



HARBOUR MASTERS REPORT TO HHAC 13th January 2016

1 Operational report

October

- Inspection of Aids to navigation completed
- Ladder inspections completed
- Life saving equipment inspected
- Several vessels craned out onto East Quay to dry berth for the winter
- NCI St Ives meeting Harbour Office
- Life saving equipment inspected
- MV Ocean Enterprise vandalised Police informed
- A light on South Quay has been removed by persons unknown, which has fused some of the other lights. Police informed
- Emergency repair to wooden seating on South Quay

November

- Inspection of Aids to navigation completed
- Ladder inspections completed
- Harbour Launch lifted out of the water for the winter
- Bullo Marine landing craft on East Quay
- Fish for litter skip removed due to public dumping of washing machines and fridges in the skip when the gate is open. Replaced with a wheelie bin.
- Railings erected over the sluice bridge and around the sluice.
- Harvey Towans car park some work to fill potholes completed
- East Quay pontoons arrived on site.
- Guttering repaired on the harbour office

December

- Ladder inspections completed
- Life saving equipment inspected
- Slipway inspected
- Inspection of Aids to navigation completed
- HHAOL notified that a grant funding bid from the coastal revival fund for £50,000 to automate the sluice was successful.
- Burning bin stolen from outside the harbour office
- Graffiti on pontoon decking and float
- Graffiti on slipway launch and pay machine
- Life boat James Stevens moored at Lelant was swamped by waves during gale force winds and sank on its moorings. Owner attended and pumped the vessel out.

HM Report

1 Navigable Channel

Unfortunately the winter gales have not corrected the Eastward transportation of sand on the estuary which has increased the risk to harbour users navigating the channel. The harbour board are aware that work is required to reduce this risk and improve the channel for other marine operations and are discussing the various options that are available.

The authority expects to hear from the Local Enterprise Partnership (LEP) by mid January regarding its 100k bid for grant funding to improve the navigable channel.

2 Automation of the sluice

An application by the harbour Authority to the Coastal revival fund for grant funding of £50,000 was successful. The money will be used to lay in a power supply to the sluice, then to fully automate both the sluice gate penstocks and the tunnel penstocks. A warning system will also be installed that will consist of flashing lights every thirty metres along the middle weir that will be visible from both sides of the estuary a warning siren and signage. The Siren will have an override / timer so as not to disturb residents in the early morning.

Initially the sluice will be operated by existing staff who will adjust their working day to enable its operation.

Depending on the affect this has to the daily operation of the harbour during sluice periods a decision will taken as to whether to continue sluicing with existing staff or recruit additional staff for future sluicing operations.

Tunnel Grids

Several of the nuts have been removed from the tunnel safety grid securing bolts. I am in the process of replacing these and will have them tac welded to prevent a recurrence.

3 pontoons

Owing to the difficulties I was experiencing obtaining the match funding for this project from the previous harbour owners ING, the time scale by which all work had to be completed and then a change in harbour ownership, I was concerned that the project may not be completed by the end date of December 31st 2015.

I therefore approached Cornwall Council and requested cash flow assistance of £90,000 to be repaid from the grant funding. This much needed injection of cash was provided, which enabled the project to be driven forward. Without this help from CC it is possible that the authority may have lost the grant.

The new Harbour owners Corinthian Land Ltd also made a match funding payment of £27,000, this combined with the CC cash flow enabled the harbour authority to pay for the project.

The pontoons arrived on site during the last week of November and have with the permission of the MMO been stored on North Quay until they can be deployed. Date of installation will be dependent on suitable weather conditions and the availability of the Padstow dredger which will be used to install the piles. If time and budget allows I am hopeful that the Mannin can also be used to repair the training wall / re profile sand from the estuary.

Following payment of the deposit to Walcon marine, an interim claim was made to the MMO during November to draw down from the grant funding, this was paid in early December and has since been repaid to CC. The final claim to draw down the remainder of the grant funding was submitted to the MMO prior to Christmas. This payment should be made in the near future which will enable the outstanding cash flow assistance from CC to be repaid.

Graffiti

Within two weeks of being stored on North quay graffiti has appeared on the decking and floatation block of one pontoon length which I am having cleaned, police have been informed.

5 Criminal Damage

The vessel Isla Bea a St Ives commercial vessel moored on South Quay for the winter was broken into and expensive equipment in the wheelhouse was damaged, the owner informed me it looked as if a tornado had been through the vessel. This is the second incident of criminal damage to vessels on South Quay the other being The Ocean Enterprise. Police have been informed of both incidents.

ASDA have also reported that they are also working with the police regarding youth problems around the store. It is possible that these are the same group who are causing damage to vessels on South Quay and ASDA security have agreed to extend their patrols to take in the quays and will contact me if any suspicious activity is observed. They have also angled a CCTV so that it covers some of the quay.

6 James Stevens

The owner of the James Steven Life boat has on the higher spring tides been progressively moving the vessel further down the bank on which it is moored at the saltings. The reason for this was to allow the vessel to float on smaller tides which would enable it to be towed across the harbour and lifted out at short notice for dry berthing at another location. Unfortunately during recent gale force conditions waves swamped the vessel before it could float and it sank on its moorings. The owner has since pumped the James Stevens out which is once again afloat and will continue with his plan to dry berth the vessel for much needed restoration.

Peter Haddock
Harbour Master
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