

SOUTH HAMS DISTRICT COUNCIL



Salcombe Harbour Authority

Marine Emergency Plan

Version 1.0 February 2026

Table of Contents

- Record of Review / Amendments
- Document Control
- Glossary
- 1.0 Introduction
 - 1.1 Aim
 - 1.2 Objective
 - 1.3 Action
 - 1.4 Overview
 - 1.5 Consultation
- 2.0 General
 - 2.1 Response priorities
 - 2.2 Harbour closure
 - 2.3 Raising the alarm
 - 2.4 Contacts (Salcombe Harbour Authority)
 - 2.5 Communications by radio
 - 2.6 Media
- 3.0 Fires
 - 3.1 General
 - 3.2 Fire on vessels
 - 3.3 Fire on land / waterfront properties
 - 3.4 Action by vessel
 - 3.5 Action by Harbour Master
 - 3.6 Action by Fire & Rescue Service (FRS)
 - 3.7 Action by Medical Services
 - 3.8 Action by Police
 - 3.9 Action by Coastguard
 - 3.10 Local arrangements – embarkation points (Whitestrand / Batson)
- 4.0 Pollution (including oil / chemical)
 - 4.1 Actions by vessels
 - 4.2 Actions on receipt of pollution report
 - 4.3 Containment of pollution
 - 4.4 Damaged/leaking vessel seeking entry
 - 4.5 Pollution from seaward

- 4.6 Chemical pollution (sea / land)
- 5.0 Medical emergencies
 - 5.1 Medical emergencies on board
- 6.0 Search & Rescue (within Harbour limits)
- 7.0 Mud rescue (SHA procedure)
- 8.0 Security incidents (terrorism/suspicious activity)
- 9.0 Combined Sewage Overflow (CSO) impacts – South Sands & adjacent beaches
- 10.0 Bodies in the Harbour
- 11.0 Transfer of command post
- 12.0 On-scene management (Gold/Silver/Bronze)
- 13.0 Emergency response centres
- 14.0 Support services
- 15.0 Animals
- 16.0 References

RECORD OF REVIEW / AMENDMENTS

This plan will be reviewed: (i) annually, (ii) following incidents, and (iii) following exercises, with major changes issued as a new version and minor amendments annotated decimally (e.g., v1.1, v1.2). The overall review approach follows the format used in Ilfracombe’s plan.

Review (R) / Amendment (A)	Date	Description of changes
R & A	16/02/2026	Draft compiled using SHA’s legacy emergency procedures and Ilfracombe plan structure.

DOCUMENT CONTROL

Amendment proposals should be submitted to the Harbour Master via the Harbour Office. Primary telephone contact: **01548 843791** or **salcombe.harbour@swdevon.gov.uk**

GLOSSARY

AED – Automated External Defibrillator

AIC – Ambulance Incident Commander

CPSO – Counter Pollution & Salvage Officer

DCC – Devon County Council

DEFRA – Department for Environment, Food & Rural Affairs

DfT – Department for Transport

DGHAR – Dangerous Goods in Harbour Areas Regulations 2016

FCP – Forward Command Post

FRS – Fire & Rescue Service

HM – Harbour Master

ICV – Incident Control Vehicle

MCA – Maritime & Coastguard Agency

MIMMS – Major Incident Medical Management & Support

OSCP – Oil Spill Contingency Plan

RNLI – Royal National Lifeboat Institution

SOPEP – Shipboard Oil Pollution Emergency Plan

SOSREP – Secretary of State's Representative

SWAST – Southwestern Ambulance Service NHS Foundation Trust

1.0 INTRODUCTION

1.1 Aim

Provide an easy source of reference for responding to emergencies within Salcombe Harbour Authority's jurisdiction.

1.2 Objective

Ensure all agencies respond in a coordinated manner to any emergency within the Harbour Authority area.

1.3 Action

This plan sets out actions to be taken for emergencies or potential emergencies in the Salcombe Harbour Authority area, guiding responding personnel and aligning with declarations of major incidents by the emergency services.

1.4 Overview

Salcombe Harbour Authority (SHA) administers harbour and estuarial waters within its Harbour Limits. It is routinely used by commercial, leisure and RNLI craft and is able to receive vessels requiring shore-side assistance.

1.5 Consultation

This draft recognises partnership working with: Devon & Cornwall Police; Devon & Somerset FRS; HM Coastguard (Falmouth Ops Centre); RNLI Salcombe; Environment Agency; Devon County Council; Southwest Water; Southwestern Ambulance Service.

2.0 GENERAL

2.1 Response priorities

As per Civil Contingencies Act principles: (i) save and preserve life; (ii) contain the emergency; (iii) relieve suffering; (iv) safeguard the environment; (v) protect property; (vi) facilitate investigation; (vii) restore normality. (Structure aligned to Ilfracombe plan.)

2.2 Harbour closure

The Harbour Master may restrict movements or close the Harbour. Under the **Dangerous Vessels Act 1985**, the HM may deny entry or direct a vessel to leave if it poses a threat; a vessel on fire, at risk of sinking, or causing major pollution must not enter or move without HM authority (subject to any SOSREP direction). Navigation warnings may be issued by HM Coastguard.

2.3 Raising the alarm

All incidents in the Harbour are to be reported to the Harbour Master using all available means in the first instance; if not contactable, dial **999/112**.

2.3.1 Means of raising the alarm

- VHF Ch. **16** – Distress/Calling; **12/14** – Harbour working channels as directed by HM; **0/67** – RNLI/Coastguard liaison.
- Telephone **999/112** (Police/Fire/Ambulance/Coastguard).
- Direct report to Harbour Office / on-duty launch crew (see 2.4).

2.4 Contacts (Salcombe Harbour Authority)

Outside office hours: At least one Harbour Launch is located at **Normandy Pontoon** for immediate mobilisation within Harbour Limits.

Key SHA and partner contacts (*verify quarterly*):

Role / Agency	Contact
Harbour Master – Cam Sims-Stirling	01548 843791
Deputy Harbour Master – Phil Goodhead	01548 843791
Deputy Harbour Master – Marcus McCheyne	01548 843791
Moorings Officer – Sam Viles	01548 843791
Moorings Officer – Matt Davies	01548 843791
Moorings Officer – Symon Cater	01548 843791
Moorings Officer – James Maltby	01548 843791
Moorings Officer – Chris Roberts	01548 843791
SWISCo (24/7 call)	01803 861539
Emergency services (Fire/Ambulance/Police/Coastguard)	999 / 112
HM Coastguard – Falmouth Ops Centre	01326 317575
Border Force	999 (ask for Police)
Immigration Enforcement (BF)	0300 123 7000
RNLI Salcombe (Ops/Boathouse)	01548 842158
Winters Boatyard / Lift-out (V. Soole)	01548 843580
Salcombe Ferry (S. Shortman)	n/a
Environment Agency – Incident hotline	0800 80 70 60
South West Water – Pollution	0800 781 1403
Devon IFCA	01803 854648
Project Kraken (suspicious maritime activity)	999 / 112
MMO (Brixham)	01803 853383
Divers Decompression Chamber	01752 209999
Salcombe Health Centre	01548 842284
Derriford Hospital	0845 155 8155
Kingsbridge Hospital	01548 852349

2.5 Communications by radio

During an emergency, emergency services use their own frequencies; all other harbour communications should be conducted on: **Ch.16** (Distress/Calling/Navigation warnings), **Ch.12/14** (Harbour Radio as directed by HM), **Ch.0/67**

2.6 Media

The Harbour Master will initially brief media and designate a safe media area; upon arrival, the Local Authority Communications Officer will assume media coordination in liaison with the HM.

3.0 FIRES

3.1 General

Initial actions should follow **FIND – INFORM – RESTRICT – EXTINGUISH/EVACUATE** as safe and appropriate. (Aligned to Ilfracombe plan.)

3.2 Fire on vessels

The Master/Skipper manages initial response until FRS arrival; on arrival, the senior FRS Officer assumes control. Water application must consider vessel stability and free-surface effect; HM and FRS to liaise throughout.

3.3 Fire on land / waterfront properties

Follow 2.3.1 and 3.1; the senior FRS Officer takes control and liaises with HM to coordinate resources.

3.4 Action by vessel

Raise the alarm; maintain a personnel muster/roll-call; inform HM at the earliest opportunity; liaise with FRS; consider medical support.

3.5 Action by Harbour Master

Declare the emergency on VHF; support initial firefighting where safe; arrange waterborne transport as required; maintain open Harbour Office communications and situation reports.

3.6 Action by Fire & Rescue Service (FRS)

Liaise with HM and vessel owner; initial 2-pump response assembles at a designated point; tally system for boarding; coordinate on pollution prevention with HM/EA per OSCP.

3.7 Action by Medical Services

AIC coordinates NHS activity: SWAST personnel may not deploy beyond the shoreline—casualty transfer typically via RNLI/Helicopter to designated landing points per incident needs.

3.8 Action by Police

Establish cordons, security, traffic and evacuation; set up Incident Unit and maintain liaison with all agencies including HM.

3.9 Action by Coastguard

Alert emergency services as required; deploy units; dispatch a mobile team to the Harbour Control Point; alert HM; maintain comms on VHF 16 and internal frequencies.

3.10 Local arrangements – embarkation points (Whitestrاند / Batson)

- Primary embarkation for FRS crews: **Whitestrاند Pontoon** (harbour launches *Winstone* or *Blackstone* preferred for equipment carriage).

- If Whitestrand access is constrained (events/festivals): embark **from Batson Creek public slipway**.
- Second launch to stand by for a second fire crew; fast dory may be tasked for casualty transfer/back-up.
- The helming Boatman is always in charge of the boat's position—**do not take risks**; lifejackets must be worn at all times.

4.0 POLLUTION (including oil / chemical)

This section aligns to OSCP principles.

4.1 Actions by vessels

Masters/Skippers must take all steps to prevent pollution and, if it occurs, immediately restrict further discharge and report (see 4.2).

4.2 Actions on receipt of pollution report

- **Harbour Authority:** investigate immediately; deploy Tier-1 equipment; escalate per OSCP.
- **Shore operator:** isolate source; inform HM; activate internal procedures; assist clean-up.
- **Vessel:** stop discharge; activate damage control/SOPEP; block scuppers; deploy catchment/booms; consider ignition risks.

4.3 Containment of pollution

Early containment at source is preferred; strong tidal flows may complicate containment, requiring dynamic tactics and liaison with EA/MCA CPSO.

4.4 Damaged/leaking vessel seeking entry

Entry only with HM permission and assurance leakage has stopped; HM to consult Pollution Officers/MCA CPSO; if leakage cannot be prevented, entry will not be granted unless SOSREP directs.

4.5 Pollution from seaward

HM evaluates and activates Tier-1/2 response per OSCP; every effort is made to prevent ingress into harbour waters.

4.6 Chemical pollution emergencies

- **Sea:** MCA Chemical Hazards Advisory Group and contracted strike teams may be engaged; notify Falmouth Coastguard via Ch.16/telephone.
- **Land:** contain, evacuate, contact HM/Police immediately with details of type/quantity.

5.0 MEDICAL EMERGENCIES

Raise the alarm (2.3); call for ambulance; provide first aid/shelter until first responder arrives; note that ambulance crews may not board vessels if unsafe—request RNLi assistance as required.

5.1 Medical emergencies on board

Contact Harbour Office; HM will direct to a suitable berth and clear traffic until the casualty is transferred to emergency services.

6.0 SEARCH & RESCUE (within Harbour limits)

Coordinate with Coastguard and RNLI; record missing persons, LKP/time, vessel description/owner; maintain Harbour Office incident log; organise search areas relative to tide/wind; ensure PPE, lighting and radio comms; establish roster for rest/sustenance; update wall chart of areas searched.

7.0 MUD RESCUE

On report of persons stranded: confirm location/numbers; advise remaining in boat (if applicable); activate call-out; notify Coastguard to put MRU on notice; first available crew take dory to attempt recovery **without undue risk**; consider vulnerable persons and protection; minimum 2-person crew, lifejackets mandatory; avoid compounding risk on a falling tide; maintain regular updates to Harbour Office; carry mud-rescue kit (sled, throwing line, Perry buoy, spare overalls, large-capacity lifejackets). Request Coastguard/FRS assistance if beyond capability.

8.0 SECURITY INCIDENTS (terrorism/suspicious activity)

Follow **RUN-TELL-HIDE** guidance for weapons attacks; for bomb threats record wording, ask key questions, capture caller details/characteristics; for suspicious packages do **not** touch, seek owner briefly, call 999, clear to 100 m and out of line-of-sight; report suspicious maritime activity via **Project Kraken** (Police 999). Coordinate with Special Branch and National Crime Agency as directed.

9.0 COMBINED SEWAGE OVERFLOW (CSO) IMPACTS – SOUTH SANDS & ADJACENT BEACHES

Placeholder (to be completed with Southwest Water/EA current procedure and local public-health messaging protocol). SHA will coordinate beach signage/closures and incident communications with SWW and the Local Authority when CSO discharges may affect bathing waters (contact numbers in 2.4).

10.0 BODIES IN THE HARBOUR

Inform Police and HM; HM to assist Police with recovery within Harbour limits if required.

11.0 TRANSFER OF COMMAND POST

After initial response and upon a major incident declaration, a central command post will be established by the relevant lead agency (e.g., Local Authority HQ for pollution; Forward Command Post on site for others).

12.0 ON-SCENE MANAGEMENT (Gold / Silver / Bronze)

National structure applies: Gold (strategic), Silver (tactical), Bronze (operational). The Local Resilience Forum may establish a Strategic Coordinating Group (Gold) concurrent with Police Gold in a major incident.

13.0 EMERGENCY RESPONSE CENTRES

DCC Emergency Planning supports the Police with Survivor/Family Reception Centres, Emergency Mortuaries, Evacuation Assembly Points and Emergency Rest Centres; ERC arrangements will be established and managed per Local Authority plans.

14.0 SUPPORT SERVICES

British Red Cross and Salvation Army can be activated via Local Authority plans to support rest/rehab/catering and basic first aid on site.

15.0 ANIMALS

Landing/holding of animals to be coordinated with Devon Trading Standards; deceased animals follow hazardous waste procedures per Local Authority risk assessments.

16.0 REFERENCES

- Dangerous Goods in Harbour Areas Regulations 2016; Dangerous Vessels Act 1985; CCA Category-2 duties (as referenced in Ilfracombe plan).
- Devon County Council Emergency / Public Health plans and SHA OSCP (where applicable). (OSCP structure referenced from Ilfracombe plan.)
- SHA legacy procedures and contact list.

APPENDIX A – SHA Fire Response Local Notes (extract)

- Load FRS crews from **Whitestrand pontoon** where possible (*Winstone / Blackstone* preferred for equipment). If constrained, use **Batson Creek public slipway**. Second crew on second launch; fast dory for casualty/back-up. Lifejackets mandatory; boat position always at helm's discretion.

APPENDIX B – SHA Mud-Rescue Kit List (standard contents)

- Mud sled; throwing line; Perry buoy; 2× pairs spare overalls; large-capacity lifejackets for trapped casualties.