



HARBOUR MASTERS REPORT TO HHAC 11th January 2017

1 Operational report

October

- Ladder inspections completed
- Life saving equipment inspected
- NCI St Ives meeting Harbour Office
- Asbestos inspection completed
- Slipway inspection
- Actuators covered with lockable boxes
- Aids to navigation inspected

November

- Ladder inspections completed
- Sluice tunnels cleared of debris
- Aids to navigation inspected
- NCI St Ives meeting Harbour Office
- Asbestos inspection completed
- Life saving equipment inspected
- Slipway inspected and cleaned of algae

December

- Ladder inspection completed
- Grant funding for CCTV applied for
- Aids to navigation inspected
- Inspection of Aids to navigation completed
- Life saving equipment inspected
- Slipway inspection completed.
- Harbour Christmas Market
- Waste management plan updated and sent to MCA for approval
- Asbestos inspection completed

HM Report

1 Navigable Channel

During October / November a considerable length of the training wall was seen to be exposed in the estuary and the channel appeared to have realigned its self. It is possible that dredging the inner channel and the sluicing operations conducted into mid September 2016 could have been contributing factor. However the siltation of the estuary continues to be a problem which has further reduced the available tidal window for vessels and is also holding back water in the inner estuary / harbour which has historically drained at low water and requires to be addressed.

2 Carnsew sluice

Repairs to the sluice gates have been completed and the tunnel actuators have been boxed in to protect them from the elements and vandalism.

Debris washed into the tunnels is a problem that has caused minor damage and also prevented the operation of one or more of the penstock gates. To resolve the problem the authority has conducted a successful trial with a weighted net which was hung in front of the tunnels that is raised and lowered by an electric motor.

The net has since been removed for some necessary improvements to the winching equipment and will be replaced later this month.

When the actuators were fitted to the tunnel penstock gates a temporary fence and gate was put in place that offered only limited security to the area. This fence is continually being torn down and replaced at cost therefore the authority has obtained a quote to replace the temporary fence with a four course rendered block wall, security fencing and CCTV which will hopefully resolve the problem.

4 Carnsew Quay

The repair of the wall commenced on the third of January and is scheduled to be completed by the end of March.

5 MV John Martin

I am eager to remove the John Martin from the harbour which has sunk on Lelant Quay, but I am still encountering some difficulty in obtaining a response from the owner who lives in Ireland and works abroad. Removal of a wreck and the protection of the environment during this process can be a costly operation therefore I need to ensure those costs are found by the owner and not the authority. I have advised our solicitor of the situation and will go down the legal route if I do not receive a response before the end of the month.

6 MV Inspiration

The vessel which is moored on Penpol bank has sunk and is believed to have broken its back. I have previously written to the owner instructing that the vessel be removed from the harbour, but he has to date failed to comply. I have again written instructing that the vessel is to be removed before the 31st January. Should the owner fail to respond I have advised him that I will appoint a contractor to remove the vessel and that he will be invoiced for all associated costs.

7 South Quay Lights

I have received reports that someone is shooting at the South Quay lights from East quay with an air rifle. The lights are expensive to replace, but my main concern is for public safety and also potential damage to vessels moored on the quay. Police have been informed.

Peter Haddock
Harbour Master
Hayle Harbour Authority Operations Ltd