

CATTEWATER  
HARBOUR  
COMMISSIONERS

---

ANNUAL REPORT  
**2019/20**



[www.plymouthport.org.uk](http://www.plymouthport.org.uk)

LAT 50° 21.5' N LONG 4° 07.0' W VHF Channel 14/16

# CONTENTS

<b>1</b>	Chairman's Introduction
<b>2</b>	Harbour Master's Report
<b>3</b>	Harbour Commissioners
<b>4-6</b>	Port Operations
<b>7-8</b>	Vessel Movements in Cattewater
<b>9-10</b>	Cargo
<b>11-12</b>	Environment
<b>13</b>	Maritime 2050
<b>14</b>	Safety Incidents
<b>15</b>	Types of Safety Incidents
<b>16</b>	Training and development
<b>17-21</b>	Annual Highlights

# CHAIRMAN'S | INTRODUCTION



I am delighted to introduce this report of the Cattewater Harbour Commissioners for 2019/20, having taken on the Chairmanship in November 2019. It has been a year of significant change and challenge.

The Commissioners and staff moved back into No2 The Barbican after the completion of extensive repair and renovation works. We now have a building suited to our needs for many years ahead.

Robin Love retired as Chairman of the Commissioners after 16 years and more than 65 years involvement in the port. We were all delighted to see that service recognised

with the award of an MBE in the New Years Honours list.

Tim Charlesworth retired as Harbour Master in March 2020 after 24 years and his service was recognised by UKHMA - we offer him our thanks and best wishes in his retirement. Captain Richard Allan took over as Harbour Master and as a Commissioner and we wish him every success in that role. Councillor Pam Buchan and David Petherbridge joined as Commissioners and Mark Gibbon retired as a Commissioner having served for six years.

For much of the year port activity continued at levels broadly comparable to the previous two years, though with some changes in the mix of traffic passing through the port. In the final few weeks of the financial year the impact of the COVID 19 pandemic and the lockdown started to be felt. Staff had to adapt quickly to ensure that the work of the port could carry on through the pandemic. The principal financial effects will be felt in 2020/21 but I am pleased to report that, thanks to strong performance in previous years, the Commissioners have the resources to withstand the impact on traffic through the port and to support its recovery.

2020 was to have been a momentous year for Plymouth marking Mayflower 400 and the Commissioners were looking forward to supporting a number of events. That programme was disrupted by the pandemic, but we will support those events when they can take place.

I would like to record my thanks to the Commission staff for keeping the port running safely and smoothly throughout the year and to my fellow Commissioners for their counsel and support.

*Alan*

# HARBOUR MASTER | REPORT



It is a pleasure to write my first Harbour Master's report for Cattewater Harbour. Firstly I would like to thank two long serving members of the Harbour team who retired during the year, Mr Robin Love MBE and Captain Tim Charlesworth. Looking back on the year, with Brexit fast approaching, and the uncertainty this brings to the market, the shipping visiting the port reduced.

Total cargo throughput dropped by 4.3%, and the number of Pilotage moves conducted dropped by 9%.

With several new clients and cargoes identified, 2020 was looking positive until the pandemic struck at the end of the reporting year and the worldwide lockdown started to effect port traffic, prior to the UK lock down.

The port saw an almost immediate reduction in shipping but remained open to ensure the critical cargoes could still arrive

into the Port. Work practices were quickly adjusted, and staff fully embraced the immediate changes that were implemented in the workplace to protect staff from the risk of Covid-19, whilst continuing to offer a Pilotage service and meet all the statutory duties required as a Harbour Authority.

Safety is at the heart of every operation, and our duty is to protect the port and its users. Every port risk is assessed via the HAZMAN whole port risk assessment, and one of the main control measures to every risk to the port is a Pilot. The role of the Pilot is critical, and during the year we were pleased to have employed a new Pilot to our team. Captain Richard Eggleton gained his authorisation March this year after completing our training programme. Richard's background was the Merchant Navy and he brings a wealth of experience to contribute to the safe running of the port.

We also welcome Cameron Hicks, who joined the harbour team after a very successful Internship. Cameron will be completing his studies via distance learning, whilst gaining a thorough under pinning knowledge of harbour operations.

During the year, the port obtained EcoPort status and has taken steps towards lowering the impact of port operations on the local environment. This includes air quality monitoring, as well as an order for a new Pilot vessel which is more environmentally friendly than our current vessel.

The Port Marine Safety Code audit was positive, highlighting numerous safety steps that have been introduced in the last 12 months, examples include the use of an app to encourage and simplify the reporting of accidents and near misses from staff, and processes that have been implemented to add additional layers of safety to port evolutions, all contributing to the growing safety culture within the organisation.

I would like to thank the port stakeholders and staff for their flexibility and understanding during the Covid 19 period, 2020 will be a difficult year for trade, but the port as a whole remains cautiously optimistic going forward and playing its part in helping the city of Plymouth come out of the period of instability that will follow the pandemic.

Richard

Appointments are made through an open and competitive recruitment process and Commissioners are appointed for a three year term. Commissioners may serve two or in exceptional circumstances, three terms.

All Commissioners are expected to undertake Duty Holder familiarisation, based on the Ports good Governance guidance. The document be found via this link.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/886549/ports-good-governance-guidance-document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/886549/ports-good-governance-guidance-document.pdf)

New appointments and members who are due a refresh will be completing the training course once Covid-19 restrictions allow.

The board consists of 10 Commissioners. Board members are selected for their expertise in areas appropriate to the management of the harbour.

Board Members are appointed in accordance with the Trust Port Review and the Cattewater Harbour Revision (Constitution) Order 2005.

Alan Nichols  
Chair



Carl Necker  
QHM



Nigel Godefroy



Alan Blackmore



Maria Hammett



Will Rahder  
Deputy Chair



Nick Webb



Richard Allan



David Petherbridge



Pam Buchan  
Cllr



# PORT | OPERATIONS

**Safe marine operations are the fundamental priority for the Harbour Commissioners' operations as a Port Authority. Without a safe and efficient marine operation, the other functions of the Harbour and Port would not take place. There are ever-increasing statutory functions and responsibilities to be met and Cattewater Harbour aspires to achieve these challenges to the highest standard .**

## **PORT MARINE SAFETY CODE (PMSC)**

The aim of the Port Marine Safety Code is that all UK Ports should, within their statutory powers, apply nationally agreed standards for the safety of marine operations. These standards are represented by the PMSC.

As the duty holder under the Code, the Harbour Board are fully committed to providing a safe environment for any person within the Cattewater Harbour limits. To meet the standards required, a Marine Safety Management System has been formulated which is subject to both internal and external audit and is adopted annually by the Board. In addition a monthly Port Operations Report is given to the Board outlining all aspects of port operations.

The Harbour has a 3 year plan with goals set to improve safety standards, this is reported on the website as required by PMSC.

## **NAVIGATIONAL FUNCTIONS**

Under the UK Government's Port Marine Safety Code all Aids to Navigation (AtoN) maintained by Harbour Authorities and any other existing Local Lighthouse Authorities (LLA) must be maintained in accordance with the availability criteria laid down by the General Lighthouse Authority (GLAs) and must be subject to periodic review. The characteristics of these AtoN must comply with Guidelines and Recommendations laid down by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA). In addition, the GLAs require Harbour Authorities and any other existing LLAs to be responsible for ensuring that any third party AtoN, within their area of responsibility, are also established and maintained to the same standards.

Trinity House as the GLA responsible for the Cattewater and recently completed an audit of the port's Aids to Navigation including a visual inspection which produced a full compliance verdict with no major recommendations.



## **HYDROGRAPHIC SURVEYS**

The Harbour Commissioners conduct a bathymetric harbour survey at least once a year, and the surveys are made available to the Pilots, vessel Masters. These are available in the Harbour office for viewing. The information is forwarded to the Hydrographic Office for updates of the local chart. Data from the surveys also provide the information for dredging requirements. Additional surveys will take place prior and post dredge operations. We conducted our full Port survey in March 2020.

## **DREDGING**

Comparing hydrographic surveys indicates where it may be necessary to undertake dredging. The dredging programme, when required to maintain depths in the navigation channels takes place in the Spring, under strict restrictions set under the current disposal license. Our aim is to minimize the amount of spoil we need to dispose of at sea.

## **TOWAGE**

The port continues to enjoy a close working relationship with Fowey Harbour Commissioners, whose tugs Morgawr and Cannis can often be seen working in the Cattewater. The Harbour own and operate our own tug Prince Rock, which has a Bollard Pull of 18 tonnes. The towage guidelines are available on the website

## **SECURITY**

Port security is a necessary function, not only to ensure the security of the Port of Plymouth but to provide coverage as part of the nation's international commitment to security. During 2019/20 terrorism continued to be a global concern, further emphasising the need to follow the requirements of the International Ship and Port Facility Security Code (ISPS). This code outlines a standardised, consistent framework for evaluation of risk, enabling government to offset changes in security threat with changes in vulnerability for ships and port facilities. To ensure compliance, the Port Security Framework includes the Port Facilities Security Plans and Port Facility Security Officers. Cattewater Harbour work in collaboration with all port facilities and local agencies to manage port security. The Cattewater Harbour are the Port Security Authority for the Port of Plymouth. These plans are constantly reviewed, updated and approved by the Department for Transport. The security of our borders and the prevention of terrorism is the responsibility of the UK Border Force. Cattewater Harbour work closely with these and other agencies, our Harbour Patrol staff will receive further awareness training about trafficking of people and drugs aboard leisure craft in the near future. The Barbican Landing Stage has been approved by the Department for Transport as an approved landing stage for cruise ship passengers. We look forward to welcoming cruise tenders ashore at the barbican to explore the historic waterfront.

# VESSEL MOVEMENTS

## WITHIN THE CATTEWATER

12 month comparison.

### TOTAL CARGO THROUGHPUT (TONNES)

2018 - 2019	2364352
2019 - 2020	2262852
DIFFERENCE	-101500

### TOTAL PILOTAGE MOVES

2018 - 2019	997
2019 - 2020	900
DIFFERENCE	-97

# VESSEL MOVEMENTS WITHIN THE CATTEWATER

12 month comparison.

## PILOTAGE MOVES WITHIN CATTEWATER

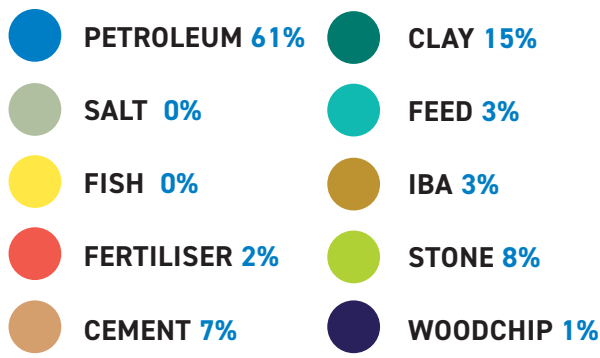
2018 - 2019	948
2019 - 2020	853
DIFFERENCE	-95

## PILOTAGE MOVES OUTSIDE CATTEWATER

2018 - 2019	49
2019 - 2020	47
DIFFERENCE	-2

# CARGO | 2019-2020

The chart below shows the Cargo handled within the Cattewater 2019/2020





# ENVIRONMENT

## TECF

The Commissioners are key stakeholders in the Tamar Estuaries Consultative Forum (TECF) which oversees the management of the beautiful waters that we work on. The term 'Marine Protected Area', or MPA, is a general way of describing the Plymouth Sound & Tamar Estuaries marine site because it is protected (designated) under multiple pieces of European and UK legislation. The legislation that applies protection to our marine areas can be complex and, because of the wide variety of internationally important marine habitats and species that are found in our MPA, the Plymouth Sound & Tamar Estuaries are no exception. We have three key marine designations, along with overlapping terrestrial and coastal protected areas around the site. These designations include: A Special Area Of Conservation (SAC), Special Protected Area (SPA), Marine Conservation Zone (MCZ), Site Of Special Scientific Interest (SSSCI) and An Area of Natural Beauty (AONB).

For more information on these designations and the work of TECF please visit:

**[www.plymouth-mpa.uk](http://www.plymouth-mpa.uk)**

## PLASTIC FREE PLYMOUTH

The Harbour Authority is pleased to have been accredited with plastic free status, and we will strive to maintain our accreditation, and look forward to continuing our support for Oleta Forde at Plymouth Beach Clean.

## AIR QUALITY

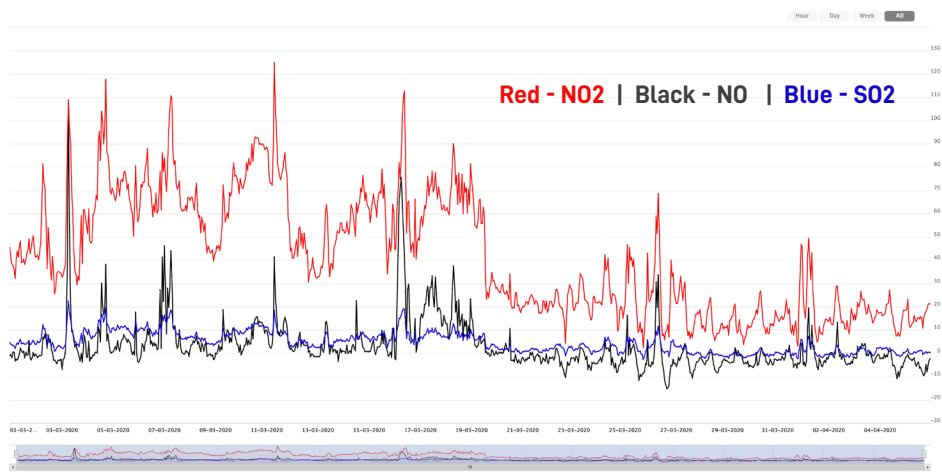
The harbour authority has this year published its Port Air Quality Strategy. The document outlines our commitment to improving air quality around the port through monitoring and reduction strategies. We have worked closely with our major stakeholders to produce this collaborative document, which is regularly reviewed. Any feedback or contributions to this port-wide strategy are welcomed.

The strategy is available to view on our website.

The early results from our monitoring programme are promising. Levels of Sulphur Dioxide, Nitrogen Oxides and Ozone all fall well within the national and international limits, and also within the world health organisation guidelines. Particulate levels are also generally good, and although we do see spikes in this data, our average readings for PM10, PM2.5 and PM1 also fall within the national and international limits. We continue to work with our key stakeholders on strategies to reduce the environmental impact of our operations as a port.



The graph below shows the considerable reductions in gases as the Covid-19 lockdown came into force.



In order to enhance the limited data available in the city, Cattewater Harbour Commissioners purchased an AQMESH Air Monitor as part of our ongoing commitment to improve air quality. The system will monitor the air quality and emissions in the Cattewater area. The AQMESH system will monitor the main gaseous emissions and particulates most commonly caused by shipping (NO; NO2; SO2; O3; P M10; PM2.5; PM1). Due to the lack of baseline data, we will be producing our own baseline for a period of 12 months to enable further analysis and comparisons to take place in the future. Data will be reviewed periodically to assess whether our strategies are effective at reducing the emissions output, both short, medium and long term.

Initially monitoring is taking place from the Harbours storage compound at Breakwater Hill, which is near our main commercial operators at Cattedown and Victoria. The system will be fitted with a wind sensor to enable us to differentiate between emissions from the port and emissions from other sources, such as the city centre and the major transport links.

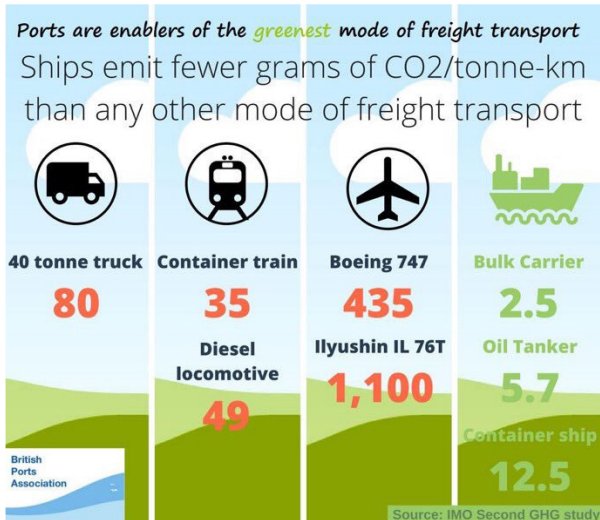
The full document can be found at <https://plymouthport.org.uk/newsite/wp-content/uploads/2020/04/Port-of-Plymouth-Port-Air-Quality-Strategy.pdf>

During the year a number of key stakeholders have invested in equipment and steps that will benefit the air quality in the Port, these positive steps will be included the strategy review next year.



In 2019 the government set out its ambitions for the UK to remain a world leader in the maritime industry for the next 30 years.

Read more about the maritime 2050 strategy:  
[www.gov.uk/government/publications/maritime-2050-navigating-the-future](http://www.gov.uk/government/publications/maritime-2050-navigating-the-future)



**Did you know**  
that shipping  
is one of the  
greenest  
modes of  
transporting  
freight?

Infographic from  
Twitter @BritishPorts

# SAFETY INCIDENTS | 2019-2020

Safe marine operations are the fundamental priority for the Harbour Commissioners' operations as a Port Authority. Without a safe and efficient marine operation, the other functions of the Harbour and Port would not take place.

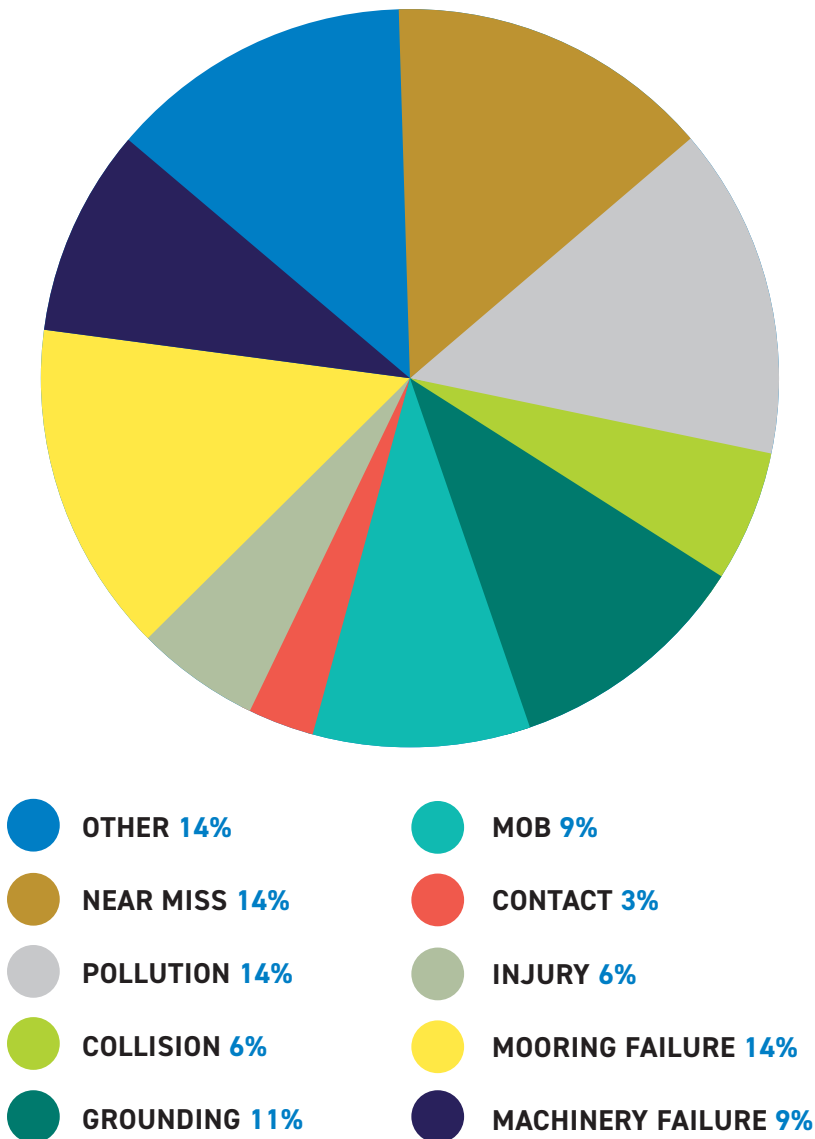
There are ever-increasing statutory functions and responsibilities to be met and Cattewater Harbour aspires to meet these challenges to the highest standard.

By monitoring the frequency of such incidents, mitigating actions can be implemented to reduce the incidence of these events in the future.

INCIDENT CLASSIFICATION	2019/2020
Near Miss	5
Pollution	5
Collision	2
Grounding	4
Man Overboard	3
Contact	1
Inappropriate Navigation	-
Fire	-
Injury	2
Mooring Failure (Leisure)	5
Mooring Failure (Commercial)	-
Machinery failure	3
Other	5
<b>TOTAL</b>	<b>35</b>

# TYPES OF INCIDENTS | 2019-2020

By monitoring the frequency of such incidents, mitigating actions can be implemented to reduce the incidence of these events in the future.



# TRAINING & DEVELOPMENT

Staff training remains an important element in the Commissioners commitment to provide safe and efficient port operations and services. Training is a continuous process and during the year training has been completed for staff to acquire new skills, refresher courses and some to meet legislative compliance requirements.

Training courses include the MCA Approved Engine Course, 2P-4P oil spill response training for staff, STCW courses including sea survival, LOLER training, Harbour Master distance learning, Trust port training and Duty Holder training. Staff also attended various CPD and informative workshops, including maritime enforcement training with Ashford's Solicitors. A closer link with the University of Plymouth's Navigation department is being established, that will be beneficial to both parties going forward.



# ANNUAL | HIGHLIGHTS



**Robin Love MBE**  
Congratulations

## **Previous Chairman Awarded MBE**

Former chairman of the Cattewater Harbour Commissioners, Robin Love, was awarded the MBE in the New Year Honours list for services to the Maritime Community and to Plymouth. Robin began his career in 1957 at Cattedown Wharves Ltd and was a board member at the harbour from 1973 – 2019.

Robins 63 years' service was exemplary, and we are delighted he has received recognition for his work.

## **Captain Tim Charlesworth retired from the position of Harbour Master in early 2020,**

after 25 years' service. During his time, Tim has overseen key changes at the harbour including the commissioning of new vessels, overhauling harbour legislation and developing the ports relationships with operators and key stakeholders. Tim has also worked closely with other ports as treasurer of the South West Regional Ports Association, and also served time on the British Ports Association Council. He received the Merchant Navy Medal for Meritorious Service in 2018 for services to UK ports and the maritime industry. We wish Tim a happy retirement and thank him for his service to the Port of Plymouth. Captain Richard Allan has taken on the role as Harbour Master.



**Capt. T Charlesworth**  
Retirement

# ANNUAL | HIGHLIGHTS

Cattewater Harbour Commissioners are pleased to confirm the purchase of a brand-new pilot vessel from Goodchild Marine Services. The ORC-121 vessel signifies a significant investment to our pilotage service improving our operations' environmental footprint, crew safety and comfort, and efficiency. We look forward to taking delivery of the new vessel later this year.

New Pilot Vessel The ORC-121



## Cruise Ship Tendering Facilities

The Barbican Landing Stage is now a dedicated landing facility for cruise ships to tender ashore. This facility, in partnership with ABP Millbay Docks, has provided options to visiting cruise ships. Passengers can now land ashore right in the heart of the historic waterfront, allowing passengers to explore Plymouth Hoe, the historic Barbican or city centre. We look forward to welcoming vessels to the facility later in the year.

# ANNUAL | HIGHLIGHTS

## Harbour Patrol

Our harbour patrol continues to operate afloat during the summer months, providing a welcoming face to all water users, providing advice and assisting mariners in the port. The patrol crews also provide an important role of managing navigation within the port, ensuring leisure craft are aware of shipping movements, clearing a path for larger shipping, and enforcing the harbour byelaws where necessary.

We often welcome other organisations on our patrols, such as environmental study groups and sea safety advisors.

## Enforcement Action

In December 2019 the Commissioners prosecuted the master of a personal watercraft for dangerously exceeding the harbour speed limit. Enforcement action is only taken by the harbour in extreme situations in accordance with our enforcement policy. The master of the craft was travelling at over twice the speed limit and continued to breach the local regulations despite being directed by patrol staff to slow down.

We encourage any incidents involving anti-social behaviour to be reported to the harbour office, as without initial information we cannot take action.



# ANNUAL | HIGHLIGHTS

## Community Support

The commissioners have supported a number of projects in 2019/20. This includes:

### Mayflower 400 Celebrations

The commissioners are supporting the upcoming Mayflower 400 celebrations in Plymouth, by providing an increased harbour patrol service to assist the expected increased numbers of water users, whilst also supporting the events financially.

### Spirit Of Adventure Sailing

We have supported the Spirit of Adventure campaign to give more young people the chance to experience sailing on traditional vessels in Plymouth.

Read more here: [crowdfunder.co.uk/spirit-of-adventure](https://crowdfunder.co.uk/spirit-of-adventure)



# ANNUAL | HIGHLIGHTS

## Harbour Work

Harbour staff worked throughout the year to ensure the harbour was open and safe for water users. This year has seen large amounts of wood lifted from the river, removing hazards to navigation, whilst also responding to pollution spills and recover sunken boats.

## Mooring Maintenance

Staff have just completed a major renewal of the commissioner's leisure trot moorings in the River, including replacing all moorings ground chain and risers as required. This is to ensure our moorings remain safe and secure for our customers vessels.



## Harbour Office

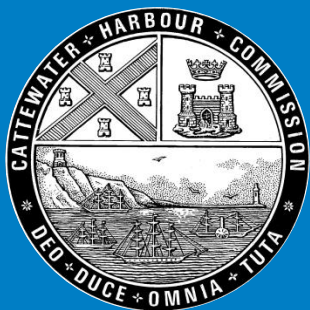
In September 2019 the Harbour Authority moved back into No2 The Barbican after an extensive repair and renovation.

During the works the building was taken back to its shell, with new flooring, a new roof, as well as considerable structural work to the walls.

Baileys Partnership and TEC construction did an excellent job on the project leaving us with a historic building, now fit for purpose in the modern environment, offering a vastly improved workspace for staff and living facilities for marine staff who require accommodation when providing a 24/7 pilotage service. The historic Boardroom, which is home to some beautiful art pieces, and historic port specific documentation will be available for hire post Covid-19.



Please see the link to view- <https://plymouthport.org.uk/boardroom/>



## CATTEWATER HARBOUR COMMISSIONERS

**2 The Barbican, Plymouth, Devon PL1 2LR**

**Tel. 01752 665934 | Cattewater**

**Tel. 01752 662708 | Pilots**

**Tel. 01752 836953 | QHM Longroom**



**Cattewater Harbour Commissioners**



**@PlymCatte**

**[www.plymouthport.org.uk](http://www.plymouthport.org.uk) | [info@plymouthport.org.uk](mailto:info@plymouthport.org.uk)**