



## DUCHY *of* CORNWALL

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

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*Harbour Master: Dale Clark*

### HARBOUR USERS GROUP

#### MINUTES OF MEETING 19<sup>th</sup> October 2017

#### 18:30 Scillonian Club

##### **Attending**

Dale Clark	St Mary's Harbour (Chair)	DC
Alan Hartwell	St Mary's Harbour	AH
Joe Pender	SMBA	JP
Mary Ross	Police	MR
Dave Hooper	Tresco Boats	DH
John Peacock	St Agnes Boating	JPK
Tim Fortey	Independent Boating	TF
Richard Hand	Richard Hand Haulage	RH
Steve Hicks	SMBA/Pilots	SH
Steve Watt	Council of the Isles of Scilly	SW

#### **1. Apologies**

Peter Hicks  
Gemma Summerwill  
Luke Paulger  
Jeremy Phillips  
Richard Mills  
Phillip Woodcock  
Gerald Thompson  
Sam Mallon  
Mike Nelhams

#### **2. Approval of Minutes from Previous Meeting**

Previous meetings minutes approved

#### **3. Matters Arising**

DC says that the mooring ring on St Agnes quay has yet to be replaced. JPK says that the ring has not altered in any way since it was spoken about in previous meetings.  
DC requests, once again, that all users of the harbour monitor VHF channel 14, particularly when operating within the Harbour.

#### **4. Incident Reports**

DC says that there have been ten incident reports to date this year, the same number as the whole of the previous year. The majority of these have been due to vessel breakout and DC states that none of these is due to any fault in Harbour moorings or other equipment. He says that the Harbour office advertise the preferred method of mooring through our website, brochure and individually to each Skipper (where possible) through conversation, ensuring attendees that we take this very seriously and are making steps to educate visitors before they arrive. He explains the reasons for fitting 'top chains' is to

eliminate, to some degree, mooring lines snatching during poor weather and asks HUG members if they have any other ideas for yacht moorings which would help eliminate breakout. JP suggests mooring strops and DC says we have considered these but the chance of cutting or other damage is high and could leave visiting vessels, and therefore the Harbour office vulnerable.

Other incident reports of note include an oil spill from the Gry Maritha, which was cleared up quickly and effectively by the Harbour office before the required POLREP (Spill report) was submitted successfully to the MCA.

## 5. Port Marine Safety Code

DC says that Mike Sutherland, the Harbours' 'Designated Person', has recently performed his audit of the Harbour in respect of compliance with the Port Marine Safety Code. The audit showed the Harbour continues to comply with the Code.

He says that Mike will be superseded by Tim Charlesworth for 2018. Tim is the Harbour Master of Cattewater, Plymouth, and has established himself as extremely proficient in the ports industry, particularly in the South West. He is also a regular visitor to the Islands having relatives living on St Agnes.

As well as the annual audit, the annual HExCo (Harbour Executive Committee) meeting has taken place.

## 6. General Harbour Information

- Mali Rose- The vessel is now in dry dock in Penzance undergoing repairs to the hole in the bow as well as to the transmission. The Gry Maritha will continue for the near future.
- The Isles of Scilly Steamship Company has carried 112,000 passengers and 14000t of freight in the last year.
- There have been 138 acts of pilotage including 55 cruise ship visits landing 12,214 passengers within the Islands. JPK asks if we are at maximum capacity for cruise calls/passenger numbers. DC says no, we could take one ship a day every day of the year, any 'maximum capacity' would be borne from maximum numbers of people ashore at any one time. JPK suggests there is an 'air of negativity' surrounding cruise calls. DC responds suggesting that this is down to two or three people and doubts this is the view of Island residents as a majority. MR says there have been one or two issues with UKBF getting to the Islands when certain ships need to be cleared and says that they are looking at ways to create a contingency to avoid delays in passengers coming ashore.
- DC briefly comments on some of the projects undertaken over the last year as follows: New fenders have been installed in the outer berth to compliment those on the quay extension. New multi-beam surveys have been conducted of the harbour and ship anchorages. The waiting room has been refurbished. Recovery of vessel Nyleptha. Disposal of vessel Valpariso. Waste metal skips employed. Quay davit raised. New ground chain fitted on A and B rows.
- St Mary's Harbour have decided to employ a new diving contractor for the coming winter season. 'Seawide Services' will start working for SMHA in January 2018. Some HUG members ask whether there is enough work to keep two diving contractors employed (several HUG members use the current contractor to dive on private moorings and are worried if they cease trading as a result of SMHA not renewing their contract.). HUG members are assured that 'Seawide Services' are aware of the moorings within the Harbour which are maintained privately and are pleased that their details are passed on where appropriate.

DC says that the remaining block surfacing is to be replaced with a concrete pad over the coming winter.

DC turns attention to the previously discussed new pontoon. It has been calculated that a project costing £250k would require a 12% rise on all harbour charges and whilst the general response towards the idea up to now has been positive, this is likely to change with the introduction of higher fees. JPK asks how high above water level would the deck be as he has concerns over large steps up/down on some, if not all, passenger vessels. AH says that the pontoon would be completely bespoke so the deck height would be carefully considered to suit the vessels using it. DC states that vessels would not be able to steam on lines when made fast to the structure and that it would be largely removed in the winter months.

DC talks about local licencing and cruise vessel tendering. He states that currently, the Council of the Isles of Scilly, in conjunction with Tresco Estate, grant one day only exemptions to cruise ships for them to transport passengers ships anchored in St Mary's Roads to Carn Near, Tresco via their own tenders and in fair weather and good visibility. All other routes, and any route from other anchorages, must use local passenger vessels at all times.

JP suggests there is no Byelaw to enforce a licence requirement. SW replies saying the law was passed in 1938. JP replies saying the Council Licencing department, The Council CEO and the MAIB (in a recent report) all have suggested there is no byelaw to enforce.

SW goes on to say that BML holders must have a Local Knowledge Endorsement (LKE), as passed by the MCA in 2006 and also says they are required for Workboat/Red Code vessels also. JP asks about charter vessels? SW is unsure.

JPK states that there is no requirement for crews tickets on 6 class 6 and 6a passenger vessels and feels it peculiar that the Council licence people by examining navigation alone i.e without any boat handling. TF says that you need your RYA or DfT licence as well and JPK suggests this is not the case for boats under red or workboat code.

DC states that whilst SMHA support the Council of the Isles of Scilly local licencing scheme, there is no doubt that the scheme requires a full review and clarification.

#### **7. Off Island Quays**

JPK says there is a black type of weed forming on the steps on St Agnes Quay, which seems immune to pressure washing and even Sodium Hypochlorite. AH says we have a similar problem on the very end steps the St Mary's Quay (Steps 5). DC says we have recently taken delivery of some grinder mounted metal brushes. We will see how they fair on St Mary's Quay before trying St Agnes.

#### **8. Any Other Business**

JP mentions a hole where pointing has fallen through on the steps leading to the pontoon (this has since been investigated).

DH says there have been changes to the freight operations on New Grimsby quay and asked if HUG members had been informed. They had not. DH says he will encourage Tresco HM to disseminate information adequately.

**Meeting closes at 2005**

### **POST MEETING NOTE**

SW contacted the harbour office to explain that there may be some confusion over his role at the CIOS. He mentioned that it is the work of the Council Officers to move this licensing issue forward and that he does not have the authority to take action as was suggested at the H.U.G. meeting. He explained that he will do all he can to pressure the Council officers into action on this matter and will request a report at the next licensing meeting.