

# Harbour Users Group Meeting Minutes

27<sup>th</sup> September 2012

## Attending

Dale Clark	DC	Harbour Office
Alan Hartwell	AH	Harbour Office
Eldred Banfield	EB	Isles of Scilly Steamship Company
Steve Watt	SW	Council of the Isles of Scilly
Mike Knapman	MK	Island Carriers
John Peacock	JP	St Agnes Boating
Tim Fortey	TF	Independent Boating
James Stedeford	JS	Bryher Boats
Terry Perkins	TP	St Martins Boating
Peter Hicks	PH	Isles of Scilly Steamship Steamship Company
Jeremy Phillips	JPh	St Mary's Boatmen's Association

## Apologies

Richard Mills	Sailing Centre
Richard Hand	Haulage

## Agenda

1. Apologies
2. Approval of minutes of previous meeting
3. Matters Arising
4. M.C.A Regulations on Securing Passenger Vessels
5. Off Island Quays
6. Public Realm Improvements
7. Quay Extension Update
8. Porthloo Boat Park
9. Any Other Business

## Minutes

### 1. Apologies

As above

### 2. Approval of minutes of previous meeting

All approved

### 3. Matters Arising

Nil

### 4. M.C.A Regulations on Securing Passenger Vessels

DC reminded guests of the letter which was sent from the Harbour Office to all local boat operators after a Prohibition Order was served on a local boatman by the MCA. For clarification the Prohibition Order described the use of a hook for mooring and the technique of steaming on a single line as an unsafe act. DC told guests that after considerable research, the Harbour Office has not been able to find any statement to back up any hooks illegality and suggested, after consultation, that the issue of using hooks be essentially disregarded due to the possible unsubstantiated claims of the MCA.

JP suggested that the MCA agreed that the use of two lines was sufficient and the need for four lines, as described in the COSWP, was inappropriate in almost every situation here on the Islands. In his view, a proper risk assessment would bring security to the operation. DC reiterated that the Harbour's viewpoint is that all operators comply with the regulations but it is clear that clarification is needed. PH suggests that bollards should have been considered in the design phase of the new quays and JP adds that he considers it dangerous that his crew need to put hands between the boat and the quay to make fast.

DC says he hopes these items were considered during design to which JP and PH say they were not, at any time, consulted. JP asks for more rings, DC agreed to look into this.

JPh mentioned that the idea around disembarkation is to keep the vessel as still as possible for the benefit of the vessels passengers and that steaming on a line is, in fact, a safety measure more than a convenience.

PH states that he thinks the Council, as licencing authority should approach the MCA.

JPh reminds all that Chris Moss (MCA) has stated that a single line may be used to bring a vessel alongside before using another line to secure.

DC concludes by saying he will write to the MCA asking for clarification of the current rules whilst also inviting them to come and assess operations in this area. He also states that boatmen are encouraged to adhere to rules even whilst they are under scrutiny.

**ACTION: DC and SW to write to MCA**

## 5. Off Island Quays

PH asks for bollards to be fitted on off Island Quays.

DC says he is not keen as they pose a hazard to vessels hulls.

JS says the risk is no greater than the risk of landing on top of the quay anyway and reminds that there are submerged railing on the end of St Agnes quay.

PH says there is a bent ring on the end of higher town quay.

DC refers to an incident in which a child was hurt on St Agnes quay to which JP asks where responsibility lies. DC says that once on the quay, responsibility rests with the Duchy of Cornwall.

JP asks for three extra rings to be fitted towards the top of Porth Conger Quay for reasons of safety.

DC agreed to investigate.

DC mentions that all freight handlers on each of the off-Islands were given P.P.E to be used when loading/unloading the Lyonesse Lady. He reiterates that an amount of responsibility rests with the Skipper of the Lyonesse Lady and is reminded that if operations are deemed to be unsafe, he must stop them immediately. PH shows concern

PH spoke about the request he has made from his company for three crew on the Lyonesse Lady (currently two) so one would work ashore at each quay reducing the input from non employees.

DC mentioned that repairs to Anna Quay had been carried out also.

**ACTION: Harbour to investigate ring on Higher Town Quay and to check against harbour scheduled maintenance plan.**

**ACTION: Harbour to investigate the fitting of extra rings to St Agnes Quay.**

**ACTION: PH to restate his request for 3 crew for Lyonesse Lady to his company - if still appropriate**

## 6. Public Realm Improvements

DC says that LAG funding has awarded the Harbour £4999.00 for improvements to the Harbour for direct public purpose. He says that new signs, a clock, rigid flags and a tourist map have all been ordered awaiting delivery. DC explained to JPh in particular that boatmen must start to use the colour coded flags to direct visitors to the correct set of boarding steps.

## 7. Quay Extension Update

DC shows building plans and explains changes.

JPh asks if the new (inside) steps at the end of the quay will be available for use whilst the Scillonian III is alongside. DC replies with yes but with restriction during poor weather and possibly at HW (when other steps will be available)

AH and PH show concern over the Scillonian ropes restricting access to the top of the steps should the Scillonian be moved back in the berth.

PH asks if the 'Lyonesse Lady' berth will increase. DC says yes.

JPh asks if plans for the walkway at the southern end of the quay have been dropped. DC replies with yes, stating that the available funding is solely for works to the quay extension and building upgrades and the necessary licences and timescale would hinder the rest of the project. It is however, a project that will be investigated further in the future.

PH asks if there is likely to be any upgrade to the pontoon. DC says there is move to look into the possibility of incorporating piles and a longer sections but the project has not moved beyond this very basic stage.

JPh asks if we can leave some or all of the fingers in place during the winter as the pontoon can sill get fairly congested even during the quiet season. PH agrees. DC agrees that we will shorten one section and leave in place during the winter.

**ACTION: Check measurements of proposed quay extension**

**ACTION: Leave shorter pontoon finger for winter**

#### **8. Porthloo Boat Park**

DC explains that we are expecting work to start at Porthloo on the 19<sup>th</sup> November to include a 40mx10m slip, water and electric bollards and levelling.

JPh asks if electricity will still be available to the Association's vessels whilst in their temporary positions. DC says yes.

JPh suggests a separate meeting with the members of the Association who will be affected. DC agrees.

TF shows concern that there will not be enough room, as shown on the hand-out, for the temporary storage of commercial vessels and that, in his opinion, any private vessel should be put off using the area until such time as all commercial vessels are catered for. He suggested that the diagram showed too little space but also that he thought it may be inaccurate. Many agreed.

**ACTION: Organise meeting with commercial users of Porthloo Boat Park**

**ACTION: Visit Porthloo to mark out storage areas.**

#### **9. Any Other Business**

TF says he can't see the Hulman Mark. JS agrees. AH agrees

DC says we will remedy

**ACTION: Paint Hulmark Mark a different shade of green.**

DC mentioned that the quay davit had been recently tested by an examiner from the mainland and had passed with no faults.

DC also mentioned that the drain outside the fishermen's store in the working area would be repaired/installed in the coming weeks.

**Alan Hartwell**

**28<sup>th</sup> September 2012**