

At a meeting of the Harrington Harbour and Dock Board held in Allerdale House, Lonsdale Room on Friday 17 February 2012 at 10.30 am

Members

S Herbert (Chairman)

H Harrington

M Rae

Apologies for absence were received from Councillors B Cannon, T Heslop and Mr C Richards.

Staff Present

B Chambers, G Doran and P McKenzie.

539 Minutes

The minutes of the last meeting were signed as a correct record.

540 Declaration of interests

None received.

541 Questions

None received.

542 Health and Safety Management System and Risk Assessment

The Health and Safety Officer submitted a report which sought member's agreement of the Health and Safety Management System and Risk Assessment for Harbour operations.

A Health and Safety Management plan and Risk Assessment had been Compiled in order to comply with the Port Marine Safety Code covering all Operations within Harrington Harbour-prepared by the Health and Safety Officer.

S Herbert raised concerns in regard to section 2.2.5 Competency Standards in regard to some members not always being available to attend the training.

The Health and Safety Officer informed members that he would add a paragraph in to cover this concern and bring the plan back to be signed off by the HH&DB members to the next meeting.

Councillor M Rae moved that the Health and Safety Management System and Risk Assessment for Harbour operations be agreed subject to the amendment to paragraph 2.2.5. This was seconded by Councillor H Harrington.

Resolved: That the Health and Safety Management System and Risk Assessment for Harbour operations be agreed and implemented subject to the amendment to paragraph 2.2.5.

543 **Harbour Masters Report**

The Harbour Master submitted a report to update members on recent progress. The Harbour Master reported the following;

The port fairway marker light is an aid to navigation and needs to be maintained in working order. Following its failure in December this was now in the process of being renewed.

The poor condition of the pontoons continued to be a matter of concern and ways were being explored to replace these with some of the spare pontoons currently stored off site. These would need to be modified before installation and a suitable contractor was now being sought to do this work within the next few months. The two existing pontoons could then be removed as they were no longer fit for purpose.

It was essential the area between South Pier and North Breakwater was dredged this year. The work will be undertaken as soon as the licence applied for to the current regulating body, the Marine Management Organisation, was obtained.

We were still plagued with the misuse of lifebelts which was now in the hands of Cumbria Police. Councillor Cannon had issued a statement to the Evening News and Star on the 19/1/12 highlighting the dangers of misuse.

December had seen some of the worst storms we had experienced for quite some time. Conditions within the harbour during the stormy period could only be described as very worrying. During the storms two boats lost their bow moorings but thankfully stayed attached on their sterns. The consequences of them becoming loose in those conditions would have been serious.

One of the fishing boats moored on East quay flipped over and sank. When the weather abated the harbour boat was used to try and tow the boat out of the harbour and onto the beach where it would pose no threat to the other boats in the harbour and the owner could salvage it. Unfortunately, in the process of towing the boat out of the harbour the harbour boat was damaged and was now on the Hard Standing being repaired. It would be out of the water for repairs for some time. Alan Ellwood was asked by the owner of the boat if he would assist in trying to salvage the boat and in the process sustained prop shaft damage to his boat so Allan's good turn was going to cost him a considerable amount.

The major problem at Harrington and the reason for the conditions within the harbour in bad weather was the configuration of the South Pier and the rock armoured North Breakwater. They were not aligned to stop the westerly rollers entering the harbour. It was suggested that anyone who doesn't understand this was to sit in their car near the WC block on a stormy day when the tide was making and look out through the harbour mouth and watch the Solway Firth rolling into the harbour. Likewise on a rough stormy day sit in their car on the

outer harbour south car park and watch the rollers run up the side of the breakwater and into the harbour. The present pier and breakwater funnel the waves and created a boiling pot effect with in the harbour in stormy weather and the possibility of damage to vessels moored there.

Health & Safety risk assessments had been produced by the Council's Safety Officer but further works would be required in order to fully comply with the Port Marine Safety Code. Stan Herbert forwarded a copy of Ilfracombe Harbour safety policy which may be a good model to work from. The similarities between Harrington and Ilfracombe were not too great. Their harbour is municipally owned and run by North Devon Council.

Members thanked the Harbour Master for his report.

Resolved: That the Harbour Masters report be noted.

544 **Financial Report**

The Chair updated members on the financial situation as at 17 February 2012 in regard to the HH&DB, figures were as follows;

	Previous	Current
Mooring fees billed	£3,756.23	No change
Fee income received	£3,072.78	No change
Number of moorings	18	No change
Direct staffing costs	£7,863.60	£10,287.00
Maintenance/repair costs	£4,272.60	£4,338.49

Resolved: That the report be noted.

545 **DfT letter to Chief Executive**

The Assistant Engineer submitted a report to inform members of the Department for Transport (DfT) guidelines relating to port management and consultation there on.

The report was written to enable Harbour & Dock Board Members to access information relating to ways in which municipal ports' financial management may be organised in the future.

Members discussed the information provided.

Resolved: That the Assistant Engineer draft a response on behalf of the HH&DB members and forward it to members for comments before submitting the finalised response to the Department of Transport by the deadline date of Monday 5th March 2012.

The meeting closed at 11.05 am