



HARBOUR MASTERS REPORT TO HHAC October 2016

1 Operational report

July

- Ladder inspections completed
- Life saving equipment inspected
- NCI St Ives meeting Harbour Office
- Asbestos inspection completed
- Slipway inspection
- Hayle Celebration day
- Youths on pontoons and on vessels

August

- Ladder inspections completed
- Aids to navigation inspected
- Asbestos inspection completed
- Life saving equipment inspected
- Slipway inspected and cleaned of algae
- Mechanical Dredging of high spots
- Sluicing from Carnsew tunnels operational
- A small inflatable capsized on the Bar DHM and lifeguards attended.

September

- Ladder inspection completed
- Mechanical dredging of high spots
- 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.
- Hayle harbour / Foundry trust harbour day
- Sluicing carried out on spring tides
- DHM has been enrolled for the Harbour master's certificate of competency course and has attended a two day induction at Grimsby. The course is run for the UK Harbour Masters Association by the Liverpool John Moores University.
- MV John Martin sunk on its moorings at Lelant quay
- Trinity house inspection of records

HM Report

1 Navigable Channel

Some dredging has been progressed between the Cocklebank and middle weir the purpose of which was to excavate a trench that would provide a route for the sluice through a large sandbank and minimise the possibility of sediment in suspension backing up against it.

2000 tons of dredged material was stored in Lellos old yard while sampling for Ecoli and heavy metals was carried out. The Authority has since been advised that the results have come back as clear and the stored sediment is safe to be returned to the foreshore above the high water mark.

Funding from CC and the LEP to progress maintenance work in the estuary is available to the authority; as this is public money the authority feels the necessity for transparency and a requirement to establish a dredge / sluice committee possibly consisting of CC, RSPB, Natural England and HHAOL to discuss how the available funding can best be utilised.

2 Automation of the sluice

The process to automate the Carnsew tunnel sluice took much longer than expected due to the late delivery of the actuators and associated equipment. Green Envi who were contracted to fit and commission the actuators encountered numerous problems with the installation process, which further delayed the operation of the sluice.

As the window for sluicing April – August was drawing to a close at my request the RSPB and Natural England authorised an extension until the 22nd of September which would enable the Harbour Authority to address any teething problems and to also work with Falmouth Marine school regarding the survey work that is required to record the affects sluicing has on the estuary.

The problems encountered with the sluice operation have been the amount of debris that is washed into the tunnels which often prevents the operation of one or more penstock gates. It is possible that rubble between one gate and the tunnel wall is from the tunnel roof which requires investigation. There is also a problem with the Mitre Gates which close with such force that a shock wave is sent through both gates that has loosened the main pivot bolts and also blown 12 bolts out of one mitre gate penstock.

I am talking to Steven Levant (heritage)who advised on the reinstatement of the gates, he informs me that drag chains were used historically to slow the closing process and is something we could possibly put in place to solve the problem. Until that can be addressed I am not happy to install the actuators on top of the gates as they are only held in place with four bolts which would probably shear when the gates close.

Now that sluicing for this year has been completed we will use the winter months to address these problems.

3 Cocklebank

Reintroduction of sluicing has washed away an area of the Cocklebank. I have raised the problem with the harbour owners who are agree that we need to look into a method of preventing continued erosion of the bank from sluicing. I have discussed the possibility of gabion baskets with the MMO who think that we could probably carry out such work under the harbour act as harbour works. Gabions would not only help to preserve the Cocklebank, but would also help direct and contain water flow from the sluice and also provide an opportunity to restore the bank to its original height with dredged material which will be prevented from being washed away by the gabions.

4 Carnsew Quay

Following a requirement to complete some additional site investigation work I have received the following update from BSW CONSULTING (EXETER) LIMITED,

Subsequent to the additional investigation of the damage to Carnsew quay wall, we have since received listed building consent for our current design as attached for your records, so we can now proceed with the scheme as per our initial design.

5 John Martin

MV John martin has sunk on its moorings on Lelant quay. I have written to the vessel owner and instructed that he advises me of his intentions regarding the removal of the vessel.

6 Aids To Navigation

PMSC records of our aids to navigation were recently inspected by Trinity House. The inspector informed me that the authority was compliant with the requirements of the code and also recorded the position of the pontoon beacons for inclusion in the authorities list of navigational aids.

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 Llawroc 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.