

Harbour Users Group Meeting

15th March 2012

Present

<i>Dale Clark</i>	<i>DC</i>
<i>Alan Hartwell</i>	<i>AH</i>
<i>Richard Mills</i>	<i>RM</i>
<i>Peter Hicks</i>	<i>PH</i>
<i>Tim Fortey</i>	<i>TF</i>
<i>Eldred Banfield</i>	<i>EB</i>
<i>Keith Buchanan</i>	<i>KB</i>
<i>Mike Knapman</i>	<i>MK</i>
<i>Richard Hand</i>	<i>RH</i>
<i>James Stedeford</i>	<i>JS</i>

Not Present

Jeremy Phillips
Terry Perkins
Ian Sibley
Clive Sibley

Apologies

John Peacock

General Safety

DC said that the harbour speed limit, as discussed previously, remains at three knots or if this is not possible, 'dead slow' to which KB asks which vessels are unable to maintain a speed as low as 3 knots. DC responds by saying that the jet boats have a realistic manoeuvring speed of around four and a half knots and noted that their manoeuvring ability improves with an increase in speed.

DC went on to reiterate that vessel operators should exercise extreme caution when steaming on mooring lines. Neither the MCA nor St Mary's Harbour recommend this practice and when staying in the steps for any longer than for the immediate loading and unloading of passengers, a head line should be put in place to enable the vessel to be taken out of gear.

DC spoke about the speed limit on the quay, and that vehicles should never exceed 10mph and should remain clear of pedestrian walkways at all times, especially when parked. The markings on the quay surface will be repainted in due course.

DC reminded stakeholders that the whole of the working yard is a hi-viz area, and also reminded ISSCo staff that the railings at the end of the quay should be replaced when ships ropes are not in the vicinity.

Harbour Improvements

DC showed and explained plans for possible improvements to the quay and harbour buildings to include a 23m extension to the quay, retail units, improved passenger facilities, a covered passenger walkway, new freight office and increased freight storage shed. The potential start date is October 2012 and we are currently considering potential problems with the storage of freight during the works. DC stated that if approval for the works is given then further meetings of the hauliers, ISSCo and the harbour staff would be required to adapt freight movements during the works. MK asks who has responsibility for goods after they leave the ship but before they are picked up by the next carrier. DC reply stated that all goods should be traceable at all times and that this is an issue for the ISSCo and the Island's Hauliers.

PH mentions that the Pilchard Pit entrance will be directly in the middle of the queue for the Scillonian III. DC says that the queues for the Scillonian III should be a lot shorter upon completion of the works and passengers should move a lot quicker somewhat alleviating this problem.

DC reiterates that the current plans are for consideration only.

EB show concerns over the integrity of the building. DC states that reinforcement work will be carried out.

JS comments that the extra steps are vital and DC agrees, stating that there will be two sets of steps and extra ladders also.

EB asks if the surface of the quay will stay the same. DC responds by saying that funding is being sought to resurface.

DC shows and explains plans of a possible passenger walkway parallel to old quay from the mermaid inn towards the Boatman's Association ticket office. PH shows concerns about access to rings and says that rings could be placed at the top of the proposed slip.

DC says he would like to relocate ticket office further up the quay.

Public Realm Improvements

DC explains that there are plans in place to improve signage here on the quay in a bid to improve information to the public using the quay. DC says that all signs will follow a certain type, colour and font and that a flag system will be put in place to help direct tripper boat passengers to the steps they need. A large map of St Mary's will be placed on the fuel kiosk wall and a vessel recognition board will be developed.

PH asked if there was any reason that the Boatmen's Association need access to all sets of steps when available and EB showed concern over constant questions to ISSCo staff about which boat is going where.

Quay Crane

DC says that crane is up and running, all working well.

JS asks if this is an end of bait muck on steps. DC replies with yes.

Navigation Marks

DC explained that the Rags Ledge mark was washed away before Christmas and that both Rags and Hulman marks have now been replaced awaiting navigation lights to be fitted.

PH suggested a starboard hand mark is fitted off rat island. DC said he will ask the thoughts of THLS inspector (note: THLS inspection postponed 'til October).

Survey

DC says that a survey has recently been carried out in the harbour and its approaches, the two cruise ship anchorages and the areas within 250m of each of our off island quays. DC also commented that the last survey was carried out in 1965 and that the latest survey will merge into a 5 year rolling program. The survey will be available on our website soon.

Porthloo

Natural England have given their approval on current plans with a proposed start date of November 2012. DC says vessels may be pushed further north than normal on the green for the duration of the works TF shows concern.

Any other business.

PH requests more rings on the pontoon DC says that new fittings will be ordered and that a mooring rope will be installed as well.