



HARBOUR MASTERS REPORT TO HHAC 13th April 2016

1 Operational report

January

- Inspection of Aids to navigation completed
- Ladder inspections completed
- Life saving equipment inspected
- Security alarm maintenance & test
- NCI St Ives meeting Harbour Office
- Life saving equipment inspected
- Yacht Nora entered Hayle
- Yacht Nora fell onto its side and caught fire

February

- Inspection of Aids to navigation completed
- Work commenced on the Installation of the sluice power supply and safety systems
- Actuators for both the mitre gates and tunnels paid for.
- 2nd draw down of the pontoon grant funding paid to HHAOL
- CC loan repaid
- Ladder inspections completed
- Asbestos inspection completed
- Life saving equipment inspected
- Razorbill lifted out onto North quay for maintenance
- Slipway inspected and cleaned of algae
- Internal audit of the PMSC Safety management system conducted by the AHM

March

- Fire Brigade rescue training
- RNLI Lifeguard PWC Training
- Partial collapse of Carnsew quay wall
- Sluice warning systems and signage in place
- Navigation light on the first pole unserviceable (replaced)
- Graffiti on the wall of a building on Lelant quay
- Ladder inspection completed
- Inspection of Aids to navigation completed
- Life saving equipment inspected. Graffiti in life belt housing North Quay
- Slipway inspection completed. Algae cleaned from bottom of slipway.

HM Report

1 Navigable Channel

Siltation of the estuary and inner harbour continues to be a problem, which has reduced the depth of available water and the tidal window for harbour users.

Sluicing is expected to become operational in May but there is little point in sluicing unless the hard packed sediment is removed beforehand as any sediment carried by the sluice will back up on the hard packed sediment already in the channel creating a much larger sill.

The authority has been informed by the Local Enterprise Partnership (LEP) that a letter offering funding to improve the navigable channel is imminent.

To save long term costs for channel maintenance, I have suggested to the harbour owners that the authority purchase a front loading tractor or telehandler so that we can undertake the majority of sediment clearance in house.

2 Automation of the sluice

Electricians have completed the installation of the cabling for the sluice automation which will enable Western power to connect the power supply. A warning system as required by the HSE has also been installed and the actuators are expected to arrive this month. Subject to completion and electrical testing a trial sluice could be possible on the 9th or 10th May to prove the equipment.

The Harbour authority and Falmouth Marine school (FMS) and have entered into a working partnership that will fulfil the monitoring requirements of the sluicing protocol. The school sees this as a unique opportunity for its students to work on a live project under the supervision of its tutors to produce data that will be used to determine the affects of sluicing on the estuary.

3 pontoons

The Authority has been advised by engineers that the integrity of the East Quay wall is questionable and that plant should not be placed on the quay edge to install the pontoon piles. I have therefore been exploring other options.

Option 1:-

The Padsow dredger has previously been used for piling. However there are limitations with this operation. The vessels crane jib length / height with the piling tool attached restricts the length of pile which can be driven in therefore the operation requires to be carried out on a high spring tide to ensure adequate jib height is achieved. Guides would also need to be secured to the quay wall to ensure the pile remains vertical. Availability / serviceability of the vessel is also a problem the daily rate for this vessel is £1800.00

Option 2:-

Drive the piles from the sea bed at low water with plant specifically designed for this purpose. This will involve laying a causeway from the harbour slip to East Quay for plant to track across and complete the piling operation. On completion the causeway is removed and the rubble retained for possible development use. I am waiting for a quote from Duchy Civils for this option which I think will be in the region of 30k.

Option 3:- Operate the piling plant from a landing craft which has drop legs. I have a quote of £2000 per day from Bullo Marine who can attend and complete the operation towards the end of May. This option seems to be the most practicable as the vessel will be piling in Aberystwyth during mid May for Walcon Marine who also supplied Hayle's pontoons. I have therefore asked Walcon marine to liaise with Bullo Marine and advise me when they can attend to complete the installation of our pontoons.

4 Port Marine Safety Code

The Assistant Harbour Master Lauren Bambury conducted an internal audit of the authority's safety management system; salient points of her report are attached. This is the first internal audit Lauren has completed since her appointment at HHAOL and I commend her for the manner in which she has approached the task and produced a comprehensive report which has examined every aspect of HHAOL marine operations.

5 Carnsew Quay

A partial collapse of Carnsew quay wall occurred during Storm Katy. I have received a quote from Duchy Civils for the repair and have also invited Ed Faull who carried out the East Quay repair to quote.

An insurance loss adjuster has inspected the collapse and verbally informed me that he did not foresee any problems with our insurance claim, but I am still waiting for written confirmation.

6 Life buoys

Tampering of life saving equipment and their housings continues to be a problem. I have recently become aware of a unique concept in lifebuoy monitoring – Sentry an award winning, bespoke patented device which I am looking into as a possible solution.

Sentry electronically monitors both the presence of a lifebuoy and throw rope within a lifebuoy enclosure and triggers a messaging system when a lifebuoy is removed from an enclosure, thus helping reduce loss of life due to a missing lifebuoy and providing deployment notification.

Real time monitoring ensures that alarms are sent immediately in the event of the lifebuoy or throw rope being removed or when the unit is tampered with. A website is available to indicate the status of each lifebuoy, which can be viewed on a mobile device or PC.

7 Trinity House

HHAOL aids to navigation will be inspected by an inspector of seamarks during April. Since last year's inspection, there has only been one casualty the first pole light which was reported as being defective during February. The light has since been replaced.

The NCI at St Ives has reported that the North Cardinal Buoy may have moved during recent gales. As soon as conditions are suitable I will check its position by GPS.

8 Yacht Nora

The owner of the yacht Nora and his crewman have returned to the USA and the vessel has been left at Hayle under the care of Wooden ships, a marine brokerage company from Dartmouth. I have recently received confirmation that the vessel has been sold and will be dry berthed at Hayle for essential maintenance work prior to departure.

Peter Haddock
Harbour Master
Hayle Harbour Authority Operations Ltd

Internal Audit Executive Summary

Introduction

Miss Lauren Bambury, Assistant Harbour Master, was instructed by the Harbour Master to perform an internal audit of the Safety Management System (SMS) at Hayle Harbour Authority Operations Ltd (HHAOL). This internal audit is in addition to the required annual external audit conducted by the Designated Person as a prerequisite of the Port Marine Safety Code (PMSC). Instructing the Assistant Harbour Master to perform the audit allows for continuous professional development, full acquaintance with the documentation generated from the PMSC and Guide to Good Practice also to ensure the harbour's full continued compliance to the code.

Harbour Operations

Works to reintroduce sluicing at Carnsew Pool are underway, with the final stages of the Automation being undertaken in the next few weeks, this will in conjunction with plant to remove hard packed sediment allow for the deepening of the Channel and thus the ability for the Port to accommodate larger vessels and reduce the risk to vessels already operating within the Port. New Fishermen's Pontoons are due for installation within the next few months, HHAOL are awaiting a dredger from Padstow Harbour to allow for the piling to be installed.

Grant Funding

The AHM made an application to the Coastal Revival Fund for further funding to enable the introduction of sluicing at Carnsew Pool, the Authority was awarded the full £50,000 grant fund available which has allowed the works to progress. There is also a further application being submitted to ASDA by SOS to assist with the costs of the sluice automation.

Harbour Launch

Since the last internal audit, the Authority have purchased a small harbour launch, the vessel is dual purpose and at present allows for the inspection and repair of navigational aids, it is hoped that the Launch may also be used to disturb sediment by towing chains or a similar device prior to sluicing .

Harbour Slipway

Since the last audit, a pay and display machine has been installed at the Harbour Slipway and is operated by Llawncroft Parking, this has allowed the HM and AHM to better manage their time when on duty. Users are encouraged to use the machine which requires the input of the car registration; however, it is still acceptable for users to pay at the office. Users who do not display a slipway ticket will be liable for a Penalty notice. CCTV also records all slipway operations.

Park and Ride Ferry Service

The ferry service to St Ives continues to be an intermittent operation. Despite the considerable number of enquiries from the public regarding times/service etc. During the summer of 2015 the operating company only offered a restricted service which relied on telephone booking.

Observations and Comments Arising from the Audit

The internal audit identified that amendments are required to the SMS. The Hayle Harbour Byelaws will need updating to encompass and cover the development due to take place at Hayle Harbour, similarly, further risk control measures and environmental consequences will need updating with the re-introduction of sluicing and possible maintenance dredging works. Moreover, the risk assessments are also due for review, this is currently being undertaken by the HM.

Due to the re-introduction of sluicing taking place this year; amendments will need to be made to the Oil Spill Response Plan and the Emergency Response Plan to encompass this operation.

It has also been highlighted that monitoring of the channel through timeline photography has lapsed and must be continued, either through methods already in place or through new improved methods, this will be analysed by the AHM.

The Harbour Authority also needs to keep in consideration the need or requirement of Tugs/Pilotage/passage plans as the development of the Port increases, similarly, the jurisdiction of the Authority needs to be kept under review as some Harbour lands have been removed for development purposes.

The Authority may also be required to possess a Small Commercial Vessel Certificate for the recently acquired Harbour Launch, this would allow for surveying by external groups to be undertaken on board the vessel.

A copy or section of the Hydrographic Code of Practice needs to be sourced and included in the Safety Management System and the Marine Policy needs to be updated and signed by the Operations director.

Conclusion

The audit concludes that:

Considering the disruption to Harbour operations since the ownership change and change to staffing, the Safety Management System continues to be robust and fit for purpose in meeting the standards required by the PMSC.

The audit has highlighted a few minor changes and amendments that require updating, however, I would report that the SMS continues to adhere to the UK guidelines of the code. The system of audit and review is comprehensive and transparent and allows for the removal or reduction of risks associated with all relevant Marine Operations.