



# YMDDIRIEDOLAETH HARBWR CAERNARFON CAERNARFON HARBOUR TRUST

## MONTHLY 'ZOOM' MEETING – 7<sup>th</sup> April 2021

Furthermore, the CHT does not receive any financial grants from Westminster and or Cardiff. The Trust last year fortunately came through relatively unscathed and so if the CHT had attended the last meeting of the MAC some of the recommendations may not have been so onerous.

Dr. N.Bristow as Chairman of the MAC thanked the Chairman for this invitation to attend this Monthly meeting of the Trust. The MAC, he commented, had been slow in 'getting going' after its establishment following the 2012 HRO. He noticed on reading through past Minutes of the CHT that after every MAC meeting in which it had put forward recommendations there seemed to be a long delay before some or all items were implemented. This was to some degree because it needed the MAC to formally agree its Minutes at their next meeting before they could be discussed by the CHT. Thus resulting in recommendations, instead of being implemented before the season commenced, probably occurred towards its end. The MAC Chairman then proceeded to review each of the recommendations that had been put forward at their last meeting, namely:

- i) For the CHT, with it being a Statutory Harbour Authority, to now manage the whole of the Menai Strait...
- ii) The CHT did not actively enforce the speed limits last year on the Menai Strait. Due to the pandemic the CHT speed patrol vessel was not able to operate for most of the season. However, it needs somebody to be prosecuted as an example that the CHT do enforce its Byelaws. In the meantime under the FLAG scheme maps are being displayed at launch sites revealing where the speed limit zones are located.
- iii) The CHT did not appear to be pro-active when emerging from the 'lockdown' last year. However, this can be attributed to Gwynedd Council keeping the V.Dock closed and with the moorings at Port Dinorwic not being serviced.
- iv) The MAC recommended three/four years ago for a wreck buoy to mark the position of the "Grampian Castle". At the last meeting of the MAC they once again raised the need for another navigation mark to be located there.
- v) The need for the Chairman of the MAC to be able (after each of its meetings) to present their recommendations at the next CHT Monthly meeting so that they can be implemented (if agreed upon) forthwith.

The Harbour Master remarked upon how the CHT was seeking to improve awareness for how water users should behave on the Menai Strait. The Code of Conduct (i.e. funded by FLAG), combined with the work of the Steering Group are continuing to seek to improve things concerning rules and regulations to ensure safety on the Menai Strait. He added that last year was very difficult to get the moorings ready as a result of the 'lockdown'. In respect of this year, the moorings at Port Dinorwic have already been inspected/serviced and so now everything is in good order.

During a discussion it was mentioned that a previous Chairman of the MAC, Dr. J.O'Sullivan, had made two requests regarding having another "Grampian Castle" wreck buoy. On each occasion the CHT turned down their request. Subsequently, the wreck has been hit on two further occasions; which has led the MAC, etc. to put forward their request for another navigation mark at this wreck. The Harbour Master informed the meeting that a survey of the site would be undertaken, along with a risk assessment/costings review about placing a navigation mark there. However, if the cost is too prohibitive then the CHT may not be able to do it. Otherwise, the CHT will need to determine the practical cost of marking the wreck of the "Grampian Castle"

Mr D.Pritchard Jones returned to the suggestion that the CHT also take over the jurisdiction of the northern part of the Menai Strait. He considered that this would require another Harbour Revision Order (HRO). This would then lead to objections and so in turn an expensive three week Public Enquiry. The Harbour Master reflected that when the CHT extended its jurisdiction to the Menai Suspension Bridge that nobody objected, not least that of Ynys Mon Council.

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	<p>However, if Ynys Mon Council did object then it would lead to a Public Enquiry. Mr B.Lowe referred to the late Capt. G.Pari-Huws (a previous Vice Chairman of the CHT) and the need to have a one organisation responsible for the Menai Strait, comprising all its various stakeholders. For this new organisation to also have an education programme with various bodies working together (i.e. as demonstrated by the British Marine Federation, RYA, etc.) to ensure good practice. Following a discussion the Chairman sought to sum up the Trust's initial responses to the above 5 issues, namely:</p> <ul style="list-style-type: none"> <li>i) It would be very difficult for the CHT to takeover jurisdiction of the Menai Strait. This would require Ynys Mon Council to commence proceedings and although he believed that the Trust should look positively on such a proposal, it should also examine the financial implications.</li> <li>ii) The CHT are already applying the speed limit zones.</li> <li>iii) A lot has happened since last year due to the 'lockdown' and that the CHT are ready for the current season.</li> <li>iv) The CHT will undertake a risk assessment of placing another navigation mark at the wreck of the "Grampian Castle".</li> <li>v) For the Chairman of the MAC (or his/her representative) to give the recommendations of the MAC after each of their meetings at the earliest Monthly meeting which occurred thereafter.</li> </ul> <p>Dr. N.Bristow (MAC) replied that Ynys Mon Council would probably be fairly happy in moving forward together with the CHT concerning the future management of the Menai Strait. Any fight for control over the Menai Strait would not be necessary through consultation between both parties to discern the best way forward. The Chairman answered that the CHT were prepared to have a discussion with them by listing all the implications that would need to be resolved (e.g. costs, legal, maritime, etc.).</p> <p>Following a further discussion raised by Capt.T.Beggs regarding the wreck of the "Grampian Castle". It was agreed for the benefit of all concerned that not only should an 'Isolated Danger Mark' be placed there; but that it should also bear the legend "Wreck Grampian Castle".</p>	
<p><b>4. Matters Arising</b></p>	<p>4.1 The Matters Arising from the April 2021 meeting that were ongoing:</p> <ul style="list-style-type: none"> <li>• Co-op Trustee – Finance/Business expertise.</li> </ul> <p>4.2 For the Harbour Master to arrange for the compound adjacent to the "MV Britain" to be removed before the main season commences.</p>	
<p><b>6. Correspondence</b></p>	<p>5.1 No Correspondence received.</p>	
<p><b>6. Any Other Business</b></p>	<p>6.1 The Chairman then thanked Dr N.Bristow (MAC) for attending this Monthly meeting; who in turn expressed his gratitude for the invitation.</p>	