

PORT OF FOWEY

MARINE EMERGENCIES PLAN

ISSUED BY
FOWEY HARBOUR COMMISSIONERS



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Major Changes

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EMERGENCY PLAN

INTRODUCTION

- (1) This plan sets out the **ACTIONS** to be taken in an **EMERGENCY** or **POTENTIAL EMERGENCY** in the Harbour area and in the event of a major incident declared by emergency services.
 - (2) Fowey is a narrow, confined Harbour and there therefore exists potential serious consequences of any incident threatening harbour operations, people, property and the commercial viability of the area.
 - (3) Fowey does not normally handle hazardous cargoes. It must be considered that vessels may have on board quantities of hazardous cargoes or stores. The Dangerous Substances in Harbour Areas Regulations 1987 applies to Fowey Harbour and immediate surrounds.
 - (4) Throughout this plan, in the absence of the Harbour Master, the Assistant Harbour Master or other deputy so appointed has authority to act for the Harbour Master.
 - (5) ATTENTION IS DRAWN TO THE Emergency Plans for Cornwall County Council (C.C.C.), District Councils and the Area Health Authority, together with those plans of the Emergency Services covering on shore implications of any emergency. This plan is so drawn up to cover or supplement Emergency Plans agreed with IMERYYS Ports.
 - (6) In drawing up this Emergency Plan the following have been consulted:
 - Bodinnick Ferry Co and Polruan Ferry Operators
 - Caradon District Council
 - Cornwall County Council Emergency Planning
 - Cornwall County Council Fire Brigade
 - Devon & Cornwall Police
 - IMERYYS Minerals Limited (Port Operations)
 - Environment Agency (E.A.)
 - Fowey Pilots Association
 - Fowey Harbour Commissioners Staff
 - H.M. Coastguards (M.C.A.)
 - M.C.A. Duty Pollution/Salvage Officer
 - Marine Safety Agency (M.C.A.)
 - RNLI - Fowey
 - Restormel B.C.
 - S.C.U.K. Ltd. Ships Agents
 - Sanders Stevens Ships Agents
 - Town & Parish Councils
 - West Country Ambulance Service
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(7) In drawing up the plan, frequent and detailed consultation has been undertaken. The plan will be reviewed:

- (1) Annually
- (2) Following incidents
- (3) Following exercises

Rabies Contingency Plan

In the event that any animals are to be landed from vessels as a result of any emergency, the Cornwall County Council Rabies Contingency Plan will be followed. Animals are held in a secure area until being dealt with.

(8) The Marine Emergency Plan forms part of the overall Fowey Harbour Port Marine Safety System, meeting aims set down in the Port Marine Safety Code.

All marine and other emergencies will be dealt with under arrangements published in these plans and within the Harbour Masters Directions.

Fowey Harbour Byelaws require certain actions to be taken in emergencies.

(9) Port operations procedures are detailed in the Port Operations Manual.

(10) Published plans are available from the Harbour Office or may be downloaded from the Commissioners web-site.

Amendments to this plan will be promulgated by Fowey Harbour Commissioners.



TYPES OF EMERGENCY

This Emergency Plan will be used as the basis for all types of emergency. To assist in clarifying the seriousness of the emergency there will be three codes used by Fowey Harbour Commissioners:

(1) GREEN EMERGENCY

A small "local" emergency considered to be capable of being handled by F.H.C. and local services. Other services to be informed.

(2) BLUE EMERGENCY

A major incident involving ships and installations not requiring movements to cease, but moderate attendance of emergency services with back ups. Full information to other services.

(3) RED EMERGENCY - MAJOR INCIDENT

A very serious incident involving total implementation of Fowey Harbour Emergency Plan and other authority and local plans.

{The type of emergency will be indicated to all services by prefix colour coding, each situation report message and any change of state will similarly be notified, as will the end of the emergency}.

(4) DEFINITION

A major incident is any emergency that requires the implementation of special arrangements by one or all of the emergency services.

1. The rescue and transport of a large number of casualties.
 2. The involvement, either directly or indirectly, of large numbers of people.
 3. The handling of a large number of enquiries likely to be generated both from the public and the news media, usually to the Police.
 4. Any incident that required the large scale combined resources of the three emergency services.
 5. The mobilisation and organisation of the emergency services and supporting organisations, e.g., Local Authority, to cater for the threat of death, serious injury or homelessness to a large number of people.
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SECTION 1

MARINE EMERGENCY PLAN FOR THE PORT OF FOWEY AND RIVER FOWEY ESTUARY

Issued by the Fowey Harbour Commissioners

GENERAL INSTRUCTIONS

1.1. Area Covered by this Emergency Plan

The area covered by this plan is detailed in the various Acts and Orders relating to the Port of Fowey, navigational approaches to the Port and Lands owned or managed by the Commissioners. It includes jetties and wharfs operated by IMERYYS Ports but not buildings, except those storing hazardous cargoes. The area extends to the High Water line as far as Lostwithiel Road Bridge and covers all Ponds, Pills and Inlets navigable at High Water.

1.2. Raising the Alarm and Control of Operations

- 1.2.1 In any emergency it is vital that the alarm is raised immediately. Responsibility for this action is detailed in the plan.
- 1.2.2 All reasonable steps must be taken by those at the scene of an incident to render whatever aid is immediately available. Further aid and action will be co-ordinated through control centres as required.
- 1.2.3 The decision to designate an emergency and implement the Emergency Plan will be made by the Harbour Master. Full scale emergency declarations will be made in consultation with port operators & emergency services.
- 1.2.4 **All** incidents occurring in the Harbour are to be reported to the Harbour Master.

1.3. Control of Shipping and Other Movements in the Harbour

- 3.1 The decision to close the Port to shipping and/or restrict movements, including their order within the Port, will be made by the Harbour Master. Decisions effecting the national interest will be made in consultation with representatives of the Secretary of State (S.O.S.R.E.P.) as appropriate.
- 1.3.2 The Regulation of Port Shipping Movements will normally be executed through **FOWEY HARBOUR RADIO** on Channel 16 or 12 V.H.F. H.M. Coastguard will be kept informed. Navigational warnings will be broadcast by H.M. Coastguard as required.
- 1.3.3 No vessels are to be moved from any jetty, mooring buoys or anchorage after the receipt of an alarm without the permission of the Harbour Master, except when the vessel concerned is in immediate danger of being affected by the emergency and it is impossible, owing to special circumstances, to obtain permission. Such movements should only take place where GRAVE RISK EXISTS and the Harbour Master must be informed as soon as possible.

UNDER NO CIRCUMSTANCES may any vessel on fire or in danger of sinking, or causing major pollution, or other casualty be moved or brought into the Harbour without the specific authority of the Harbour Master who will designate the route to be taken and the berth or area to be taken to. The Harbour Master will inform H.M. Coastguard, MCA Duty Pollution/Salvage Officer (contactable 24 hours via H.M. Coastguard Brixham) Environment Agency and councils of any pollution incident or potential for pollution. He will consult with representatives of the Secretary of State as necessary.

In the event that the Secretary of States powers to give directions relating to matters to this plan are evoked, this will be confirmed in writing and promulgated to all authorities and organisations.

- 1.3.4 **VESSELS IN ANY DANGER OF SINKING WILL NOT ENTER OR USE THE FAIRWAYS APPROACHING THE PORT AND WITHIN THE ESTUARY UNLESS DIRECTED TO DO SO BY THE HARBOUR MASTER.**

1.4. Responsibility for Fighting Fires

THIS PLAN IS MADE ON THE ASSUMPTION THAT THE FIRE BRIGADE ARE ABLE TO ATTEND. IN THE EVENT THIS IS NOT POSSIBLE, ALL PORT AND SHIP'S FACILITIES AND EQUIPMENT/PERSONNEL WILL BE USED.

- 1.4.1 Initial first aid fire fighting will be undertaken by persons on the scene with any equipment and materials available and suitable for the task.
- 1.4.2 For fires on vessels, directions of all available fire fighting aids, including the resources of tugs, other craft and shore installations, will be exercised by the Master or Officer in charge of the vessel until the arrival of the Fire Brigade, when overall charge of fire fighting will be assumed by the senior Fire Brigade Officer present. Procedures adopted by the Fire Brigade will be as per agreed guidelines in force at the time of emergency.
- 1.4.3 Should any questions concerning the safety or stability of a ship arise in the course of fighting the fire, the Ship's Master and Senior Fire Brigade officer will pay strict attention to the stability of the vessel and, in conjunction, will take necessary steps to ensure the vessel's safety and inform the Harbour Master of action taken. In this connection, the opinions of the Master and Harbour Master will take precedence. The Harbour Master will use his statutory powers and make such decisions necessary to ensure safety of port, port infrastructure and vessels in the port including the casualty.
- 1.4.4 Should any question concerning the safety or future use of the harbour arise, the Harbour Master will be responsible for drawing this to the attention of the Senior Fire Fighting officer and in conjunction with this officer, for taking steps necessary to ensure the safety and efficient working of the Harbour.
- 1.4.5 In cases of suspected arson or sabotage, these will be dealt with by the Police in liaison with the Fire Brigade.

1.5 Role of Local Authorities

The District Council is responsible for:

1. Co-ordinating the local authority response and making available premises and facilities for a joint emergency services control centre (Silver).
 2. Providing environmental health advice relating to environmental problems.
 3. Monitoring the structural stability of buildings.
 4. Supporting the Devon and Cornwall Constabulary at evacuation assembly points and helping to co-ordinate transport for the evacuation.
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5. Managing the recovery and remediation phase of non-commercial areas following an incident.

Note: The extent of the response may be limited by available resources.

County Council

The County Council is responsible for:

1. Assisting the local authority response, including provision of representatives in support of the Joint Emergency Services Control Centre (Silver).
2. Co-ordinating the signing of impassable roads, together with associated diversion routes and clearing and making safe affected highways.
3. Providing information on vulnerable people, including the location of Residential, Nursing and Care Homes. This will be co-ordinated by Emergency Planning and Social Services in conjunction with the Primary Care Trusts and National Care Standards Commission.
4. Supporting the Devon and Cornwall Constabulary at evacuation assembly points and helping to co-ordinate transport for the evacuation.
5. Short term humanitarian care for those who have been evacuated from their homes whilst District Councils manage re-housing. The care will also be extended to those in the 'vulnerable' category who have elected to remain in their homes.

Note: This responsibility does not extend to the crew and passengers of commercial transportation. However, if the scale of response is beyond the immediate resources of those who are responsible, then agents and insurers will be consulted to agree a strategy for humanitarian care.

6. Co-ordinating the voluntary response.

Note: Emergency Planning maintain a database of facilities available to the British Red Cross, Salvation Army, St. John Ambulance and WRVS.

7. The management of the provision of temporary mortuary facilities.
8. Assisting the recovery and remediation phase of non-commercial areas following an incident.

Note: The extent of the response may be limited by available resources. By agreement, within the framework of a multi-agency Silver, the County Council may also provide transport, personnel, equipment and materials.

Evacuation/emergency accommodation

1. Some emergencies may require the evacuation of a surrounding area because of the danger to life from environmental or structural hazards.
2. Evacuation is primarily a police role often undertaken on the advice of other emergency services or specialists. In some circumstances, personnel from all services may have to assist in warning the public and assisting in the evacuation.

A suitable evacuation assembly point will be established by the police and emergency accommodation set up by the local authority.

1.6 Loading and/or Discharging of Dangerous Goods

In the case of any vessel loading or discharging dangerous goods, including tankers, at the time when an emergency is declared, all such operations will cease immediately and not resume until authorisation is given by the Harbour Master. All such vessels must be battened down or covered during an emergency.

1.7 Pollution in the Harbour

In the event of pollution occurring, the Harbour Master must be informed as soon as possible and all steps should be taken to isolate the pollution and prevent further pollution taking place. The Harbour Master will initiate the Fowey Harbour Oil Contingency Plan.

1.8 Bodies in the Harbour

In the event of bodies being found in the harbour or at the scene of any emergency, the Police and Harbour Master must be informed. The Harbour Master will assist Police and co-ordinate waterborne searches. Harbour personnel using FHC craft will assist Police in recovery if necessary.

1.9 Evacuation of Areas at Risk

In the event of an evacuation, full known particulars of persons leaving the area must be recorded and passed where necessary to the Police, H. M. Customs and Immigration. Local authority planning duty officer will be informed and he will co-ordinate/supervise. Reception areas will be set up by local authority officers. See L.A's Role.

1.10 Sabotage and Terrorist Activities

Should a port emergency arise from an act of sabotage or terrorism, the relevant security authority will be informed and every possible access afforded to officers within the safety of the emergency operation. The fire officer in control will decide on relevant safe security or permitted access. The Port Security Act arrangements will be enforced throughout any emergency.

1.11 Transfer of command post

After the initial response and in the event of an incident turning into a major incident, a central command post will be established and all parties informed.

1.12 Press Liaison

A press office will be set up and regular briefings organised and promulgated.

The Harbour Master and representatives from each emergency service will attend as circumstances permit to brief media concerns.

Where necessary, the P.R. teams from FHC, IMERYS, Restormel B.C., C.C.C. and Emergency Services will be alerted to ensure fullest briefings on all aspects of the emergency.

1.13 Reception Centres/Support/Food

These will be set up by local authorities to deal with any persons affected by an incident. L.A's will co-ordinate voluntary aid organisations. See L.A's role.

1.14 Incident Log and Reports

On the commencement of any incident, an incident report log will be started by Harbour staff and reports on the incident produced. Copies will be available to other organisations as requested. In the case of a major incident, a debrief meeting will be arranged within 48 hours of completion.

1.15 Helicopter landing sites

Should it be necessary to use helicopters to bring in equipment/personnel or evacuate casualties, sites at Squires Field/Fowey Community College and the docks will be made available and cleared.

BEFORE ANY HELICOPTER IS DEPLOYED TO LAND IN THE HARBOUR AREA, THIS SHOULD BE CLEARED WITH THE HARBOUR MASTER. THE LATTER WILL ENSURE THAT CRAFT MOVEMENTS IN THE AREA ARE RESTRICTED AND THAT A SAFE AREA EXCLUSION ZONE IS ESTABLISHED.

Every effort will be made to secure small and loose objects in this area.

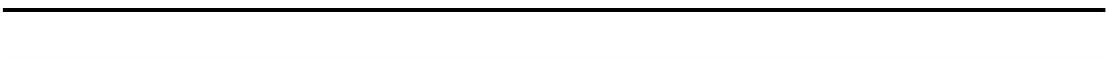
1.16 Port Security

1.16.1

In any port emergency incident, due regard must be taken to ensure port and ship security, whilst special arrangements will be put in place to allow speedy access of emergency services to restricted areas. Identification procedures will be necessary and access restricted as set by Port Officers, Imerys Management and Port Security Officers. Over rides for security gates will be implemented as necessary.

1.16.2

An emergency incident may arise as a result of a breach of security and may involve sabotage or terrorism. This will require TRANSEC and Police involvement.



SECTION II

FIRE OR EXPLOSION ON A JETTY/WHARF/QUAY OR PONTOON

2.1. Raising the Alarm

All jetty and wharf fires and explosions are to be treated as potentially dangerous.

2.1.1 The responsibility for raising the alarm will rest with the jetty operators and Masters of vessels alongside.

2.1.1.2 The jetty operators have their own alarm raising procedures which are published and must be followed.

2.1.1.3 The Harbour Masters must be informed as soon as any alarm is raised.

2.1.2 Method of Raising the Alarm

2.1.2.1 Jetty personnel will raise the alarm by:-

- a) Sounding the local alarm signal
- b) Reporting the emergency as follows:
 - i) Tel 999 asking for the emergency services required giving brief details of location of fire, what is on fire and if any persons are missing.
 - ii) Telephone the Harbour Office or use V.H.F. Fowey Harbour Radio Ch. 16/12.

In all cases pass brief details of casualties, location and vessels involved or at berths which may be affected.

2.1.2.2. Members of the Public

Normally members of the public would raise the alarm by dialling 999 and stating exactly what they have seen.

2.2 Action by Jetty Operators

2.2.1 Having raised the alarm, the responsibility for fighting any fire rests with the owners/operators until the Fire Brigade arrives when overall control of this operation will be undertaken with the Brigade structure.

2.2.2 The Operator will keep the Harbour Master informed of all developments affecting vessels.

2.2.3 The Operator will set up a control post where contact can be maintained between Operators representatives, Officials, Brigade and Harbour Master.

2.2.4 Medical services should be alerted and the need for ambulances will be notified as soon as possible giving full particulars of requirements.

2.2.5 If evacuation of the jetty becomes necessary, the jetty operator will inform the Harbour Master and if evacuation is to be by water, harbour launches will be despatched for the numbers indicated.

2.2.6 Port security arrangements will be implemented.

2.3. Action by Harbour Master

- 2.3.1.1 The Harbour Master will declare any such emergency by V.H.F. on channel 16 and land lines ensuring as far as possible that all persons concerned are alerted. H.M. Coastguards will be informed. Channel 16 will remain the emergency channel while the emergency exists whilst Channel 12 will be the working channel.
- 2.3.1.2 The overall control of traffic in the Port will be carried out by the Harbour Master with the assistance of the Port Superintendent at E.C.C. Jetties, involving movements to and from their jetties. Assistance of other quay/jetty owners will be enlisted as necessary.
- 2.3.1.3 The Harbour Master will arrange the necessary launches for any seaborne transport required in the emergency.
- 2.3.2 The Harbour Master will call upon any outside aid he considers necessary.
- 2.3.3 Situation reports if required and after a period of at least one hour Sitreps will be broadcast by FOWEY HARBOUR RADIO on channel 12 and passed to H.M. Coastguards on their working channel.
- 2.3.4 The Harbour Office will establish that a control post has been set up as in 2.3, testing communication lines and reacting to provide necessary services.
- 2.3.5. The Port Security Officer will liaise with Imerys Ports re access and requirements.

2.4. Action by the Fire Brigade

As in C.C.C. Fire Brigades planned arrangements.

2.5. Action by Tugs

As directed by the Harbour Master to assist Master of vessels concerned, to assist the Senior Fire Officer and to move ships as necessary. To provide a fire fighters platform if necessary.

2.6. Action by Medical Services

The control of medical assistance will be under the first medical officer to arrive on the scene until relieved by the major incident medical officer. He will arrange services as per the Health Authorities Emergency Plan for the area and the Port of Fowey.

- 2.6.1 Ambulances summoned to the scene of an emergency will be directed to control point in the first instance until advised by that control point of required destination. In the event of water borne casualties being handled and the necessity to take ambulance personnel afloat, ambulance control will be informed. An appointed ambulance person will co-ordinate and act as liaison for all services commissioned for this purpose.

2.7. Action by the Police

- 2.7.1 An initial police liaison officer will make contact with the Harbour Office or proceed to the Harbour Office.
 - 2.7.2 On receipt of an emergency alarm from the Harbour Office or other source, the Police will assume responsibility for controlling traffic flow to and from the incident. Liaison will be established at designated control centre.
 - 2.7.3 As soon as possible after a major incident, the Police will set up an Incident Unit and maintain contact with Medical Officer in charge, Fire Brigade, Harbour Master, Control Post on scene and H.M. Coastguards (Brixham), Local Authority.
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2.8 Action by Local Authorities/District Councils

- 2.8.1 In the event that an incident results in evacuations or dealing with considerable numbers of personnel, a local authority on-site major incident officer will attend the incident in consultation with Harbour Master & senior emergency services officers in line with Local Authority Major Incident Plans.
- 2.8.2 Local council officers will monitor air pollution from smoke and toxic fumes and co-ordinate evacuation of public and personnel and advise police and fire officers of dangers.



SECTION III

FIRE OR EXPLOSION ON A VESSEL ALONGSIDE A JETTY/QUAY

3.1 Raising the Alarm

All ship fires and explosions are to be treated as potentially dangerous.

- 3.1.1 The responsibility for raising the alarm will rest with the Masters of the vessel concerned, jetty operator personnel or port marine personnel.
- 3.1.1.2 IMERYYS, the jetty operators, have their own alarm raising procedures which are published and must be followed. If used, the Harbour Master must be informed of the alarm.

3.1.2 Method of Raising the Alarm

3.1.2.1 Ships personnel will raise the alarm by:

- a) Using VHF on Channel 16 to call the Harbour Office and/or Pilot Office and H.M. Coastguards, Brixham.
- b) Sounding the vessels whistle continuously until acknowledged.
- c) Reporting the emergency as follows:
 - i) Tel 999 asking for the emergency services required giving brief details of location of fire, what is on fire and if any persons are missing.
 - ii) Telephone the Harbour Office.
 - iii) Informing responsible personnel on jetty.
 - iv) Using IMERYYS' internal phone system to emergency control.

In all cases, pass brief details of casualties, location and vessels involved or berths which may be affected.

Jetty personnel will raise the alarm as per operators arrangements.

3.1.2.2 Members of the Public

Normally members of the public would raise the alarm by dialling 999 and stating exactly what they have seen.

3.2 Action by Master

3.2.1 Having raised the alarm, responsibility for fighting any fire and dealing with other emergency situations will rest with the master or officer in charge of the vessel concerned until the Fire Brigade arrives when overall control for fire fighting will be undertaken by the senior officer present. Loading and unloading operations will cease and other measures to contain the emergency must be taken.

3.2.2 A check of all personnel on board must be taken to account for all members. This must be reported to Harbour Master and Fire Brigade Officer.

3.3 Action by Jetty Operators

3.3.1 Having raised the alarm, the jetty operator will provide all possible assistance to the Master in fighting any fire aboard ship.

3.3.1.1 All non ship staff on board the vessel must be evacuated, assembled at control points

and accounted for. Staff information must be forwarded to the emergency control.

- 3.3.2 The jetty operator will fight any resulting fires which may occur on neighbouring jetties until the Fire Brigade arrives.
- 3.3.3 The jetty operator will keep the Harbour Master informed of all developments affecting vessels.
- 3.3.4 The jetty operator will assist in setting up a control post where contact can be maintained between jetty operator officials, Brigade and Harbour Master.
- 3.3.5 Local medical officer(s) will be alerted. Need for ambulances will be notified as soon as possible giving full particulars of requirements.
- 3.3.6 If evacuation of the jetty becomes necessary, the jetty operator will inform the Harbour Master and if evacuation is to be by water, harbour launches will be despatched for the numbers indicated. It is essential that a check on personnel is kept in any total or part evacuation.
- 3.3.7 Security or control personnel will be deployed at IMERY'S entrance to advise and control entrance of emergency services to port areas.
- 3.3.8 No ports staff will board the vessel without express permission of the senior fire officer/boarding officer.
- 3.3.9 Port security arrangements will be implemented.

3.4 Action by Harbour Master

- 3.4.1.1 The Harbour Master will declare any such emergency by V.H.F. on channel 16 and land lines ensuring as far as possible that all persons concerned are alerted. H.M. Coastguards will be informed. Channel 16 will remain the emergency channel while the emergency exists whilst channel 12 will be the working channel.
 - 3.4.1.2. The overall control of vessel traffic movement within the harbour will be undertaken by the Harbour Master. Where movements to and from jetties in IMERY'S management are necessary, the companies' Ports duty manager will assist. Instructions to pilots and their ordering for ship movements will be carried out by the Harbour Master.
 - 3.4.1.3 The Harbour Master will arrange the necessary launches/ harbour craft/Bodinnick ferry for any sea borne transport required in the emergency.
 - 3.4.2 The Harbour Master will call upon or co-opt any outside aid he considers necessary.
 - 3.4.3 "Situation Reports" if required and after a period of at least one hour Sitreps will be broadcast by **FOWEY HARBOUR RADIO** on channel 12 and passed to H.M. Coastguards on their working channel or by telephone/fax.
 - 3.4.4 The Harbour Office will establish that a control post has been set up as in 2.3, testing communication lines and reacting to provide necessary services.
 - 3.4.5. The Harbour Office will check:
 - a) - state of personnel report
 - b) - that medical services are needed.
 - 3.4.6 The Harbour Masters/Incident Officers command post will be transferred to the jetty area as appropriate. This will be promulgated to the emergency services concerned. The Harbour Office will remain an information centre for the duration of the incident.
 - 3.4.7 The Port Security Officer will liaise with Imerys Ports re access and requirements.
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3.5 Action by the Fire Brigade

- 3.5.1 As in C.C.C. Fire Brigades planned arrangements. Liaise as soon as possible with Harbour Master and Master of vessel.
- 3.5.2 Tenders attending incidents should report to the main assembly point at the north of the Ports/Agency Office.
- 3.5.3 A tally system for all personnel boarding will be set up at this location together with a control centre.
 - 3.5.3.1 A secondary control centre may be located.
- 3.5.4 The stability officer will make himself known to the Harbour Master and report throughout.
 - 3.5.4.1 One officer will be appointed to liaise with the Harbour Master, IMERYYS' management and EA regarding aspects of pollution.

3.6 Action by Tugs

As directed by the Harbour Master, to assist master of vessels concerned, to assist the Senior Fire Officer and to move ships as necessary. Tugs fire fighting equipment will be deployed as necessary.

3.7 Action by Medical Services

- 3.7.1 The control of medical assistance will be under the First Medical Officer to arrive on the scene until relieved by the Major Incident Medical Officer. He will arrange services as per the District Health Authorities Emergency Plan for the area and the Port of Fowey. Ambulances summoned to the scene of an emergency will be directed to the control post in the first instance until advised by that control post of required destination. In the event of waterborne casualties being handled and the necessity to take ambulance personnel afloat, ambulance control will be informed. An appointed ambulance person will co-ordinate and act as liaison for all services commissioned for this purpose.
- 3.7.2 Ambulance personnel will muster at the main muster point "M" along with Fire Brigade and other emergency personnel. They will be directed from here and necessary personnel checks set up at this point.
- 3.7.3 Life jackets will be made available for medical personnel needing to gain access by water by FHC.

3.8 Action by the Police

- 3.8.1 On receipt of the alarm of an emergency from the Harbour Office, the Police will assume responsibility for controlling traffic flow to and from the incident.
- 3.8.2 As soon as possible after a major incident, the Police will set up an incident unit and maintain contact with the medical officer in charge, Fire Brigade, Harbour Master, control post on scene and H.M. Coastguards.
- 3.8.3 A liaison officer will make contact with the Harbour Office.
- 3.9 Action by Local Authority.

In the event that an incident results in evacuations or dealing with considerable numbers of personnel, a local authority on-site major incident officer will attend the incident in consultation with Harbour Master & senior emergency services officers in line with Local Authority Major Incident Plans.

3.10 Beaching of Vessels

No vessel to be beached except as directed by the Harbour Master.

- 3.10.1 A security zone will be placed around a beached vessel. Oil pollution booms will be deployed .



SECTION IV

FIRE OR EXPLOSION ON ANY VESSEL, OTHER THAN A CRUISE LINER, AT ANCHOR, AT MOORINGS OR UNDERWAY IN THE HARBOUR (EXCEPT SMALL CRAFT)

4.1. Raising the alarm

All ship fires will be treated as potentially dangerous and a threat to the port, craft and property. Positive action must be taken at all times.

- 4.1.1 Responsibility for raising the alarm will rest with the master of the vessel concerned. Other persons seeing or believing there to be a fire or explosion on any vessel should report the matter to the **HARBOUR MASTER** and/or **HM COASTGUARDS**. These bodies will alert all authorities concerned.

4.1.2 Method of Raising the Alarm

- 4.1.2.1 In all cases, the alarm should be raised immediately by one or more of the following methods:-

- (i) By plain language in English on V.H.F. channel 16. (On receipt of any details, H.M. Coastguards will endeavour to forward such information to the Harbour Master).
- (ii) By continuous sounding of the vessels whistle.
- (iii) Use of distress signals

- 4.1.2.3 Either a Pan or Mayday signal should be sent using the recognised and laid down format. First messages must be brief and concise and repeated until acknowledged. Further amplified messages should be passed when the alarm has been raised and acknowledged.

4.2. Action by Master

- 4.2.1 Having raised the alarm, responsibility for fighting the fire will rest with the master of the vessel until the Fire Brigade arrives. Overall control will then be undertaken by the senior fire officer present. Ship's personnel should commence fighting any fire on its outbreak and continue to assist the Fire Brigade.

- 4.2.2 The master will report to the Harbour Master the state of his vessel giving details of cargo, ballast, stability and crew/passenger details. H.M. will relay this information to the appropriate authorities.

- 4.2.3 Arrange for a tow line to be deployed from leads in the centre line of the vessel both forward and aft to be used should the need arise.

4.3 Pilot on board vessel underway

When a pilot is on board a vessel he will take such steps as to advise the Master of the safe navigation of his vessel which will clear the channel, berths and other vessel. Should it become necessary to beach the vessel before consultation with the Harbour Master is possible, the pilot will advise the Master of the nearest safe beaching site within the harbour plan.

4.4. Action by the Harbour Master

- 4.4.1 The Harbour Master or his Deputy will proceed to any casualty to assume on scene control of operations. (F.H.C. staff will set up harbour control in the Harbour Office).
- 4.4.1.1 The Harbour Office will check that the alarm has been received by the Fire Brigade and advise the control of boarding points and conditions. The local medical officers and ambulance control will be informed along with police. Harbour launches will be despatched to pick-up points and to the vessel concerned. Personnel will be ferried to the casualty as per the contingency plan agreed with the Regional Fire Officer.
- 4.4.1.2 Fowey Harbour Radio will broadcast on channel 16 declaration of an emergency, warning other shipping. H.M. Coastguards will be informed as necessary. Instructions to other vessels regarding port operations will be made on the working channel 12.
- 4.4.2 The Harbour Master will be responsible for keeping all services updated with casualty and other information and providing sufficient launches for the purpose of moving personnel and casualties.
- 4.4.3 The Harbour Master will despatch a tug or suitable vessel with fire fighting equipment to the vessel on receipt of an alarm. Further tugs or vessels will be deployed to the **JETTIES** to load equipment and personnel. Harbour launches will be dispatched to pick up points. The Bodinnick ferry operator will be alerted and if required, a ferry requested for equipment and units.
- 4.4.4 The Harbour Master will alert pilots, giving them directions and deploying their resources as necessary. All necessary communications with them will be made on channel 9 or 12.
- 4.4.5 Further assistance will be requested by the Harbour Office to cope with each situation and Sitrep will be broadcast on V.H.F. channel 12.
- 4.4.6 The Harbour Master will arrange for extra supplies of lifejackets to be transported in embarkation vessels for emergency service personnel as necessary.
- 4.4.7 If necessary the Harbour Master's command post will be transferred to the central command and all emergency services will be informed.
- 4.4.8 The Port Security Officer will liaise with Imerys Ports re access and requirements. F.H.C. will implement Port Security as necessary around vessel.

4.5. Action by Jetty Operators

- 4.5.1 The Harbour Office will inform jetty operators on any actions that have been taken which may effect their properties or operations. On receipt of instructions from the Harbour Master, arrangements to cease loading and the necessary shifting of ships will be made. Every assistance will be given to the emergency services.
- 4.5.2 Security or control personnel will be deployed at IMERYYS' entrance to advise and control entrance of emergency services to port areas.
 - 4.5.2.1 Port security arrangements will be implemented.
- 4.5.3 Management will assist local authorities in any evacuation procedures.

4.6. Action by Fire Brigade

- 4.6.1 On receipt of an alarm, the Fire Brigade will despatch units and personnel to the embarkation area of the docks. Other pickup points will be advised as soon as possible. Further reinforcements will be mobilised in readiness as circumstances dictate. Polruan unit will load their equipment into the first available harbour launch at Polruan or Bodinnick and
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proceed as instructed. Forward control point will be set up on the vessel or tug in attendance and the senior fire officer will assume control of fire fighting after consultation with the Master or Harbour Master.

4.6.2 Embarkation and operations will be as per C.C.C. Fire Brigade Plan for fighting fires on ships in Fowey.

4.6.3 Central point and communication centres will be set up adjacent to Port offices.

4.6.4 C.C.C. Fire Brigade special marine unit may be deployed from Falmouth as necessary.

4.7. Action by the Medical Services

4.7.1 The medical officers and ambulance personnel will be directed to the main embarkation point for harbour craft to transfer to the vessel concerned passing through fire control board check system.

4.7.2 The first medical officer on the scene will be responsible for medical assistance until relieved by the first Major Incident M.O. on the scene who will then co-ordinate services.

4.7.3 Pilot launches and/or licensed craft will be alerted by the Harbour Office and dispatched as appropriate.

4.7.4 Ambulance personnel will muster at the main muster point "M" along with Fire Brigade and other emergency personnel. They will be directed from here and necessary personnel checks set up at this point.

4.7.5 Life jackets will be made available for medical personnel by FHC.

4.8 Action by the Police

4.8.1 On receipt of the alarm, the police will assume responsibility of control of the traffic into Fowey and the Docks area to facilitate easy access for the emergency services. Every effort will be made to keep them informed of pick-up/landing points being used in any operation and of personnel being landed.

4.8.2 A liaison officer will make contact with Harbour Office and liaise with local authorities.

4.9. Action by Tugs

4.9.1 Tugs are under the direct control of the Harbour Master. Tugs in service will proceed to any vessel on fire and deploy any fire fighting assistance at their disposal. On arrival of the Fire Brigade, tugs may be deployed to assist in the transfer of equipment and personnel. Forward command centre may be set up on board, the tug staying in attendance.

4.9.2 Fire fighting operations of the tugs will be controlled by the Master of the vessel involved and/or the senior fire officer on scene.

4.9.3 Until the emergency is over or until ordered by the Harbour Master, tugs will stay in attendance or in the vicinity and at a state of full readiness.

4.9.4 Should the incident involve a visiting craft moored alongside an F.H.C. pontoon or barge or moored in the close proximity of other craft, these craft must be cleared as soon as possible to prevent the spread of fire. In modern pleasure type craft severe choking smoke will be experienced and there is a grave risk from exploding gas cylinders. Unless any fire is small and can be coped with by first aid type fire fighting, the immediate area must be evacuated having made sure all persons are accounted for and leave fire fighting to the Fire Brigade. (See section seven).

4.9.5 Tugs or other craft used in incidents are under the command of their Master or senior FHC

personnel on board and will be used with due regard to their safety and that of crews.

4.10 Action by Coastguards

- 4.10.1 On receipt of incident information from Harbour Master, mobile units will be sent to assist in S.A.R. and to co-ordinate as necessary.
- 4.10.2 A liaison officer will establish contact with the H.M. as soon as possible proceeding to the Harbour Office.

4.11 Action by Local Authorities/District Councils

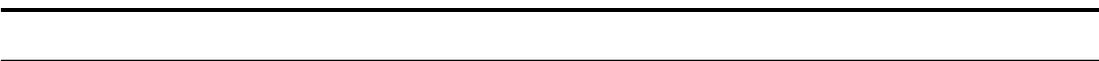
- 4.11.1 In the event that an incident results in evacuations or dealing with considerable numbers of personnel, a local authority on-site major incident officer will attend the incident in consultation with Harbour Master & Senior Emergency Services Officers in line with Local Authority Major Incident Plans.
- 4.11.2 Local council officers will monitor air pollution from smoke and toxic fumes and co-ordinate evacuation of public and personnel and advise police and fire officers of dangers.

4.12 Action by R.N.L.I. Lifeboats

- 4.12.1 Upon request by the Harbour Master to H.M. Coastguards or Hon. Secretary of Lifeboat, Fowey Lifeboat and inshore lifeboat will attend to assist as directed by H.M. Communications will be on channel 16 with Harbour Office. Communications with H.M. Coastguards will be maintained by Harbour Master with H.M.C.G. on channel '0'.
- 4.12.2 Lifeboats will assist in S.A.R. evacuation of personnel and movement of emergency services, pollution control and fire fighting as agreed by the Coxswain.

4.13 Action by Local Authorities

- 4.13.1 A marshalling area dealing with casualties and personnel will be established.
- 4.13.2 The incident unit will be established and manned by local authority officers in liaison with police.



SECTION V

FIRE, EXPLOSION OR OTHER INCIDENT ON A CRUISE/PASSENGER LINER MOORED IN FOWEY HARBOUR OR ALONGSIDE A JETTY OR QUAY

A fire/explosion or other serious incident on a Cruise Liner moored in the harbour is potentially the most serious of incident types that the harbour could be presented with. Passenger ships by their very nature have high numbers of personnel involved, large open spaces, restricted access and a higher risk fire fighting situation. Stability of this type of ship is quickly affected by water ingress.

Ships using Fowey Harbour will have up to 500 passengers and 300 crew and their safety and evacuation is the priority. Whilst crews may be well trained, passengers, who vary in mobility, are not. Once evacuated and ashore, management of their welfare becomes a priority not to be ignored in the emergency itself.

5.1 Raising the Alarm

All incidents involving cruise liners/passenger ships are to be treated as potentially extremely dangerous.

- 5.1.1 Raising the alarm will be carried out by the ship and the Master must ensure that this is carried out as soon as possible.
- 5.1.2 The Harbour Master, jetty operator and emergency services must be informed of all incidents affecting passenger vessels within the port.

5.2 Method of Raising the Alarm

- 5.2.1 Ships personnel will raise the alarm by:-
 - (i) Using VHF channel 16 or designated emergency channel to alert Harbour Office/Pilot Office (an initial call on channel 12).
 - (ii) Using VHF channel 16 alert H.M. Coastguards.
 - (iii) Continuous sounding of the ships whistle.
 - (iv) By using the ships agent if on board to raise the alarm with the shore office. This will be relayed to the Harbour Office.
 - (v) By using telephone links dialling 999
Details must include:
Name of ship
Location
Nos. of personnel on board
Nature of incident
Assistance required

5.3 Action of Master

- 5.3.1 Having raised the alarm, responsibility for dealing with an incident will rest with the Master and ship staff until the emergency services arrive.
- 5.3.2 Ships emergency procedures for mustering and commencing evacuation of all passengers, visitors and surplus crew should be put in place immediately.
- 5.3.3 All ships boats should be made available for evacuation and all disembarkation points within the ships plan made available.
- 5.3.4 A head count of all personnel will be put in place and detailed list of persons on board dispatched ashore to the Harbour and agents offices.
- 5.3.5 All emergency plans will be made available to the Harbour Master and emergency services including stability data and a copy placed ashore into the emergency control.
- 5.3.6 Ships personnel will assist landing passengers ashore and participate in their management.
- 5.3.7 The incident on board will be dealt with by ships personnel as per shipboard procedures using all available means at their disposal.
- 5.3.8 Pollution from any incident will be minimised.

5.4 Action by Harbour Master

- 5.4.1 On receipt of any alert to an incident, the Harbour Master will put the Port Emergency Plan into place. The highest code will normally be declared at the outset for all Cruise Liner incidents.
 - 5.4.2 All emergency services will be alerted.
 - 5.4.3 Local authority services will be alerted.
 - 5.4.4 All available Harbour craft and personnel will be mobilised to:-
 - (a) deal with the incident
 - (b) transfer emergency personnel
 - (c) evacuate passengers and ships staff
 - (d) utilise more equipment to deal with the incident
 - (e) keep members of the publics vessels clear of the area
 - (f) deal with media needs
 - 5.4.5 The Harbour Master will designate landing points for evacuated personnel and embarkation points.
 - 5.4.6 Public landings at Berrills yard or Albert Quay will be cleared of all vessels and clear zones set up.
 - 5.4.7 Passengers vessels, the Bodinnick ferry and other suitable vessels will be seconded by the Harbour Master as necessary.
 - 5.4.8 All outward personnel embarkations will cease until the incident is over.
 - 5.4.9 Numbers of known shore personnel on board the vessel at the time of the incident commencing will be passed to the control centre and fire officer on the scene.
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- 5.4.10 The Harbour Master will proceed to the Emergency Control centre set up by the Fire Brigade or at the Jetty Offices.
- 5.4.11 Office assembly space will be made available in the Harbour Office.
- 5.4.12 Requests for special communication links will be made to B.T.
- 5.4.13 Liaison links with Police and H.M. Coastguards will be made at the Harbour Offices.
- 5.4.14 Port security arrangements will be implemented with upgrade of security area.

5.5 Action by Ship Agents/Jetty Personnel

- 5.5.1 An area near to the main Ports Office will be cleared for assembly and control area.
- 5.5.2 Port security will be established on the main gates.
- 5.5.3 All ships personal details will be provided to the control point and agents staff will assisting in evaluation liaising on/or with:
 - (1) Transport from port area
 - (2) Casualty reception
 - (3) Evacuation holding areas
 - (4) Onward arrangements
 - (5) Local council services
 - (6) Police in morgue arrangements
 - (7) Enquiries from ships personnel families
 - (8) Tour operators returning
- 5.5.4 Members of staff will attend holding areas.

5.6 Action by Fire Brigade

- 5.6.1 On receipt of an alarm and if available, C.C.C. Fire Brigade will despatch tenders to the embarkation point, putting into place the Brigades Fowey Harbour plan for passenger vessels, mobilising the ship fire fighting unit as necessary.
- 5.6.2 Equipment and personnel will be loaded at the pilot pontoon and/or vacant ships berths.
- 5.6.3 Forward control point will be set up on board the vessel or on a tug alongside.
- 5.6.4 A control centre will be set up adjacent to the embarkation plan.
- 5.6.5 The officer in charge of the incident will be identified to the Harbour Master together with the stability officer.

5.7 Action by Police

- 5.7.1 A Liaison Officer will establish contact with the Harbour Master through the Harbour Office.
 - 5.7.2 Control of traffic into Fowey Docks will be regulated.
 - 5.7.3 Morgue facilities will be put on alert.
 - 5.7.4 Liaison with local authority services for holding and transit centres for personnel.
 - 5.7.5 Landing areas in Fowey will be manned as ship personnel are evacuated.
 - 5.7.6 Liaison with regard to bodies will be established.
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- 5.7.7 Should the incident involve a security alert or act of terrorism D. & C. Police will advise Home Office and deal in accordance with plans.

5.8 Action by H.M. Coastguards

- 5.8.1 On receipt of an incident report, a liaison officer will make contact at the Harbour Office.
- 5.8.2 H.M.C.G. will alert emergency services as necessary.
- 5.8.3 H.M.C.G. will advise M.C.A. Duty Pollution/Salvage Officer (contactable 24 hours via H.M. Coastguard Brixham) if there is a risk of pollution, receipt of advice from Harbour Master.
- 5.8.4 S.A.R. procedures will be put in place if the incident involves missing personnel.
- 5.8.5 All local C.G. services will be mobilised to assist in evacuation and other duties as necessary as decided by Brixham M.R.S.C.

5.9 Action by R.N.L.I. Lifeboats

- 5.9.1 Upon request by Harbour Master/H.M. Coastguard or Hon. Sec. Fowey Lifeboat, Fowey Lifeboat and Inshore Lifeboat will attend as directed by the Harbour Master.
- 5.9.2 Communications will be on channel 16 or 12 with Harbour Office and on channel 'O' with H.M.C.G. Lifeboats will endeavour to monitor channel 12 whilst operating in the harbour.
- 5.9.3 The primary role of lifeboats will be to save life, especially casualties. However, deployment to move emergency services and equipment will be a primary role as agreed with the Coxswain.

5.10 Action by Local Authorities

- 5.10.1 In the event that an incident results in evacuations or dealing with considerable numbers of personnel, a local authority on-site major incident officer will attend the incident in consultation with Harbour Master and Senior Emergency Services Officers in line with Local Authority Major Incident plans.

5.11 Action by Medical Services

- 5.11.1 Medical Officers and ambulances will be directed to the main embarkation/landing point.
- 5.11.2 In liaison with the Fire Officer in charge and Master, personnel need to attend on board the vessel and will be taken via the Fire Brigade embarkation control.
- 5.11.3 Where possible, casualties will be attended to on arrival ashore.
- 5.11.4 Liaison with ships agents/local authority will be established to control and account for passenger and crew casualties.
- 5.11.5 A major Incident Officer will establish contact with the control centre and take control of all medical requirements.
- 5.11.6 The services of St. John's Ambulance and the Red Cross will be requested and controlled by West Country Ambulance Services, under agreed plans for major incidents.
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SECTION VI

COLLISION OR EMERGENCY OTHER THAN FIRE OR EXPLOSION INVOLVING VESSELS WITHIN THE PORT (THIS INCLUDES OIL SPILLS) SEE OIL POLLUTION PLAN

6.1 Raising the Alarm

6.1.1 In an emergency involving collision with another craft, the shore, or shore installation, the alarm must be raised immediately by V.H.F. Channel 16 to **FOWEY HARBOUR RADIO** and/or **H.M. COASTGUARDS** stating the nature of the emergency, the location of the vessel and immediate assistance required. If the vessel is alongside a jetty or quay the alarm may be raised by telephone by dialling 999 and asking for **H.M. COASTGUARD**. On receipt of any call, the emergency service alerted will advise the authorities concerned of the existence of an emergency.

6.2. Action by Master

6.2.1 Having raised the alarm the master will take such steps necessary to:

- a) safeguard his ship, prevent it sinking or obstructing any channel
- b) rescue any persons in danger
- c) restrict pollution of any kind

6.3. Action of Pilot aboard Vessel Underway

6.3.1 When a pilot is on board a vessel he will take such steps as to advise the master of the safe navigation of his vessel which will clear the channel, berths and other vessels. Should it become necessary to beach the vessel before consultation with the Harbour Master is possible, the pilot will advise the Master of the nearest safe beaching site within the harbour plan.

6.3.2 The pilot will act as liaison between Master & Harbour Master throughout.

6.3.3 Incident reports will be maintained.

6.4. Action by the Harbour Master

6.4.1 The Harbour Master will decide, after consultation with the Master, what steps will be taken to safeguard the ship, port installations and the harbour in general.

6.4.2 If circumstances require, the Harbour Master will alert H.M.C.G., M.C.A., Duty Pollution/Salvage Officer (contactable 24 hours via H.M. Coastguard Brixham) and Pollution Officers, along with other emergency services. He will provide these services with all possible information.

6.4.3 Fowey Harbour Radio will be responsible for alerting all traffic in the port as to any situations and will control traffic as required.

6.4.4 The Harbour Office will advise authorities helping in any such emergency of pick-up points to transport personnel and will despatch craft to these points for this purpose. Arrangements will be made for extra life jackets to be made available.

6.4.5 The Harbour Master will deploy harbour craft, including tugs and dredgers as required making available salvage pumps and other equipment held available.

6.5. Establishing of Control Posts

- 6.5.1 A base control will be established initially at the Harbour Office. Forward control, if required, will be established in the first tug despatched and communication will be on V.H.F. channel 16.
- 6.5.2 A ships agent will, if necessary, be required to be present at base control.

6.6. Movement of Other Shipping

- 6.6.1 Should the Harbour Master decide that movement of shipping will have to be controlled, curtailed or stopped, these instructions will be issued by **FOWEY HARBOUR RADIO** on channel 16 and 12 to the pilots, agents and jetty control. They may be re-broadcast by commercial coastal radio stations at the request of the Harbour Master.

6.7. Beaching of Vessels

If any circumstances dictate that beaching is necessary to avoid any vessel sinking in the fairway or berth, the Harbour Master should be informed as quickly as possible and the vessel moved to shallow water. In the absence of the Harbour Master, a pilot will indicate the nearest site for this operation. Crossing of the fairway will only be considered when no other beaching area is available.

- 6.7.1 Port security arrangements to provide a secure zone around the vessel will be implemented.

6.8. Oil Pollution

- 6.8.1 If oil pollution has or is occurring, this fact must be reported to the **HARBOUR OFFICE IMMEDIATELY** by radio, either directly or by asking H.M. Coastguard or other stations to relay this information. The Harbour Master will co-ordinate such actions as necessary and implement the Oil Contingency Plan
- 6.8.2 Oil pollution containment and clean up will be dealt with under the Fowey Harbour Oil Contingency and Pollution Plans.

6.9 Action by H.M. Coastguards

- 6.9.1 Upon receipt of information from the Harbour Master and request for assistance, mobile units will be dispatched to assist in co-ordinating operations and providing such assistance as may be requested.

6.10 Action by RNLi Lifeboats

- 6.10.1 Upon request by the Harbour Master to H.M. Coastguards or Hon Secretary, Fowey Lifeboat and Inshore Lifeboat will attend to assist as directed by Harbour Master.
- 6.10.2 Lifeboats will assist in S.A.R. evacuation of personnel and movement of emergency services.
- 6.10.3 Lifeboats will monitor and communicate with Harbour Office on VHF channel 16, and channel 12.

6.11 Action by Local Authorities/District Councils

- 6.11.1 In the event that an incident results in evacuations or dealing with considerable numbers of personnel, a local authority on-site Major Incident Officer will attend the incident in
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consultation with Harbour Master & Senior Emergency Services Officers in line with Local Authority Major Incident Plans.

- 6.11.2 Local council officers will monitor air pollution from smoke and toxic fumes and co-ordinate evacuation of public and personnel and advise police and fire officers of dangers.



SECTION VII

VESSELS APPROACHING THE PORT ON FIRE OR IN DANGER OF SINKING OR HAVING SUSTAINED DAMAGE HAZARDING THE VESSEL

7.1. Vessel on Fire or in Danger of Sinking

- 7.1.1 In the case of a vessel requesting permission to enter the Port which is on fire or in danger of sinking or foundering, it will be the Harbour Master who will decide when and in what manner the vessel shall enter.
- 7.1.2 Agents or Authorities learning of a vessel in these conditions approaching the port are required to immediately inform the Harbour Master, giving him as much information as possible.
- 7.1.3 Before entering the Port, the vessel will be inspected by the Harbour Master and as necessary by a Senior Fire Officer and/or other advisors. If the Harbour Master is satisfied that the vessel constitutes no danger to other shipping, port installations and the harbour in general, only then will it proceed to a suitable anchorage or mooring as specified.
- 7.1.4 H.M. Coastguards will advise the Harbour Master as soon as possible of any intention as to vessels wishing to enter Fowey Harbour on, or previously on, fire. It is the responsibility of the Master of the vessel or towing vessel to seek the necessary permission which may be sought on their behalf by H.M. Coastguards
 - 7.1.4.1 Fowey Harbour Office and H.M. Coastguards will be used to alert the Fire Brigade if they have not already been alerted. Other authorities will similarly be alerted if appropriate and on entering Section 4 of this plan, will be implemented. Otherwise the Fire Brigade will implement their plan '**Fighting Fires outside the area of the Fire Authority**'.
- 7.1.5 Vessels on fire will not be allowed to enter the harbour unless the Harbour Master can be satisfied that the vessels own fire fighting and emergency equipment together with that of the port is sufficient to extinguish a fire in the absence of the Fire Brigade. In the case of small craft availability, R.N.L.I. equipment will be taken into account.

7.2. Vessel having Sustained Damage to Hull and/or Fittings

- 7.2.1 Entry into the Port will be as in 1.1, 1.2 and 1.3 of this section.
- 7.2.2 Where oil or other dangerous or polluting substances are leaking from the vessel, the necessary anti-pollution measures will be taken by the Master as may be required by the authorities and his insurers. The vessel may be required to remain outside until further pollution has been prevented.
- 7.2.3 Harbour Master and/or H.M. Coastguard will inform MCA Duty Pollution/Salvage Officer (contactable 24 hours via H.M. Coastguard Brixham) & assist department officers.

7.3 Dealing with Pollution

7.3.1 Fowey Oil Contingency & Pollution Plan will be put in place ready to cope with any pollution incidents.

7.3.2 Local Authority plans will be promulgated in any air pollution situations.



SECTION VIII

FIRE OR EXPLOSION ON BOARD A SMALL CRAFT

Incidents involving small craft happen very quickly and can get out of hand. It is essential that response to such incidents must be speedy and positive. It is however essential that the Harbour Master be informed at the very earliest point in an incident to ensure rapid local response is being carried out. Harbour Authority resources on duty at the time of any incident must be deployed as a first priority, to be followed by services from other agencies.

8.1. Raising the Alarm

All small craft fires will be treated as potentially dangerous and a threat to the port, craft and property. Positive action must be taken at all times.

- 8.1.1 Responsibility for raising the alarm will rest with the Master/crew of the vessel concerned. Other persons seeing or believing there to be a fire or explosion on any vessel should report the matter to the **HARBOUR MASTER** and/or **H.M. COASTGUARDS**. These bodies will alert all authorities concerned.

8.2. Action by the Harbour Master

- 8.2.1 On first receipt all available and appropriate units will be sent to the reported scene.
- 8.2.1.1 Early 'first aid' fire fighting will be undertaken.
- 8.2.2 Other vessels in the vicinity will be moved.
- 8.2.3 A count of personnel will be undertaken.
- 8.2.4 Quick response craft will be dispatched to a designated pick up point to pick up Fire Brigade personnel.
- 8.2.4.1 Craft will be dispatched to the pilot pontoon adjacent to muster point 'M' to board backup Fire Brigade and other emergency personnel.
- 8.2.5 Will advise medical services of needs.
- 8.2.6. Will man telephones and provide hot line number for relatives etc.
- 8.2.7. The craft involved will be moved/isolated to a safe zone clear of other craft

8.3 ACTION BY FHC CRAFT/TUGS/PILOT CRAFT

- 8.3.1 Tugs are under the direct control of the Harbour Master. Tugs in service will proceed to any vessel on fire and deploy any fire fighting assistance at their disposal. On arrival of the Fire Brigade, tugs will be deployed to assist in the transfer of equipment and personnel. Forward command centre may be set up on board tugs in attendance.

8.4 Action by Coastguards

- 8.4.1 Alert Harbour Master and other authorities as per this plan.
- 8.4.2 Mobile units to assist with search of nearby shore line for survivors.
- 8.4.2.1 Send mobile to Albert Quay to liaise with Harbour Master and assist with care of personnel.

8.5 Action by R.N.L.I. Lifeboats

- 8.5.1 Upon request by the Harbour Master to H.M. Coastguards and/or Hon. Sec. Fowey Lifeboat, to provide fire fighting and other services as directed by Harbour Master.
- 8.5.2 To man tender/inshore boat to assist S.A.R. and transfer of personnel.
- 8.5.3 Communications will be established and maintained on VHF channels 12 + 16.

8.6 Action by Fire Brigade

- 8.6.1 Fire Brigade personnel and tenders will muster as per the Brigades arrangements for emergencies within the Harbour.
- 8.6.1.1 Earliest response will be to a designated pontoon/landing with brigade staff joining FHC staff in quick response craft.
- 8.6.1.2 Main back up will proceed to muster point "M", where they will be taken to the location of the vessel.

8.7 Action by Police

- 8.7.1 A Liaison Officer will make contact with the Harbour Office to establish communication with the Harbour Master.



SECTION IX

FIRE OR EXPLOSION OR OTHER INCIDENT ON A CAR OR PASSENGER FERRY

9.1 Raising the Alarm

All ship fires and explosions are to be treated as potentially dangerous.

- 9.1.1 The responsibility for raising the alarm will rest with the Masters of the vessel concerned, or Port Marine Personnel.

9.1.2 Method of Raising the Alarm

9.1.2.1 Ships personnel will raise the alarm by:

- a) Using VHF on Channel 16 to call the Harbour Office and/or Pilot office and H.M. Coastguards, Brixham.
- b) Sounding the vessels whistle continuously until acknowledged.
- c) Reporting the emergency as follows:
 - i) Tel 999 asking for the emergency services required, giving brief details of location of fire, what is on fire and if any persons are missing.
 - ii) Telephone the Harbour Office.
 - iii) Informing responsible personnel on jetty.

9.1.2.2 Members of the Public

Normally members of the public would raise the alarm by dialling 999 and stating exactly what they have seen.

9.2.

Having raised the alarm, responsibility for fighting any fire and dealing with other emergency situations will rest with the Master or officer in charge of the vessel concerned until the Fire Brigade arrives, when overall control for fire fighting will be undertaken by the senior officer present. Loading and unloading operations will cease and other measures to contain the emergency must be taken.

- 9.2.2 A check of all personnel on board must be taken, to account for all members. This must be reported to Harbour Master and Fire Brigade Officer.

9.3 Actions of operator

- 9.3.1 The vessels operator will keep the Harbour Master informed of all developments affecting vessels.
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9.3.4 The vessels operator will assist in setting up a control post where contact can be maintained between officials, Brigade and Harbour Master.

9.4 Action by Harbour Master

9.4.1.1 The Harbour Master will declare any such emergency by V.H.F. on channel 16 and land lines ensuring so far as possible that all persons concerned are alerted. H.M. Coastguards will be informed. Channel 16 will remain the emergency channel while the emergency exists whilst channel 12 will be the working channel.

9.4.1.2. The overall control of vessel traffic movement within the harbour will be undertaken by the Harbour Master. Where movements to and from jetties in IMERY'S management are necessary, the companies' Ports Duty Manager will assist. Instructions to pilots and their ordering for ship movements will be carried out by the Harbour Master.

94.1.3 The Harbour Master will arrange the necessary launches/harbour craft for any sea borne transport required in the emergency.

9.4.2 The Harbour Master will call upon or co-opt any outside aid he considers necessary.

9.4.3 "Situation Reports" if required and after a period of at least one hour Sitreps will be broadcast by **FOWEY HARBOUR RADIO** on channel 12 and passed to H.M. Coastguards on their working channel or by telephone/fax.

9.4.4 The Harbour Office will establish that a control post has been set up as in 2.3, testing communication lines and reacting to provide necessary services.

9.4.5. The Harbour Office will check:
a) - state of personnel report.
b) - that medical services are needed.

9.4.6 The Harbour Masters/Incident Officers command post will be transferred to the Caffa Mill or other area as appropriate. This will be promulgated to the emergency services concerned. The Harbour Office will remain an information centre for the duration of the incident.

9.5 Action by the Fire Brigade

9.5.1 As in C.C.C. Fire Brigades planned arrangements. Liaise as soon as possible with Harbour Master and Master of vessel.

9.5.2 Tenders attending incidents should report to the main assembly point at the north of the Ports/Agency Office.

9.5.3. A tally system for all personnel boarding will be set up at this location together with a control centre.

9.5.3.1 A secondary control centre may be located.

9.5.4 The stability officer will make himself known to the Harbour Master and report throughout.

9.5.4.1 One officer will be appointed to liaise with the Harbour Master, Ferry Company Management and E.A. regarding aspects of pollution.

9.6. Action by Tugs and other Harbour Authority Craft

9.6.1 As directed by the Harbour Master to assist Master of vessels concerned, to assist the Senior Fire Officer and to move ships as necessary. Tugs fire fighting equipment will be deployed as necessary.

9.7. Action by Medical Services

- 9.7.1 The control of medical assistance will be under the First Medical Officer to arrive on the scene until relieved by the Major Incident Medical Officer. He will arrange services as per the District Health Authorities Emergency Plan for the area and the Port of Fowey. Ambulances summoned to the scene of an emergency will be directed to control post in the first instance until advised by that control post of required destination. In the event of waterborne casualties being handled and the necessity to take ambulance personnel afloat, ambulance control will be informed. An appointed ambulance person will co-ordinate and act as liaison for all services commissioned for this purpose.
- 9.7.2 Ambulance personnel will muster at the main muster point "M" along with Fire Brigade and other emergency personnel. They will be directed from here and necessary personnel checks set up at this point.
- 9.7.3 Life jackets will be made available for medical personnel needing to gain access by water by FHC.

9.8 Action by the Police

- 9.8.1 On receipt of the alarm of an emergency from the Harbour Office, the Police will assume responsibility for controlling traffic flow to and from the incident.
- 9.8.2 As soon as possible after a major incident, the Police will set up an incident unit and maintain contact with the medical officer in charge, Fire Brigade, Harbour Master, control post on scene and H.M. Coastguards.
- 9.8.3 A liaison officer will make contact with the Harbour officer.

9.9 Action by Local Authority.

- 9.9.1 A local authority on-site major incident officer will attend the incident in consultation with the Harbour Master and Senior Emergency Services Officers in line with Local Authority Major Incident Plans.
 - 9.9.2 Local council officers will monitor air pollution from smoke and toxic fumes and co-ordinate evacuation of public and personnel and advise police and fire officers of dangers.
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IMERYS FOWEY DOCKS

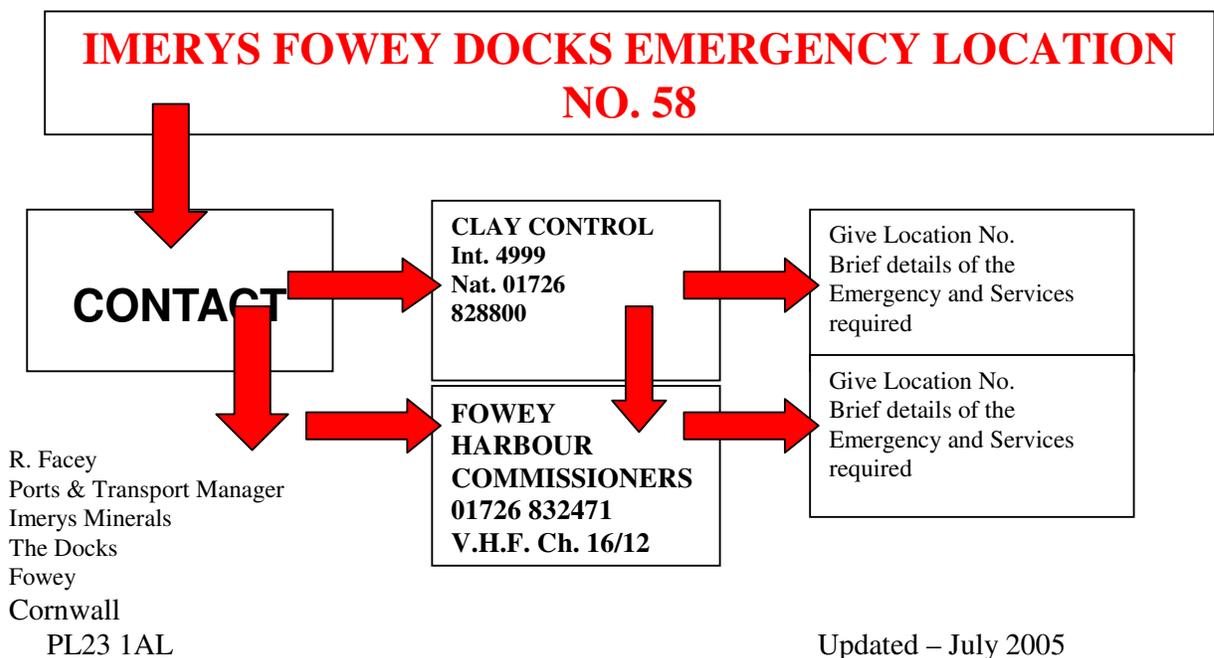
THE DOCKS

Fowey

Cornwall

FOWEY DOCKS EMERGENCY PLAN

EMERGENCY INSTRUCTIONS FOR ALL PERSONNEL
– IN THE EVENT OF ANY EMERGENCY



INDEX OF CONTENTS

SECTION 1	Areas of Responsibility, types of Emergency
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SECTION 1

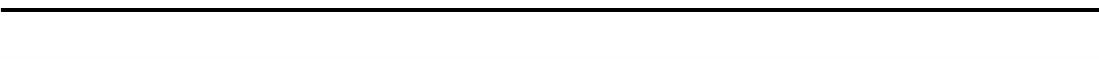
AREAS OF RESPONSIBILITY

Imerys Fowey Docks is a commercial Terminal which is located within Fowey Harbour. The Statutory Authority for the harbour as a whole is the Fowey Harbour Commissioners, who have the duty to provide and maintain a Marine Emergencies Plan. This plan takes precedence over any other emergency plans, including this one and the Imerys Emergency Plan, for any emergency which has a marine aspect, i.e. involves a ship or floating structure, whether alongside the Imerys berths or not.

IF THE EMERGENCY INVOLVES A VESSEL OR OTHER MARINE OPERATION ON IMERYS FOWEY BERTHS, THE FOWEY HARBOUR COMMISSIONERS MARINE EMERGENCIES PLAN IS PARAMOUNT.

IF THE EMERGENCY IS SHORE BASED WITHIN THE FOWEY DOCKS INFRASTRUCTURE, THEN THE IMERYS EMERGENCY PLAN IS TO BE FOLLOWED.

This Emergency plan seeks to bring together the reporting and procedural aspects of both the FHC Marine Emergencies Plan and the Imerys Emergency Plan into one document to ensure that Imerys Ports & Logistics staff are able to play their part in the relevant emergency response structure.



TYPES OF EMERGENCY

Marine Emergency (extract from F.H.C. Emergency Plan)

The FHC Marine Emergency Plan will be used as the basis for all types of Marine emergency. To assist in clarifying the seriousness of the emergency there will be three Codes used by Fowey Harbour Commissioners.

(1) GREEN EMERGENCY

A small “local” emergency considered to be capable of being handled by Imerys Port of Fowey, Fowey Harbour Commissioners and local services.

(2) BLUE EMERGENCY

A major incident involving ships and installations not requiring movements to cease but moderate attendance of emergency services with backups.

(3) RED EMERGENCY - MAJOR INCIDENT

A very serious incident involving total implementation of Imerys (Port of Fowey) Emergency Plan and other adjacent plans.

(4) DEFINITION

A major incident is any emergency that requires the implementation of special arrangements by one or all of the emergency services.

- 1. The rescue and transport of a large number of casualties.**
 - 2. The involvement either directly or indirectly of large numbers of people.**
 - 3. The handling of a large number of enquiries likely to be generated both from the public and the news media usually to the Police.**
 - 4. Any incident that required the large scale combined resources of the three emergency services.**
 - 5. The mobilisation and organisation of the emergency services and supporting organisations, e.g. Local Authority, to cater for the threat of death, serious injury or homelessness to a large number of people.**
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Shoreside Emergency (extract from Imerys Emergency Plan)

Purpose

Disasters can strike at any time, whether fire, natural perils, or environmental. Emergency planning is a pre-arranged response to deal with a disaster and covers all aspects including communication, “clean up” and minimisation of the risks involved.

Defining a ‘Disaster’

Without the value of hindsight at the outset, it may not be clear that the incident is or will become a disaster. Circumstances vary and people react differently. The key is simplicity. ***The Local Manager should call an Emergency if he thinks he has an emergency situation that is, or is getting, out of control, and needs additional help.*** Indicators that should be taken into consideration include (i) the likelihood of enforcement agency involvement, (ii) the involvement of members of the public and/or external media interest, (iii) any situation that has resulted in a fatal accident, etc.

Teams and Bases

- Clay Control
- Emergency Team
- Local Site Team
- Emergency Base
- Emergency Base + Field Base
- Site Base

The Emergency Base is the meeting room above Clay Control, at Drinnick, Nanpean.

The Emergency Team is set up to meet identified roles and to provide adequate cover if any member is absent or delayed. It is the roles that are paramount; not who fills them.

The Field Base will be the PR Landrover and will be set up, if needed, by Ivor Bowditch or the person filling the PR role.

The Local Manager and the Site Co-ordinator provide the focus of the Site Team. The Local Manager may nominate the Site Co-ordinator at the time from those employees present or on-shift. The Site Base will probably be the local office meeting room.

Team Leaders should wear “White” Safety Hats to make it clear to any Emergency Services that they are in charge.

Calling an Emergency

The Local Manager (or Deputy) is authorised to call an Emergency via Clay Control, if he thinks he has an emergency situation that is, or is getting, out of control, and needs additional help.

The Local Manager can always check with his or any other Operations Manager first, but it is better to be safe than sorry. We must trust and give 100% support to local judgement.

SECTION 3

IMERYS PAR & FOWEY PORT REGULATIONS

Appendix F) - Summary of the Port of Fowey Marine Emergencies Plan

1. Area Covered by this Emergency Plan

The area covered by this plan is detailed in the various Acts and Orders relating to the Port of Fowey, navigational Approaches to the Port and Lands owned or managed by the Commissioners.

2. Raising the Alarm and Control of Operations

2.1 In any emergency it is vital that the alarm is raised immediately. Responsibility for this action is detailed in the plan

2.2 All reasonable steps must be taken by those at the scene of an incident to render whatever aid is immediately available. Further aid and action will be co-ordinated through control centres as required.

2.3 The decision to designate an emergency and implement the Emergency Plan will be by the Harbour Master or his Deputy.

3. Control of Shipping and other Movements in the Harbour

3.1 The decision to close the Port to shipping and/or restrict movements including their order within the Port will be made by the Harbour Master.

3.2 The Regulation of Port Shipping Movements will normally be executed through Fowey Harbour Radio on Channel 16 or 12 VHF. HM Coastguard will be kept informed. Navigational Warnings will broadcast on Coastal Radio Stations as required.

3.3 No vessels are to be moved from any jetty, mooring buoys or anchorage after the receipt of an alarm without the permission of the Harbour Master unless the vessel concerned is in immediate danger of being affected by the emergency and it is impossible owing to special circumstances to obtain permission. Such movements should only take place where Grave Risk Exists and the Harbour Master must be informed as soon as possible.

Under no circumstances may any vessel on fire or in danger of sinking, or causing major pollution, or any other casualty be moved or brought into the Harbour without the specific authority of the Harbour Master who will designate the route to be taken to

3.4 **VESSELS IN DANGER OF SINKING WILL NOT ENTER OR USE THE FAIRWAYS APPROACHING THE PORT AND WITHIN THE ESTUARY UNLESS DIRECTED TO DO SO BY THE HARBOUR MASTER**

Appendix F) - Summary of the Port of Fowey Marine Emergencies Plan (Cont.)

4. Responsibility for Fighting Fires

4.1 Initial first aid fire fighting will be undertaken by persons on the scene with any equipment and materials available and suitable for the task.

4.2 For fires on vessels, direction of all available fire fighting aids including the resources of tugs, other craft and shore installations will be exercised by the Master or Officer in Charge of the vessel, until the arrival of the Fire Brigade, when overall charge of fire fighting will be assumed by the Senior Fire Brigade Officer present. He will act as per Fire Fighting instructions in force at the time of the emergency.

4.3 Should any question concerning the safety or stability of the ship arise in the course of fighting the fire, the Master and Senior Fire Brigade Officer will pay strict attention to the stability of the vessel and, in conjunction, will take the necessary steps to ensure the vessel's safety and inform the

Harbour Master of actions taken. In this connection the opinions of the Master and Harbour Master should take precedence.

4.4 Should any question concerning safety or future use of the Harbour arise, the Harbour Master will be responsible for calling the attention of the Senior Fire Fighting Officer to this and in conjunction with this officer, for taking the necessary action to ensure the safety and efficient working of the Harbour.

4.5 In cases of suspected arson or sabotage, these will be dealt with by the Police in liaison with the Fire Brigade.

5. Loading and or Discharging of Dangerous Goods

In the case of any vessel loading or discharging dangerous goods including tankers at the time when an emergency is declared all such operations will cease immediately and not resume until authorisation is given by the Harbour Master. All such vessels must be battened down or covered during an emergency.

6. Oil Pollution in the Harbour

In the event of pollution the Harbour Master to be informed as soon as possible and all steps should be taken to isolate the pollution and prevent further pollution taking place. The Harbour Master will initiate local control and request assistance to deal with the situation as necessary.

7. Bodies in the Harbour

In the event of a body or bodies being found in the Harbour or at the scene of an emergency the Police and Harbour Master must be informed.
The Harbour Master will assist Police and co-ordinate water borne searches. Harbour Craft will assist Police in recovery if necessary.

8. Evacuation of Areas at Risk

In this event full known particulars of persons leaving the area must be recorded and passed where necessary to the Police, HM Customs and Immigration.

SECTION 5 (A)

PORT OF FOWEY MARINE EMERGENCIES PLAN (FHC)

Summary

FIRE OR EXPLOSION ON AN IMERY'S JETTY WHARF/QUAY OR PONTOON

1. Raising the Alarm

All jetty and wharf fires and explosions are to be treated as potentially dangerous.

1.1 The responsibility for raising the alarm will rest with the Imerys personnel and masters of vessels in the Imerys Terminal.

1.1.2. The Imerys alarm raising procedures are published and must be followed.

1.2.1 Personnel will raise the alarm by:-

(a) Sounding the local alarm signal.

(b) Reporting the emergency as follows:-



- (i) **Telephone Clay Control 4999 asking for the emergency services required giving brief details of location of fire, what is on fire and if any persons are injured or missing and emergency services reception point number.**
- (ii) **Telephone (5728 or 5151) the Port Supervisor or S.C.U.K. office (5782) and telephone 9 832471 to Fowey Harbour Office or use V.H.F. Channel 16/12 to Fowey Port Radio.**

In all cases pass brief details of casualties, location and vessels involved.

1.2.2 Members of the Public

Normally members of the public will raise the alarm by dialling “999” and stating exactly what they have seen.

2. Action by Imerys Personnel

- 2.1. Having raised the alarm the responsibility for fighting any fires rests with the Imerys and FHC personnel until the Fire Brigade arrives when overall control of this operation will be undertaken within the Brigade structure.**
- 2.2 Port personnel will keep the Fowey Harbour Master informed of all developments affecting vessels.**
- 2.3 The Imerys Port Supervisor will set up a control post where contact can be maintained between Port operator, FHC, officials and fire brigade.**
- 2.4 Medical services should be alerted,. Need for ambulances will be notified as soon as possible giving full particulars of requirements including the emergency location number.**
- 2.5 If evacuation of the jetty becomes necessary the jetty operator will inform the Harbour Master and if evacuation is to be by water harbour launches will be despatched for the numbers indicated.**

2.3 Action by Harbour Master

- 2.3.1.1 The Harbour Master will declare any such emergency by V.H.F. on channel 16 and land lines ensuring so far as possible that all persons concerned are alerted. H. M. Coastguards will be informed. Channel 16 will remain the emergency channel while the emergency exists whilst Channel 12 will be the working channel.**
 - 2.3.1.2 The overall control of traffic in the Port will be carried out by the Harbour Master with the assistance of the Port Supervisor at the Imerys jetties involving movements to and from their jetties. Assistance of other quay / jetty owners will be enlisted as necessary.**
 - 2.3.1.3 The Harbour Master will arrange the necessary launches for any sea borne transport required in the emergency.**
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2.3.2 The Harbour Master will call upon any outside aid he considers necessary.

2.3.3 Situation Reports if required and after a period of at least one hour Sitreps will be broadcast by FOWEY HARBOUR RADIO on channel 12 and passed to H. M. Coastguards on their working channel.

2.3.4 The Harbour Office will establish that a control post has been set up as in 2.3 testing communication lines and reacting to provide necessary services.



SECTION 5 (B)

PORT OF FOWEY MARINE EMERGENCIES PLAN (FHC)

Summary

FIRE OR EXPLOSION ON A VESSEL ALONGSIDE AN IMERYS JETTY/QUAY

3.1 Raising the Alarm

All ship fires and explosions are to be treated as potentially dangerous.

3.1.1 The responsibility for raising the alarm will rest with the Masters of the vessel concerned, jetty operator personnel or port marine personnel.

3.1.1.3 IMERYS, the jetty operators, have their own alarm raising procedures which are published and must be followed. If used the Harbour Master must be informed of the alarm.

3.1.2 Method of Raising the Alarm

3.1.2.1 Ships personnel will raise the alarm by:

- b) Using VHF on Channel 16 to call the Harbour Office and/or Pilot office and H. M.Coastguards, Brixham.

- b) Sounding the vessels whistle continuously until acknowledged

- c) Reporting the emergency as follows:
 - i) Tel 999 asking for the emergency services required giving brief details of location of fire, what is on fire and if any persons are missing.
 - ii) Telephone the Harbour Office.
 - iii) Informing responsible personnel on jetty.
 - iv) Using IMERYS' internal phone system to emergency control.

In all cases pass brief details of casualties, location and vessels involved or berths which may be affected.

Jetty personnel will raise the alarm as per operators arrangements.

3.1.2.2 Members of the Public

Normally members of the public would raise the alarm by dialling 999 and stating exactly what they have seen.

3.2 Action by Master

3.2.2 Having raised the alarm responsibility for fighting any fire and dealing with other emergency situations will rest with the master or officer in charge of the vessel concerned until the Fire Brigade arrives when overall control for fire fighting will be undertaken by the senior officer present. Loading and unloading operations will cease and other measures to contain the emergency must be taken.

3.2.3 A check of all personnel on board must be taken to account for all members. This must be reported to Harbour Master and Fire Brigade officer.

3.3 Action by Imerys personnel

- 3.3.1 Having raised the alarm Imerys personnel will provide all possible assistance to the master in fighting any fire aboard ship.
- 3.3.1.2 All non ship staff on board the vessel must be evacuated assembled and control points and accounted for. Staff information must be forwarded to the emergency control.
- 3.3.2 Imerys personnel will fight any resulting fires which may occur on neighbouring jetties until the Fire Brigade arrives.
- 3.3.3 Imerys Port Supervisor will keep the Harbour Master informed of all developments affecting vessels.
- 3.3.4 Imerys Port Supervisor will assist in setting up a control post where contact can be maintained between Imerys personnel ,officials, Brigade and Fowey Harbour Master.
- 3.3.5 Local medical officer(s) will be alerted. Need for ambulances will be notified as soon as possible giving full particulars of requirements.
- 3.3.6 If evacuation of the jetty becomes necessary the Imerys Port Supervisor will inform the Harbour Master and if evacuation is to be by water, harbour launches will be despatched for the numbers indicated. It is essential that a check on personnel is kept in any total or part evacuation.
- 3.3.7 Security or control personnel will be deployed at IMERYYS' entrance (Emergency reception point No 58) to advise and control entrance of emergency services to port areas.
- 3.3.8 No ports staff will board the vessel without express permission of the senior fire officer/boarding officer.

3.4 Action by Fowey Harbour Master

- 3.4.1.1 The Fowey Harbour Master will declare any such emergency by V.H.F. on channel 16 and land lines ensuring so far as possible that all persons concerned are alerted. H. M. Coastguards will be informed. Channel 16 will remain the emergency channel while the emergency exists whilst channel 12 will be the working channel.
- 3.4.1.2. The overall control of vessel traffic movement within the harbour will be undertaken by the Fowey Harbour Master. Where movements to and from jetties in IMERYYS' management are necessary, the companies' Ports duty manager will assist. Instructions to pilots and their ordering for ship movements will be carried out by the Fowey Harbour Master.
- 3.4.1.3 The Fowey Harbour Master will arrange the necessary launches - harbour craft / Bodinnick ferry for any sea borne transport required in the emergency.
- 3.4.2 The Fowey Harbour Master will call upon or co-opt any outside aid he considers necessary.
- 3.4.3 "Situation Reports" if required and after a period of at least one hour Sitreps will be broadcast by **FOWEY HARBOUR RADIO** on channel 12 and passed to HM Coastguards on their working channel or by telephone / fax.
- 3.4.4 The Harbour Office will establish that a control post has been set up as in 2.3 testing communication lines and reacting to provide necessary services.
- 3.4.5. The Harbour office will check :
 - a) - state of personnel report
 - b) - that medical services are needed.

3.4.6 The Fowey Harbour Masters/Incident officers command post will be transferred to the jetty area as appropriate. This will be promulgated to the emergency services concerned. The Harbour officer will remain an information centre for the duration of the incident.

3.5 Action by the Fire Brigade

- 3.5.1 As in C.C.C. Fire Brigades planned arrangements. Liaison as soon as possible with Harbour Master and Master of vessel.
- 3.5.2 Tenders attending incidents should report to the main assembly point at the north of the Imerys Ports / Agency office.
- 3.5.4 A tally system for all personnel boarding will be set up at this location together with a control centre.
 - 3.5.3.1 A secondary control centre may be located.
 - 3.5.4.1 One officer will be appointed to liaise with the Harbour Master, IMERY'S management and EA regarding aspects of pollution.

3.6 Action by Medical Services

- 3.7.2 Ambulance personnel will muster at the main muster point "M" along with Fire Brigade and other emergency personnel. They will be directed from here and necessary personnel checks set up at this point.



SECTION 5 (C)

PORT OF FOWEY MARINE EMERGENCIES PLAN (FHC)

Summary

FIRE OR EXPLOSION ON ANY VESSEL, OTHER THAN A CRUISE LINER, AT ANCHOR, AT MOORINGS OR UNDERWAY IN THE HARBOUR **(EXCEPT SMALL CRAFT)**

4.1. Raising the alarm

All ship fires will be treated as potentially dangerous and a threat to the port, craft and property. Positive action must be taken at all times.

- 4.1.1 Responsibility for raising the alarm will rest with the master of the vessel concerned. Other persons seeing or believing there to be a fire or explosion on any vessel should report the matter to the **HARBOUR MASTER** and / or **HM COASTGUARDS**. These bodies will alert all authorities concerned.

4.1.2 Method of Raising the Alarm

- 4.1.2.1 In all cases the alarm should be raised immediately by one or more of the following methods:-

- (i) By plain language in English on V.H.F. channel 16. (On receipt of any details HM Coastguards will endeavour to forward such information to the Harbour Master)
- (ii) By continuous sounding of the vessels whistle.
- (iii) Use of distress signals

- 4.1.2.3 Either a Pan or Mayday signal should be sent using the recognised and laid down format. First messages must be brief and concise and repeated until acknowledged. Further amplified messages should be passed when the alarm has been raised and acknowledged.

4.5. Action by Jetty Operators

- 4.5.1 The Harbour Office will inform jetty operators on any actions that have been taken which may effect their properties or operations. On receipt of instructions from the Harbour Master arrangements to cease loading and the necessary shifting of ships will be made. Every assistance will be given to the emergency services.
- 4.5.2 Security or control personnel will be deployed at IMERYYS' entrance to advise and control entrance of emergency services to port areas.
- 4.5.3 Management will assist local authorities in any evacuation procedures.
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SECTION 5 (D)

FHC MARINE EMERGENCIES PLAN FOR THE PORT OF FOWEY

Summary

FIRE, EXPLOSION OR OTHER INCIDENT ON A CRUISE/PASSENGER LINER MOORED IN FOWEY HARBOUR OR ALONGSIDE A JETTY OR QUAY

A fire/explosion or other serious incident on a Cruise Liner moored in the harbour is potentially the most serious of incident types that the harbour could be presented with. Passenger ships by their very nature have high numbers of personnel involved, large open spaces, restricted access and a higher risk fire fighting situation. Stability of this type of ship is quickly effected by water ingress.

Ships using Fowey Harbour will have up to 500 passengers and 300 crew and their safety and evacuation is the priority. Whilst crews may be well trained passengers, who vary in mobility, are not. Once evacuated and ashore management of their welfare becomes a priority not to be ignored in the emergency itself.

5.1 Raising the Alarm

All incidents involving cruise liners/passenger ships are to be treated as potentially extremely dangerous.

- 5.1.3 Raising the alarm will be carried out by the ship and the master must ensure that this is carried out as soon as possible.
- 5.1.4 The Harbour Master, jetty operator and emergency services must be informed of all incidents Effecting passenger vessels within the port.

5.2 Method of Raising the Alarm

- 5.2.1 Ships personnel will raise the alarm by:-
 - (ii) Using VHF channel 16 or designated emergency channel to alert harbour Office/Pilot office(an initial call on channel 12)
 - (ii) Using VHF channel 16 alert H.M.Coastguards
 - (iii) Continuous sounding of the ships whistle
 - (v) By using the ships agent if on board to raise the alarm with the shore office. This will be relayed to the Harbour Office.
 - (v) By using telephone links dialling 999
 - Details must include:
 - Name of ship
 - Location
 - Nos. of personnel on board
 - Nature of incident
 - Assistance required

Action by Ship Agents /Jetty Personnel

- 5.5.1 An area near to the main ports office will be cleared for assembly and control area.
 - 5.5.2 Port security will be established on the main gates.
 - 5.5.4 All ships personal details will be provided to the control point and agents staff will assisting in evaluation liaising on/or with:
 - (1) Transport from port area
-
-

- (2) Casualty reception
- (3) Evacuation holding areas
- (4) Onward arrangements
- (5) Local council services
- (6) Police in morgue arrangements
- (7) Enquiries from ships personnel families
- (8) Tour operators returning

5.5.4 Members of staff will attend holding areas

5.6 Action by Fire Brigade

5.6.1 On receipt of an alarm and if available CCC. Fire Brigade will despatch tenders to the embarkation point putting into place the Brigades Fowey Harbour plan for passenger vessels, mobilising the ship fire fighting unit as necessary.

5.6.2 Equipment and personnel will be loaded at the pilot pontoon and/or vacant ships berths.

5.6.3 Forward control point will be set up on board the vessel or on a tug alongside.

5.6.4 A control centre will be set up adjacent to the embarkation plan.

5.7 Action by Police

5.7.2 Control of traffic into Fowey Docks will be regulated.

5.11 Action by Medical Services

5.11.1 Medical officers and ambulances will be directed to the main embarkation/landing point.

5.11.2 In liaison with the Fire officer in charge and Master, personnel need to attend on board the vessel will be taken via the Fire Brigade embarkation control.

5.11.3 Where possible casualties will be attended to on arrival ashore.

5.11.4 Liaison with ships agents/local authority will be established to control and account for passenger and crew casualties.



5.7.3 SECTION 5 (E)

FHC MARINE EMERGENCIES PLAN FOR THE PORT OF FOWEY

Summary

**COLLISION OR EMERGENCY, OTHER THAN FIRE OR
EXPLOSION, INVOLVING VESSELS WITHIN THE PORT
(THIS INCLUDES OIL SPILLS)
SEE OIL POLLUTION PLAN**

Raising the Alarm

- 6.1.1 In an emergency involving collision with another craft, the shore, or shore installation, the alarm must be raised immediately by V.H.F. Channel 16 to **FOWEY HARBOUR RADIO** and / or **HM COASTGUARDS** stating the nature of the emergency, the location of the vessel and immediate assistance required. If the vessel is alongside a jetty or quay the alarm may be raised by telephone by dialling 999 and asking for **HM COASTGUARD**. On receipt of any call the emergency service alerted will advise the authorities concerned of the existence of an emergency.

Establishing of Control Posts

- 6.5.1 A base control will be established initially at the Harbour Office. Forward control, if required, will be established in the first tug despatched and communication will be on V.H.F. channel 16.

6.5.2 A ships agent will, if necessary, be required to be present at base control.

Oil Pollution

- 6.8.1 If oil pollution has or is occurring this fact must be reported to the **HARBOUR OFFICE IMMEDIATELY** by radio either directly or by asking HM Coastguard or other stations to relay this information. The Harbour Master will co-ordinate such actions as necessary and implement the oil contingency plan

6.8.2 Oil pollution containment and clean up will be dealt with under the Fowey Harbour Oil Contingency and Pollution Plans.



SECTION 5F

FHC MARINE EMERGENCIES PLAN FOR THE PORT OF FOWEY

Summary

VESSELS APPROACHING THE PORT ON FIRE OR IN DANGER OF SINKING OR HAVING SUSTAINED DAMAGE HAZARDING THE VESSEL

7.1 Vessel on Fire or in Danger of Sinking

7.1.1 In the case of a vessel requesting permission to enter the Port which is on fire or in danger of sinking or foundering it will be the Harbour Master who will decide when and in what manner the vessel shall enter.

7.1.2 Agents or Authorities learning of a vessel in these conditions approaching the port are required to immediately inform the Harbour Master giving him as much information as possible.

7.3 Dealing with Pollution

7.3.1 Fowey Oil Contingency & Pollution Plan will be put in place ready to cope with any pollution incidents.

SECTION 5G

FHC MARINE EMERGENCIES PLAN FOR THE PORT OF FOWEY

Summary

FIRE OR EXPLOSION ON BOARD A SMALL CRAFT

Incidents involving small craft happen very quickly and can get out of hand. It is essential that response to such incidents must be speedy and positive. It is however essential that the Harbour Master be informed at the very earliest point in an incident to ensure rapid local response is being carried out. Harbour Authority resources on duty at the time of any incident must be deployed as a first priority to be followed by services from other agencies.

8.1 Raising the Alarm

All small craft fires will be treated as potentially dangerous and a threat to the port and craft and property. Positive action must be taken at all times.

8.1.1 Responsibility for raising the alarm will rest with the master/crew of the vessel concerned. Other persons seeing or believing there to be a fire or explosion on any vessel should report the matter to the **HARBOUR MASTER** and / or **HM COASTGUARDS**. These bodies will alert all authorities concerned.

SECTION 5H

FHC MARINE EMERGENCIES PLAN FOR THE PORT OF FOWEY

Summary

FIRE OR EXPLOSION OR OTHER INCIDENT ON A CAR OR PASSENGER FERRY

9.1 Raising the Alarm

All ship fires and explosions are to be treated as potentially dangerous.

- 9.1.1 The responsibility for raising the alarm will rest with the Masters of the vessel concerned, or port marine personnel.

9.1.2 Method of Raising the Alarm

- 9.1.2.1 Ships personnel will raise the alarm by:

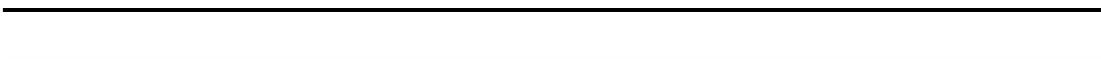
- c) Using VHF on Channel 16 to call the Harbour Office and/or Pilot office and H. M. Coastguards, Brixham.

- b) Sounding the vessels whistle continuously until acknowledged

- c) Reporting the emergency as follows:
 - i) Tel 999 asking for the emergency services required giving brief details of location of fire, what is on fire and if any persons are missing.
 - ii) Telephone the Harbour Office.
 - iii) Informing responsible personnel on jetty.

- 9.1.2.2 Members of the Public

Normally members of the public would raise the alarm by dialling 999 and stating exactly what they have seen.



SECTION 6

FHC MARINE EMERGENCIES PLAN FOR THE PORT OF FOWEY

Summary

OIL POLLUTION IN THE HARBOUR FROM VESSELS

1.0 MASTER OF VESSELS DUTIES

- 1.1 It is the duty of the master of every vessel in the Harbour to ensure that every step is taken to prevent pollution entering the harbour from his vessel. This includes **all** leisure craft.
- 1.2 Immediate actions must be taken to curtail any pollution .

2.0 REPORTING OF OIL POLLUTIONS

- 2.1 Responsibility for reporting oil pollution rests with the master in all cases involving a vessel and with the jetty or quay owner in cases concerned with pollution from the jetty. If a vessel is alongside a jetty the responsibility is primarily that of the vessel's master, however, should the jetty/quay operator become aware of a pollution incident they should report it immediately.
- 2.1.1 If the pollution occurs in the course of a transfer of fuel/bunkers from one vessel to another it is the duty of both masters (ship's personnel) to report the spillage and comply with this plan.
- 2.2 All persons seeing oil pollution should report it immediately.
- 2.2 Jetty/quay owners will issue instructions for reporting pollution.
- 2.3 F.H.C. has standing instructions for reporting pollution.

3.0 METHOD OF REPORTING

- 3.1 Vessels ship's personnel on sighting pollution should:-
 - a) inform a responsible person on the jetty or use the emergency phones provided and/or
 - b) call the Port Authority. Call sign Fowey Harbour Radio on VHF R/T channel 12 or 16 and give in a short message information stating where possible the source of pollution, cause and type of oil and location.
 - d) Call HM. Coastguards on channel 16/67 or appropriate channel requesting the information, be passed by landline to the Harbour Authority.
- 3.2 Persons on jetties/quays should telephone by landline to F.H.C. on 832471 all details.
- 3.2 Persons other than jetty personnel and ships staff should telephone the Harbour Office with full details.
Note: Members of the public may also phone the E.A. on 0800 378500, the E.A. will contact the Harbour Office.

4.0 ACTIONS TO BE TAKEN ON RECEIVING POLLUTION REPORT

- 4.1 By F.H.C. the report will be investigated and oil contingency plan details followed.
-
-

4.2 *By Jetty/ Quay Owner/Property Owner .If not already carried out to pass information to the Harbour Master*

- 4.2.2 If pollution is from on land, immediately stop source and/or curtail pollution into harbours.
- 4.2.3 Take steps if necessary to stop loading and if directed by the H.M. to make arrangements to move vessels off jetty.
- 4.2.4 Activate jetty owners own plans and internal reporting systems.
- 4.2.5 Assist authorities concerned in prevention and clean up.

4.3 *By Vessel concerned with Pollution*

- 4.3.1 To stop further pollution. Activate damage control if necessary, blocking scuppers etc. to prevent further oil entering harbours.
- 4.3.2 Deploy catchment ropes / booms etc.
- 4.3.2 Prepare to move vessel to another berth should leakage prove impracticable to stop or it is difficult to contain or clean up spillage.
- 4.3.3 Stop cargo operations and take steps to ensure fire dangers are not increased.

4.4 *By other authorities and organisations.*



SECTION XI

**OIL AND MARINE POLLUTION PROCEDURES
IN THE EVENT OF POLLUTION AS PART OF A PORT
EMERGENCY INCIDENT.**

**THIS INFORMATION SUPPLEMENTS THE FOWEY HARBOUR
COMMISSIONERS OIL CONTINGENCY PLAN**

**In issuing this plan, attention is drawn to plans drawn up by MCA
Duty Pollution/Salvage Officer (contactable 24 hours via H.M.
Coastguard Brixham), the Environment Agency, County and
District Councils.**

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OIL POLLUTION PLAN & HAZARDOUS SUBSTANCES

INTRODUCTION

In drawing up the Oil Contingency Plan for Fowey Harbour, various factors have been taken into consideration, they include:

It is the duty of the Fowey Harbour Commissioners to ensure clean up of oil pollution from the waters of the harbour and any foreshore or properties in their ownership.

Firstly: The geographical nature of the harbour with its steep sides, narrow lower part widening into Polruan Pool and narrowing again.

Secondly: It is an Area of Outstanding Natural Beauty, surrounding the harbour its heritage coast and extensive wildlife.

Thirdly: The strong tidal flows made up by the volumes of salt and fresh water entering the estuary.

Fourthly: The meteorological condition, particularly wind conditions, which affect the harbour.

Fifthly: The type of ships, leisure craft, cargoes and fuels handled in the port.

The plan is drawn up with consideration to all these factors and its provisions are intended to provide the structure to deal with pollution incidents.

The plan will be implemented in all cases of oil pollution including those from Port Emergencies. On dealing with any emergency, the consequences of pollution must be placed high in consideration.

The plan is specifically designed to deal with oil, hazardous substances or pollutants spilled into Fowey Harbour.

It does not deal with pollution outside the confines of Fowey Harbour or airborne pollution.

The plan sets out the action to be taken by Authorities, Organisations and Vessels when oil pollution occurs within the harbour and anti pollution and clean up resources are available.

OIL POLLUTION IN THE HARBOUR FROM VESSELS

1.0 MASTER OF VESSELS DUTIES

- 1.1 It is the duty of the Master of every vessel in the Harbour to ensure that every step is taken to prevent pollution entering the harbour from his vessel. This includes **all** leisure craft.
- 1.2 Immediate actions must be taken to curtail any pollution .

2.0 REPORTING OF OIL POLLUTIONS

- 2.3 Responsibility for reporting oil pollution rests with the Master in all cases involving a vessel and with the jetty or quay owner in cases concerned with pollution from the jetty. If a vessel is alongside a jetty the responsibility is primarily that of the vessel's Master, however, should the jetty/quay operator become aware of a pollution incident, they should report it immediately.
- 2.3.1 If the pollution occurs in the course of a transfer of fuel/bunkers from one vessel to another, it is the duty of both Masters (ship's personnel) to report the spillage and comply with this plan.
- 2.2 All persons seeing oil pollution should report it immediately.
- 2.3 Jetty/quay owners will issue instructions for reporting pollution.
- 2.4 F.H.C. has standing instructions for reporting pollution.

3.0 METHOD OF REPORTING

- 3.1 Vessels ship's personnel on sighting pollution should:-
- a) Inform a responsible person on the jetty or use the emergency phones provided and/or
 - b) Call the Port Authority. Call sign Fowey Harbour Radio on VHF R/T channel 12 or 16 and give in a short message information stating where possible the source of pollution, cause and type of oil and location.
 - c) Call H M. Coastguards on channel 16/67 or appropriate channel requesting the information be passed by landline to the Harbour Authority.
- 3.2 Persons on jetties/quays should telephone by landline to F.H.C. on 832471 all details.
- 3.3 Persons other than jetty personnel and ships staff should telephone the Harbour Office with full details.
Note: Members of the public may also phone the E.A. on 0800 378500, the E.A. will contact the Harbour Office.

4.0 ACTIONS TO BE TAKEN ON RECEIVING POLLUTION REPORT

- 4.1 **By F.H.C.** the report will be investigated and Oil Contingency Plan details followed.

4.2 *By Jetty/Quay Owner/Property Owner if not already carried out, to pass*

- 4.2.1 Information to H.M.
- 4.2.2 If pollution is from on land, immediately stop source and/or curtail pollution into harbours.
- 4.2.6 Take steps if necessary to stop loading and if directed by the H.M. to make arrangements to move vessels off jetty.
- 4.2.7 Activate jetty owners own plans and internal reporting systems.
- 4.2.5 Assist authorities concerned in prevention and clean up.

4.3 *By Vessel concerned with Pollution*

- 4.4.1 To stop further pollution. Activate damage control if necessary, blocking scuppers etc. to prevent further oil entering harbours.
- 4.3.2 Deploy catchment ropes/booms etc.
- 4.4.2 Prepare to move vessel to another berth should leakage prove impracticable to stop or if it is difficult to contain or clean up spillage.
- 4.3.4 Stop cargo operations and take steps to ensure fire dangers are not increased.

4.4 *By other Authorities and Organisations*

5. *CONTAINMENT OF POLLUTION*

Fowey Harbour is a beautiful estuary containing much wild life. Wildlife and property can be damaged by any spillage or pollution incident, it is therefore policy to make every attempt to contain oil either close to its source and/or in areas of natural selection within the Harbour.

It is essential that early action is taken in containment, however strong tidal flows within the estuary may make the physical containment difficult.

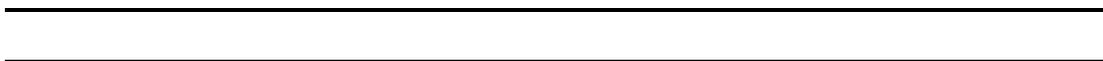
The Oil Contingency Plan will be operated.

- 5.1 The Harbour Master will take such steps as are practical with the facilities available to him to contain any spillage in the first incidence.

6. *Damaged vessels wishing to enter Port which are leaking oil or suspect damage resulting in possible pollution.*

- 6.1 Vessels which require entry into the harbour which are leaking or might leak oil as a result of damage must seek express permission to enter from the Harbour Master, until this has been granted the vessel will remain outside the harbour as designated.
 - 6.2 The Harbour Master, before granting such permission, will arrange to have the vessel inspected by himself and/or F.H.C. surveyors and pollution officers from the County Council and/or M.C.A.
 - 6.3 The investigations of the vessel indicate that leakage is not occurring or has stopped.
 - 6.3.1 She will be brought into a designated berth for detailed examination and/or moving of oil from or without the vessel to prevent leakage whilst in port.
 - 6.3.2 Various back up precautions will be in place available on the quay and booms deployed around the vessel during her stay in Port.
-
-

- 6.3.3 A strict and continuous watch for leakage will be set up to cover the vessels stay. This by ships' staff supplemented where necessary by shore staff engaged by the owner. During the period the Harbour Office will be manned throughout.
- 6.4 If the vessel is leaking or damage is such that leakage is unavoidable, permission to enter will not be granted by the Harbour Master unless the S.O.S.REP accepts responsibility as a hazardous vessel.



POLLUTION ENTERING THE PORT ON THE SURFACE FROM SEAWARD.

Every effort will be made to curtail the movement of oil pollution at sea into the harbour.

The Harbour Master will deploy such equipment and manpower as available to assist.

The Harbour Master will liaise closely with County and District Officers together with MCA Pollution Officers.

The total deployment of booms across the harbour entrance is considered both impracticable and ineffective, given the conditions experienced in this part of the harbour created by wind and tide. The large number of shipping movements (commercial and leisure) requires the ports to be kept open and catchments and entrapment booms along the sides is considered the best arrangement. Limited booming to entrap oil along the sides of the harbour may prove effective.

The Harbour Master will provide local authorities with information regarding local meteorological and tidal conditions from the Ports Met Monitoring Centre.

**In the event of oil entering the Harbour,
Fowey Harbour Oil Contingency Plan will be implemented.
This would probably be at Tier III level.**

ENVIRONMENTALLY SENSITIVE AREAS OF THE FOWEY ESTUARY

- **General Nature Conservation Information of the Fowey River and Estuary**

The Fowey Estuary and River are renowned for their natural beauty and this great value is reflected in the designation of the inner estuary as an Area of Great Landscape Value (AGLV), the valley also lies within the Cornwall Area of Outstanding Natural Beauty (AONB). The latter includes the Heritage Coast designation aimed at identifying areas of coastline for protection purposes, more recently the Fowey Voluntary Marine and Coastal Conservation Area.

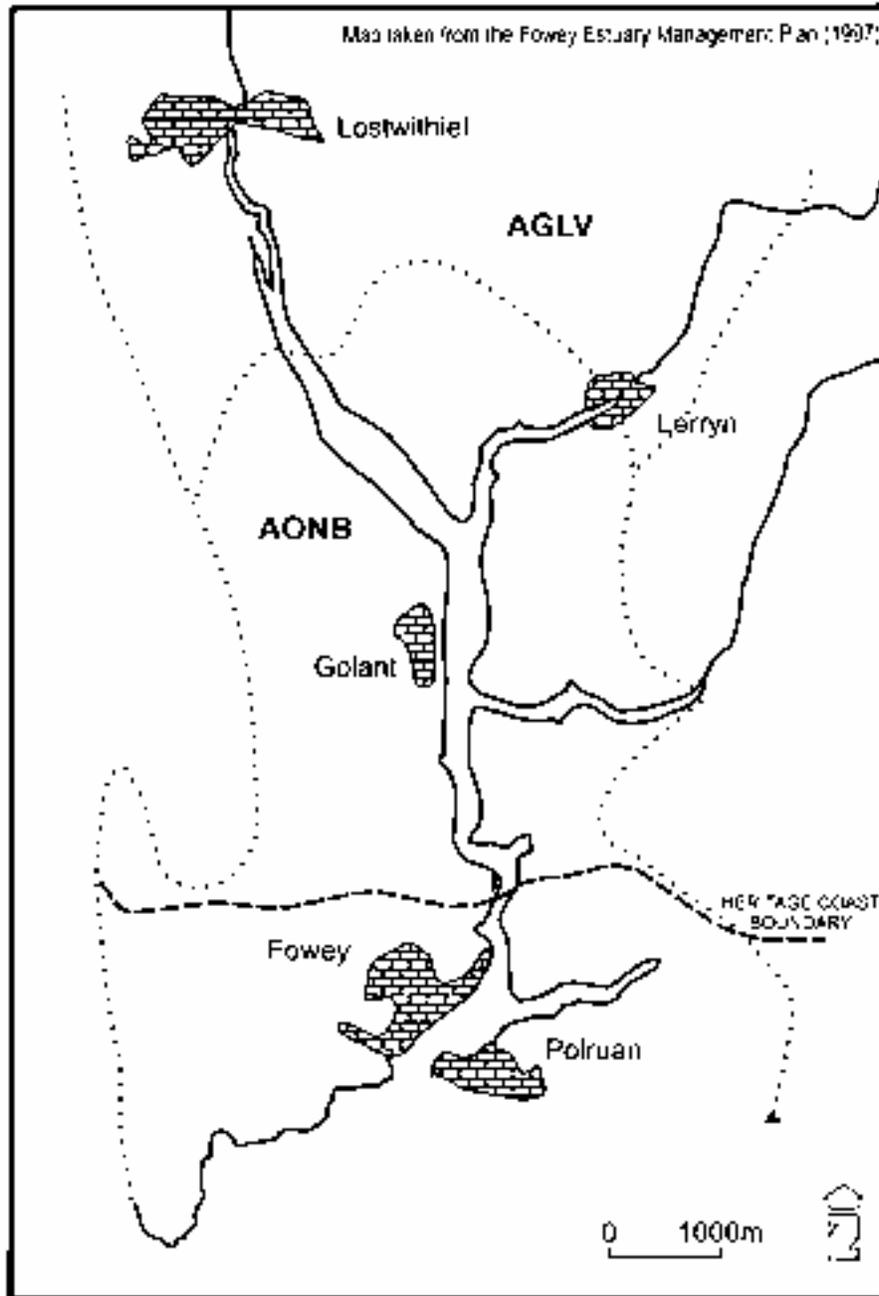
The Fowey Estuary is a ria, a drowned river valley formed after the post-glacial sea level rise. The coastline around the outer estuary consists mainly of wave-exposed outcrops of bedrock interspersed with sediment filled bays. Bedrock shores extend up river as far as Polruan and Whitehouse Points. The Western shore as far Wiseman's Point and the eastern shore to the entrance of Pont Pill are predominantly house and business frontages built on top of the bedrock or manmade sea defences with sandy shores below.

Above Wiseman's Point, the shores become increasingly sedimentary in nature, the western bank being dominated by the manmade supporting bank for the railway line.

The River Fowey and its tributary the River Lerryn and several side branches or pills flow through steep sided and mostly wooded valleys. The upper reaches have gradually silted up and extensive intertidal mud and sand flats are present upstream of Golant. These are important areas of feeding birds, nationally important populations of Greenshank occur during the autumn and several species of wader over winter in the estuary.

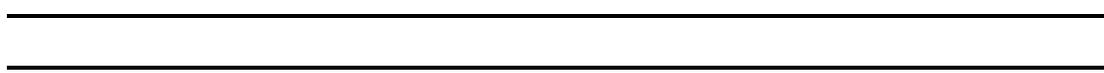
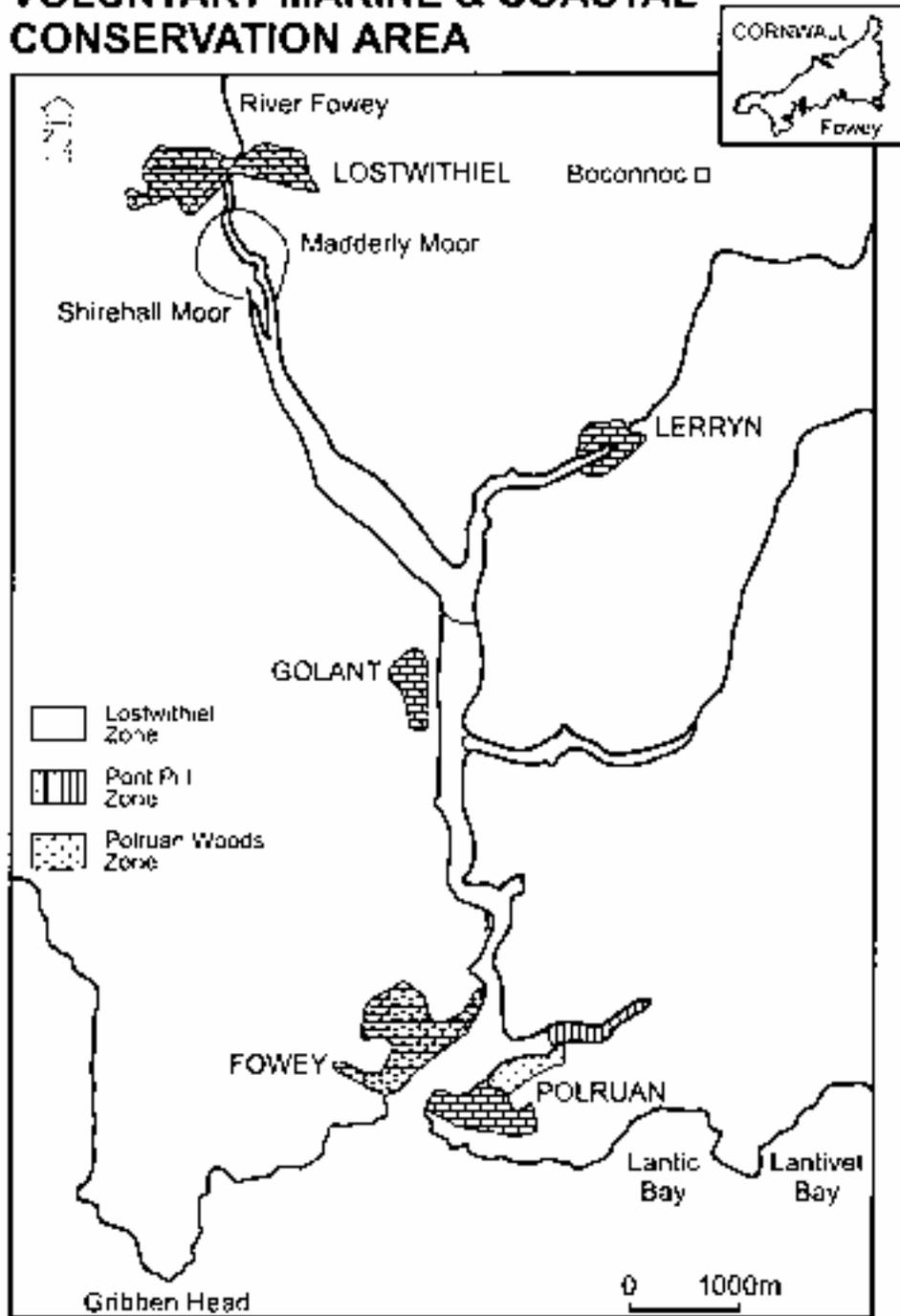
Small patches of salt marsh exist in the upper reaches of the estuary at Lostwithiel/Milltown. Salt marshes are difficult habitats to clean after an oil spill and priority should be given to their protection, especially as salt marsh is a relatively rare habitat in Cornwall.

FOWEY ESTUARY : LANDSCAPE DESIGNATIONS



KEY :
AONB Area of Outstanding Natural Beauty
AGLV Area of Great Landscape Value
△ Site of Special Scientific Interest (SSSI)

VOLUNTARY MARINE & COASTAL CONSERVATION AREA



- **Harbour Entrance**

At the entrance to the Fowey Estuary are areas of exposed and semi-exposed broken, generally steeply sloping, bedrock. Rock pools, overhangs and vertical rock are present from upper shore to low water level.

Rock pools are found at all levels of the shores around the entrance to the estuary. The pools tend to be algae-dominated, although a wide variety of fauna is also present.

Vertical and overhanging bedrock occurs around the low water level; particularly extensive areas are found at Munday Rocks. Dense algal cover is characteristic; animals present includes sponges, encrusting bryozoans and ascidians. The starfish *Asteris rubens* and the jewel anemone *Corynactis viridis* among other species are found on more exposed shores.

- **Polruan Pool**

Areas of fine sand are algal-dominated giving way to beds of Eel grass, *Zostera Marina* although the extent of the beds is not currently known. This makes them of ever greater conservation value, not least because the species is known to provide habitats for a great diversity of flora and fauna. The community includes Sea Belt *Laminaria saccharina*, the hydroid *Obelia geniculata* on algal fronds, the daisy anemone *Cereus pedunculatus*, the hairy seamount *Electra pilosa* and the anemone *Sagartiogeton undatus*. *Zostera* leaves support banded chink shells *Lacuna vincta*, colonial diatoms and hydroids. (Moore *Et al* 1999)

- **Penleath Point**

At Penleath Point, the splash zone is lichen-dominated above dense upper shore cover of Channel Wrack, *Pelvetia canaliculata* and Spiral Wrack, *Fucus spiralis*. Barnacles are common and there are abundant Rough Periwinkle, *Littorina saxatilis*. Mid-shore rocks are covered by dense growths of Egg Wrack, *Ascophyllum nodosum* and Toothed Wrack *Fucus serratus*. On steeply sloping bedrock, barnacles and limpets, *Patella vulgata* are dominant. Some red algae are present and on the mid-shore littorinids are frequent. Lower shore areas are dominated by *F. serratus* and a fairly wide variety of fauna and other algae.

- **Pont Pill**

In the sheltered creek of Pont Pill, areas of gravelly silt and clay are dominated by polychaetes, and additionally characterised by large numbers of Estuary ragworm, *Nereis diversicolor* and oligochaetes. Mudflats in the pill are also polychaete – dominated with *Nephtys homergi* and *Streblospio shrubsolii* and oligochaetes present. A similar community is found up in the main channel at West Wood, although abundances are much higher at the upstream site. (Moore *et al*, 1999). Pont Pill area is used by Commercial Shell Fisheries.

- **Penpoll Creek, River Lerryn, St. Winnow – Lostwithiel**

Bedrock is scarce in the inner reaches of the estuary but there are bridge walls at Lerryn and Penpoll which provide hard substratum. Flora and fauna are very limited on bedrock; *Fucus ceranoides* is dense on the bridge stones and also present on stones in mud. Some red and green algae are also present. Amphipods, mysids and prawns *Crangon crangon* are also found. Eels and shore crabs are common under boulders at Penpoll. Other animals are found sporadically, including peppery furrow shells and barnacles.

Small stands of salt marsh, dominated by freshwater species such as *Puccinellia*, occur at the head of the creeks, along the River Lerryn and along the River Fowey from St. Winnow to Lostwithiel. Salt marsh covers only 2.8 ha of intertidal area along the Fowey Estuary.

- **Mixtow Pill, Cliff Pill, Woodgate Pill**

Dominated by silty sand and mud, these creeks are dominated by the estuarine polychaete and oligochaete worms and support a diverse range of flora and fauna including Green crabs and eels.

- **Upper Reaches**

The fringing marshland and woodland is important for its brackish water floral communities and freshwater ponds with reed bed vegetation. Which are breeding habitats for a number of bird species, along with the associated mudflats that are feeding grounds for waders and wildfowl such as Little Egret, Curlew, Redshank and the Black-tailed Godwit.

- **Fisheries**

The estuary is a major nursery area for bass *Dicentrarchus labrax*, and has been designated by DEFRA as a bass nursery area. It is illegal to fish for bass from a boat between 1st May and 31st September in all total waters upstream of a line by a line drawn from Penleath Point to the opposite shore (270°).

Atlantic Salmon *Salmo salar* and Sea Trout *Salmo Trutta* migrate into the estuary to spawn upstream. The salmonids are protected by Net Limitation Orders that restrict the number of nets used in the estuary. The lampern *Lampetra fluviatilis*, sea lamprey *Petromyzon marinus* and twaite shad *Alsoa fallax*, all species protected under the Wildlife and Countryside Act 1981, have been recorded from the Fowey.

Fyke and elver nets are used to catch eels *Anguilla anguilla*.

Salmon *S. salar* and sea trout *S. trutta* are farmed for research purposes at Upper Carn Point under number 5 & 6 jetties.

Shore Crabs *Carcinus maenas* are collected for bait from beneath boulders and manmade traps. Bait digging for Polychaetes is common practice on many sections of the estuary's foreshore. The Harbour Byelaw (102) restricts the digging for bait in any part of the harbour within 20 feet (6m) of any mooring, pile, beacon, mark, hard, causeway, jetty, quay, wharf or similar structure or foreshore between signs indicating areas of no digging.

Pont Pill is a designated shell fishery area classified for the production of bivalve mollusc under the Food Safety (Fishery Products and Live Shellfish) (Hygiene) regulations 1998. Two shell fish farms, in the middle reaches on either bank of the Pill, are concerned with the cultivation of Malina Clams, *Tapes philippinarum* and Pacific Oysters, *Crassostrea gigas*, the area is also used for the relaying of mussels, *Mytilus edulis*.

A trial shellfish area for Pacific Oysters and relaying mussels if found further up the river above the docks at Wiseman's Reach.

- **Site of Special Scientific Interest**

There are no SSSI within the area of this plan. One has been designated adjacent to it:-

Punches Cross Polruan to Polperro

The coastal habitat features rocky shore backed by cliff. To the east of the site is Polperro Harbour, to the west of Fowey Harbour. The site is particularly important for its rare plants and associated invertebrates.

- **Amenity Areas**

The Fowey Estuary is a busy commercial waterway. There are boat building yards at Lostwithiel and Polruan. The majority of the hinterland is rural in character. Leisure activities are concentrated in the lower reaches of the estuary where there are 1,500 permanent moorings; sailing, windsurfing, canoeing and angling take place.

Readymoney Cove is a popular recreation spot (as are other stretches of the foreshore) and is a designated Bathing Beach over the summer season between May and September, under the E.C. Directive 76/160 bathing Waters Directive.



PREVENTION OF POLLUTION ARISING FROM AN OIL POLLUTION INCIDENT

REGULATION 26

SHIPBOARD OIL POLLUTION EMERGENCY PLAN

- 1) Every oil tanker of 150 tons gross tonnage and above and every ship other than an oil tanker of 400 tons gross tonnage and above shall carry on board a shipboard oil pollution emergency plan approved by the Administration. In the case of ships built before 4th April 1993 this requirement shall apply 24 months after that date.
- 2) Such a plan shall be in accordance with guidelines developed by the Organisation and written in the working language of the Master and officers. The plan shall consist at least of:
 - (a) the procedure to be followed by the Master or other persons having charge of the ship to report an oil pollution incident, as required in article 8 and Protocol 1 of the present Convention, based on the guidelines developed by the Organisation;*
 - (b) the list of authorities or person to be contacted in the event of an oil pollution incident;
 - (c) a detailed description of the action to be taken immediately by persons on board to reduce or control the discharge of oil following the incident; and
 - (d) the procedures and point of contact on the ship for co-ordinating shipboard action with national and local authorities in combating the pollution.

ANNEX 2

FOWEY PORT EMERGENCY PLAN TELEPHONE & FAX CONTACT NUMBERS

FOWEY HARBOUR OFFICE

0800-1700 Mon-Fri

NUMBERS

01726 832471

Fax 833738

e-mail fhc@foweyharbour.co.uk

website www.foweyharbour.co.uk

AFTER HOURS

transferred to duty person

FOWEY/PAR PILOTS FOWEY

0900-1700 WEEKDAYS

0789055563

Fax 01726832826

e.mail

website www.foweypilots.com

transferred to duty
personnel when not
manned

IMERYS Minerals Limited – Ports Division

SCUK Shipping agents

01726 833161

General Manager:

01726 818362

Fax 818373

07899 062234

Control Room

01726 818363

Fax 818367

Ports Superintendent:
Par Dock

01726 818329

01726 818337 MOBILE 07773434036

Maritime and Coastguard Agency

MCA Coastguards Brixham

01803 882704

Fax 882780

MCA HQ

02380 329100

If pollution incident ask
for Counter Pollution

Cornwall County Council

EMERGENCY PLANNING

01872 32 3123

01872 32 3121

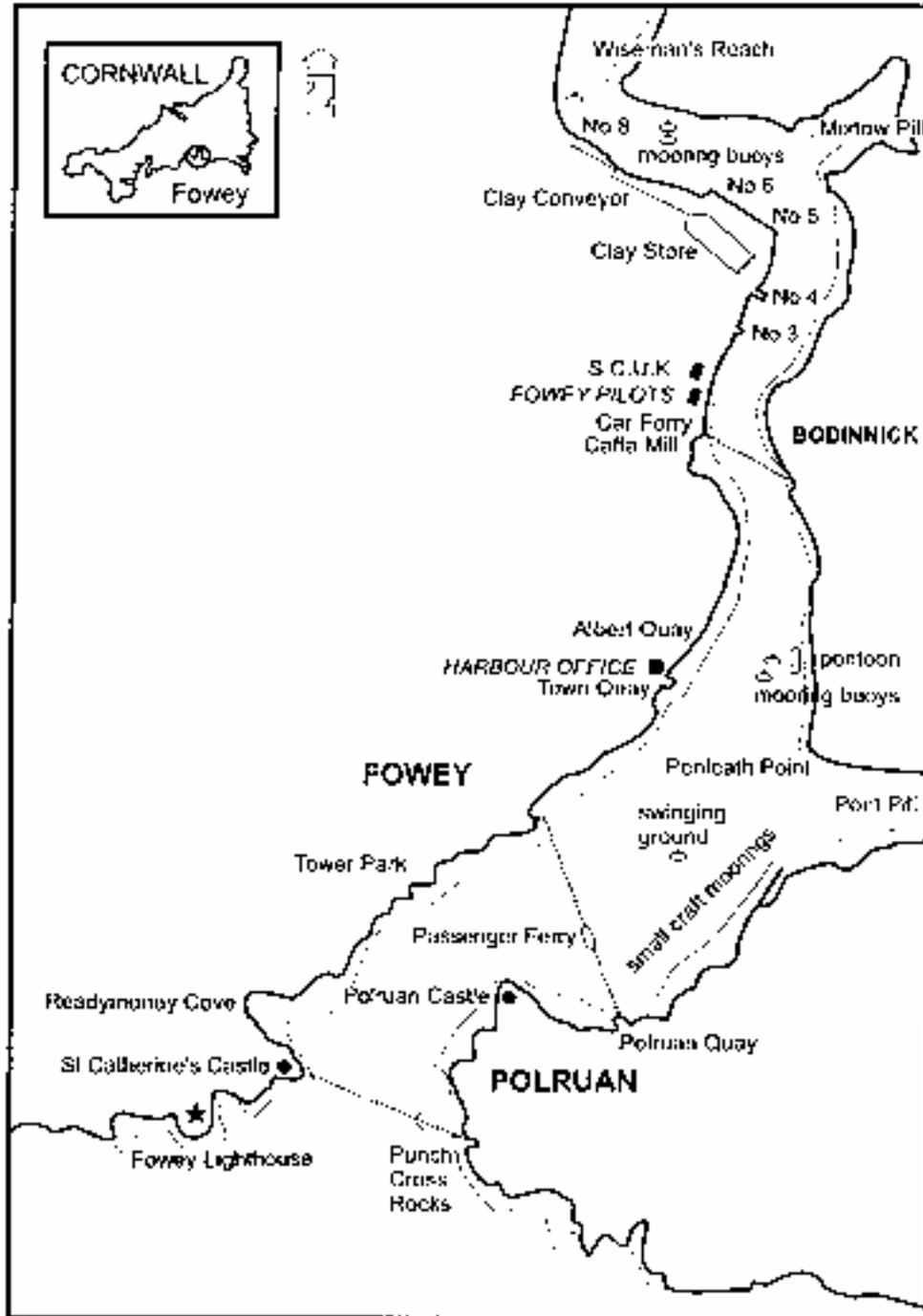
Environment Agency

Environment Management Office

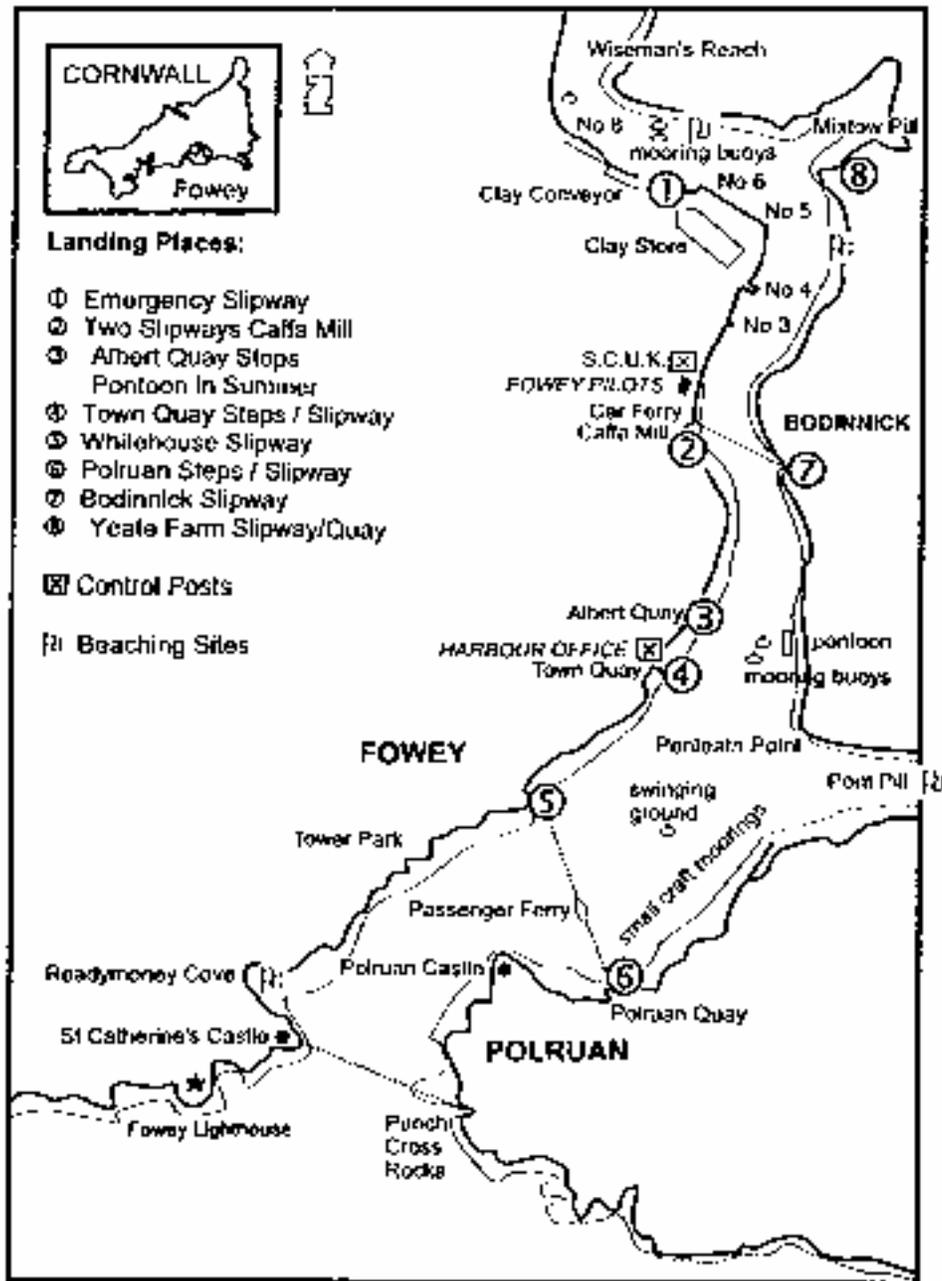
01208 265049

OUT OF HOURS 0800 807060

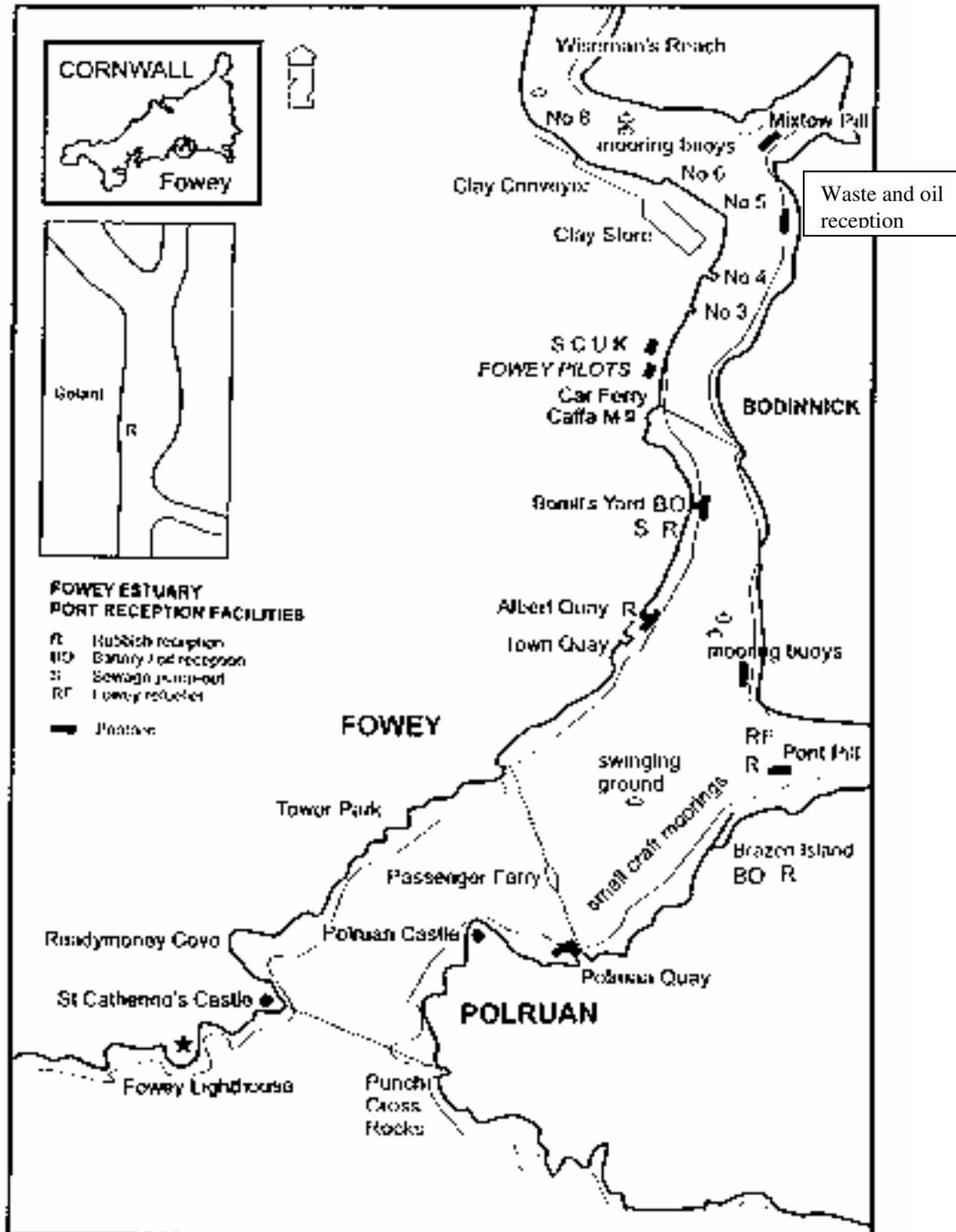
FOWEY LOWER ESTUARY



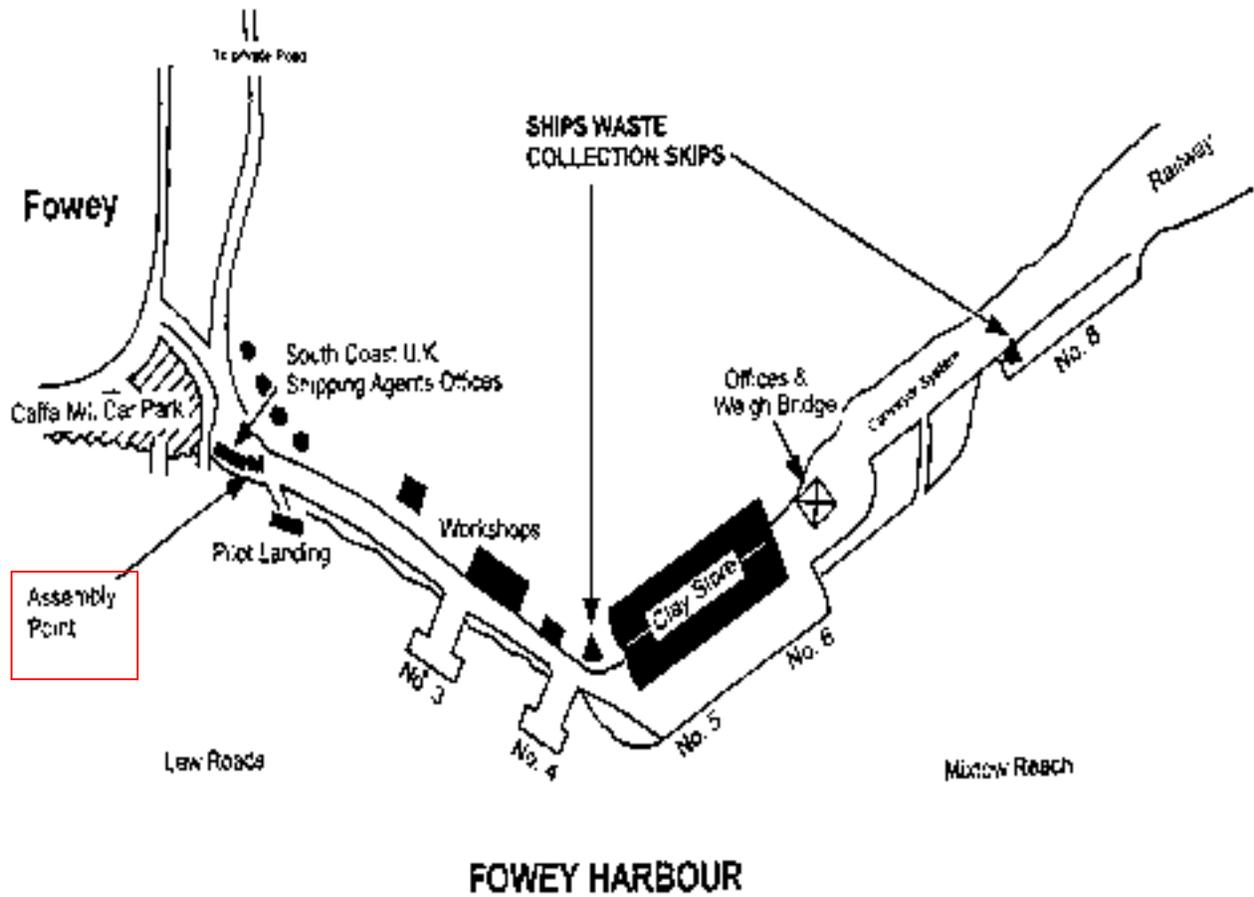
FOWEY LOWER ESTUARY LANDING PLACES & BEACHING SITES



**FOWEY ESTUARY
PORT RECEPTION FACILITIES**



IMERYYS - FOWEY DOCKS



Assembly Point

FOWEY HARBOUR COMMISSIONERS

FIRE

**Arrangements for notifying an outbreak
of FIRE in the PORT OF FOWEY**

**IN THE EVENT OF FIRE OR EXPLOSION THE FOLLOWING ACTION
SHOULD BE TAKEN WITHOUT DELAY:**

1. IN THE EVENT OF A FIRE OR EXPLOSION ON A VESSEL ALONGSIDE A JETTY

Method of Raising Alarm by Personnel on Board Vessel

- (a) Contrivance sounding of any fog signal equipment
 - (b) Reporting the emergency as follows:
 - (i) 999 FOR EMERGENCY SERVICES, FIRE BRIGADE, AMBULANCE and HM COASTGUARD, use Jetty Emergency Phones as necessary.
 - (ii) Informing responsible personnel on the jetty
 - (iii) Telephoning the Harbour Office, Fowey 832471 or calling Fowey Harbour Radio on Channel 16 VHF using a short message stating name of ship, position, where the fire is, and whether any casualties have occurred or are likely to occur.
 - (iv) After office hours telephoning HM Coastguard, ie 999 or calling HM Coastguard on VHF Channel 16
- Personnel on board ship seeing a fire or explosion on the jetty they are alongside or on another jetty should inform the EMERGENCY SERVICES as set out above

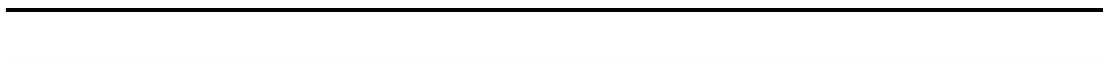
**2. FIRE OR EXPLOSION ON A VESSEL AT ANCHOR OR MOORED IN THE HARBOUR
(NOT ALONGSIDE A JETTY) OR ON A VESSEL UNDERWAY IN THE PORT**

Raising the Alarm

In case of fire or other emergency the alarm should be raised immediately by one of the following methods

- (a) By public language method on VHF R/T Channel 16
- (b) By visual message
- (c) By exhibiting one or more of the Signals prescribed in Annex IV of the International Regulations for Preventing Collisions at Sea 1983 (for vessels in distress and requiring assistance)

continued overleaf



Message should be passed in the following form:

By R/T PAN PAN PAN or MAYDAY MAYDAY MAYDAY
This is S/S M/V _____ fire/explosion has occurred
In _____ date/time
my position is _____
By name, XXX (unit - answered)
This is S/S M/V _____ fire/explosion has occurred
In _____ date/time
my position is _____

The message should be followed, after the alarm has been raised ashore, by an amplifying message giving details of:

- (a) Type, size and position of vessel
- (b) Fire - What is on fire, extent, possible dangers
- (c) Damage - extent, effect on stability and seaworthiness
- (d) Casualties - number, type of injury - number of stretch-beds required
- (e) Oil spillage - if any danger of oil spillage exists, this should be reported
- (f) Pollution - whether pollution risk should be reported

3. ON NO ACCOUNT SHOULD THE INITIAL ALARM MESSAGE BE DELAYED IN ORDER THAT FULL DETAILS CAN BE PROVIDED

Action by Master

Having raised the alarm message ashore the crew will assist with the Master until the Fire Brigade arrives when control of the building will be undertaken by the Senior Officer of the Fire Brigade present.

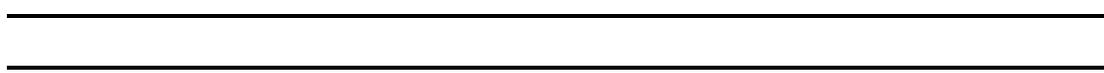
Staff's personal should be done, stored and used to the best with appliances available.

The Master will report to HM Coastguard by radio, the quantity and types of cargo aboard his vessel. HM Coastguard will then relay this information to the appropriate Authorities.

IF, AT ANY TIME, NOTIFICATION IS RECEIVED THAT A VESSEL REQUIRING FIRE FIGHTING SERVICES IS BOUND FOR FOWLY, THE AGE 61 OR OTHER RESPONSIBLE AUTHORITY SHOULD IMMEDIATELY NOTIFY THE FOWLY FIRE BRIGADE AND THE HARBOUR MASTER.

Essex Harbour Fire and Rescue
Harbour Offices
Aberthaw Quay
Essex PL 23 1AA
Telephone: 832471 Fax: 832474

M. J. SUTHERLAND
CHIEF EXECUTIVE, HARBOUR MASTER & CLERK TO THE COMMISSIONERS



IMERYS Minerals Limited – Port of Fowey

EMERGENCY INSTRUCTIONS FOR ALL PERSONNEL

INSTRUCCIONES DE EMERGENCIA PARA TODO EL PERSONAL

FIRE - IN THE EVENT OF FIRE IMMEDIATELY:-

1. Handle the alarm by sounding the local Alarm Signaller according the ship's Log Signer accordingly until acknowledged.
2. Outside of working hours:- Use emergency internal telephone which is situated on Clay. Signaller numbers 5 and 6 berths.
Día 2010 and give full details of location of fire, what is on fire and if any persons are injured or missing.

INCENDIO – EN CASO DE INCENDIO, INMEDIATAMENTE:-

1. Poner en funcionamiento la alarma haciendo sonar el sistema local de las bombas de las bodegas correspondiente, hasta su reconocimiento.
2. Fuera de las horas de trabajo:- Utilizar el teléfono interno para emergencias situado en el muelle de los alcos números 5 y 6 del atracadero de cañeros.
Mencionar el 2010 y dar todas las detalles de la localización del fuego, de lo que está quemando y de si hay alguna persona o lesionados.

MESURES A PRENDRE EN CAS DE URGENCE, POUR TOUT LE PERSONEL

NOTFALL – INSTRUKTIONEN FÜR ALLE BESCHÄFTIGTE

EN CAS D'INCENDIE – IL FAUT:-

1. Donner l'alarme tout de suite son en déclenchant le système d'alarme sur les botes selon les signaux: à moins de bords des bâteaux, les signaux que l'on a répondu le signal.
2. En dehors des heures de travail:- Utiliser le téléphone interne qui se trouve sur le mât ou au-dessus à l'arrière des bâteaux de mouillage 5 et 6.
Faire le 2010 et donner immédiatement au signaleur les détails de l'endroit où se trouve le feu et si il y a quelqu'un qui est blessé ou qui manque.

FEUER – IM FALLE EINES FEUERS SOFORT:-

1. Alarm auslösen mit dem örtlichen Alarmsystem mit dem Leuchtkegel des Schiffs durch langgehaltenden Ton bei der Signalbeantwortung wird.
2. Au Bethalt der Arbeit:- benutze den Hornif des internen Telefonsystems an der Lagerbodegang am Segeplatz 5 und 6.
Wähle 2010 und gib Kurz Einzelheiten über Ort und Art des Feuers und wenn in verletzten oder vermissten Personen.

ROLES OF THE POLICE

The primary areas of police responsibility may be summarised as follows:

Co-ordination of the emergency services and other subsidiary organisations.

The protection and preservation of the scene.

The saving of life in conjunction with the other emergency services.

The investigation of the incident, in conjunction with other investigative bodies where applicable.

The collation and dissemination of casualty information.

Identification of victims on behalf of the Coroner who is the principal investigator when fatalities are involved.

The restoration of normality at the earliest opportunity.

FIRST ON SCENE: The first officer to arrive on the scene of a major incident must not become involved in rescue efforts. This officer's primary role is to determine the size, scope, and nature of the emergency and convey this information back. It is appreciated that there may be considerable pressure on this officer to commence rescue and other operations. It is, however, more important that the scale of the incident be correctly assessed and as much information as possible conveyed back to ensure that the correct level of response can be initiated.

INCIDENT MANAGEMENT: In the initial stages of a major incident the Emergency Services are likely to be confronted with a state of confusion and unco-ordinated activity. It is essential to establish control over the immediate area of the incident and anyone who is assisting with rescue work.

CONTROL AND CO-ORDINATION

1. GENERAL POLICE ROLES

1.1 To co-ordinate the various emergency services in restoring normality as soon as possible.

1.2 Unless a disaster has been caused by severe weather or other natural phenomena in that the incident is a major crime and investigate or oversee the investigation accordingly.

2. COMMAND

2.1 Police command will be in accordance with Policy and Procedures guidelines D26 but the following command functions will always be necessary.

- (a) Overall Incident Commander (ICOLD)
- (b) Incident Officer (ILOVER)
- (c) Sector Investigating Officer
- (d) Major Incident Control Room Co-ordinator (ICOLD CONTROL) (not to be confused with any Major Investigation Room)
- (e) Incident Control Post Co-ordinator (ICOLVER CONTROL)

3. FORWARD COMMAND POST (FCP) AND INCIDENT CONTROL POST (ICP)

3.1 In the initial stages the first police vehicles at the scene are as the forward command post, to be replaced as soon as possible by a specialist command vehicle.