

MEETING OF THE PADSTOW HARBOUR COMMISSIONERS 08/21

HELD AT THE LONG ROOM, PADSTOW

ON THURSDAY 19th AUGUST 2021 AT 7.00pm

Present: Mr J Hewitt (Chairman), Mr M England, Vice Chairman, Mr D Martin, Mr W Delacour, Mr G Saunders, Mr B Phillips, Harbour Master, Mr P O'Neill

Apologies: Mr C Toogood, Mr I Kitto

In Attendance: Mrs N Dyer (Assistant Administrator)

To Take Information and Comments from Any Members of the Public Present: None at this meeting

Invoices and Payments for the Period Ending 12th August 2021 Invoices totalling £338,641.96 had been paid for the period 12th June to 12th August 2021.
The Commissioners read through the list of payments produced by ND.

Approval of Minutes 06/21 The minutes for June were approved as a true account of the PHC meeting – it was proposed by PO and seconded by WD

Matters Arising from Meeting 06/21 **Survey Report** – BP provided the Commissioners with the latest Ecospan survey report. Diagrams included in the report were discussed and it became evident that further investigations would be beneficial to substantiate the Commissioners ongoing survey report. The Commissioners agreed further survey work should be undertaken in 2022 and instructed BP to obtain prices from Ecospan. DM asked if BP could enquire with Ecospan with regard to the accuracy and comparison of the EA Lidar surveys to the ongoing investigations.

Iron Ore Steps Repair – The repairs to the steps are complete and are now in use. BP has arranged with JGP to record measurements of the steps to track any possible movements over the coming years.

Drying Grid – BP has had no further correspondence from the MMO with regard to the EA's comments, however, increases of costs on our account lead to the

assumption that they are continuing to analyse the application. BP to contact.

Petrol Pontoon – BP had met with the fire officer involved in issuing licences for petrol distribution who is pleased with everything he has seen. The delivery of the petrol tank, white diesel tank and fuel pump system is expected at the beginning of September.

Borrowing Powers – BP had been in communication with the solicitors regarding the proposed changes and asked if the Commissioners were happy to proceed with the minuted decision as set out in the solicitor's most recent email? JH asked the Commissioners if they wanted to proceed. DM explained his concern that there was no inclusion for temporary borrowing powers and should this be considered. It was discussed that the existing temporary borrowing powers should be included and to increase inline with RPI as with the proposed borrowing powers. On the basis of this inclusion, it was proposed by PO and seconded by GS – all in favour to proceed with application.

08/21/01

CCTV/Webcams/BT – All cameras, including CCTV cameras are operating as they should. We await a new winch for the RQCP camera tower. BP will arrange a site visit to Stepper Point to determine the siting for the previously agreed camera installation. BP has also arranged for the recycling of two older cameras to be placed at the South Dock. BP explained that after nearly two years of complication and negotiation, he has finally agreed an appropriate refund from BT. Moving forward BP will enquire into more efficient internet providers.

Security – The security service is underway at Rock and BP is receiving their daily reports. Hopefully this service has provided the necessary security with the increased visitors to the area.

Nav Aids Wadebridge – Will now be reviewed after the season.

It was at this stage the meeting was interrupted by Mr and Mrs D England's arrival. Chairman JH explained that it was too late for the section on the agenda for taking information and comments from the public, but they were welcome to stay for the remainder of the meeting – Mr and Mrs England declined and left the meeting.

Pink Lemons Lease – BP had not received any further correspondence from Pink Lemons as yet with regard to relinquishing their lease or leasing to another party.

Launching Signage – New signs have been installed at Wadebridge, as well as Rock and Padstow. BP looked into the option to add the tariffs to the car park machines but this came with cost & complication, so a sign has been installed next to the CP machine in Wadebridge directing customers to the Harbour Office for payment.

Financial Briefing

The Commissioners were presented with a current debtors and bank situation plus a Profit and Loss account for the month of June and July 2021

Correspondence

Peter Ward – Had written a letter of praise for BP and PHC staff for their handling of the oil spill incident at St Saviours Point.

Mr D Hardman – Writes to the Commissioners regarding a Rock Mooring that at present is in joint names and requests to be transferred to sole occupancy. After a short discussion JH asked the Commissioners for their views and if they were happy for the change. It was proposed by PB and seconded by ME for the mooring to be transferred – majority in favour.

Richard Cox – Writes to the Commissioners regarding his private mooring and the siting of a no-skiing buoy. Mr Cox explained that due to an increase in recreational speedboats on the estuary he would like PHC to consider the installation of a buoy to distance water skiers from his private mooring. BP provided the Commissioners with photographs of the proposed location. The Commissioners discussed the proposal, and it was decided that more information will need to be provided before a decision can be made. BP to investigate further and provide details at the next meeting.

Les Burt – To be discussed in Committee.

Mr A Wills – Writes asking the Commissioners for permission to site a private mooring at Trevelver shore. The Commissioners discussed the proposal, and it was agreed for BP to approve a suitable location to site the mooring which would not impede on the navigable channel – all in favour.

Port Administrators Business

Covid 19 – Two members of PHC staff had contracted the Covid virus in July. All necessary precautions were taken and because the staff were in their own bubble PHC were able to keep this an isolated infection. However, this led to the suspension of one of the ferries for a short duration.

BT I and BT II – Both ferries have been operating daily which has proved successful and offered an improved service all round. With this improved service BP hopes to maintain two ferries operating continuously throughout the busy season over the coming years.

Mannin –The MCA have identified other areas of improvement required for the Manning. However, the MCA issued a temporary notice to allow Mannin to undertake her dredging contracts at Teignmouth, Newlyn and Penzance before returning to Padstow. Nick Billing has made arrangements for the outstanding works to be completed. Further investment will need to be considered next year involving the re-decking where the crane is situated. BP will bring costings for the installation of a bow thruster to the October meeting.

RQCP Leak – PHC’s account with SWW is on hold for the time being until an appeal against the allocated leak allowance has been investigated. The leak has been fixed and we have received a minimal allowance leaving a very large outstanding balance. BP has appealed due the fact that he was notified of the leak some 13 months after it was discovered. BP is awaiting their response.

Padstow to Rock Swim – The race took place on August 7th 2021 raising somewhere in the region of £60k for Marie Curie.

Ice Plant – BP has been approached by Cornish Ice and Newlyn Harbour who have shown interest in purchasing PHC’s ice plant if the Commissioners decide to sell it. BP met with Steve Pickin of RSW and Gavin Clarke of Ziegra to discuss possibilities of a smaller, simpler ice plant to replace the existing. BP will consult with our port users to understand what kind of replacement they may benefit from if we decide to sell. PB said that all new fishing boats come with ice making machines so if it was decided we need a replacement plant, a small machine should be considered. It was also discussed whether an ice plant is needed, BP explained it is a service PHC provide for the fishermen which would be important to continue.

New Engines – (JH declared an interest) This would be usually discussed at a later meeting but due to the lead times on engines (20 weeks) BP wanted to include at this earlier meeting. PHC are at the 3-year renewal stage for the Rhib engines and also for BT II. BT I has reconditioned engines and due to the intended two ferry operations for the future, it would be important to invest in suitable engines. Nick Billing has enquired into various prices. DM suggested additional quotes should be obtained before agreeing to a purchase. PB suggested Marine Engineering at Looe and Wills Marine. GS proposed that due to lead times PHC proceed with purchasing the Rhib engines, all but one Commissioner agreed. A further conversation ensued, and it was decided further quotes for all engines will be brought to the table for the next meeting – all in favour.

Private Mooring Licence – BP had received emails and letters of concerns from private mooring holders due to the issuing of a licence document which they had not previously been issued. The licence document had been drafted by PHC’s previous solicitors and detailed provisions for an individual to be licenced to lay a private mooring. Until now it had become apparent that there was no mechanism in place for PHC to understand the number of private moorings on the estuary, and with the recent interest of the Duchy to obtain this information, BP tasked Leon Burt with identifying all private mooring holders and to issue licences accordingly. It would seem that section 4 of the document has created most of the concern, where either party have the ability to terminate the licence.

The PHC 1987 Revision Order allows PHC to licence any person laying a mooring within the port, including on private foreshore. It also allows for a three-year

time frame of the licence and a reasonable fee to be charged. Issuing a licence will justify a decision to allow a mooring to be laid and to ensure that it will not be laid so as to become a hazard to navigation. Issuing licences also ensures that PHC are exercising their statutory powers.

After receiving a number of concerns, BP asked PHC solicitors to provide comment which determined that PHC are acting well within their powers. BP asked the Commissioners for their thoughts on this and after a lengthy discussion it was decided that the licence document is to be issued again with an amendment to section 4 of the document, and to be provided to the Commissioners for their approval before re-issuing.

PMSC

PMSC Monthly Report – BP explained the report provided by H&S Representative Mr P Haddock.

Commercial Operators Safety Meeting - On Friday 6th August BP held the first commercial operators' safety meeting where all commercial operators are invited to attend and provide their queries and concerns with port operations. Most operators agreed that more awareness needs to be considered especially with the increasing traffic on the river. The temporary 12 knot speed limit was discussed as it is only advisory. BP commented that the commercial fleet should lead by example if we expect others to adhere to the rules so they must maintain the advisory speeds. There was concern about the high-speed tripping licence qualifying time as operators did not want anyone, especially without much experience, being able to operate without adequate experience. BP explained that the new licencing guideline document will be available for all to study before the next season so everyone will know what qualifications and experience will be required. Next meeting expected beginning of November.

Licencing – BP has provided the Commissioners with the draft licencing guideline document which informs all operators and persons proposing to commercially operate from the port of the certification that will be required. Once individuals have obtained the necessary certification and gained the relevant experience, they will need to undertake a PHC local knowledge endorsement. Once they have successfully passed this, they will be issued an annual PHC operator's licence which will be reviewed and issued annually as per our licencing powers of the 1973 HRO. Commissioners to discuss at the next meeting.

Oil Spill - On the 9th of July the MCGA contacted BP early to inform him of a resurfacing lorry entering the estuary on the Camel Trail North of St Saviours point. The spill was quickly contained, and over the next few hours and for the next few weeks the clean-up commenced. BP thanked PHC staff for their quick response and Hazel & Jeffries and Cormac for throwing every available asset at the spill to ensure as little damage as possible to the environment. On Wednesday 4th of August Cormac and BP visited the site to sign it off in agreement with the EA.

Mr BeeBee – On Friday 16th July PHC's Berthing Master logged concerns of the conduct of the skipper of the vessel *Outrageous*, owned by Mr BeeBee, with a suspicion of the master drunk in charge of the vessel. BP received further complaints regarding the same incident so contacted the owner of the vessel who informed BP that it must have been his son in charge of the vessel and that he would deal with the matter. A warning email was issued to the owner of the vessel.

Explorer Marine – On Monday 19th July BP received a complaint that a person within the Rock moorings was unable to manoeuvre his vessel due to what seemed like inebriation. The person in charge had to be assisted out of his vessel. BP identified the vessel as an explorer marine vessel, so he contacted Hugh Mattos the owner, who was aware of the situation. Mr Mattos provided an explanation where the guilty party denied inebriation and said that he had suffered extreme sun stroke. BP provided Mr Mattos a letter to give to his client in the form of a warning.

Will Owen, Wavehunters- On the same day as the oil spill a Mr Will Owen of the Wavehunters vessel *Linhe Adventurer* allided with a moored vessel in the pool moorings. The *Linhe Adventurer*, travelling at approx. 17 knots, drove up and onto the mid ships of the moored rib, stopping his vessel in its tracks. Mr Owen checked over the casualty vessel for a few minutes and then proceeded to sea with seven passengers aboard. Due to the severity of the incident, Mr Owen failing to report the incident properly and the decision to proceed to sea with passengers aboard without understanding the integrity of his vessel and leaving the casualty vessel sinking on its mooring, BP has suspended Mr Owen's PHC operating licence until the end of the season and until further notice pending further investigation. BP informed the MAIB and the RYA who are both conducting investigations of their own.

Wakeboarding Incident – On 1st August BP received a report of an injured person on the pontoon at Rock awaiting an ambulance after a water-skiing accident. PHC's Leon Burt investigated, and an incident report form was completed by the father which stated that his son had caught the front edge of his wakeboard, causing him to hit the water at such force to knock him unconscious. After some on scene first aid from Camel Ski School employees and a check-up at the hospital, the young man has made a full recovery.

Ocean Strider – On 11th of August BP received a report of a vessel which had run aground on the Doom Bar and needed assistance from the Rock ILB at approx. 0200 hours. RLB towed the vessel from the Doom Bar and up to the LB mooring where she stayed until the flood gate opened in the morning. The skipper stated that he had mixed the tide times up and thought HW was at 0200 hours so when he entered the estuary he was surprised that the tide was out. The CG contacted to say that the skipper and crew were inexperienced.

Stranded – On 12th of August RLB were tasked to 3 persons stranded at Tristram. Due to large swell, the Coastguard were tasked (Padstow) and were able to bring the casualties to safety.

Fall from Quay – On Monday 16th August evening BP received quite a disturbing report of a baby in a push chair falling from the quay and landing on the deck of FV Ichthus. The fisherman aboard Ichthus indicated that the person in charge of the baby was intoxicated and after the incident then failed to report the child falling to the father. Furthermore, the intoxicated person then proceeded to drive their vehicle out of the PHC car park. The police have been informed.

Any Other Business **DM** – Reminds the Commissioners for future legal correspondence that: Rock is described as the Parishes of St Minver Highlands and St Minver Lowlands and should not be referred to as Rock. Padstow are the Parishes of Padstow and St Issey. Wadebridge are the Parishes of St Breock and Egloshayle.

PO – Asked if there can be any signage on the tarmac of the car park to state, “no waiting”.

PB – Has received complaints from the Parish council of St Minver Lowlands of the poor state of the toilets in the Rock Quarry car park. BP said that this was in hand and has intentions to address this during the winter projects.

Date of Next Meeting

The next meeting will be held on Thursday 16th of September 2021 at 19.00hrs at the Long Room in Padstow.

There being no further business the meeting closed at 22:55hrs