



YMDDIRIEDOLAETH HARBWR CAERNARFON

CAERNARFON HARBOUR TRUST

MONTHLY (Hybrid) MEETING – 11th February, 2026.

Present	Dewi Pritchard-Jone – Chairman - CM Malcolm Jones – Vice Chairman - MJ Barry Davies - BD Bill Barry – BB Mr Chris Jones – CJ Maria Sarnacki - MS
Apologies	Charles Roberts Alun Roberts – Anglesey Council Gwion Emyr – Gwynedd Council
No Attendance	None.
Member of the Public.	Kevin Robert – Portdinarwic Marina (General Manager) Jo Ormond – Portdinarwic Marina (Commercial Manager)
Officers	Mr D. O'Neill - HM Ms J. Jones – JJ
Agenda Item	<u>NOTES</u>
Minutes	BD – The date for the next meeting was incorrect on the final page. To be amended. The minutes from the meeting held on the 10 th of December 2025 were proposed as being correct and formally agreed by the Board.
Governance	<p><u>Items to refer to MAC.</u> Meeting will be held 12/02/26. HM – They have received plans for the Pontoons and Scrubbing Off Grid. I will wait for their response.</p> <p>BB – It would also be interesting to gain MACs thoughts of the recent Prosecution by the MCA.</p> <p><u>DP in person review of Compliance and Q4 DP Report.</u> Stuart Wallace was in attendance as Designated Person to present to the Board.</p> <p>CR – Does our MSMS get circulated to other Stakeholders? HM – It could be put on the website once approved. DP – The MSMS is for the governing of CHT specific activities. Not relevant to how 3rd parties navigate.</p> <p>MJ – The MSMS makes reference to 'Local Resilience Forum'. Is this our responsibility? DP – Your attendance would be by invitation. CHT isn't a significant enough organisation (unlike Holyhead Harbour) where matters such as traffic management on A55 would affect Port Management. However, any issues with the Britannia Bridge could trigger an invitation.</p> <p>CJ – You mention resilience in your report. Our primary duty is to provide safe navigation and MAC have raised concerns about crossing Caernarfon Bar.</p>



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	<p>Trinity House seems concerned about commercial or large vessels. The marks we use are not suitable for recreational vessel as they sit to high out of the water and they should be closer together. They need to be adapted to the changing use of the harbour. HM – It is the responsibility of the Trust to ensure buoyage is fit for purpose and this need to include a cost element. CJ – Stakeholders should be consulted about the suitability of the channel markers. HM – A service needs to be appropriate against demand.</p> <p>MJ – If there was an issue, due to the buoyage, would we be responsible? HM – Depends on the issue. DP – The Notices to Mariners posted on CHT website provides robust information and forms part of our Good Governance process. HM – There is so much information on our website for mariners, from N2Ms to location and depths of channel markers. BD – I have 100% confidence in our buoyage and navigation systems.</p> <p>DP – If we can come back to the MSMS. Can an agreement be made to accept the Declaration of Compliance? Trust accepts the Declaration of Compliance.</p>
<p>Training Review</p>	<p>HM – A new Workboat Code has been introduced and now requires any person responsible or likely to be responsible for navigating the vessel to undertake a Navigation and Radar Qualification. This only applies to the skippers of the Seiont, namely myself and James Kinsella. The course needs to be completed by 13th December, 2026. It is a 5-day course which we will make arrangements to attend at separate dates, to ensure cover on Seiont.</p> <p>BD – Looking at the matrix, what is meant by complete and thorough understanding? For example the PMSC. DP – Perhaps change this to familiarization, especially for the Assistant Harbour Masters and Dock Master. HM to action this.</p>
<p>Harbour Masters Report</p>	<p>Please refer to the previously circulated report.</p> <p>BD – I wish to thank the staff of CHT for their input and hard work, which fosters positive ownership within the organisation. BB – HM showed me a video of the crew working out on the deck of the Seiont. I was very impressed by the level of safety seen.</p>
<p>Correspondence</p>	<p>Both Anglesey and Gwynedd Council representatives have emailed their apologies for not attending the meeting today.</p> <p>There will be a Trinity House inspection on the 18th of this month.</p>
<p>AOB</p>	<p>Kevin Roberts (KR) of Portdinorwic Marina – How often are the positions of the Navigation Marks checked on Caernarfon Bar? HM – At least once a month, with the results (updates) published on our website. We also use the drone to take footage of the sandbanks at low tide, so that we can get a better understanding of this dynamic environment. KR – The introduction of the fixed perches has made a big and positive impact on navigation in that area. HM – Thank you for the feedback.</p>



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	<p>DP – I have been trying to contact other Designated Persons in the area to ask their thought on speeding on the Menai Straits, but I have drawn a blank. May I also suggest that you Performance Review me as your DP, as this is also part of the Declaration of Compliance. HM – This is an agenda item for next month.</p> <p>HM – Do Portdinorwic Customers feed back to you on Navigation Kevin? KR – No formal feedback, but general discussions are very positive. Jo Ormond also agrees.</p>
Action Points	<ul style="list-style-type: none">• Trust accepts the Declaration of Compliance.• Change wording on Training Matrix from Complete and Thorough Understanding to Familiarization – HM to action this. <p>End of Meeting.</p>
	<p>Next Monthly Hybrid Meeting of the Trustees will be held on Wednesday the 11th of March, 2026 at 10am. Old Harbour Office and via Zoom.</p>