



## HARBOUR MASTERS REPORT TO HHAC 14<sup>th</sup> OCTOBER 2015

### 1 Operational report

#### July

- 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
- AHM attended
  - Oil spill response course
  - Basic sea survival course
  - First Aid three day course
  - Fire fighting awareness and fire fighting practical courses
- Management meeting with Operations director David Tugwell
- Harvey Towans residents complained about a late night beach party 60-70 youths
- Gypsy's camped at Harvey Towans car park they moved on four days later
- Surf to salt Paddleboard race
- The fenders of the MV Duchess Of Helford caught up on quayside ladder 16 resulting in damage to the ladder. Swift action by the owner and HM prevented the vessel from sinking. Local Notice to Mariners issued re damaged ladder

#### August

- Inspection of Aids to navigation completed
- Ladder inspections completed
- Life saving equipment inspected 1 North quay Life belt missing the throw line has been cut and left in the housing. Police informed.
- AHM attended
  - Basic Health and safety course
  - Risk assessment
  - Conflict management
  - COSHH
- Beach clean
- Slipway pay and display operational
- Waste oil tank emptied
- Catamaran Tiki Ni moved to Lelant Salting
- Raft race
- Beach Clean

#### September

- Lelant Quay opened to Public
- Ladder inspections completed
- Life saving equipment inspected

- Navigation aids inspected
- Inspection by Fish for litter of their grant funded skip
- Scramble bikes reported to be on the dunes.
- Chris Lello instructed to level the track to Harvey Towans car park
- Meeting with George Eustace re the coastal communities' fund.
- Fishing vessel Anne Marie swamped by a standing wave on the sand bar when proceeding to sea in the early hours
- AHM completed her 3 months probationary period.

## **HM Report**

### **1 Navigable Channel**

There has been considerable sediment movement in the Estuary since my last report which has caused the navigational channel to migrate further eastward. Although this has happened in previous years the channel has always corrected its self, unfortunately this has not been the case this year, resulting in an increased risk to harbour users in the form of a standing wave which is being generated in the vicinity of the sand bar and recently swamped a vessel that was proceeding to sea in the early hours. I have issued a notice to mariners and advised the harbour board that intervention is required to reduce the risk and we are discussing the various options.

It is possible that the Local Enterprise Partnership (LEP) may be able to secure funds to assist the authority improve its navigable channel and I am working closely with Helen Wilson Prowse at Wave hub to take this forward.

### **2 Automation of the sluice**

The Operations Director for Corinthian has met with SOS regarding the automation of the sluice and has since written to Peter Jamison confirming the schedule of works that will ensure the equipment is operational before the 2016 sluicing window.

The actuators for the mitre gates penstocks have been ordered; delivery is expected by mid November.

Western power has quoted to take a permanent power source to the sluice from Jewson's yard which has been accepted and payment made. I am currently chasing a quote from an electrician to provide the necessary equipment to complete the connection to both the mitre gates and tunnels from the western power supply point. However I am experiencing a problem locating the position of the conduit that was installed by B&K and have asked for a drawing.

Total cost of the project is £40,000 less £9000 donated from ASDA and £3000 from SOS.

### **3 pontoons**

The deposit for the pontoons has been paid and a site visit was recently completed by the pontoon supplier ahead of the delivery, which is due in early November. Based on the advice and expertise of the supplier (Walcon) they have suggested an amendment to the design and installation of the pontoon to ensure that it is safely fixed in place without causing any damage to the dry stone quay wall. This will also improve the safety of the fisherman who will operate

from the pontoon, which is paramount. I have advised the MMO that these changes will be within the budget of the offer letter and outputs will remain exactly the same as the offer letter states.

#### **4 Carnsew Meadow**

The residents at Carnsew meadows are concerned about the possibility of their properties being flooded on high spring tides as since the sluice has been reinstated water levels in Carnsew pool have risen by 1m and the footpath has flooded on several occasions. I attended a meeting with John Coombe and the residents who expressed their concerns which I agreed to discuss with the harbour owners and have since had a site visit with Simon Clarke who is looking into the problem.

I have investigated the possibility of controlling the water height in the pool with the mitre gates and tunnel penstocks, but I am informed by Martin Childs whose company fitted the equipment that the gates are not constructed for this purpose and if attempted it would severely damage both the mitre gates and penstocks.

#### **5 Life Rings**

Vandalising of the life rings continues to be a problem on North Quay. Additional CCTV cameras would assist in identifying the culprits and other anti social behaviour which occurs on the quay.

I have obtained a second quote for £3000 from another company to provide a digital system with two cameras to replace the analogue system currently in place.

The old system could then be gifted to the fishermen to improve security at the fishermen's compound, which can be logged into from any PC. I am progressing this with the harbour board.

#### **6. St Ives Pilotage Review**

Under the Pilotage act 1987 there is a requirement to keep under consideration the need for a Pilotage service which under the Port Marine Safety code is every three years.

Andy Brigden CC Marine Manager has set up a working group to look at this at St Ives and bearing in mind that Pilotage directions cannot be issued to fishing vessels under 47.5m and ships under 20m it is unlikely that there will be a future Pilotage requirement at St Ives.

Should the Harbour Board consider that in the interests of ship safety there is no need to maintain a Pilotage service then an application can be made under the marine Navigation Act 2013 to remove its competent Harbour authority status and it will then become a Statutory Harbour Authority, which basically means the port does not have to provide a Pilotage service. Should circumstances change at a future date and Pilotage is required an application can be made to reinstate CHA status.

Owing to its close proximity to St Ives, Hayle Harbour Authority Operations Ltd is part of the consultation process, therefore Andy Brigden has requested that I make the HHAC aware of this

review and that I forward to him any comments from stakeholders for inclusion in his summary to CC harbours board on 12<sup>th</sup> November 2015

A competent harbour authority (CHA) under the provisions of the Pilotage Act 1987) have to provide a Pilotage service. It says that the use of these powers should follow these general principles:

- A. Harbour authorities are accountable for the duty to provide a Pilotage service; and for keeping the need for Pilotage and the service provided under constant and formal review.
- B. Harbour authorities should therefore exercise control over the provision of the service, including the use of Pilotage directions, and the recruitment, authorisation, examination, employment status, and training of pilots.
- C. Pilotage should be fully integrated with other port safety services under harbour authority control.
- D. Authorised pilots are accountable to their authorising authority for the use they make of their authorisations: harbour authorities should have contracts with authorised pilots, regulating the conditions under which they work - including procedures for resolving disputes.

Peter Haddock  
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