

**MINUTES OF MARINE STAKEHOLDERS MEETING 35 – 8<sup>th</sup> JUNE 23**

**In attendance:**

**In Person:**

S Wilson– Harbour Master (Chair)  
 Allan Dorman – RNLI  
 Barry Preston – Henty Oil  
 Jason Johnson – Olderfleet Rowing Club  
 Chris Dorman – EABC  
 Kenny Armstrong – PSNI  
 William Dill – LHL  
 William Evans – G4S  
 Ivan Davison – Islandmagee Boat Club

**Via Teams:**

Highlander Master – P&O  
 Liam Magee– BLPS  
 Scott Tasker – J McLoughlin’s  
 Andrew Ferran – Ferrans  
 Trevor Auld (DP) – ABP Mer  
 Conan McIlwrath – Larne Boat Club  
 Peter Constantine – World Fuels

**Location :** Larne Harbour office and via Microsoft Teams (Teams)

<b>Agenda Item</b>	<b>Subject</b>	<b>Issues discussed</b>	<b>Agreed Action Points</b>
1.	Welcome and Apologies	Apologies from: Laura Gilmore – P&O Lucy Larkham – EPUKI Karen Steele - MEABC Ryan Hack – MEABC Karena Catterson - MEABC Derek Rea – RNLI Mat Spencer – World Fuels  Stuart Wilson, welcomed everyone to the meeting. Hand-outs provided prior to the meeting: <ul style="list-style-type: none"> <li>• Agenda for this meeting</li> <li>• Minutes of the previous meeting</li> </ul> A Powerpoint Presentation was shown on screen and via MS Teams	

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2.	Minutes of last meeting	Minutes of meeting 6 <sup>th</sup> December 22, having been circulated, were accepted, all actions having been closed out and/or discussed later in the meeting	
3.	Matters arising	New Marine Safety Management System still under consideration, but existing system updated in August 22 and nearly all components (policies and manuals) reviewed in the last 12 months	HM
4.	Navigational Safety – Marine traffic	<p><u>4.1 - Arrivals and Departures</u>            See Appendix 1 for ferry frequency figures and graph which were shown. which show the dip in 2020 due to Ships stopped on 17/3/22 due to change of crew management and need for re-familiarisation. Causeway resumed on 9/4 and Highlander on 23/4. Q3 22 Back to normality, but ferries operating a slightly reduced ‘winter schedule’ with only 37 visits/week (6 voys/day max)            November 22 impacted by emergency dry-dock of the Causeway (propellor) and temporary stoppage of the Highlander for boiler repairs, as well as Christmas.            Q1 23 Continuing reduced winter schedule, with reductions to match demand.            April and May – heavily impacted by dry-docking of the Highlander (18/4-11/5), followed by Causeway (13-26/5), neither of which were replaced, reducing the route to a 1 ship service for 5.5 weeks            Appendix 2 shows traffic figures for 3<sup>rd</sup> party ships            Figures to end of May were shown.            Third party traffic very light this year to date; other than weekly visits by Keewhit - temporarily replaced in Feb by Whitstar – we have only had 1 stone boat, 3 project ships and 7 visits of the Aqua Scotia to land salmon.            The Ocean Explorer, which was the only cruise ship booked for this year (31st May) cancelled regrettably            The 3 Project ships were the Scot Bay to load 2 turbine blades, the MPI Adventure to layover and a barge (CW6) to load an excavator.            Primary growth is still expected to be in the renewables sector eg jack-up ships and turbine imports for inland projects such as the ‘Murley Mountain project’ which is due to start in August</p> <p><u>4.2 –Bunkering transfer operations</u> See table and graph in Apx 3            Total tonnage figures reducing over the 5 years, largely due to reductions in ferry sailings, but also due to Marpol regs that require ships to burn gas oil if in port for 2 hours or more.            2023YTD – 15 visits by Keewhit &amp; 6 by Whitstar, which is deemed a better vessel for Larne than the Coralwater.            Discharges ashore remain level (average over the last 3 yrs - 5,600T pa); volumes of Furnace Flame is down, but Marine Gas Oil is up.</p>	

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	<p>4.3 – <u>Safety /Incident Reports</u> See Appendix 4          No more incidents in 2022, post our last meeting on 6<sup>th</sup> December.          5 incidents since last meeting – 1 damage and 4 near misses.          3 involving ferries; only 1 resulted in damage, but all could have been avoided with more attention or more engines.          2 involving small recreational boats; better communications required, but with respect to the motorboat, there was a lack of preparedness (VHF or lifejackets)</p> <p>Looking at year on year stats, continuing low level of incidents, averaging less than 9 pa once observations are excluded.          All damages or injuries in last 5 years were minor or negligible.          10 incidents in 2022 – 1 observation, 6 near misses, 1 damage and 2 accidents (strained back and foot injury).          Disappointingly there have been 3 accidents involving injury in the last 2 years, which previously were minimal; either pulling ropes or handling gangway.          Excluding observations, the greatest number of incidents (Near misses/damages or accidents to people) arise due to contact with berths and/or mooring operations. Mooring Operations include breakouts, rope breakages or yachts breaking their moorings.</p> <p>4.4 – <u>MAIB Reports</u> See Appendix 5          Since our last meeting in December:          1 MAIB Safety Digest published (1/2023 – 5th April) Stakeholders recommended to register for receipt.          4 Investigation reports          1 Overseas report - see apx 5 for comments re communication and bridge decision making          1 Internal Investigation Report – discussion re need for pilots to wear head protection and pilot boat crew to test ladders before pilot steps onto it. Section 3.9 of Pilotage Manual will be reviewed in light of this incident.</p> <p>4.5 <u>Risk Assessments</u>          List of Hazards has been produced and ranked in Hazman system, having taken account of the incidents that have occurred in the Port over the preceding decade (see section 4.3). There are presently 15 with ‘Fire onboard a regular ferry’ ranked highest, largely due to the severity of the consequence. See Appendix 6          Following discussion of 2 risk assessments at the last meeting – ‘Collision in the Inner Harbour or Channel’ and ‘Grounding in inner harbour’ – during which both the existing and potential causes, as well as controls, were</p>	<p>HM</p>
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		<p>discussed, they were both reviewed within our system. Additionally, 2 more risk assessments were reviewed - ‘Collision - between port and coastal traffic’ and ‘Grounding of commercial vl in approaches or channel’, given the similarity to those discussed.</p> <p>At this meeting, 1 risk assessment was discussed - ‘Pilot boarding and disembarking’ (See Appendix 7)– and will consequently be reviewed within the Hazman system. Revised embarkation procedures and pilot head protection were deemed relevant to be included as control measures (see 4.4 above).</p> <p>4.6 – <u>Notices to Mariners</u>  5 NtM’s produced in 2023 to date; See Appendix 8  1 of which is our annual standard notification re those NtM’s that remain ‘active’ from previous years - No 1 23 – and 1 just cancelling a previous NTM (15-2020 re Covid requirements)  7 remain Active from previous years  Stakeholders recommended to check the port’s website for the most up to date <a href="#">Notices</a></p> <p>4.7 – <u>Audits</u>  Only audit this year so far has been the annual ‘Internal Audit of PMSC compliance’ completed in January  No non conformances were identified; but 4 observations were:</p> <ol style="list-style-type: none"> <li>1. Byelaws to be assessed to determine their relevance</li> <li>2. Review and improve licensing of marine services providers and their boats</li> <li>3. Review and improve training and certification requirements of marine service contractors personnel, including training matrix now appended to Marine Services Manual.</li> <li>4. It has been recommended that the port modernises the current MSMS in a newer more usable format (last review in Aug 22)</li> </ol> <p>Re 3. two new local knowledge courses were developed (Basic and Advanced), which now includes the facility to complete them on-line. Medical fitness standards for personnel engaged in marine services are also now included within our training and certification matrix.</p> <p>4.8 – <u>Other PMSC Matters</u>  Change of overnight LPS provider – G4S from McLoughlins - from 6<sup>th</sup> April  Port pursuing RYA approval as training provider, to provide VHF Short Range Cert training. Chris Dornan recommended additionally trying Paul Magee as a potential trainer on VHFSRC courses.  Port Waste Management Plan reviewed and issued in May</p>	<p>HM</p> <p>All</p> <p>HM</p>
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5.	Pilotage	<p>Pilot jobs: 16 (7 arrivals, 5 departures, 4 shifts) since last meeting ( 6th Dec 22) until 31st May;            No new PECs issued since last meeting, but 2 Masters have had their certificates renewed (5 yrs)            One further pilot authorised in May; one due for 5 yearly re-authorisation.            Pilots still being required to undertake Local Knowledge tests if they have not completed 12 movements in last 12 months.            Pilotage Manual (last issued in Aug 22) is presently under review, particularly with respect to returning PEC holders (see incident 1/23 in Apx 4) and pilot embarkation procedures (see 4).</p>	<p>BLPS  HM</p>
6.	Marine Services	<p>McLoughlins ceasing their contract work for mooring P&amp;O ferries from 30th June, but retaining pilot boat/tug in the port; however 2hrs notice required will be required            Marine Services Manual last issued on 16/12: Issue 6. A further version – Issue 7 – is under construction            7 boats operated by 3 towage providers (McL, SMS &amp; Ferrans) Annual inspections carried out of all 7 in late July/early August. FFP certs issued earlier this year to Farset and all 4 McLoughlin boats. SMS tugs now regarded as ‘specific towage operation’. Boat operators again reminded of need to send in WB certs when renewed by MCA            EABC Support boat inspected in Jan 23 and issued a FFP cert.            Pilot Boats MOB exercises, preferably using an appropriate ‘dummy’, are now being logged by LPC</p>	<p>McLoughlins and Ferrans</p>
7.	Conservancy	<p>Conservancy Manual last reviewed and reissued in Sept 22.            Survey carried out in late April; see NtM No. 2 of 2023, as well as charts on our website. A further survey will be carried out in Sept/Oct.            ‘Otterbank’ due to return to Larne before middle of June to carry out 14 days of sea-bed levelling.            All AtoN working correctly; no failures YTD.            Stakeholders were asked if they recommend or require any additional AtoN or changes to current AtoN.            However, no changes were suggested</p>	
8.	Contingency & Emergency Planning	<p>OPRC plan, last reviewed &amp; distributed on 20th May 22. One ‘notification exercise’ and one ‘Tier 1 exercise’ held YTD in line with OPRC Plan. ‘Tier 2 response’ contract with Ambipar, presently under review.            Larne Port Emergency plan, which is combined with Marine Emergency Plan, under review at present and will be circulated for comment shortly to key stakeholders, before issuance of the finalised plan.            Emergency exercises were carried out on 11th Feb and 26th April involving the NIFRS testing their capabilities to lift a capsized trailer and deal with an electric car fire using new dedicated equipment respectively.</p>	<p>HM</p>

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<p>9.</p>	<p><u>9.1 - EABC</u> Chris Dornan provided an update on the club, stating it is going well, with membership now up to 300. The club has provided a schedule for this season to the HM. Ulster GP14 Championship went off well on 20<sup>th</sup> and 21<sup>st</sup> May, with about 30 boats. The Ulster Optimist Championship is planned for 17<sup>th</sup> and 18<sup>th</sup> June, with &gt; 100 boats expected</p> <p><u>9.2 - Islandmagee Boat Club</u> Ivan Davison reported that the sunken boat had been removed from Ballylumford Harbour. There has also been recent reorganisation of the harbour, such that commercial activities/boats are primarily based on the South side of the Harbour and the Boat Club activities on the North side. He also later stated concern re shallowing water depths just outside the harbour entrance and suggested that the opportunity be taken when the ‘Otterbank’ is working within the port in June to improve depths.</p> <p><u>9.3 - Olderfleet Rowing Club</u> JJ reported that no significant changes are anticipated on current activity levels, although there is Family Fun Day planned for 24<sup>th</sup> June.</p> <p><u>9.4 – Larne Boat Club</u> Conan McIlwrath, as the club’s new Honorary Secretary, reported that the club had recently visited the HM to explain some reorganisation of the club, with a view to better collaborating with the port etc., which was welcomed. He agreed to share a list of members, boats and contact numbers to be held at Larne Port Control, and also expressed an interest in VHF SRC courses. He also stated that Minutes of these meetings will also be shared with members.</p> <p><u>9.5 - RNLI</u> Alan Dornan provided a brief update saying that the local station had had a few ‘shouts’ over the last few months. He reported that they currently have an exercise planned with a HMCG rescue helicopter, landing at Curran Point to talk the local RNLI crew through their side of winching etc,</p> <p><u>9.6 PSNI – Project Kraken</u> Kenny Armstrong explained that whilst Border Force are primarily responsible for Project Kraken, they are supported by the PSNI, albeit budgetary constraints are creating constraints on them to do so. A meeting however is planned for 27<sup>th</sup> June, between BF and PSNI.</p>	<p>MEABC and HM</p> <p>CM’I</p>
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		<p><u>9.7 EPUKI – Ballylumford</u> No EPUKI representatives were available to provide an update on the re-commissioning of the A Jetty at Ballylumford as a contingency, potentially required due to gas market disruption, resulting from the war in Ukraine,</p> <p><u>9.8 M&amp;EABC</u> Regretfully, Karen Steele has moved on from her role as marinas manager and neither her assistant manager, Karena Catterson, nor Ryan Hack, Harbour Master of the council, were able to attend, so no report was available as regards Ballylumford Harbour, which lies within Larne Harbour’s port limits.</p>	EP
10.	Any other business	Scott Tasker expressed regret re the withdrawal of their services to P&O from Larne, but stressed that McLoughlins continue to provide the usual range of mooring, towage and boating services, including the provision of the ‘Maria’ at the port, albeit by mobilising personnel from their base in Belfast.	

The meeting was closed at 1145hrs.

Next meeting to be held in the first week of December 2023 – date TBC - at the LHL, Harbour Office and also available via Microsoft Teams.

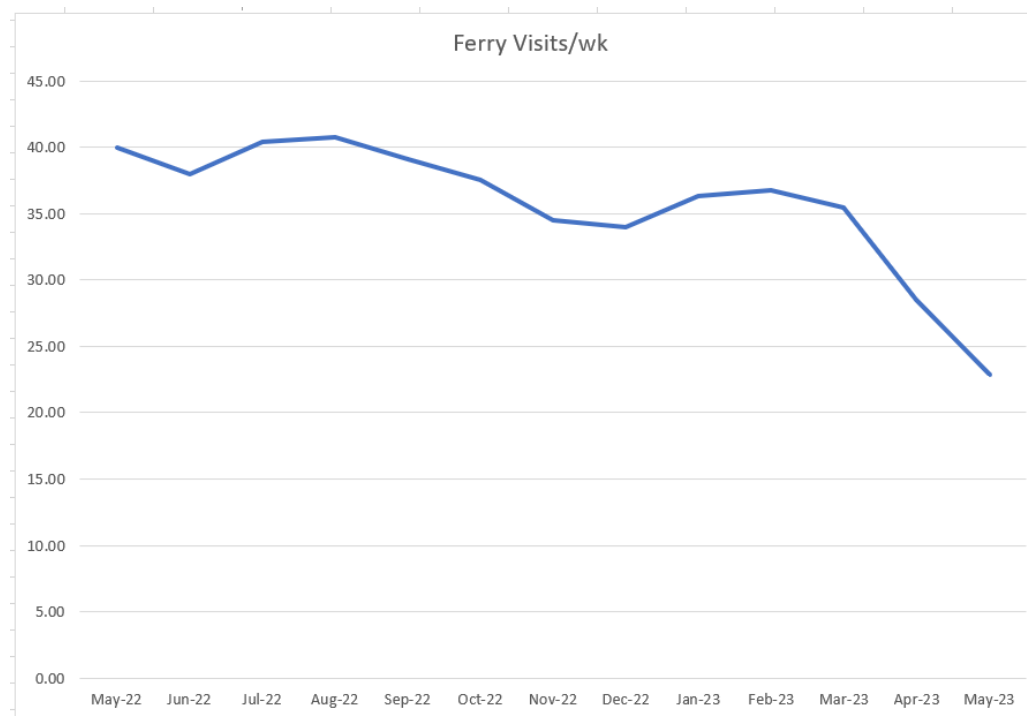
**Stuart Wilson**  
**Harbour Master**  
**Larne Port**

9<sup>th</sup> June 2023

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**Appendix 1 Ferry frequency at Larne Port 2022 - 2023**

Period	Visits	Weeks	Visits/wk
Jan-22	162	4.14	39.10
Feb-22	142	3.86	36.81
Mar-22	110	5.00	22.00
Apr-22	76	3.86	19.70
May-22	160	4.00	40.00
Jun-22	179	4.71	37.97
Jul-22	173	4.29	40.37
Aug-22	163	4.00	40.75
Sep-22	190	4.86	39.12
Oct-22	150	4.00	37.50
Nov-22	138	4.00	34.50
Dec-22	170	5.00	34.00
Jan-23	161	4.43	36.35
Feb-23	147	4.00	36.75
Mar-23	157	4.43	35.45
Apr-23	122	4.29	28.47
May-23	98	4.29	22.87





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**Appendix 2 – 3<sup>rd</sup> Party Traffic figures 2019 to 2023 YTD**

Call Description	2019 Visits	2020 Visits	2021 Visits	2022 Visits	2023 Visits	Comment on 2023 to end of May
Bunkering	55	53	51	56	21	Weekly visits; 6 by Whitstar and 15 by Keewhit
Salmon	42	32	5	8	7	Aqua Scotia resumed 2nd May (2/week)
Layovers/trials/survey	13	9	7	25		Arrow departed on 13/1 (arrived 17/12)
Stones	3	2	4	5	1	Wilson Baerl - dolomite for Omya (Feb)
RDF/SDF Waste	11	6				
Limestone/Fertiliser	5	1	2	1		
Cruise			5	2		
Flyash	3					
Project cargo (Windfarm, Project)	2	4	6	19	3	Scot Bay, MPI Adventure and CW6 barge, all in May
Scrap			3			
Rock Salt			10			
<b>Total</b>	<b>134</b>	<b>107</b>	<b>93</b>	<b>116</b>	<b>32</b>	

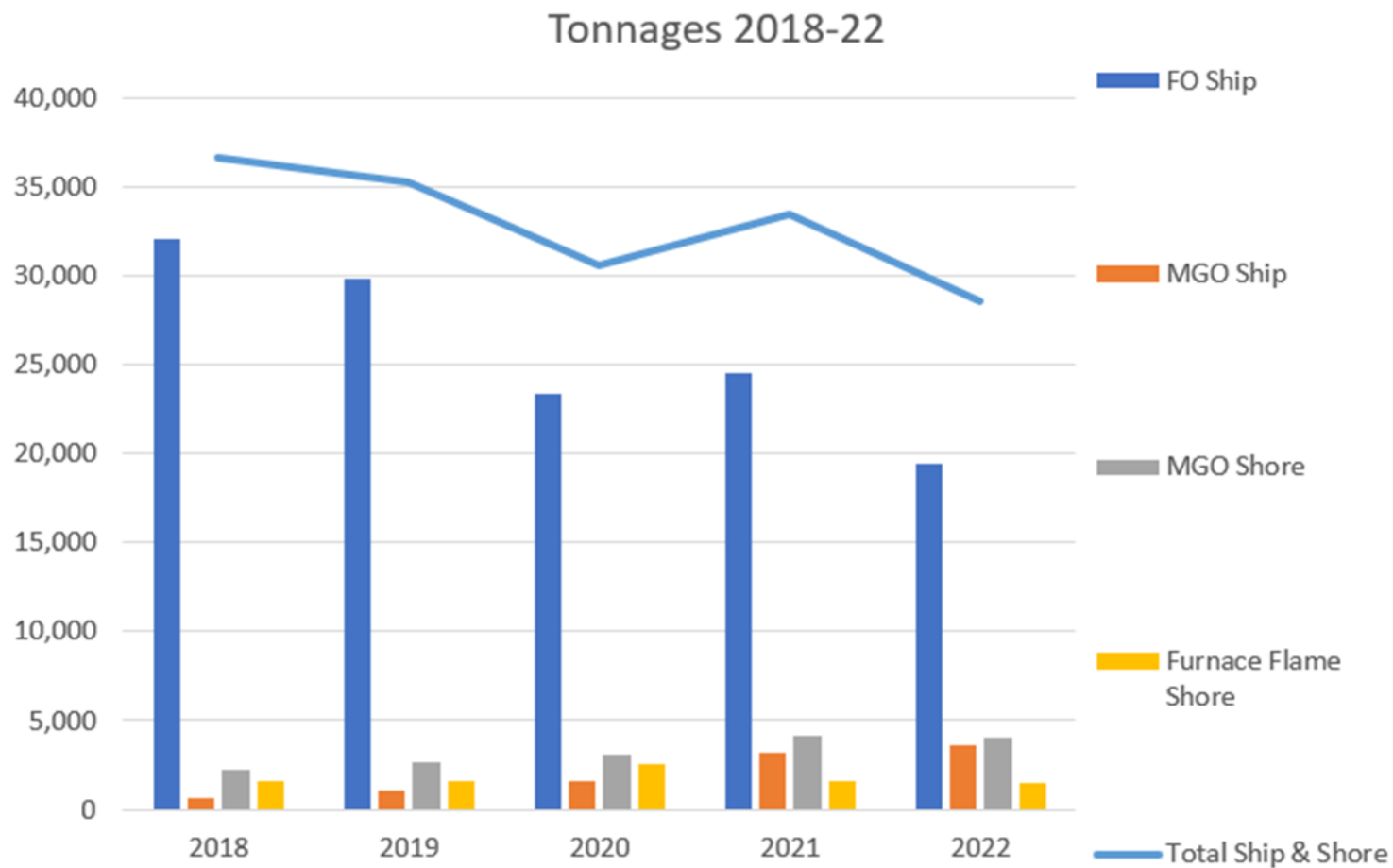
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**Appendix 3 – Bunker transfers 2018-2023 YTD**

<b>Bunker Transfers</b>							
<b>Year</b>			<b>FO</b>	<b>MGO</b>		<b>Furnace Flame</b>	<b>Total</b>
	<b>Visits</b>	<b>Transfers to ships &amp; tanks</b>	<b>Ship</b>	<b>Ship</b>	<b>Shore</b>	<b>Shore</b>	<b>Ship &amp; Shore</b>
<b>2018</b>	<b>55</b>	<b>148</b>	<b>32,101</b>	<b>680</b>	<b>2,256</b>	<b>1,628</b>	<b>36,665</b>
<b>2019</b>	<b>54</b>	<b>150</b>	<b>29,803</b>	<b>1,106</b>	<b>2,677</b>	<b>1,623</b>	<b>35,209</b>
<b>2020</b>	<b>53</b>	<b>125</b>	<b>23,355</b>	<b>1,637</b>	<b>3,038</b>	<b>2,569</b>	<b>30,599</b>
<b>2021</b>	<b>51</b>	<b>155</b>	<b>24,549</b>	<b>3,227</b>	<b>4,147</b>	<b>1,564</b>	<b>33,487</b>
<b>2022</b>	<b>56</b>	<b>157</b>	<b>19,418</b>	<b>3,632</b>	<b>4,034</b>	<b>1,463</b>	<b>28,547</b>
<b>2023 to May</b>	<b>21</b>	<b>55</b>	<b>8,026</b>	<b>1,056</b>	<b>1,283</b>	<b>385</b>	<b>10,750</b>

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Appendix 3 (continued)



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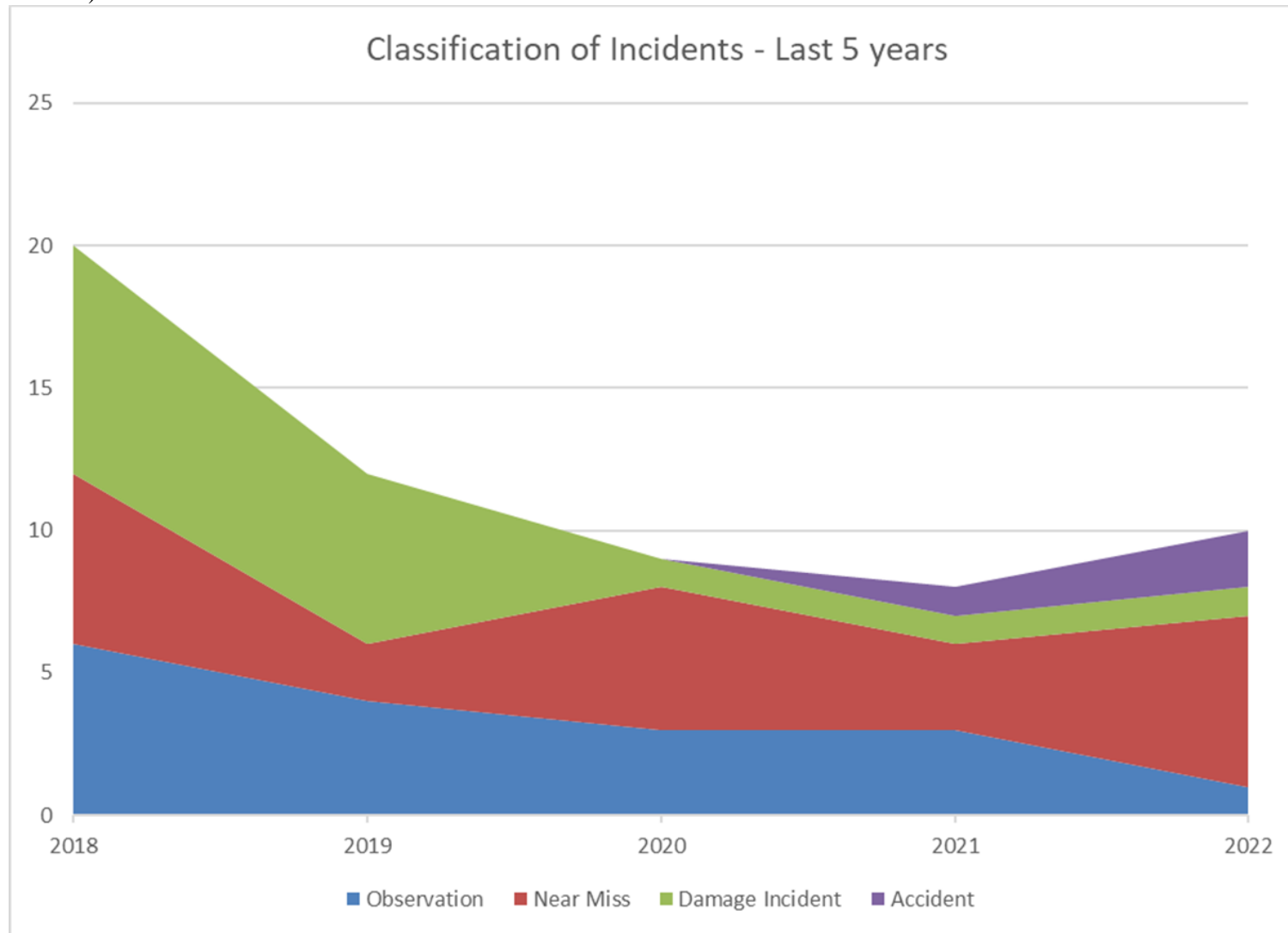
**Appendix 4 Incidents at Larne Port in 2023 YTD**

**2023 MARINE SAFETY REPORT ANALYSIS**

No	Date	Observer	Ship	Incident	Operation	Classification	Main Factor	Remarks
1	2/2/23	Marine Officer	Causeway	A 'temporary Master' struggled to swing the ferry within the port due to tide and wind, making 2 unsuccessful attempts, before successfully turning through 180° and sailing from the port.	Pilotage	Near Miss - Grounding	Inappropriate skill or procedures	Section 2.2.2 of Pilotage Manual– included a requirement for any PEC Holder returning to a vessel for which he holds a PEC, after a period > 3 months, to complete at least one arrival and departure under supervision of a duty Master, before being authorised to pilot the v/l
2	23/2/23	Master	Causeway	Pilotage error during berthing, which resulted in contact with the fender on the Northern Dolphin.	Berthing	Damage - Contact	Inappropriate skill or procedures	Caused in some measure by complacency. Officer on poop also failed to give adequate warning to bridge.
3	13/03/23	Marine Officer	Highlander	Pilotage error during berthing, which resulted in ship having to abort and return to berth	Berthing	Near Miss - Contact	Inappropriate skill or procedures	Vessel attempted to berth on 2 engines in wind/tidal conditions that were marginal for the power subsequently available. When wind rose by 5kts/hr, he failed to get stern alongside and had to abort, returning to berth on 4 engines.
4	4/04/23	Marine Officer	Topper Dinghy	One of 3 'toppers' capsized, and whilst the helm was being taken ashore, the capsized boat drifted towards Mackean Quay, requiring subsequent righting and towing ashore before the ferry arrived	Underway within the harbour	Near Miss - collision	Inappropriate skill or procedures	Poor communication with Larne Port Control. Boats were supported by Rescue Boat, but recovery of the capsized boat's skipper had to be prioritized over that of the boat. Ferry arrival had to consequently be delayed by apx 15 mins, whilst the boat was righted and recovered.
5	8/04/23	Marine Officer	Motorboat	Motorboat sighted drifting in entrance channel.	Underway within the harbour	Near Miss - sinking	Mechanical Failure	The boat's 2 occupants neither reported to LPC nor were properly equipped ie no lifejackets nor VHF. They were fortunate to blow ashore rather than out to sea and that the Marine Officer alerted the local RNLI on their behalf.

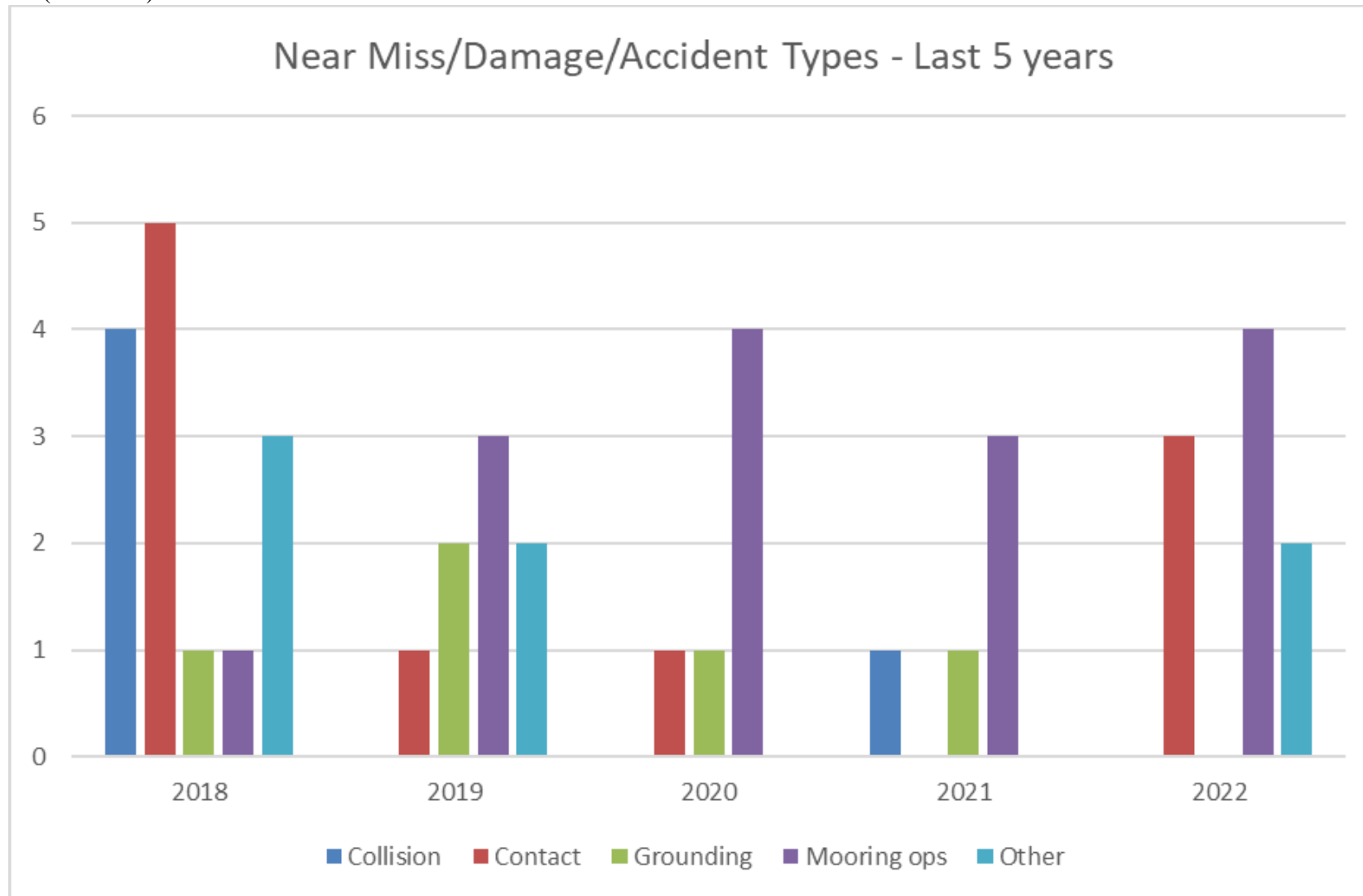
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Appendix 4 (continued)



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Appendix 4 (continued)



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**Appendix 5 – MAIB/External Incident reports since last meeting**

**4 Investigation reports**

1. Paddleboarders – 13/22 4 died as a result of poor risk assessment and inconsistent wearing of PFD's in a hazardous river (weir)
2. Reul A Chuain prawn trawler – 14/22 Skipper drowned attempting to save a crew member who fell in whilst trying to recover a net washed over in bad wx. No PFD's, harnesses, nor MOB exercises
3. Tug Svitzer Mercurius – 15/22 5 crew in wheelhouse injured by flying glass when towing pennant broke under load. Towline in poor condition, temporary crew inadequately inducted and windows not sufficiently reinforced.
4. Carbon monoxide poisoning – 1/23 Exhaust fumes funnelled into covered cockpit by a water-skiing ring on transom, resulting in 2 fatalities. No CO2 alarm. Service installations, maintain ventilation and fitting of alarms were all recommended

**1 Safety Bulletin**

Modification on safety critical equipment. Flexible hoses are recognised as having a higher risk of failure than a properly fitted metal pipe for long term repair

**1 Overseas reports**

Ferries at Rosslare – On 16 Mar 22, arriving Connemara proceeded to the breakwater against port control advice and Stena Europe sailed despite the obvious proximity of the Connemara resulting in a CQS (1 cable). Whilst a poorly trained and perhaps over-stretched Port Controller could have been more attentive, as well as emphatic in terms of his communications to prevent risk of collision (“ he wouldn't mind if they held their position, probably make your way to West Holdens”), it would appear that both ferries prioritised schedule over safety.

The ‘Connemara’ was primarily at fault for disregarding the port’s prioritization of traffic and it’s subsequent advice/instructions. However, the Stena Europe’s decision to depart it’s berth despite the ‘Connemara’s inward movement, indicates either lack of attention or a preparedness to believe that their entitlement to sail at their scheduled departure time also entitled them to sail ‘come what may’! SMS must clearly define who should check that it is clear for the vessel to depart the berth; Port Control or Bridge Team.

**1 Internal Investigation Report (Dover Harbour)**

An incident occurred on 23 April 23 involving a **pilot** who fell from the **bunker vessel the Coastalwater’s pilot ladder** whilst transferring from a pilot vessel in the inner Harbour as a result of a defective ladder and boarding arrangements. The pilot was recovered from the water and fortunately did not require medical attention other than initial treatment to prevent hypothermia. Lessons learned however were as follows:

- a. The Coastalwater initially appeared to have a compliant pilot ladder however her boarding arrangements were not compliant as there was no responsible Officer present for the Pilot transfer and the handhold stanchions were too far apart.
- b. The Coastalwater’s pilot ladder was not being held by the side ropes correctly as the weight was on a rung that was caught on the ships gunwhale. This was not noticed by the Coastalwater’s crewman and could not be seen from the pilot boat.
- c. The Pilot’s PPE worked well protecting his head during the fall and keeping him afloat until rescued, despite the Beaver Tail not being correctly used.
- d. Pilot transfers to stationary vessels carry a different risk to underway transfers as the Pilot vessel cannot maintain positive contact with the transfer vessel.
- e. The VSM procedure does not require the crewman to test the ladder though had they done so the crewman would also have likely fallen in the water.
- f. The Pilot boat could be better equipped with warm clothing for use when recovering a casualty with possible hypothermia

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**Appendix 6 List of Risk Assessments in Larne Port’s Hazman Risk Assessment system (7/06/23)**

Rank	Hazard Ref	Hazard Title	Category	Risk		
				(Baseline / Residual / Inherent)		
1	144	Fire onboard a vessel in port or upon approach	Fire/Explosion	5.03	3.96	6.44
2	72	Contact - Vessel lands heavily on berth fenders or linkspan or with a moored vessel in the port	Contact	4.72	3.93	8.39
3	52	Mooring Breakout	Mooring Breakout	4.78	3.69	8.25
4	56	Mooring operations - Mooring contractor or ships crew injured	Personal Injury	4.01	3.36	6.36
5	117	Collision - between traffic entering/leaving port and coastal traffic	Collision	4.03	3.29	9.28
6	22	Pilot boarding and disembarking	Personal Injury	3.93	3.28	6.16
7	121	Collision - in inner harbour or channel	Collision	3.81	3.25	8.99
8	42	Grounding of commercial vessel - In approaches or channel	Grounding	3.57	2.90	8.42
9	58	Bunkering by Road Tankers	Pollution	3.25	2.89	5.39
10	127	Bunker tanker operations - spillage	Pollution	4.27	2.79	8.42
11	143	Contact by recreational vessel - buoys and beacons	Contact	2.63	2.52	4.76
12	49	Grounding in inner harbour	Grounding	2.52	2.26	8.43
13	141	Breakout of yacht from moorings	Grounding	2.44	2.23	5.70
14	142	Grounding - of recreational vessel of other small craft	Collision	2.28	2.15	4.99
15	31	Contact by commercial vessel - Buoys and beacons	Contact	2.22	2.04	6.39



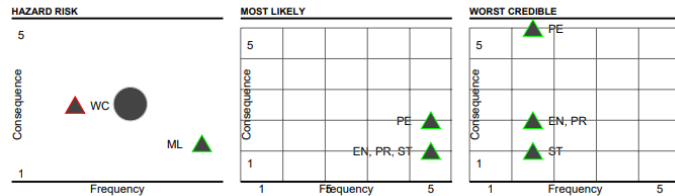
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**Appendix 7 – Risk Assessment(s) consulted upon as part of meeting**

**Larne Port**  
Larne - Navigational Risk Register - 2020

**22. Pilot boarding and disembarking**

Personal Injury - 6 out of 15



**Hazard Criteria**

Areas Affected	Stakeholders	Vessels	Review
No. 1 Buoy to No. 7 Port Approaches	Harbour Master Pilots Tug Operator Vessel Operators / owners VTS Service / Operators	<b>Primary Vessels</b> Port Workboat/Pilot Boat <b>Secondary Vessels</b> Port Workboat/Pilot Boat	Every 1 YEAR by Harbour Master <b>Last Review</b> 19 Jul 2022 <b>Next Review</b> 19 Jul 2023

**Hazard Description**

**Detail**  
Pilot injured whilst boarding a vessel or pilot boat damaged/swamped.

**Remarks**  
Vessel used for boarding is not dedicated pilot boat, but is coded and approved by MCA under the Workboat Code (Edition 2). Pilot ladder regulations. Port procedures and pilotage manual (see Section 3) for pilot embarkation and disembarkation are aligned with current best industry practice (The Embarkation and Disembarkation of Pilots Code of Safe Practice (2017) Number of pilot boat movements are low, relative to other UK and Irish Ports. Lessons learned by Near Miss involving pilot boat on 16th July; ships to be advised/reminded/warned not to adjust course or speed whilst a pilot boat is alongside unless specifically asked by the coxswain to do so.

**Possible Causes**  
Adverse Visibility e.g. Fog/Mist, Adverse Wind, Communications Failure (Equipment), Equipment Age, Equipment Failure, Equipment Quality, Human Error Control/Operational, Human Error Judgement, Information Failure, Maintenance Failure, Quality and Qualifications, Wave  
Pilot boat lands heavily alongside vessel being served. Failure/inability to provide adequate lee. Pilot ladder incorrectly rigged/defective. Boarding in heavy weather.

**Larne Port**  
Larne - Navigational Risk Register - 2020

**Hazard Outcomes**

	Most Likely	Worst Credible
Frequency	5	2
Environment	0	1.85
People	5.92	5.92
Property	0	1.85

**Most Likely Outcomes**

Pilot slips, stumbles or falls on deck of pilot boat, resulting in minor injury such as sprain, strain or mild bruising etc.

**Worst Credible Outcomes**

Pilot boat swamping/capsize or pilot falls heavily on deck of pilot boat or falls into water from a pilot ladder, resulting in major injury or fatality.

Title	Type	Owner	Risk Controls			
			Base. Fr. Eff	Base. Co. Eff	Res. Fr. Eff	Res. Co. Eff
Emergency Plans/Procedures	PA Formal Proce	Harbour Master	0%	20%	0%	0%
Lifebelts and throwlines	PA Hardware Def		0%	10%	0%	0%
Local Knowledge exam for commercial boat skippers employed by Marine Service Contractors	PA Formal Proce		10%	10%	0%	0%
Marine Services Manual	PA Formal Proce	Harbour Authorit	10%	10%	20%	15%
Personal Locator Beacons (PLBs)	Ext. Procedures /		0%	0%	0%	20%
Pilot Boat Coxswain expertise/training	Ext. Procedures /	External Body	20%	10%	0%	0%
Pilot Expertise/Training	Training / Educat	Harbour Master	20%	10%	0%	0%
Pilot Ladder Regulations	PA Formal Proce	Harbour Master	30%	10%	0%	0%
PPE	Ext. Procedures /		10%	20%	0%	0%
Provision of Local Port Services	Vessel Traffic or	Harbour Master	20%	10%	20%	10%
Safety Training and auditing	Training / Educat	Harbour Authorit	20%	20%	0%	0%
Special Risk Assessment and Method Statement	Ext. Procedures /	External Body	10%	10%	0%	0%
The Workboat Code - Edition 2	Ext. Procedures /		20%	10%	0%	0%
VHF Communication with all vessels	Ext. Procedures /	External Body	10%	10%	0%	0%
Weather Limitations	PA Formal Proce	Harbour Master	20%	0%	0%	0%

**MINUTES OF MARINE STAKEHOLDERS MEETING 35 – 8<sup>th</sup> JUNE 23**

**Appendix 8 – Notices to Mariners**

Number	Title	Date of Issue	Date of Cancellation
03-10	Movement during bunkering	01/09/2110	
01-17	Continental Quay	01/01/2017	
09-17	Reporting of accidents	08/05/2017	
02-19	Vessel reporting requirements	04/01/2022	
12-20	Larne Port Web Site	09/03/2022	
15-20	COVID-19 Precaution measures	21/03/2020	16/05/2023
21-20	Bunkering Transferring Operations	19/04/2020	
08-22	Larne Port Control - Redesignation	22/06/2022	
12-22	Berth and Channel Depths	26/10/2022	4/5/2023
13-22	Commercial fishing port limits	03/11/2022	31/05/23
01-23	Active Notice to Mariners	01/01/2023	
02-23	Berths and Channel Depths	04/05/2023	
03-23	Cancellation of NtM No 15 of 2020	16/05/2023	16/05/23
04-23	Yacht Racing	17/05/2023	
05-23	Olderfleet Rowing Club	22/05/2023	