



HARBOUR MASTERS REPORT TO HHAC July 2016

Operational report

April

- Ladder inspections completed
- Trinity House inspection of Aids to navigation no defects reported
- Life saving equipment inspected
- NCI St Ives meeting Harbour Office
- Life saving equipment inspected
- Asbestos inspection completed
- Yacht Nora sold, lifted onto East Quay
- Western Power made the connection to power the sluicing
- Youths unpacked pontoon rubber shock absorbers that were stored on the pontoons and threw them into the harbour.
- Life belts damaged on North Quay and life belt holders covered in Graffiti

May

- Ladder inspections completed
- Aids to navigation inspected
- Working with Iain Mackleworth of CC re LEP funding for Estuary Dredging
- Asbestos inspection completed
- Life saving equipment inspected
- Slipway inspected and cleaned of algae
- Fire brigade pump training North Quay
- Boy racers accessed North Quay when gate was left open
- Pontoon piling commenced.
- Pontoons lifted into the water and floated into position on East Quay
- Youths reported to be all over the pontoons and on moored vessels in the evenings. Police informed
- AHM attended an RYA level 2 powerboat course at Falmouth

June

- PWC rescue training
- Engineers inspected Carnsew quay wall.
- Ladder inspection completed
- South West Ports meeting RN Hydrographic base Taunton
- Inspection of Aids to navigation completed
- Life saving equipment inspected one life belt recovery rope tangled up and knotted
- Slipway inspection completed. Algae pressure washed from bottom of slipway.
- NCI Meeting harbour Office
- Asbestos inspection completed.
- Harbour launch lifted in and placed on the pontoons.
- Llawnroc Parking placed a temporary office next to the harbour office
- Meeting with Elizabeth Byron of CCT
- Bathymetric survey of the harbour / estuary
- Theft of pontoon navigation lights

HM Report

1 Navigable Channel

The process to obtain the funding from CC/LEP is taking time to complete as we need to ensure that all necessary permissions / legislation are obtained or complied with. Iain Mackleworth of CC has also asked for legal confirmation that the area of foreshore where we intend to deposit the dredged sand falls under the Harbour Act. This has been referred to the harbours owners' legal team. As part of this process a bathymetric survey of the harbour and estuary was recently commissioned by Cornwall Council which will enable an accurate assessment to be made of the amount of sand that needs to be removed, as this information is required for inclusion in the tendering process. The survey was programmed to take place on Monday 27th June however weather conditions were unsuitable, so it will now be conducted on a suitable spring tide weather permitting in July.

The MMO have acknowledged the authority's intention to dredge and confirmed that this is an excepted activity that does not require a marine licence, as the authority is empowered to dredge in accordance with its harbour Act which states that:-

Subject to the provisions of this Act, the Company may from time to time deepen, dredge, scour, cleanse, alter and improve the foreshore and bed of the sea and blast any rock within the limits of the harbour and the channels and approaches thereto and may use, appropriate or dispose of the materials (other than wreck within the meaning of Part IX of the Merchant Shipping Act 1894) from time to time dredged by them: Provided that no materials so dredged by them shall be deposited below the level of high water except in such places and in accordance with such conditions and restrictions as may be approved or prescribed by the Secretary of State. (2) The Company shall not exercise the powers under subsection (1) above upstream of the line marked "Limit of dredging" on the harbour land plan.

2 Automation of the sluice

There has been a delay with the delivery of the actuators for both the mitre gates and tunnels but these have now arrived on site and will be fitted in due course; I am hopeful that the authority will be in a position to conduct a trial sluice to prove the equipment later this month or early August.

3 pontoons

Within a week of being installed two of the pontoon navigation lights valued at a £1000 were stolen, police were informed, the Cornishman also reported on the theft and the Harbour authority issued a notice to mariners warning harbour users of the missing lights.

Following an appeal for information regarding the theft; the lights were on the following Monday morning discovered by Allen Baumbach outside of his workshop. These will now be re-fitted and the nuts spot welded to reduce the possibility of a recurrence.

I have received many requests from leisure users who would like to moor on the pontoons. The funding was provided to improve conditions for local fishermen and there is a restriction on what vessels can be moored on them. I have recently discussed this caveat with the MMO who inform me, that as I have vacant moorings I can allocate some to leisure use providing their presence is not detrimental to the fishing industry. In view of the MMO response I have allocated six moorings for leisure use on the understanding that they must move if the mooring is required by a fishing vessel. I will update the SMS and standard operating procedures to reflect this change.

4 Port Marine Safety Code

I am in the process of updating the Safety Management System to include sluicing operations. This will require a standard operating procedure, risk assessment and inclusion in the monthly inspection schedule for marine equipment.

An external audit of the SMS by the Padstow Harbour Master as required by the PMSC is likely to take place in September / October date to be confirmed.

5 Carnsew Quay

The process for the repair of the quay wall is taking longer than expected as approval of the repair drawings was required from heritage before the project could be moved forward.

The repair bill currently stands at £100,000 which could increase depending on how much of the wall has to be removed to enable the repair.

BSW consultants appointed by Corinthian land Ltd the harbour owners to oversee the repair have recently confirmed that the appointment of a contractor is imminent. Providing there are no further problems work to reinstate the breach is expected to commence in late July / early August.

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 Llawnroc 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 slip launching 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.