

MARINE ADVISORY COMMITTEE

MEETING – 9th October 2019

AGENDA ITEM	NOTES	ACTION
1.1 Welcome	1.1 The Chairman (N.Bristow) welcomed everyone to this MAC meeting this morning.	
2.1 Present	2.1 Those present then identified themselves and the organisation whom they represent: D.O'Neill – Caernarfon Harbour Trust N.Bristow – Port Dinorwic Sailing Club I.Huws – Ynys Mon Council J.Judge – Royal Welsh Club T.Bailey – RNLI E.W.Jones – Pilot T.Jones – MSFORMA G.Tyrer – Port Dinorwic Marina	
2.2 Apologies	2.2 Apologies : S.Morgan – Plas Menai R.Sharp – Natural Resources Wales Dr J.O'Sullivan – V.Dock Berth Holders Assoc. D.Rhys Prytherch - Caernarfon Sailing Club I.C.Thomas - Caernarfon Harbour Trust K.Fitzpatrick – RYA Cymru	
3. MAC Minutes Review	3.1 The Minutes from the previous MAC meeting that was held on 12 th March 2019 were agreed by all those present.	
4. Review of remit of MAC	4.1 The Harbour Master gave a brief remit of the MAC, in which the Trust are statutorily obliged to consult with this particular body on various issues relating to the Menai Strait (i.e. from the Caernarfon Bar to the Menai Bridge). As a Competent Harbour Authority it is also responsible for pilotage from the Caernarfon Bar to Puffin Island. There is no statutory authority from Menai Bridge to Puffin Island because this is within the jurisdiction of Ynys Mon Council who are a Lighthouse Authority for that particular area and hold the sea bed lease. In a discussion it was mentioned how the historic rights of the Port of Beaumaris had been inherited by Ynys Mon Council. Mr I.Huws (Ynys Mon Council – YMC) informed the meeting that the Council has 11 navigation marks situated between the Menai Bridge and Puffin Island that it is responsible for. 4.2 Mr T.Bailey (RNLI) raised his concerns about lobster pots being in the main channel, especially at night. In a discussion it was recommended that he approach the Welsh Government office (Holyhead) who have very strict provisions on where they can be laid to prevent lives being put at risk. 4.3 The Chairman informed the meeting that he had received a number of complaints (either directly or from the CHT) concerning the RIB ride operators and jet skiers in the vicinity of Port Dinorwic. The Schedule showing the map (i.e. from the CHT Bye-laws) was circulated to all present indicating where the current speed limits are at present. In a discussion it was mentioned about the need for gathering practical evidence on when and where the Bye-laws have been broken, as well as solutions for these problems.	
5. Speed Restrictions within CHT limits	5.1 On reviewing the speed restrictions within the CHT harbour limits it was suggested that representatives(s) from Rib Ride, Seawake, etc.; should also be invited onto the MAC. Mr I.Huws (YMC) reported on the useful meeting with the four rib operators and the MCA (the Minutes of which have yet to be circulated). He added that the four operators have now approximately 30 charter boats; of which 17 are RIBS. The pier, he added, received £6 million European funding to help generate extra local employment. During the past five years it has been very successful; but once the period of grace expires the RIB operators will now be charged for its use. Anglesey Jet Ski Safaris operate from Port Dinorwic and there has been an increase in the volume of these craft now being launched from this location. The Harbour Master pointed out that whatever the Trust decide to do it would have implications as to whatever happens to the rest of the Menai Strait.	

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	<p>The meeting then discussed the various launch sites for jet skiers/ribs/etc. within the Strait and especially the numbers using the water on the August Bank Holiday. In particular, for an appropriate registration system in order to control the launching of vessels; whilst also being able to ban those who break the rules (i.e. after two complaints for their launch permit/sticker to be revoked). The revenue generated from such a system on Ynys Mon Council is re-invested in maintaining the cost of wardens, etc. Mr I.Huws (YMC) added that for commercial licences it is different and at the end of the 5 year period of grace that they would now be charged £440 plus VAT per vessel to acquire the appropriate permit/sticker.</p> <p>5.2 The meeting then progressed onto discussing the MCA meeting and the concerns/complaints relating to the RIB/jet ski operators. Mr I.Huws (YMC) highlighted that under their Byelaws the speed limit at various locations is that of 8 knots; whereas that for the CHT at Port Dinorwic/Waterloo Port it is 5 knots. He then added that the majority of concerns came from tackling ribs/jet skiers performing 'doughnuts' within moorings and the main channel. Mr T.Jones (MSFORMA) suggested harmonising the Byelaws of the CHT and Ynys Mon Council; but also contacting the NRW about these issues. Mr T.Bailey (RNLI) mentioned the need for scientific evidence to justify any action which is taken. Mr I.Huws (YMC) pointed out that when they consulted "Visit Wales" about the vessel "Velocity" evidence was produced that in terms of conservation the high speed ribs were not the problem. In fact it was the 'gin palaces' going through the Strait creating noise and a wake that was the main concern.</p> <p>5.3 The meeting then discussed the need to coordinate what action should be taken on the Menai Strait for the benefit of local residents and water users (i.e. in relation to noise, speed, wake, lobster pots whether commercial or hobby). To adopt a voluntary approach would still need signage and marine presence. However, these would be less costly than trying to enforce our respective Byelaws through the Courts. Every registered boatowner would also need to be insured. The Harbour Master remarked that any money raised by the registration process would be set off against the CHT costs for its speed patrols on the Menai Strait. The Chairman of the MAC recommended for the CHT to adopt the system being used by Gwynedd Council; but that ideally the registration plate/sticker should be of a similar size/design as the style used by Gwynedd Council. Mr I.Huws (YMC) emphasised that wherever the boatowner registers, it should be possible to enable all the above bodies to quickly identify a water user/craft.</p> <p>5.4 Mr T.Jones (MSFORMA) informed the meeting that a precedent had been set on the R.Dee to take into account environmental considerations as per the European Directive in which hovercraft were banned because of their inappropriate activity in this location. In a discussion on this topic it was considered that scientific evidence would be required to justify any speed limit restrictions, bearing in mind also the environmental and economic implications towards finding a successful balance. The Chairman remarked that a letter be sent to R.Sharp (NRW) to determine if any scientific evidence currently exists. In addition, that at every launch site for appropriate signage be displayed making all water users aware of the various locations on a map where the speed restrictions will be enforced. For the CHT and Ynys Mon Council to establish a recommended speed limit throughout the Menai Strait in which all commercial operators would be made aware as to how and where they could operate (i.e. including also the distribution to all water users of any published documents).</p>	
<p>6. Any Other Business</p>	<p>6.1 Mr T.Bailey (RNLI) raised his concerns that at night in an emergency, at Plas Menai on low water springs, the RNLI would not be able to use the channel because of the depth of the water. Other options would be to find another channel; use a D class vessel and or a helicopter. Following a discussion it was agreed for the MAC to recommend to the CHT (in conjunction with a conversation with S.Wallace) for their assistance.</p> <p>6.2 To also investigate the possibility that Bangor University undertake a Hydrographic survey off Plas Menai.</p>	<p>CHT</p>

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7. Items to be referred/ recommended to the CHT	7.1 The Chairman identified the following items from this MAC meeting to be recommended to the CHT, namely: <ul style="list-style-type: none">• Better signage and a unified registration system for jet skiers, etc.• To unify the CHT and Ynys Mon speed limits throughout the Menai Strait.• To enlarge the stickers being used for the registration process in order to assist in the identification of the owner and the vessel.• For the CHT to write to all the commercial operators warning them about the complaints that have been received, in particular the use of 'doughnuts' in their manoeuvres.• For the MAC Chairman to write to R.Sharp (NRW) as to what scientific evidence is available to justify any speed limit restrictions.• For the CHT to help to provide a solution/assistance to the RNLI re the low water springs at Plas Menai in the event of an emergency (especially at night).• For Bangor University to be requested to undertake a survey of the waters off Plas Menai.	
8. Date of Next meeting	8.1 <u>The MAC members agreed that the date of the next meeting will be on 12th February 2020 at 10.00am at the Harbour Office.</u>	Harbour Master