



DUCHY *of* CORNWALL
ST. MARY'S HARBOUR

Marine Safety Plan (2024-2026) Review

Introduction

In January 2024, St. Mary's Harbour Authority (SMHA) released its Marine Safety Plan (MSP) covering the period 2024-2026. This review covers the targets set out in that plan over the year 2025 and should be read in conjunction with the MSP 2024-2026. The targets are split into two sections.

1. Ongoing targets for the duration of the plan and beyond.
2. Specific targets to achieve within the timeline of the plan.

Ongoing Targets for SMHA

Marine Safety Management Plan (MSMS)

Ongoing review on the MSMS Documentation with a continuous aim to refine content for ease of use and understanding and maintain compliance with the Port and Marine Facilities Safety Code.

In March 2025, Captain Tim Charlesworth (Designated Person) conducted an audit and offered assurance of continued compliance with the Code via the certificate of compliance. SMHA's documentation is reviewed annually with updates logged in the MSMS amendment diary.

In 2026, Captain Rod Lewis of ABPmer took over as Designated Person for SMHA. In July he visited the harbour and conducted a gap analysis. The identified Gaps and observations on his report related to either new requirements in the 2025 code or were linked to the comments on updating and restructuring the MSMS documentation in line with the new code.

A new MSMS document has been drafted and forwarded to the Designated Person for review. This document will be reviewed annually and updated accordingly to continue to improve the marine operations in SMHA and ensure compliance with the Code.

DfT Security

Continue to comply with the requirements of DfT Security through ongoing review and external audits.

SMHA continue to employ the services of Teamwork Security to assist with the ongoing requirements of the DfT in respect to port security and to provide external assurance to the Duchy in a similar fashion to the role of Designated Person under the requirements of the PMFSC. Four security drills were carried out in the year. The DfT carried out a Port Facility Security Assessment which is valid for the next 5 years. SMHA continues to comply with the requirements from DfT.

Pilotage

Provide a pilotage service of well-trained, qualified, and authorised pilots that is supported by the authorisation of pilotage exemptions to similar standards, resulting in no serious incidents caused by errors made by SMHA Pilots.

Throughout 2025 four pilots were retained by the CHA and carried out 104 pilotage acts without incident. There were 678 pilotage acts carried out by Pilotage Exemption Certificate holders with no reported incidents.

Emergency Preparedness & Response

Establish and maintain a schedule of regular training and exercises for implementing emergency plans and oil spill procedures. Run and/ or attend exercises with external stakeholders such as local authorities and the emergency services.

Various drills and exercises were carried out by SMHA throughout 2025 such as.

- Search technique training with the local police – ISPS
- Quarterly security drills with Teamwork Security
- Annual ISPS exercise with Teamwork Security and other ports/facilities
- Oil spill exercise with all harbour staff and deployed equipment

SMHA continues to carry out regular drills and training with all harbour staff for fire, oil spill and security. Training dates are logged on Harbour Assist and training requirements are reviewed at the start of each year.

Environmental

Continue to research and use environmentally aware practices associated with harbour operations to reduce our environmental impacts.

SMHA sent the first tonne of end-of-life fishing gear to Waterhaul for recycling. This is a continuing project with the hope that multiple loads are sent throughout 2026.

SMHA continues to use the electric outboard, fitted to the small workboat operating within the harbour.

SMHA have installed bollards on Higher Town, Church and St Agnes Quays. This means that landing craft can now utilize these quays for freight.

SMHA continue to use Above & Below Imagery to take aerial photographs to assist in the monitoring of seagrass within the harbour. This programme is ongoing, and we have shared this information with Natural England.

Training

Provide harbour employees with the necessary training to undertake their roles and responsibilities.

Training courses were undertaken by staff throughout the year and included:

- RYA Level 2 (commercially endorsed)
- MCA Small Ships Navigation & Radar
- Scaffold Tower Training
- Cyber Education
- Approved Engine Course (AEC1 and AEC 2)
- Harbour Master and PMSC Training
- Port Facility Security Officer Training

SMHA continues to carry out regular “in-house” training and drills with the equipment used. SMHA have also taken on an apprentice who is undertaking a Small Commercial Vessel Crew Member apprenticeship.

Specific Targets for SMHA 2024-2026

- No major incidents, serious injuries, or serious pollution within the harbour.

Achieved through continued consultation, sharing best practices/ information received from regulatory bodies such as the MCA, investigate all reported incidents from harbour users and share findings, review operator procedures such as fuelling, and close working with operators regarding the movement of passengers on the quay.

There was one recorded Incident Report. The incident was a hydraulic hose leak in the water on the outer berth which was dealt with quickly and efficiently by SMHA – a POLREP was sent to the MCA.

- Maintain MCA Tier 2 Response Plan

SMHA will conduct an oil spill exercise to determine the harbours’ ability to respond to a Tier 2 spill and, in conjunction with a review of paperwork and equipment, will determine if the harbour will maintain Tier 2 responder accreditation from ISAS.

Three practical training exercises were carried out using a range of oil spill equipment available to the harbour team throughout 2025. A tabletop exercise was also undertaken to discuss the harbour response to an oil spill emergency.

- Regular stakeholder and public consultation – at least 3 H.U.G. meetings per year.

Achieved through regular meetings held throughout the year.

Four H.U.G. meetings were held in 2025 – minutes and agendas available upon request.

- Zero mooring equipment failures of harbour equipment.

Achieved through continued review of practices and equipment used by mooring maintenance providers and harbour-maintained moorings. Regular reviews of mooring maintenance spreadsheet and mooring reports.

There were no mooring failures throughout 2025.

- Receive 100% returns from private mooring holders regarding equipment and inspection details:

Achieved through direct contact with each private mooring holder and external mooring maintenance provider. Mooring reports held on the Shared Drive.

In 2025 SMHA received 100% of all private mooring holders returns relating to inspections and mooring equipment.