



DUCHY of CORNWALL

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Harbour Master: Dale Clark

NAVIGATIONAL ADVISORY PANEL

4TH OCTOBER 2019

MINUTES

Attending

Dale Clark, Alan Hartwell and Jeremy Phillips. Delayed arrival of Scillonian III means ISSG are not able to attend.

Review of previous minutes

Minutes approved.

Matters Arising

Still awaiting procedures guides and risk assessment for ships disablement in outer berth from ISSG-Dale to speak with David Redgrave/Tim Robbins.

JP says the latest surveys are not currently on St Mary's Harbour Website. AH to investigate and remedy.

AH to investigate whether the use of Crow Sound in dark but not reduced visibility (fog) is recorded in the current Pilotage Procedures.

DC to check status of Local Knowledge Endorsements at next HUG meeting.

MAIB safety digest

DC reads through sections of the latest MAIB quarterly report. Both AH and JP had also read the production prior to this meeting. JP and DC both support that passage plans have progressed significantly but agreed that further potential improvements could happen in time. The addition of fully navigable channels outside of intended tracks within passage plans was supported by both after reading about in the production. One to think about. Another write up concluded that testing astern gear before manoeuvring would have mitigated an incident where a vessel contacted a quay. DC asked David Redgrave (by phone) if SCILLONIAN III included this as part of their pre arrival checks. This is not currently supported. AH asked if this happens on visiting cruise ships, understanding the difference in manoeuvres, DC says occasionally but it is not common practice. JP says that at the speed vessels are normally travelling at, the anchor would be sufficient to stop the vessel if required.

Buzza Tower & Strand Shelter Navigation Lights

DC would like to explore the potential to light the 'Buzza' marks and asks if there are any objectionable thoughts from attendees. AH says it stands to benefit local small boat owners the most and as we have had similar lights for an acceptable cost, demonstrating a life span iro ten years, we should be comfortable we can purchase a suitable product. It is agreed that if the lights are clearly distinguishable, and do not cause excess light

pollution, that there are no obvious reasons not to install them. DC will address HUG members with the idea and will investigate land owners etc.

Risk Assessments

DC to communicate with ISSG regarding ship berthing and un-berthing and mooring gang risk assessments.

AH to investigate the moving or duplication of pilotage risk assessments into the Pilotage folder on the Harbour computer.

Pre-arrival checklists

Now SHMA have been using ship pre arrival checklists for some time, DC wanted to discuss their effectiveness with ISSG Captains. As they could not be present for the meeting, discussions will take place at another time.

Pilotage passage plans

It was discussed that further (pilotage) passage plans should be added to our procedures to help recognise areas that pilotage is offered, but that pilots do not necessarily use regularly. It was agreed that a separate discussion will be arranged specifically for this.

AOB

It is discussed that changes within the ISSG could result in PEC holders requesting to use the PEC's on different ships. Currently PEC holders are restricted to particular ships as judges by CHA. It was discussed that we could make the PEC's company specific to allow for use across the fleet but not enabling holders to use elsewhere. JP suggests that we remain ship (and therefore Company) specific, but offer amended PEC's upon completion of an agreed number of trip on the 'new' vessel under the wing of an existing PEC holder. AH to develop.

JP says his Daughter, Elizabeth Sloane would like to apply for the post of trainee Pilot. All attendees are aware of the upcoming need for a new qualified Pilot. DC asks JP whether a new pilot would get an equal share of whether they would be introduced slowly. AH is of the opinion that there should be an equal split to aid gaining and maintaining experience. AH requests that a formal letter of application is sent to the CHA.