



HARBOUR MASTERS REPORT TO HHAC JULY 2015

1 Operational report

April

- Inspection of Aids to navigation completed
- Ladder inspections completed
- Life saving equipment inspected
- Timeline of the navigational channel completed
- NCI St Ives meeting Harbour Office
- Vessel grounded in the Estuary
- Ocean Enterprise entered Hayle

May

- Harbour Ownership changed from ING RED (UK) to Corinthian Land Ltd
- Inspection of Aids to navigation completed
- Ladder inspections completed
- Life saving equipment inspected
- Timeline of the navigational channel completed
- Life ring housing pulled off wall ring thrown into the harbour
- Boarding torn down from the old stable block
- Empty nitrous oxide canisters found behind Tyson Utilities police informed
- Unauthorised crane operation on east Quay
- Trinity house inspection of Aids to navigation
- Martin Childs on site Sluice's
- NCI St Ives Meeting at Harbour Office
- Engine tampered with on MFV Mary Mo SS46

June

- Inspection of Aids to navigation completed
- Ladder inspections completed
- Life saving equipment inspected
- Meeting with Helen Wilson Prouse wave Hub
- Meeting with Kernow Marine Explorations
- Chubb Fire extinguisher inspections
- Concrete base for slipway slip and pay laid
- Meeting with Plymouth Marine institute re The navigational Channel
- Chubb annual inspection of fire extinguishers
- The DHM Ken Routledge left Hayle harbour and was replaced by AHM Lauren Bambury
- HM attended the Ocean enterprise which was reported to be laying at 45° to the quay
- Meeting with Bethany Allen Cornwall marine Network Re Funding for AHM training
- Divers with spear guns reported to be in the harbour police informed

HM Report

1 Navigable Channel

Siltation is occurring in the channel at an alarming rate. It is possible that this is a result of the sluice tunnels having been dammed off for a considerable period to enable the tunnel repairs. This effectively stopped the regular scouring of the inner harbour which has allowed sediment to settle creating several high spots in the channel. The affect of this has been a reduction to the available tidal window for commercial fishing vessels and also an increase in the level of risk for all those using the channel. I have issued an updated Local Notice to Mariners warning of the reduced depth of water in the estuary.

Both the penstock Gates situated in the sluice gates and the tunnels were left in the open position by the contractors. While this enables the pool to empty quickly the flow and energy from the sluice tunnels has been greatly reduced from what it was prior to the works. As the works to the gates has as yet not been completed I have been chasing the contractors to have the penstocks in the mitre gates closed which will increase the water flow through the tunnels and hopefully go some way to managing the siltation that has occurred.

As the sediment has become hard packed it may be necessary to put plant onto the estuary to loosen / remove high spots. As there is a cost implication I would prefer to conduct this operation in conjunction with sluicing as this will have a greater impact and ensure the maximum amount of sediment is flushed from the estuary.

2 Automation of the sluice

I was expecting to have received the quote before the end of June for the manufacture and fitting of the actuators also the portable power pack so I could present it to the harbour board for discussion. However Martin Childs informs me that he is still waiting for some equipment costs from a preferred manufacturer before he will be able to submit the quote.

The time scale to manufacture and fit the equipment necessary to operate the penstock gates in both the tunnels and mitre gates is six to eight weeks which will take us close to or past the end date for sluicing this year.

2 Pontoons

The MMO have extended the end date for the project to 30-11-2015 this will generate a £6000 saving as the equipment being manufactured for Hayle will be used at the Southampton Boat show. Chris Ranford from FLAG at Newlyn is assisting me with the procedure to draw down funds from the grant.

3 Kernow Marine Explorations KME

This is a young company who operate Remotely Operated Vehicles (ROV's) who are also health and safety training providers. The company currently works out of Falmouth but also wish to base some of their operations at Hayle and have rented a small workshop on the harbour for their ROV operations and will also when available use the harbour office as a training venue.

4 DHM

The DHM Mr Ken Routledge has left the Harbour at his own choice to pursue another career path. His replacement Lauren Bambury has come from Newlyn harbour on recommendation from the Harbour Master Rob Parsons where she held a supervisory role. She has broad knowledge and understanding of port operations and has settled in well at her new position of AHM.

5 Wave Hub Maintenance Vessel Ocean Enterprise

Youths have been on the vessel and thrown equipment that was on its deck into the harbour. The crew have managed to recover the items and have placed a webcam in the wheelhouse to record any further youth problems the police have been informed.

6 Criminal Damage

PCSO's have spoken to some of the youths who congregate on North quay and informed them that it is a criminal offence to interfere with lifesaving equipment. This seems to have worked for the moment as the number of incidents we were experiencing has decreased

7 Divers

A commercial fisherman from Hayle reported that he had seen two divers in the estuary and in the vicinity of the sluice tunnels armed with spear guns. He also reported that a fishing vessel had to make an emergency turn in a restricted part of the navigable channel to avoid running over the divers. The fisherman was later able to obtain the vehicle registrations of the divers which he passed on to me.

I reported the incident to the police informing them that this activity was against the bye laws and I feared for the diver's safety as they were diving in a very dangerous area of the harbour.

Police traced the divers through the vehicle registration numbers and have spoken to them. The divers have apologised and stated there will not be a recurrence.

Peter Haddock
Harbour Master
Hayle Harbour Authority Operations Ltd