



HARBOUR MASTER'S REPORT TO HHAC 13th October 2010.

1 Operational review by DHM

1.1 This quarter has seen a considerable amount of activity around the harbour from both the harbour users, wave hub operations and also contractor activity regarding the tendering for the North quay works.

1.2 The Authority now has its own Web site on which information relating to harbour operations is available. The Harbour Master's Surgeries have proved popular and to date have been well attended.

1.3 The summer has seen an increase in boating activity from both the commercial and leisure sectors, which was mainly due to the improved weather conditions than was experienced last year. The slipway was extremely busy with the licensed water user groups, leisure diving vessels and other general casual use.

1.4 The RNLI placed a container on site to house a small inflatable rescue craft. The craft was stationed on the beach throughout the summer and provided the RNLI life guards with a much needed emergency quick response vessel on an area of beach that had previously been without such a facility. Phil Drew of the RNLI has asked that ING be thanked for allowing the facility to be located at the harbour which enabled the prompt rescue this summer of three persons from a capsized inflatable near the bar. The life guards were also involved in 4 rescues, 4 assists, 70 minor first aid incidents, and 3 major first aid incidents.

1.5 Tombstoning from moored vessels and from the North quay caused some problems during the summer break and is an activity the harbour authority is eager to stop. Staff were therefore very pro active in policing the quays and have been assisted by the local police who have been very helpful in controlling the problem thus reducing the possibility of an injury to those involved to ALARP.

1.6 The rise in fuel costs has seen an increase in the theft of fuel from vessels and on two occasions where they were accessible, fuel tanks have been completely removed.

1.7 The dredger Tay Sand sailed for Padstow to relieve Sand Snipe (David Williams other vessel which required dry docking and essential maintenance work.)

1.8 After many delays and technical problems the wave hub cable was eventually bought ashore. A number of local vessels, the Cornwall Jet Skier club and Hayle Surf life saving club were involved with various aspects of the operation.

1.9 The replenishment of dredged sand to the dunes was completed in September totalling 10,800 tons 20% of the total 53000 tons which was dredged over the 2 year period of the dredging licence that expired in April.

1.10 The Environment Agency are pursuing the prosecution of a male who was arrested by the police during the summer for setting nets in Copperhouse pool

1.11 Because of the impending infrastructure works on North and East Quay all dry berthing will be relocated to foundry quay. Also preparations are under way to relocate the canoe club containers and those of other harbour users located on North quay prior to commencement of the works.

1.12 Because of these works the harbour waste reception and waste oil facility will be relocated to chieftain yard.

1.13 An audit of the harbour marine operations will be conducted in early November to ensure the harbour remains compliant with the Port Marine Safety Code. All risks associated with marine operations have been assessed and the risk register has been updated.

2 Dredging Review

2.1 HM Dredging review continues. Since last HHAC I have met with 7 dredging contractors ranging from local firms to Internationals. I've had dialogue with other contractors, have visited other ports with similar issues and had numerous discussions with other harbour masters. Some contractors have been slow to respond with method statements and indicative costings. This may be indicative that there is no simple fix and the costs associated with a long term solution are larger than the contractors know are presently available to the Harbour Authority.

2.2 My investigations have led me to the following broad initial conclusions although my enquiries continue. Some of the information supplied to me is financially confidential at this pre-official tender stage so any figures I use in this report are indicative only and are non-attributable.

2.2.1 Sand moves and lots of it can move in a short space of time especially during bad weather.

2.2.2 Without maintenance the harbour begins to silt and the entrance channel degrades and migrates to the East.

2.2.3 Hayle has in the past been a successful port accommodating large ships, so we know that it is possible for the Harbour to be kept open. When the exhaust from the Harbour was managed by way of sluicing coupled with sediment agitation from large ship propellers leaving the harbour the channel was kept well defined and the harbour was largely kept silt free without the need for frequent maintenance dredging.

2.2.4 The most recent dredging regime, which was funded by the sale of sand (which some stakeholders object to) was partially successful in keeping the harbour open. It could have been better managed. There is a possibility that suction dredging during an incoming tide is inefficient in that the sediment disturbed during dredging is transported further up the harbour. If suction dredging was undertaken from HW during the first of the ebb it may have been more efficient.

2.2.5 The absence of reserves in the Harbour accounts and the small annual income from Harbour Dues is insufficient to fund dredging operations unless sand is sold or funds are sourced from ING.

2.3 I have looked at a broad range of dredging options ranging from traditional suction dredging and back hoe and grab dredging through injection dredging and sand pumps. I've considered the history of the sluicing arrangements and their present status (and possible plans for the gates at Carnsew) as well as the effectiveness and benefit of training walls. I've considered innovative ideas involving modern Geotextiles that look like socks filled with sand including the possibility of constructing a man-made reef to manage the migration of sand and potentially provide a surf reef, diving venue and sea life habitat. I have not looked at any one solution in finite detail; rather I have considered the concepts as they all depend on substantial funding, which is presently not available to the Harbour Authority.

2.4 Experts are generally of the opinion that any dredging in the channel will only have a short life span unless a training wall is built to, ideally, the surf line at low tide Springs and that the exhaust from the Harbour is better managed to maximise ebb flow. There is a body of thought that with a decent training wall, a well defined and straight entrance channel and better management of the exhaust from the Harbour, ongoing dredging could be kept to a minimum if it was needed at all. Experts also tell me that plough dredging in sand is not particularly effective

and a powerful tug would be required. Plough dredging is more effective in soft silt.

2.5 These are some of the indicative broad brush costs that have been suggested to me.

- Stabilization of entrance channel on both sides using hard engineering to £12M
- Stabilization of entrance channel on one side using hard engineering to £5.5M
- To reinforce existing training wall to £0.5M
- To build new sheet piling training wall whilst utilising existing training wall to £1.3M
- To dredge entrance channel and use sand to replenish beach and dunes to £0.5M
- To dredge inner harbour £0.13M
- To build new training wall, dredge all of harbour and remove Cockle Bank to £2.6M

2.6 None of the above are within financial reach of the Harbour Authority unless a business case can be made to ING (who own the Harbour Authority) that further investment in the entrance of the Harbour is worthwhile. That will be dependent on the investment strategy of ING which will be influenced by their plans for regeneration. The alternative is that constant dredging is recommenced using local resources (albeit better managed) and that operation is funded by sale of sand to the extent the dredging operation is cost neutral to the Harbour Authority.

2.7 The next step is to present a business case to ING so that they can make the necessary informed decisions as to their investment strategy for the Harbour Authority. Applications for private funding are not considered viable in the present financial climate and grant funding has presently ceased.

2.8 My dredging review should be completed well in time for the next HHAC.

3. Status of entrance Channel

During the summer the channel has migrated to the East and the bar is particularly prominent. At present the light on the port buoy is extinguished but will be replaced 08.10.10 weather permitting. A Local Notice to Mariners was issued on 28th August warning all mariners of the risks and of their responsibilities to plan each voyage. See attachment. I have contacted the MCA to alert them of the degradation of the channel and have sent them the LNtM. They in turn have

informed the DfT Ports Division.

4. Funding for Fishermen's facilities.

I have made enquiries of Cornwall Development Co (owned by Cornwall Council) and Seafish regarding potential European Fisheries Fund assistance to improve facilities for fishermen in Hayle. No funding is presently available but an "AXIS 4" bid is scheduled to be made next year and I've expressed our interest.

Western Training Association have secured funding (subject to matched funding from private enterprise) to develop a cross training program to qualify fishermen to use their assets to assist as work boats in the offshore power generating industry. It appears they are having difficulty attracting matched funding.

5 Harbour Dues

The Harbour Authority will raise Harbour Dues by 5% from 1st January 2011. The Weekly rate will not be available from that time. This increase and the Dues charged at Hayle will remain broadly in line with those charged at St Ives.

6 "Mackerel Boats" laid up during the winter on Lelant Saltings.

6.1 There has been a long running dispute over whether the boats that lay up over the winter on Lelant Saltings should pay Harbour Dues. Harbour Dues is not a charge for services or facilities, it is akin a "tax" levied on all vessels that use the Harbour. It is Harbour Dues that provide the funds for the Harbour Authority to discharge their functions. The general premise is that all vessels that use a harbour should contribute to its running costs. Harbour Dues can be compared with a road fund licence. All users of the road have to pay for a licence regardless of how often they use the roads or how far they drive. I have carefully considered all the arguments and wish to avoid unnecessary confrontation and needless lawyer's fees that have been incurred in the past without any benefit. I believe that there is always middle ground on which lies an equitable solution. I have taken into account that the commercial boats that lay up during the winter pay Harbour Dues whilst in St Ives. I suggest that it is recognised that these vessels whilst laid up are not "engaged in trade" and therefore should not be subject to "commercial" harbour dues.

6.2 **I ask the HHAC for their advice and input on this issue.** Attached is a draft Local Notice to Mariners together with a revised schedule of harbour dues (effective 1st October 2010 as this coincides with one of our invoicing dates). Both

should be self explanatory. Bottom line is I think it equitable that boats that lay up on the Saltings at Lelant should apply for a licence to moor (£10 +vat) (required by law) and pay harbour dues at the same rate as a Pleasure Vessel given that they are not engaged in trade during lay-up. This brings down the harbour dues to about ½ that if they were to be charged full commercial rates. Provided we can move forward on this basis I am prepared to let history be just that. It is my view that all vessels within the jurisdiction of the harbour should comply with all of the regulations and that includes paying an appropriate level of harbour due, but I ask the HHAC for their input.

7 Harbour Master's Surgeries.

Each month I hold a surgery and everybody is welcome to book a slot by telephoning the Harbour Office. They have proved very worthwhile and it has given me the opportunity to meet many stakeholders that have varied views and concerns. I thank all those that have taken the time to come and meet me. The next surgery is on the morning of 3rd November 2010. All welcome, please call the harbour office to book a slot.

8 Kite Surfing

Since the re-introduction of Kite Surfing, users of the harbour and the kite-surfers appear to co-exist in relative harmony although I understand that the wind conditions have not been good throughout the summer for much kite-surfing. There have been no incident reports and no informal complaints. The regime will be reviewed on 8th December.

9 Directors Remarks.

Since taking up the role of Harbour Master, Mark Capon has made a positive impact on the harbour, with improvements in stakeholder engagement, safety systems and his views on running the harbour.

However, the financial situation in the harbour remains challenging with expenditure exceeding income. This situation is unlikely to change until we can attract more Harbour users, which in turn is dependent on having a more accessible harbour.

To achieve this aim will require substantial investment, It is hoped that once Mark has concluded his dredging review a robust business case can be produced, which in conjunction with positive developments around the harbour encourage ING to provide the funds required.

Attachments

LNtM 7_10

LNtM 8_10 draft

Schedule of Harbour Dues (amended).

Mark Capon

Harbour Master

Hayle Harbour Authority Limited.