called via BT pager)

060052 SYS Status of ACTION SXO changed to Called

060052 SYS Status of ACTION SXO changed to Returned

060055 MH SOUTH OF NAB SEA STATE 1METRE SWELL

060057 TW IOW AMBULANCE INFORMED WILL CONTACT AS SOON AS WE HAVE AN ETA

060057 SYS Status of AMB temporary resource changed to Called

060100 MH DE HON SEC - BOAT WILL BE LAUNCHING SHORTLY

060102 MH TO WILLEM B - ETA FOR BEMBRIDGE LEDGE?//30 MINS APPROX, CURRENTLY .5NM SOUTH OF NAB TWR//WHAT AGE AND NATIONALITY OF INJURED CREWMAN?//22YRS OLD AND ENGLISH//CX OF PATIENT?//NOT SURE AS HE IS ON BARGE WITH MATE AND IN CONFUSION LEFT RADIO

060106 MH BEM LBS, 1,2,3,4,5,6,7,12//SITREP PASSED QSY 67

060106 SYS Status of BEM LB changed to Proceeded

060111 MH LB IN COMMS WITH CAS

060114 MH BEST FOR CAS TO COME ASHORE AT FISHERMAN'S PONTOON//R, WILL ADVISE AMBULANCE OF AN ETA OF 10 MINS ONCE U R ALONGSIDE//V GOOD

060118 MH WILLEM B QTH 1/4NM WEST OF NAB TWR

060121 MH DE HON SEC - AMBULANCE IS ALREADY HERE AT THE BOATHOUSE, ONCE

060122 DECISION MADE AS TO BEST PLACE WILL SEND THEM  
THERE//R, TU

060121 SYS Status of AMB temporary resource changed to On Scene

060122 MH BEML ON SCENE

060122 SYS Status of BEM LB changed to On Scene

060127 MH BEML - CAS IS PRETTY BAD - WE ARE WORRIED ABOUT MOVING HIM,  
SUGGEST TAKING HIM OFF BY HELICOPTER//INTENTIONS?//HEADING  
TOWZ\AEED TOWARD ST HELEN'S ROADS//WE R SCRAMBLING HELO//FROM  
COX - WE CAN MOVE CAS IF U LIKE BUT ARE BIT WORRIED ABOUT  
POSSIBLE SPINAL INJURY//R CREW ADMINISTERING ANY  
MEDICATION?//AFFIRM ENTINOX//R

060132 PAGED IJ CREW

060130 TW

060130 SYS Status of CGHLEE AIR changed to Called (called via radio)

060130 SYS Status of CGHLEE AIR changed to Tasked

060132 TW HILC - 1ST 2ND CALL PAGED

060132 SYS Status of HHD IRT changed to Called (called via BT pager)

060133 TW IOW AMBULANCE INFORMED NOT REQ

060133 SYS Status of AMB temporary resource changed to Returned

060133 MH HILC BRIEFED TO MAN HASLAR LS

060133 SYS Status of HHD IRT changed to Tasked

060134 MH TO BEML - INTEND LIFTING CAS OFF AND TAKING TO HASLAR//ETA //SB..  
060140 .....SHOULD BE AB BY THE HOUR

060138 TW HASLAR INFORMED

060140 TW HIL HEAD ROMEO ON STN

060148 TW BEM LB - HEAD FOR SEA VIEW POINT // IS THE PATIENT STILL  
060150 CONSIOUSE // YES ONLY ENTHERNOX AND 0'2 ONLY

060152 MH HILC - ETA 6 MINS

060152 SYS Status of HHD IRT changed to Proceeded

060155 MH BEML - ETA HELO?//STARTING UP NOW BE WITH U SHORLTY. QTH?//3/4NM  
EAST OF ST HELENS HEADING 340, AND GETTING TUG TO HEAD 320  
060158 SHORTLY//TU

060156 TW IJ - JUST STARTING UP NOW

060159 MH SPACE RESTRICTED ON BARGE AS HATCHES OPEN, COX THINKS BEST IF  
~~CREWMAN~~ LOWERED ONTO LB THEN TRANSFERRED TO BARGE FOR LIFT//R,  
WILL PASS TO IJ

060200

060201 MH HILC - ON SCENE WITH AMB. IJ GETTING AB SHORTLY//SITREP PASSED

060202 RE MODUS OPERANDI FOR LIFT

060201 SYS Status of HHD IRT changed to On Scene

060205 MH IJ AIRBORNE ROUTING ST HELEN'S

060205 SYS Status of CGHLEE AIR changed to Proceeded

060210 MG ARCC BRIEFED

060211 MG COPIED THAT CAS CRITICAL - STOPPED BREATHING

060213 MG HASLAR INFORMED CAS STOPPED BREATHING REQUEST CRASH TEAM - TANGO  
060213 1

060215 TW BEM LB - CG R-IJ IN COMMS ON CH67

060215 SYS Status of CGHLEE AIR changed to On Scene

060217 MG FM IJ - WINCHMAN WITH CAS - CONFIRMED CRASH TEAM

060221 MG INFORMED HIL CRV - TANGO 1 - UPDATE ON SITUATION WITH IJ AND CAS  
060221 -

060222 TW BEM LB - FROM WILLIM B HAVE CHANGED COURSE DUE TO SHALLOW WATER

060233 MG HASLAR UPDATED ON SITUATION - CRASH TEAM READY

060234 MG FM IJ - CAS ONBOARD - CHOP TO CH0 -

060236 MH IJ TO BEM L - WE HAVE A PULSE WITH CASUALTY

060237 MH TO HILC - DOES PATIENT HAVE AN AIRWAY IN?//SB AC LANDING

060238 MG FM HASLAR IS THERE AN AIRWAY IN ??

060239 FM SOL CG - HOLD - HAVE ASKED A/C WAITING REPLY - URGENT.

060240 MH DE HILC - HAVE AIRWAY IN NOW

060241 MG HASLAR INFORMED AIRWAY GOING IN NOW

060242 MG VTS BRIEFED

060243 MH BEM L - HAVE RECOVERED CREW AND RTS ETA 5 MINS. TO WILLEM B WILL YOU INFORM AGENTS//HAVE ALREADY DONE SO AM RETURNING TO CHI HBR TU

060245

060243 SYS Status of BEM LB changed to Released

060244 MG QHM BRIEFED

060252 MG FM IJ - A/B FM HASLAR ROUTING BACK TO LEE

060254 MG FM BEM - JUST OFF THE STATION AND REHOUSING SHORTLY

060254 SYS Status of BEM LB changed to Returned

060255 MG FM HIL CRV - ENROUTE TO HASLAR - WILL PICK SOME EQUIPMENT THE

060256 REST WIL HAVE TO BE PICKED UP IN THE MORNING

060258 MG FM SOL C TO WILLEM B- TELE NO HASLAR HOSPITAL

060304 MH HILC - RTS

060304 SYS Status of HHD IRT changed to Released

060305 MH IJ - LANDED ON

060305 SYS Status of CGHLEE AIR changed to Returned

060312 MG FM HIL CRV - BACK ON STATION

060312 SYS Status of HHD IRT changed to Returned

060320 MG PAGED DDO

060325 MG DDO BRIEFED

060356 MG POSN 50 38N 001 57W - WX 350 2 1 0 VIS 5 CIVIL 0322 UTC.

060403 MG POSN 50 38N 000 57W - NOT AS IN ENTRY 0356 UTC

060419 MG FM HASLAR - CAS HAS PASSED AWAY - NOONE HAS CONTACTED US YET WITH DETAILS.

060420 FM SOL CG - WE WIL TRY AND GET DETAILS

060420 MSL WILLEM B

060421 [BON/LEE - NO ANSWER]

060421 MG VTS DO NOT HAVE REG WITH THEM AS SHE IS TOO SMALL - WILL TRY AND

060422 GET AGENT DETAILS - THE VESSEL IS NOW TIED UP IN CHI HBR

060422 MH DDO

060424 MG QHM WILL TRY AND GET DETAILS FOR US

060427 MH DDO PAGED

060428 MSL VTS - HAVE LEFT A MSG ON CHI HM ANSWER FONE TO CALL US

060429 MG DDO UPDATED ON CASUALTY

060431 MSL TUG WILLEM B

060431 [BON/LEE - NO ANSWER]

060432 MG FM HASLAR HOSPITAL - AGENTS HAVE BEEN IN TOUCH

060440 MG SUSSEX POLICXE BRIEFED

060444 MG HANTS POLICE INFORMED - INC.NO 255

060444 MG SUSPOL INC NO 337

060445 MG PAGED CHI HBR MASTER

060455 MSL TUG WILLEM B

060456 [BON/LEE - NO ANSWER]

060455 MG MAIB OUT HOURS TEL CONTACTED - INFO GIVEN - WILL BE PASSED TO

060456 DUTY MAIB INSPECTOR

060506 MG FM CHI HBR MASTER - WORKING FOR EMSWORTH MARINBA BUT IT MOORS IN

060507 SPARKES

060511 MG PAGED HAY CG

060511 SYS Status of HG IRT changed to Called (called via BT pager)

060511 MH AUX EMERY BRIEFED - PROCEEDING TO CRE

060511 SYS Status of HG IRT changed to Tasked

060511 MG FM SUS POL- CAN YOU LET US KNOW WHERE VESSEL IS SO WE CAN DECIDE

060512 WHO IS GOING TO INVESTIGATION

060517 MG A CRATE BRIEFED - WILL CALL AGAIN FROM THE CRE BEFORE FINDING

060518 THE VESSEL

060520 MH STUART WITHINGTON MAIB - SITREP PASSED. WILL CALL BACK IN 30MINS

060521 FOR CONTACT NO'S

060537 MH DE MR BAILEY, ACTING FOR AGENTS. HERBOSCH-KIERG. 01843 583338.

0468 832867 MOBILE.

LOCAL REP IS MICHAEL WILLIAMS ON TASK 1 IN SPARKES MARINA. 0468

832870.

CASUALTY'S NAME: LEON DANTON, 9.11.76 FROM RAMSGATE

060540 VESSEL IS DUTCH FLAGGED

060538 MG HAY CRV - STOOD DOWN

060538 SYS Status of HG IRT changed to Released

060543 MG SUS POL BRIEFED

060546 MH VESSEL HAS BEEN INSTRUCTED TO REMAIN ALONGSIDE UFN BY AGENTS

060548 MG HANTS POLICE FULLY BRIEFED - NOK FATHER ON WAY TO HASLAR

060551 SYS Message number 68165 sent by MG

060559 MH MSG LEFT WITH PAGING OPERATOR FOR DUTY SURVEYOR TO CONTACT MRSC

060606 MH ALL DETAILS PASSED TO STUART WITHINGTON, MAIB. HE WILL GET AN

INSPECTOR TO THE VESSEL TODAY. ADVISED THAT DUTY SURVEYOR ALSO

060607 INFORMED AND TO CONTACT MRSC IF ANY FURTHER ASSISTANCE REQUIRED

060610 MH SITREP TO DUTY SURVEYOR (PAT DOLBY)

060611 MG HAY CG RETASKED TO CHECK OTHER MARINAS

060611 SYS Status of HG IRT changed to Called (called via BT pager)

060611 SYS Status of HG IRT changed to Tasked

060611 SYS Status of HG IRT changed to Proceeded

060615 MG PAGED DUTY PRESS OFFICER (GILL)

060616 \*\*\* \*\*\*\*\* Narrative chronological to this point \*\*\*\*\*

060622 MG FM HAY CG- NOT IN TARQUIN OR EMSWORTH

060622 MH GILL ORMEROD BRIEFED - WILL DRAFT AND READ BACK TO YOU IN A

060624 COUPLE OF MINS

060651 MG FM HAY CG - HAVE LOCATED THE VESSEL - OFF MARKER POINT ON A

060651 MOORING

060651 SYS Status of HG IRT changed to Returned

060734 MOS >CHI DUTY HM - SITREP GIVEN // RR WILL BRIEF HM

060958 CJ WOOD PECKER

060958 COMPLETED DIVE - GOING TO CLIFFS UNDER DUNNOSE TO DO A SECOND DIVE

061002 CPH RDO BRIEFED ON DEATH IN DISTRICT

061028 SYS Message number 68168 sent by MS

061029 CJ WITH REFERENCE TO ENTRY 0958 - APPOLOGIES WRONG INCIDENT

061030 MS DE AT RQ OF DDO - SITREP - 'WILLEM B' ON PILE MOORING BY MARKER PT. SPARKES MARINA MAY WELL BE USED AS ACCESS FOR MAIB/MSA SURVEYORS/POLICE/CORONER'S OFFICER. THE HANTS POLICE HAVE THE MATTER IN HAND WITH THE LOCAL CORONER. ALL ENQUIRIES TO HANTS POL WINCHESTER HQ - INCLUDING ANY PRESS ENQUIRIES. NO DETAILS TO BE RELEASED OF T4 AT PRESENT. SUGGEST USE SUMMARY DETAILS FOR ANY ENQUIRIES INCLUDING THOSE FROM PRESS.

061036

061103 MOS >MCA DUTY PRESS OFF - CONFIRM INFO RELEASED PLS // CONTENT OF FAX READ OVER PHONE - QTH CORRECT // RR - PLS SEND COPY TO SOLENT ASAP

061104

061202 MOS <QHM - REQUEST SITREP PLS // RR - GIVEN - EXACT QTH OF ACCIDENT

061204 QTH WILL BE DETERMINED BY MAIB

061619 MS DE HANTS POL- GOSPORT - T4 FORMALLY ID BY FATHER IN RH HASLAR MORTUARY THIS AM. THE P/MOUTH CORONER NOW HAS THE MATTER IN HAND AND THE CORONER'S OFFICER WILL BE STARTING INVESTIGATIONS ON MOMDAY MORNING - MEANWHILE NO RELEASE OF DETAILS.

061622

061708 MS DE SCG - MCA DUTY PRESS PERSON UPDATED

## Appendix 1

Initial call details collected by MH between 00:49 and 00:53 on 06/06/1999

From WILLEM B

Notes TUG BOAT TOWING MUDHOPPER 2NM SOUTH OF NAB TOWER. HAVE INJURED CREWMAN POSSIBLY BROKEN RIBS CAUGHT BETWEEN BARGE AND HOPPER// CONCIOUS AND BREATHING OK?//YES, THINKS HE HAS BROKEN RIBS// MAKE WAY TWDS BEMBRIDGE, LB WILL TAKE CREW OFF. WX CX?//5KT S WIN D

## Appendix 2

## Resource movement summary

Resources	Called	Tasked	Proceeded	On Scene	Released	Returned
BEM LB	060052	052329	060106	060122	060243	060254
ACTION SXO	060052	*****	*****	*****	*****	060052
AMB XXX	060057	*****	*****	060121	*****	060133
CGHLEE AIR	060130	060130	060205	060215	*****	060305
HHD IRT	060132	060133	060152	060201	060304	060312
HG IRT	060511	060511	*****	*****	060538	*****
HG IRT	060611	060611	060611	*****	*****	060651

## Appendix 5

Msg.no. 68165

ROUTINE

060550 UTC JUN



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## **ANNEX 8**

### **8. Chichester Harbour Conservancy requirements**

*Willem-B sr*

# Chichester Harbour Conservancy

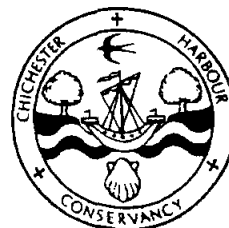
The Harbour Office  
Itchenor, Chichester  
West Sussex. PO20 7AW

Telephone: (01243) 512301  
Fax: (01243) 513026

E-Mail: [harbourmaster@conservancy.force9.net](mailto:harbourmaster@conservancy.force9.net)

**Manager and Harbour Master**  
Lt Col J Q Davis BSc (Hons)  
Royal Marines

Website: [www.conservancy.force9.co.uk](http://www.conservancy.force9.co.uk)



25 March 1999

Dear Mr Maclean

## **Re: Emsworth Yacht Harbour, Dredge**

At the meeting held at Emsworth Yacht Harbour 18 March 1999 to discuss the forthcoming marina dredge, Richard Craven the Deputy Harbour Master advised you that recent dredges within the harbour had led to allegations of short dumping and grounding of vessels, causing damage to the Emsworth Federation oyster grounds. To prevent a repetition of these claims, you will be required to comply with the following directions framed under section 52 of the Harbour Docks and Piers Clauses Act 1847: -

- (1) Barges may only transit between NE Hayling port hand beacon and Emsworth Yacht Harbour when there is sufficient water over the sill for the barges to enter and exit the marina.
- (2) Outside of the above operational window, unladen vessels not berthed within Emsworth Yacht Harbour will be required to anchor in the Emsworth Channel in a position South of NE Hayling port hand beacon and North of Verner port hand beacon. Anchored vessels should keep off the centre of the channel and show the appropriate anchor lights and day marks.
- (3) The Tug Willem-B is to call Southampton VTS giving its position and destination at the following points: Chichester Bar outbound; Spoil Grounds on arrival; Chichester Bar inbound.
- (4) The Willem-B is to provide a hard copy printout showing the vessels position, time and date at 20-minute intervals for the duration of the round trip. Copies of the printout are to be lodged with the Manager and Harbour Master within 7 days of a completed journey to the spoil grounds.
- (5) In the event that bad weather or any other reason, prevents laden barges making passage to the spoil grounds, the barges are to remain in Emsworth Yacht Harbour and are not to anchor anywhere in the harbour while laden.
- (6) When closed the hydraulically operated bottom opening doors of the barges are to form a tight seal, and before any dredging starts the unladen barges are to be made available for inspection by the Manager and Harbour Master and at any time thereafter during the dredging operations.

- (7) A member of the Emsworth Fisherman's Federation may, by prior arrangement with the Manager and Harbour Master, inspect the barges and accompany the barges at any time from Emsworth Yacht Harbour to the spoil grounds.
- (8) If credible *prima facie* evidence of short dumping is produced Land and Water shall pay for diving surveys for up to 3 days to investigate possible short dumping, the divers will be deployed at the discretion of the Manager and Harbour Master and the Clerk to Chichester Harbour Conservancy.
- (9) If survey or evidence show short dumping, the Conservancy reserves the right to require Land and Water to remove the dumped spoil at their own expense and if it can be shown to the satisfaction of the Clerk that dumping has caused demonstrable harm to the Emsworth Several Fishery, the Conservancy reserves the right to require Land and Water to pay compensation.
- (10) Land and Water to indemnify the Conservancy against all costs, claims or damages whatsoever arising from the carrying out of the dredging.
- (11) These requirements are binding on any contractors or agents of Land and Water

Please will you inform me if there are any changes to the proposed timetable or if you have any comments on the forgoing.

Yours sincerely



JQ Davis  
Manager and Harbour Master

cc Mr D Collins, Emsworth Fisherman's Federation  
Mrs A Wakelin, Emsworth Yacht Harbour  
Mr C Packham, Herbosch-Kiere  
Clerk to the Conservancy

Mr J Maclean  
Contracts Manager  
Land & Water  
Unit 3, Weston Farm  
Albury  
Guildford  
GU5 9BZ

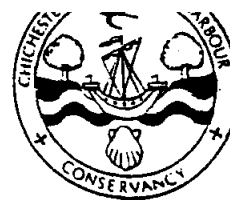
The Harbour Office  
Itchenor, Chichester  
West Sussex. PO20 7AW

Telephone: (01243) 512301  
Fax: (01243) 513026

Manager and Harbour Master  
Lt Col J Q Davis BSc (Hons)  
Royal Marines

E-Mail: harbourmaster@conservancy.force9.net

Website: www.conservancy.force9.co.uk



JQD/M322

20 April 1999

Dear Andrew

**Emsworth Marina Dredge - Movement of Barges in Chichester Harbour**

Thank you for sparing the time this afternoon to come and talk about the movement of the barges which are currently removing spoil from Emsworth Marina to the Nab Tower spoil grounds.

As I mentioned, the channels in the harbour are busy and constricted and I have received a number of complaints about the way the barges have been manoeuvring in the harbour. In order to avoid inconvenience and possible damage to other vessels, moorings and navigation marks, the following conditions apply to the movement of the barges and the tugs whilst in the harbour. These are in addition to the conditions laid down in my letter of April 1999:

- The maximum speed in the harbour, at any time, for the tugs and barges is 4 knots.
- When the barges are being manoeuvred out of the marina there are to be a fore and aft tugs attached.
- Elsewhere in the harbour the tugs are to either, conduct an alongside tow, or, fore and aft tugs are to be attached.
- Particular care is to be taken at weekends when manoeuvring through fleets of racing dinghies, commensurate with a vessel which is constrained by its draft and manoeuvrability in restricted waters.
- All incidents involving collision with a vessel, navigation mark, mooring or other obstruction is to be reported at the earliest opportunity to the Manager and Harbour Master.

Please can I remind you that loaded barges should not leave the marina unless there is a favourable weather forecast which will allow the barges to transit to the spoil grounds on the same tide. In the event that this is not possible for exceptional reasons, the Manager and Harbour Master is to be informed that working day.

Please do not hesitate to contact me if you have any queries relating to these additional conditions.

~~Yours~~ sincerely

J Q Davis  
Manager & Harbour Master

cc: Land & Water Ltd (FAO Mr J Maclean) - c/o Emsworth Marina

Herbosch Kiere (FAO Mr A Fry)  
Dundee House  
Albion Place  
Ramsgate  
Kent  
CT11 8 HQ

## ANNEX 9

### 9. EEC Directive 89/391/EEC & SI No 408

*Willem-B sr*

## II

*(Acts whose publication is not obligatory)*

## COUNCIL

## COUNCIL DIRECTIVE

of 12 June 1989

on the introduction of measures to encourage improvements in the safety and health of workers at work

(89/391/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 118a thereof,

Having regard to the proposal from the Commission <sup>(1)</sup>, drawn up after consultation with the Advisory Committee on Safety, Hygiene and Health Protection at Work,

In cooperation with the European Parliament <sup>(2)</sup>,

Having regard to the opinion of the Economic and Social Committee <sup>(3)</sup>,

Whereas Article 118a of the Treaty provides that the Council shall adopt, by means of Directives, minimum requirements for encouraging improvements, especially in the working environment, to guarantee a better level of protection of the safety and health of workers;

Whereas this Directive does not justify any reduction in levels of protection already achieved in individual Member States, the Member State being committed, under the Treaty, to encouraging improvements in conditions in this area and to harmonizing conditions while maintaining the improvements made;

Whereas it is known that workers can be exposed to the effects of dangerous environmental factors at the work place during the course of their working life;

Whereas, pursuant to Article 118a of the Treaty, such Directives must avoid imposing administrative, financial and legal constraints which would hold back the creation and development of small and medium-sized undertakings;

Whereas the communication from the Commission on its programme concerning safety, hygiene and health at work <sup>(4)</sup> provides for the adoption of Directives designed to guarantee the safety and health of workers;

Whereas the Council, in its resolution of 21 December 1987 on safety, hygiene and health at work <sup>(5)</sup>, took note of the Commission's intention to submit to the Council in the near future a Directive on the organization of the safety and health of workers at the work place;

Whereas in February 1988 the European Parliament adopted four resolutions following the debate on the internal market and worker protection; whereas these resolutions specifically invited the Commission to draw up a framework Directive to serve as a basis for more specific Directives covering all the risks connected with safety and health at the work place;

Whereas Member States have a responsibility to encourage improvements in the safety and health of workers on their territory; whereas taking measures to protect the health and safety of workers at work also helps, in certain cases, to preserve the health and possibly the safety of persons residing with them;

<sup>(1)</sup> OJ No C 141, 30. 5. 1988, p. 1.

<sup>(2)</sup> OJ No C 326, 19. 12. 1988, p. 102, and OJ No C 158, 26. 6. 1989.

<sup>(3)</sup> OJ No C 175, 4. 7. 1988, p. 22.

<sup>(4)</sup> OJ No C 28, 3. 2. 1988, p. 3.

<sup>(5)</sup> OJ No C 28, 3. 2. 1988, p. 1.

Whereas Member States' legislative systems covering safety and health at the work place differ widely and need to be improved; whereas national provisions on the subject, which often include technical specifications and/or self-regulatory standards, may result in different levels of safety and health protection and allow competition at the expense of safety and health;

Whereas the incidence of accidents at work and occupational diseases is still too high; whereas preventive measures must be introduced or improved without delay in order to safeguard the safety and health of workers and ensure a higher degree of protection;

Whereas, in order to ensure an improved degree of protection, workers and/or their representatives must be informed of the risks to their safety and health and of the measures required to reduce or eliminate these risks; whereas they must also be in a position to contribute, by means of balanced participation in accordance with national laws and/or practices, to seeing that the necessary protective measures are taken;

Whereas information, dialogue and balanced participation on safety and health at work must be developed between employers and workers and/or their representatives by means of appropriate procedures and instruments, in accordance with national laws and/or practices;

Whereas the improvement of workers' safety, hygiene and health at work is an objective which should not be subordinated to purely economic considerations;

Whereas employers shall be obliged to keep themselves informed of the latest advances in technology and scientific findings concerning work-place design, account being taken of the inherent dangers in their undertaking, and to inform accordingly the workers' representatives exercising participation rights under this Directive, so as to be able to guarantee a better level of protection of workers' health and safety;

Whereas the provisions of this Directive apply, without prejudice to more stringent present or future Community provisions, to all risks, and in particular to those arising from the use at work of chemical, physical and biological agents covered by Directive 80/1107/EEC <sup>(1)</sup>, as last amended by Directive 88/642/EEC <sup>(2)</sup>;

Whereas, pursuant to Decision 74/325/EEC <sup>(3)</sup>, the Advisory Committee on Safety, Hygiene and Health

Protection at Work is consulted by the Commission on the drafting of proposals in this field;

Whereas a Committee composed of members nominated by the Member States needs to be set up to assist the Commission in making the technical adaptations to the individual Directives provided for in this Directive.

HAS ADOPTED THIS DIRECTIVE:

## SECTION I

### GENERAL PROVISIONS

#### Article 1

##### Object

1. The object of this Directive is to introduce measures to encourage improvements in the safety and health of workers at work.

2. To that end it contains general principles concerning the prevention of occupational risks, the protection of safety and health, the elimination of risk and accident factors, the informing, consultation, balanced participation in accordance with national laws and/or practices and training of workers and their representatives, as well as general guidelines for the implementation of the said principles.

3. This Directive shall be without prejudice to existing or future national and Community provisions which are more favourable to protection of the safety and health of workers at work.

#### Article 2

##### Scope

1. This Directive shall apply to all sectors of activity, both public and private (industrial, agricultural, commercial, administrative, service, educational, cultural, leisure, etc.).

2. This Directive shall not be applicable where characteristics peculiar to certain specific public service activities, such as the armed forces or the police, or to certain specific activities in the civil protection services inevitably conflict with it.

In that event, the safety and health of workers must be ensured as far as possible in the light of the objectives of this Directive.

<sup>(1)</sup> OJ No L 327, 3. 12. 1980, p. 8.

<sup>(2)</sup> OJ No L 356, 24. 12. 1988, p. 74.

<sup>(3)</sup> OJ No L 185, 9. 7. 1974, p. 15.



**Article 3****Definitions**

For the purposes of this Directive, the following terms shall have the following meanings:

- (a) worker: any person employed by an employer, including trainees and apprentices but excluding domestic servants;
- (b) employer: any natural or legal person who has an employment relationship with the worker and has responsibility for the undertaking and/or establishment;
- (c) workers' representative with specific responsibility for the safety and health of workers: any person elected, chosen or designated in accordance with national laws and/or practices to represent workers where problems arise relating to the safety and health protection of workers at work;
- (d) prevention: all the steps or measures taken or planned at all stages of work in the undertaking to prevent or reduce occupational risks.

**Article 4**

1. Member States shall take the necessary steps to ensure that employers, workers and workers' representatives are subject to the legal provisions necessary for the implementation of this Directive.

2. In particular, Member States shall ensure adequate controls and supervision.

**SECTION II****EMPLOYERS' OBLIGATIONS****Article 5****General provision**

- 1. The employer shall have a duty to ensure the safety and health of workers in every aspect related to the work.
- 2. Where, pursuant to Article 7 (3), an employer enlists competent external services or persons, this shall not discharge him from his responsibilities in this area.
- 3. The workers' obligations in the field of safety and health at work shall not affect the principle of the responsibility of the employer.
- 4. This Directive shall not restrict the option of Member States to provide for the exclusion or the limitation of employers' responsibility where occurrences are due to unusual and unforeseeable circumstances, beyond the

employers' control, or to exceptional events, the consequences of which could not have been avoided despite the exercise of all due care.

Member States need not exercise the option referred to in the first subparagraph.

**Article 6****General obligations on employers**

1. Within the context of his responsibilities, the employer shall take the measures necessary for the safety and health protection of workers, including prevention of occupational risks and provision of information and training, as well as provision of the necessary organization and means.

The employer shall be alert to the need to adjust these measures to take account of changing circumstances and aim to improve existing situations.

2. The employer shall implement the measures referred to in the first subparagraph of paragraph 1 on the basis of the following general principles of prevention:

- (a) avoiding risks;
  - (b) evaluating the risks which cannot be avoided;
  - (c) combating the risks at source;
  - (d) adapting the work to the individual, especially as regards the design of work places, the choice of work equipment and the choice of working and production methods, with a view, in particular, to alleviating monotonous work and work at a predetermined work-rate and to reducing their effect on health.
  - (e) adapting to technical progress;
  - (f) replacing the dangerous by the non-dangerous or the less dangerous;
  - (g) developing a coherent overall prevention policy which covers technology, organization of work, working conditions, social relationships and the influence of factors related to the working environment;
  - (h) giving collective protective measures priority over individual protective measures;
  - (i) giving appropriate instructions to the workers.
3. Without prejudice to the other provisions of this Directive, the employer shall, taking into account the nature of the activities of the enterprise and/or establishment:
- (a) evaluate the risks to the safety and health of workers, *inter alia* in the choice of work equipment, the chemical substances or preparations used, and the fitting-out of work places.

Subsequent to this evaluation and as necessary, the preventive measures and the working and production methods implemented by the employer must:

- assure an improvement in the level of protection afforded to workers with regard to safety and health,
- be integrated into all the activities of the undertaking and/or establishment and at all hierarchical levels;

(b) where he entrusts tasks to a worker, take into consideration the worker's capabilities as regards health and safety;

(c) ensure that the planning and introduction of new technologies are the subject of consultation with the workers and/or their representatives, as regards the consequences of the choice of equipment, the working conditions and the working environment for the safety and health of workers;

(d) take appropriate steps to ensure that only workers who have received adequate instructions may have access to areas where there is serious and specific danger.

4. Without prejudice to the other provisions of this Directive, where several undertakings share a work place, the employers shall cooperate in implementing the safety, health and occupational hygiene provisions and, taking into account the nature of the activities, shall coordinate their actions in matters of the protection and prevention of occupational risks, and shall inform one another and their respective workers and/or workers' representatives of these risks.

5. Measures related to safety, hygiene and health at work may in no circumstances involve the workers in financial cost.

#### Article 7

##### Protective and preventive services

1. Without prejudice to the obligations referred to in Articles 5 and 6, the employer shall designate one or more workers to carry out activities related to the protection and prevention of occupational risks for the undertaking and/or establishment.

2. Designated workers may not be placed at any disadvantage because of their activities related to the protection and prevention of occupational risks.

Designated workers shall be allowed adequate time to enable them to fulfil their obligations arising from this Directive.

3. If such protective and preventive measures cannot be organized for lack of competent personnel in the undertaking

and/or establishment, the employer shall enlist competent external services or persons.

4. Where the employer enlists such services or persons, he shall inform them of the factors known to affect, or suspected of affecting, the safety and health of the workers and they must have access to the information referred to in Article 10 (2).

5. In all cases:

- the workers designated must have the necessary capabilities and the necessary means,
- the external services or persons consulted must have the necessary aptitudes and the necessary personal and professional means, and
- the workers designated and the external services or persons consulted must be sufficient in number

to deal with the organization of protective and preventive measures, taking into account the size of the undertaking and/or establishment and/or the hazards to which the workers are exposed and their distribution throughout the entire undertaking and/or establishment.

6. The protection from, and prevention of, the health and safety risks which form the subject of this Article shall be the responsibility of one or more workers, of one service or of separate services whether from inside or outside the undertaking and/or establishment.

The worker(s) and/or agency(ies) must work together whenever necessary.

7. Member States may define, in the light of the nature of the activities and size of the undertakings, the categories of undertakings in which the employer, provided he is competent, may himself take responsibility for the measures referred to in paragraph 1.

8. Member States shall define the necessary capabilities and aptitudes referred to in paragraph 5.

They may determine the sufficient number referred to in paragraph 5.

#### Article 8

##### First aid, fire-fighting and evacuation of workers, serious and imminent danger

1. The employer shall:

- take the necessary measures for first aid, fire-fighting and evacuation of workers, adapted to the nature of the

activities and the size of the undertaking and/or establishment and taking into account other persons present,

- arrange any necessary contacts with external services, particularly as regards first aid, emergency medical care, rescue work and fire-fighting.

2. Pursuant to paragraph 1, the employer shall, *inter alia*, for first aid, fire-fighting and the evacuation of workers, designate the workers required to implement such measures.

The number of such workers, their training and the equipment available to them shall be adequate, taking account of the size and/or specific hazards of the undertaking and/or establishment.

3. The employer shall:

- (a) as soon as possible, inform all workers who are, or may be, exposed to serious and imminent danger of the risk involved and of the steps taken or to be taken as regards protection;
- (b) take action and give instructions to enable workers in the event of serious, imminent and unavoidable danger to stop work and/or immediately to leave the work place and proceed to a place of safety;
- (c) save in exceptional cases for reasons duly substantiated, refrain from asking workers to resume work in a working situation where there is still a serious and imminent danger.

4. Workers who, in the event of serious, imminent and unavoidable danger, leave their workstation and/or a dangerous area may not be placed at any disadvantage because of their action and must be protected against any harmful and unjustified consequences, in accordance with national laws and/or practices.

5. The employer shall ensure that all workers are able, in the event of serious and imminent danger to their own safety and/or that of other persons, and where the immediate superior responsible cannot be contacted, to take the appropriate steps in the light of their knowledge and the technical means at their disposal, to avoid the consequences of such danger.

Their actions shall not place them at any disadvantage, unless they acted carelessly or there was negligence on their part.

#### Article 9

##### Various obligations on employers

1. The employer shall:

- (a) be in possession of an assessment of the risks to safety and health at work, including those facing groups of workers exposed to particular risks;

- (b) decide on the protective measures to be taken and, if necessary, the protective equipment to be used;

- (c) keep a list of occupational accidents resulting in a worker being unfit for work for more than three working days;

- (d) draw up, for the responsible authorities and in accordance with national laws and/or practices, reports on occupational accidents suffered by his workers.

2. Member States shall define, in the light of the nature of the activities and size of the undertakings, the obligations to be met by the different categories of undertakings in respect of the drawing-up of the documents provided for in paragraph 1 (a) and (b) and when preparing the documents provided for in paragraph 1 (c) and (d).

#### Article 10

##### Worker information

1. The employer shall take appropriate measures so that workers and/or their representatives in the undertaking and/or establishment receive, in accordance with national laws and/or practices which may take account, *inter alia*, of the size of the undertaking and/or establishment, all the necessary information concerning:

- (a) the safety and health risks and protective and preventive measures and activities in respect of both the undertaking and/or establishment in general and each type of workstation and/or job;

- (b) the measures taken pursuant to Article 8 (2).

2. The employer shall take appropriate measures so that employers of workers from any outside undertakings and/or establishments engaged in work in his undertaking and/or establishment receive, in accordance with national laws and/or practices, adequate information concerning the points referred to in paragraph 1 (a) and (b) which is to be provided to the workers in question.

3. The employer shall take appropriate measures so that workers with specific functions in protecting the safety and health of workers, or workers' representatives with specific responsibility for the safety and health of workers shall have access, to carry out their functions and in accordance with national laws and/or practices, to:

- (a) the risk assessment and protective measures referred to in Article 9 (1) (a) and (b);

- (b) the list and reports referred to in Article 9 (1) (c) and (d);
- (c) the information yielded by protective and preventive measures, inspection agencies and bodies responsible for safety and health.

### Article 11

#### Consultation and participation of workers

1. Employers shall consult workers and/or their representatives and allow them to take part in discussions on all questions relating to safety and health at work.

This presupposes:

- the consultation of workers,
- the right of workers and/or their representatives to make proposals,
- balanced participation in accordance with national laws and/or practices.

2. Workers or workers' representatives with specific responsibility for the safety and health of workers shall take part in a balanced way, in accordance with national laws and/or practices, or shall be consulted in advance and in good time by the employer with regard to:

- (a) any measure which may substantially affect safety and health;
- (b) the designation of workers referred to in Articles 7 (1) and 8 (2) and the activities referred to in Article 7 (1);
- (c) the information referred to in Articles 9 (1) and 10;
- (d) the enlistment, where appropriate, of the competent services or persons outside the undertaking and/or establishment, as referred to in Article 7 (3);
- (e) the planning and organization of the training referred to in Article 12.

3. Workers' representatives with specific responsibility for the safety and health of workers shall have the right to ask the employer to take appropriate measures and to submit proposals to him to that end to mitigate hazards for workers and/or to remove sources of danger.

4. The workers referred to in paragraph 2 and the workers' representatives referred to in paragraphs 2 and 3 may not be placed at a disadvantage because of their respective activities referred to in paragraphs 2 and 3.

5. Employers must allow workers' representatives with specific responsibility for the safety and health of workers

adequate time off work, without loss of pay, and provide them with the necessary means to enable such representatives to exercise their rights and functions deriving from this Directive.

6. Workers and/or their representatives are entitled to appeal, in accordance with national law and/or practice, to the authority responsible for safety and health protection at work if they consider that the measures taken and the means employed by the employer are inadequate for the purposes of ensuring safety and health at work.

Workers' representatives must be given the opportunity to submit their observations during inspection visits by the competent authority.

### Article 12

#### Training of workers

1. The employer shall ensure that each worker receives adequate safety and health training, in particular in the form of information and instructions specific to his workstation or job:

- on recruitment,
- in the event of a transfer or a change of job,
- in the event of the introduction of new work equipment or a change in equipment,
- in the event of the introduction of any new technology.

The training shall be:

- adapted to take account of new or changed risks, and
- repeated periodically if necessary.

2. The employer shall ensure that workers from outside undertakings and/or establishments engaged in work in his undertaking and/or establishment have in fact received appropriate instructions regarding health and safety risks during their activities in his undertaking and/or establishment.

3. Workers' representatives with a specific role in protecting the safety and health of workers shall be entitled to appropriate training.

4. The training referred to in paragraphs 1 and 3 may not be at the workers' expense or at that of the workers' representatives.

The training referred to in paragraph 1 must take place during working hours.

The training referred to in paragraph 3 must take place during working hours or in accordance with national practice either within or outside the undertaking and/or the establishment.

### SECTION III

#### WORKERS' OBLIGATIONS

##### Article 13

1. It shall be the responsibility of each worker to take care as far as possible of his own safety and health and that of other persons affected by his acts or Commissions at work in accordance with his training and the instructions given by his employer.

2. To this end, workers must in particular, in accordance with their training and the instructions given by their employer:

- (a) make correct use of machinery, apparatus, tools, dangerous substances, transport equipment and other means of production;
- (b) make correct use of the personal protective equipment supplied to them and, after use, return it to its proper place;
- (c) refrain from disconnecting, changing or removing arbitrarily safety devices fitted, e.g. to machinery, apparatus, tools, plant and buildings, and use such safety devices correctly;
- (d) immediately inform the employer and/or the workers with specific responsibility for the safety and health of workers of any work situation they have reasonable grounds for considering represents a serious and immediate danger to safety and health and of any shortcomings in the protection arrangements;
- (e) cooperate, in accordance with national practice, with the employer and/or workers with specific responsibility for the safety and health of workers, for as long as may be necessary to enable any tasks or requirements imposed by the competent authority to protect the safety and health of workers at work to be carried out;
- (f) cooperate, in accordance with national practice, with the employer and/or workers with specific responsibility for the safety and health of workers, for as long as may be necessary to enable the employer to ensure that the working environment and working conditions are safe and pose no risk to safety and health within their field of activity.

### SECTION IV

#### MISCELLANEOUS PROVISIONS

##### Article 14

##### Health surveillance

1. To ensure that workers receive health surveillance appropriate to the health and safety risks they incur at work, measures shall be introduced in accordance with national law and/or practices.

2. The measures referred to in paragraph 1 shall be such that each worker, if he so wishes, may receive health surveillance at regular intervals.

3. Health surveillance may be provided as part of a national health system.

##### Article 15

##### Risk groups

Particularly sensitive risk groups must be protected against the dangers which specifically affect them.

##### Article 16

#### Individual Directives — Amendments —

##### General scope of this Directive

1. The Council, acting on a proposal from the Commission based on Article 118a of the Treaty, shall adopt individual Directives, *inter alia*, in the areas listed in the Annex.

2. This Directive and, without prejudice to the procedure referred to in Article 17 concerning technical adjustments, the individual Directives may be amended in accordance with the procedure provided for in Article 118a of the Treaty.

3. The provisions of this Directive shall apply in full to all the areas covered by the individual Directives, without prejudice to more stringent and/or specific provisions contained in these individual Directives.

##### Article 17

##### Committee

1. For the purely technical adjustments to the individual Directives provided for in Article 16 (1) to take account of:

- the adoption of Directives in the field of technical harmonization and standardization, and/or
- technical progress, changes in international regulations or specifications, and new findings,

the Commission shall be assisted by a committee composed of the representatives of the Member States and chaired by the representative of the Commission.

2. The representative of the Commission shall submit to the committee a draft of the measures to be taken.

The committee shall deliver its opinion on the draft within a time limit which the chairman may lay down according to the urgency of the matter.

The opinion shall be delivered by the majority laid down in Article 148 (2) of the Treaty in the case of decisions which the Council is required to adopt on a proposal from the Commission.

The votes of the representatives of the Member States within the committee shall be weighted in the manner set out in that Article. The chairman shall not vote.

3. The Commission shall adopt the measures envisaged if they are in accordance with the opinion of the committee.

If the measures envisaged are not in accordance with the opinion of the committee, or if no opinion is delivered, the Commission shall, without delay, submit to the Council a proposal relating to the measures to be taken. The Council shall act by a qualified majority.

If, on the expiry of three months from the date of the referral to the Council, the Council has not acted, the proposed measures shall be adopted by the Commission.

## Article 18

### Final provisions

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 31 December 1992.

They shall forthwith inform the Commission thereof.

2. Member States shall communicate to the Commission the texts of the provisions of national law which they have already adopted or adopt in the field covered by this Directive.

3. Member States shall report to the Commission every five years on the practical implementation of the provisions of this Directive, indicating the points of view of employers and workers.

The Commission shall inform the European Parliament, the Council, the Economic and Social Committee and the Advisory Committee on Safety, Hygiene and Health Protection at Work.

4. The Commission shall submit periodically to the European Parliament, the Council and the Economic and Social Committee a report on the implementation of this Directive, taking into account paragraphs 1 to 3.

## Article 19

This Directive is addressed to the Member States.

Done at Luxembourg, 12 June 1989.

*For the Council*

*The President*

M. CHAVES GONZALES

## ANNEX

### List of areas referred to in Article 16 (1)

- Work places
- Work equipment
- Personal protective equipment
- Work with visual display units
- Handling of heavy loads involving risk of back injury
- Temporary or mobile work sites
- Fisheries and agriculture

**10. Photographs**

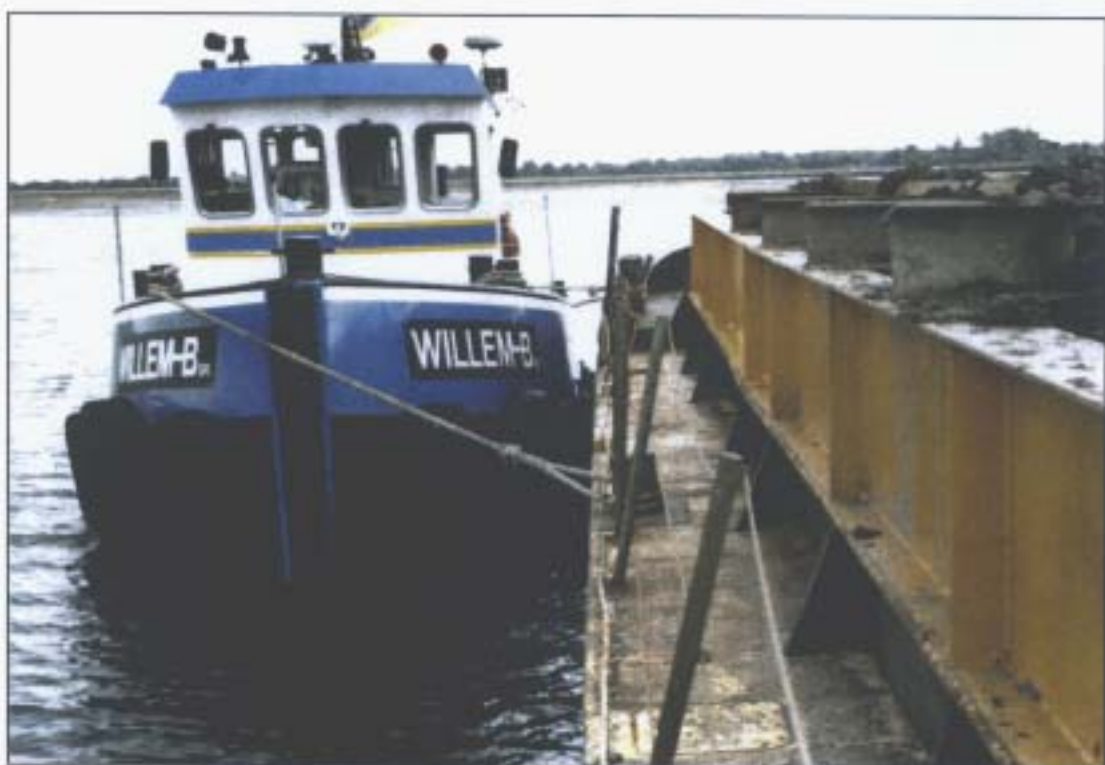


No 1 General view of starboard side forward of empty barge.



No 2 Close up view of starboard side of loaded barge. Note 5 foot draught (1.524m)





No 3 View of *Willem-B sr* moored alongside stern of empty barge