



## DUCHY *of* CORNWALL

HARBOUR OFFICE, ST. MARY'S, ISLES OF SCILLY, TR21 0HU

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Harbour Master: Dale Clark

### **Minutes of Harbour Users Group meeting. 18/08/11**

#### **Present**

Dale Clark	Harbour Master	DC
Alan Hartwell	Assistant Harbour Master	AH
Mike Shave	Assistant Harbour Master	MS
Jeremy Phillips	SMBA/ Pilots	JP
John Peacock	St Agnes Boating	AB
Mervyn Bird	ISSCo	MB
Mike Knapman	Island Carriers	MK
Terry Perkins	St Martins Boating	TP

#### **1. Apologies**

Robert Francis	Fishermen's Association
Richard Mills	Sailing Centre/ Harbourside
Peter Hicks	ISSCo Lyonesse Lady
Kevin Ayres	ISSCo Scillonian/ Gry
Tim Fortey	Small Pax Vessel
James Stedeford	Bryher Boats
Ian Sibley	Sibleys Fuels

#### **2. Approval of minutes of previous meeting.**

It was agreed that the minutes of the previous meeting were a true and fair record.

#### **3. Matters arising**

##### **3.1 Upcoming events.**

DC mentioned that there were two upcoming events of note. Firstly the 'round island sailing race' and secondly the (low tide) inter island walks in September.

##### **3.2 Harbour Byelaws.**

DC told HUG members that the current harbour byelaws were outdated. Over the course of approximately one year they will be updated with consultation with the HUG members before sending them to parliament.

##### **3.3 Harbour Improvements.**

DC said that a funding application process is underway for a 15 metre extension to the main quay, allowing for an ease of congestion upon completion. HUG will be kept informed in consecutive meetings.

#### **4. Marico Marine Audit**

DC said that since the last meeting, a Port Marine Safety Code Audit was carried out by Marico Marine. The audit concluded with a list of tasks to be undertaken in order of priority and timescale of which some have been undertaken. Updates are underway including the promulgation of local notice to mariners which are now sent directly, via email, to all stakeholders, as well as being available to the public through the harbour's website.

AH said that the website has seen significant improvements and that extra information such as our Port Waste Management Plan, Policies, and our Port Marine Safety Code Compliance, amongst others, are now available online.

DC also said that a more concentrated hydrographical survey needs to be undertaken.

DC said that for compliance with the Code, approval by the MCA is required. St Mary's Harbour has sent a letter of compliance to the MCA which is currently awaiting approval.

**Action- Telephone MCA for progress report.**

**Action- Hydrographic survey to be undertaken.**

#### **5. Navigational Risk Assessment.**

DC spoke about how, as a result of the Port Marine Safety Code Audit, Marico Marine were tasked with undertaking a Navigational Risk Assessment of all marine operations within the harbour and within the competent Harbour Authority (Pilotage) area.

DC said that the outcome of the assessment was very good and that all recognised risks were at an ALARP level.

DC commented that up to now, there had been no significant accident and near miss reporting system in place. Since starting in September 2010, a noteworthy database has been collected and we remain observant for any trends which may emerge. The collection of incident reports was then handed out for HUG members to read.

**Action- Continued collation of reports.**

#### **6. Quay Access- Vehicular and Pedestrian**

DC raised the subject of heavy goods vehicles operating on the quay during the busy pedestrian (boating) times. The apparent dangers are obvious on the corner on the southern end of the quay but there is no recollection of incidents arising. There had been an agreement in the past where HGV's would not use the quay between 0930 and 1030 on busy days. It has been found that this agreement has needed reiteration this summer.

MK said that he really does try to avoid using his larger vehicles during this time but that he doesn't want to end up with redundant staff during this period. He also suggested that he is aware of its unimportance during quiet days.

DC described an exercise that took place in which cones were placed at the entrance to the quay during the above time for one day. The Tenants of the quay cannot be restricted in their access.

Various options for relocating the ticket kiosk on old quay were discussed to remedy the situation and DC suggested moving the kiosk further east along old quay.

JP pointed out that this had been tried before and was stopped (externally) during the planning stage.

DC said that he will investigate the previous submission of a planning request.

DC explained that there should be more of an effort from the hauliers to watch their speed and that there should be more effort from the members of the boatmen's association to manage their queues. He stated that banning vehicles during busy periods would not be practical given that the quay was in use by pedestrians throughout the day.

DC concluded by suggesting that hauliers avoided the area between 0945 and 1015 during busy times.

**Action- Investigate planning submission.**

**Action- Consult other HGV users.**

### **7. Quay Crane**

DC said that the Duchy of Cornwall have secured partial funding for a 500kg unloading davit to be placed to the seaward side of the middle steps.

TP suggested that this minimises the room available for vessels within the middle steps and could cause problems. He asked if it was moveable.

DC responded by saying that the crane will be mounted on a concrete base and could be moved, but at the expense of moving the necessary cabling.

### **8. Off Island Quays**

DC said that the Harbour Authority is close to taking on the direct management of the off island quays. Consultation visits have been undertaken and have addressed the general need for (local) freight handlers to have access to proper personal protective equipment and the need to separate passengers from freight operations. He went on to say that the Duchy was supplying the quays with information boards and fire extinguishers to complement the mitigations already in place and would be carrying this out, along with the distribution of P.P.E, shortly.

TP suggested that a plastic chain would be beneficial at the bottom of Higher Town quay to enable passengers to be safely loaded across the end of the quay when freight operations are underway.

DC concluded by asking for the cooperation of local boatmen in assisting that their passengers use the walkways provided.

**Action- Distribute P.P.E and general information sheets to freight handlers and boat operators.**

**Action- Consider chain at the bottom of higher town quay.**

### **9. Porthloo Boat Park**

DC said that funding for works at Porthloo Boat Park is currently being sought. He described the proposed works which would see a new slip and pre paid electricity and water points installed. It was noted that the timing of the work would be decided during the planning stage although at present the plan is to complete works during the winter period of 2012/13. The plan of the current and new parks was shown to HUG members.

### **10. Any other business**

AB showed concerns about the sand bank to the north of the middle steps.

DC responded by saying that he has consulted with various contractors about what can be done. He also suggested that St Mary's Harbour was unlikely to get the required licences to perform a capital dredge to the inhibiting cost and the possibility of recurrence. DC concludes by saying that St Mary's Harbour very much recognises the problem and is trying to find the most economic solution.

DC spoke about ideas for an extension to the pontoon in years to come. He described that the finger nearest old quay could be extended and then a longer piece running parallel to the main quay and supported by piles installed. All agreed this as a good idea in principle.