



HARBOUR MASTERS REPORT TO HHAC 9th OCTOBER 2019

Operational report

July

- Slipway inspection
- Ladder inspection
- Lifesaving equipment inspection
- Aids to navigation inspected by Trinity House
- Asbestos inspection completed
- North cardinal buoy returned onto station
- Grass verge opposite the harbour Office temporarily fenced off due to collapse of the stone facing.
- Speed boat grounded on the bar

August

- Ladder inspections completed
- Aids to navigation inspected
- Asbestos inspection completed
- Lifesaving equipment inspected
- Slipway inspected and cleaned
- Boarder force on site
- Vessel capsized on its South Quay moorings
- Fishermen's compound fence painted with anti-climb paint

September

- Ladder inspection completed
- Aids to navigation inspected.
- Life Saving equipment inspected Life belt missing from North Quay
- Slipway inspected and cleaned.
- Asbestos inspection completed
- Harbour office exterior repaint in progress
- Management meeting with David Tugwell & Daisy Jones
- PMSC external Audit completed
- NCI meeting at the harbour Office

HM PMSC Report

1 Navigable Channel

Owing to the current state of the channel there is an increased risk to harbour users who often find themselves beam on to heavy sea's in the vicinity of the sand bar which could result in a capsized if corrective action is not undertaken.

I have discussed my concerns with the harbour owners who agree that in the interests of safety, dredging of the inner harbour and estuary is required. Both the harbour owners and myself have met with Chris Lello who has been asked to undertake this work.

As part of the dredging operation the remains of the training wall will be exposed which will enable the recovery of Stone and the rebuilding of the wall to maximise the Authority's sluicing operation.

2 Aids to Navigation

The Padstow Multi Cat work boat was bought onto site to relay the North cardinal buoy which had suffered from storm damage. The buoy had to be disassembled on the foreshore to enable its recovery then rebuilt with replacement top mark, light, mooring chain and 3 x1ton weights.

Following consultation with Trinity house there is no longer a requirement to mark the fishermen's store pot rafts with a light. A notice to mariners advising of this has been issued.

3 MV John Martin

The company solicitor has traced the owner however it is unlikely that any funds can be obtained towards the vessel removal costs.

4 PMSC External Audit

There is a requirement to complete an external audit of the Authorities marine safety management system every three years this is to ensure that the MSMS is being operated effectively. The audit was completed on the 27th September and measured the Authorities performance against its three yearly safety plan and previous internal and external audits. The designated person who is the Newlyn Harbour Master conducted the audit and will report his findings directly to the harbour board.

5 Jet Skis (PWC)

There were a number of complaints throughout the summer months regarding the behaviour of Jet ski riders in St Ives Bay ranging from passing close to swimmers and disturbing marine life.

Although these incidents occurred outside of the Jurisdiction of HHAOL it is the authority's intention to address the problem as these pleasure craft launch from Hayle.

In future all jet ski riders wishing to launch from the slipway will be required to complete a registration form which will include both Jet ski and personal details and to also sign a code of conduct for St Ives Bay. Riders who do not comply with these requirements or are involved in an incident will not be allowed to from launch from Hayle.

The authority has also made arrangements to engage with the owners of these craft to discuss the controls that the authority intends to implement which it is hoped will reduce the risk to both swimmers and marine life in the Bay.

Hayle Harbour & St Ives Bay Personal Watercraft Code of Conduct

This code of conduct covers all Personal Water Craft (PWC) using HHAOL's waters and St Ives Bay.

Anyone found in breach of this code will be banned from using all launching facilities at Hayle Harbour, and operating within its waters

All Personal Watercraft users must

1. Be registered with Hayle Harbour Authority.
2. Abide by HHAOLs slipway T&Cs at all times.
3. Abide by COLREGs at all times.
4. Abide by all Local Bye-Laws at all times.
5. Hold a valid RYA PWC certificate.
6. Have insurance of not less than £3M.
7. At all times Abide by harbour speed limits. The maximum speed limit south of Chapel Anjou is 5knots.
8. Keep a minimum of 200m away from the shore at all times.
9. Never use marker buoys as a slalom course.
10. Must always obey all directions given by an officer of HHAOL.
11. Wear suitable PFDs at all times.
12. Use the harbour for transit only.
13. Do not enter Lelant Water without prior consent from HHAOL.
14. Not to be under the influence of alcohol above the legal prescribed limits or non-prescribed drugs.
15. Display the PWC registration mark so it is clearly visible.
16. Use the kill cord at all times.
17. Be courteous to all other water users:-
 - a. DON'T wave jump behind a boat. It's unnerving for the boat driver and dangerous
 - b. DON'T rev in shallow beach areas. It will spray of sand or gravel
 - c. DON'T weave in and out of anchorages at high speed
 - d. DON'T enter areas where there are swimmers
 - e. ALWAYS remember how your wake affects others
 - f. ALWAYS maintain a good look out

Hayle Harbour & St Ives Bay Personal Watercraft Registration

OWNER DETAILS (Must be over 18)

Name	
Address	
Postcode	
Telephone	
Email	
CAR REG	

PERSONAL WATERCRAFT DETAILS

Make	
Model	
Hull	
Engine Size	
Colour(s)	
Data Tag	

Personal Watercraft Registration Fee: (inc.VAT) £20 Cash/Credit Card
 Third Party Liability Insurance Cover: current cover £.....

Declaration:

I agree to abide by the directions of the Harbour Master his deputy or an officer of the authority and to comply with the Hayle Harbour Bye-laws including the International Regulations for Prevention of Collisions at Sea.

I have read and understand the Hayle Harbour & St Ives Bay PWC code of conduct and supporting map and will abide by it at all times.

I understand that my PWC falls under the definition of "Vessel" as categorised within the Hayle Harbour Bye-laws.

I declare that I have taken out adequate Public Liability insurance cover for my PWC and I will ensure that such cover remains valid whenever my craft operates in Hayle Harbour & St Ives Bay. I confirm that any other person(s) using my PWC will be similarly insured.

I will not permit any person under the age of 18 to drive my PWC at any time whilst in Hayle Harbour & St Ives Bay including enclosed harbours, irrespective of any PWC/RYA certification, without written consent of the Harbour Master

My Hayle Harbour & St Ives Bay PWC registration plaque is not subject to transfer and I will promptly notify the Harbour Authority of any change of ownership. The registration plaque will be always clearly displayed on my craft.

Signature.....

Date.....

8 Marine Incidents

Incident 08/19

A speed boat with an engine problem grounded on the bar prior to low water and was towed into Hayle by the St Ives lifeboat on the next tide.

Incident 09/19

A vessel on a South Quay mooring capsized when either the mooring line or fenders snagged. Owner recovered vessel to dry berthing.

Peter Haddock
Harbour Master
Hayle Harbour Authority Operations Ltd

