

Oban Bay User Group meeting 1900 12 June 2017 Oban Lifeboat Station

Attendees:

Billy Forteith Oban SC	BF
John McArthur WHA&M	JM
Tony Bennett Crown Estates	TB
Struan Smith Coastal Connection	SS
Mike Robertson RNLI	MR
Cameron MacPhail CFL	CM
Paul Jennings OBHM	PJ
Scott Goodwill CFL	SG
Olly Cotterell Kerrera Marina	OC

Oban Bay Harbour Managers report 12.6.17

Incidents

16 reported incidents from 1 April to 12 June 2017

Most were vessels impeding each other unnecessarily.

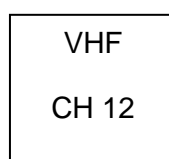
Trends:

1. Lack of appreciation of what a close quarter situation is, from both a small and large vessel perspective.
2. Environment created by the buoyage does not lend itself to small vessels naturally being able to keep to the edges of the north entrance and out of the way of large vessels.
3. Poor knowledge of ferry approach to berth routes by small vessels, leading to a poor choice of routing across the bay.

VHF Ch 12

Small vessel are advised to listen to VHF Ch 12 because all large vessels are using CH12 to give notice of their intentions.

Idea - signs to be placed on Barbour pole at north entrance and on the new breakwater at the Kerrera Ferry Pier, to remind people to monitor Ch 12 whilst operating in Oban Bay.



MGN 167 states not to use VHF to deconflict collision avoidance. Ferry master have to comply with this but will respond to a call on Ch 16/12 if another vessel calls them.

Education drive to educate the perspectives of a close quarter situation. PJ will co-ordinate this if requested.

Education wrt Ferry approach routes & considerations the master has to make re windage etc. PJ will co-ordinate this if requested.

Chart 1790 & ALRS Vol 6 & CCC pilot updated iaw the 2017 Code of Practice.

Navigation mark review & possible trial

The review concluded that seasonal buoyage status could be used to apply to place 3 additional buoys (1 port and 2 stbd) to mark the edges of the narrowest part of the north entrance, to encourage small vessels to keep closer to the edges and out of the large vessel channel.

Time scale: User Group consultation through the summer until September 2017.

MCA and NLB approval September 2017

Placement April 2018 to October 2018 then again in 2019.

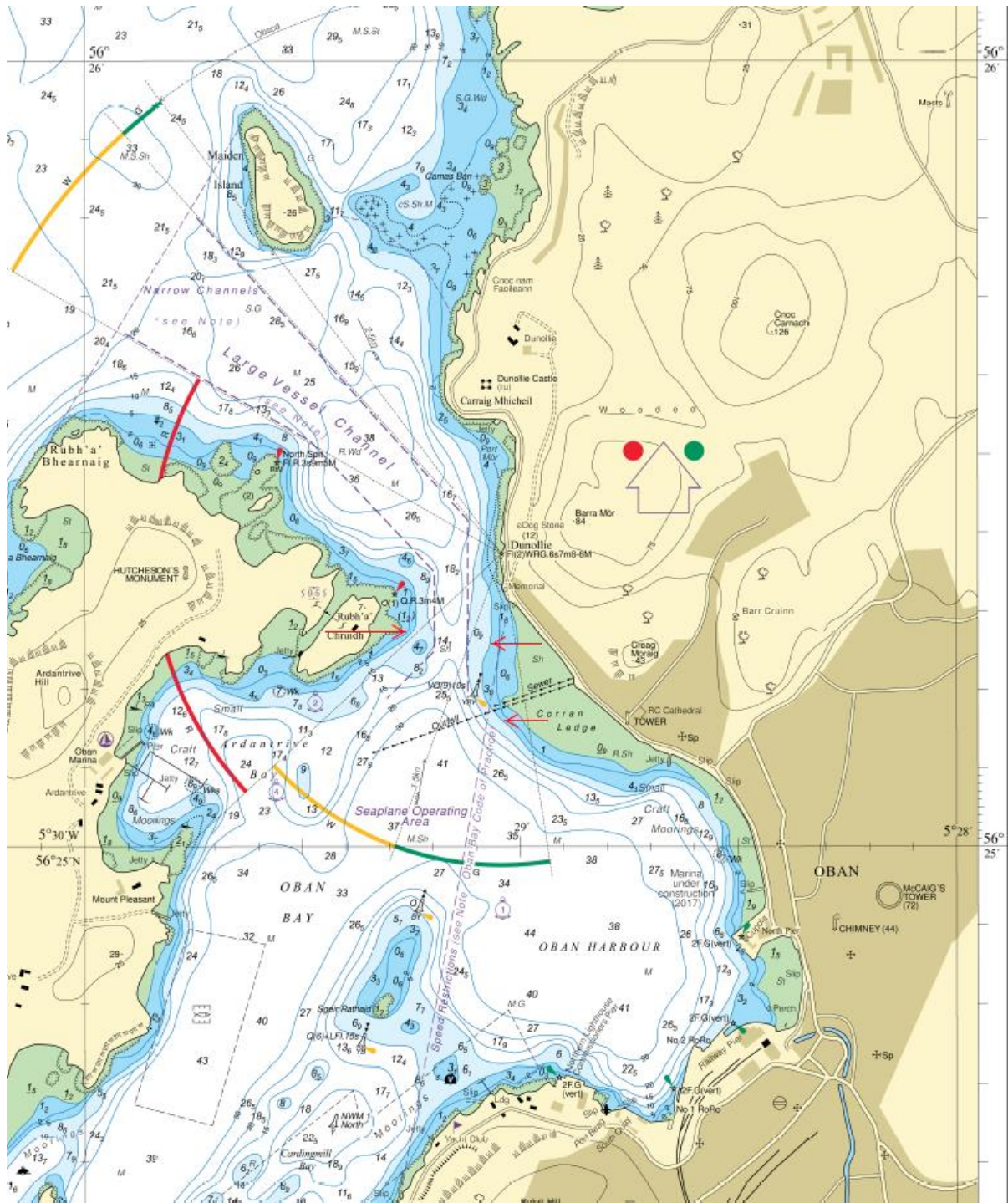
Review results of this trial Autumn 2019.

This trial will not occur unless there is a generally positive consensus amongst the user group.

TB stated the buoyage changes were simply a cynical attempt to force yachts to the edges of the bay.

BF, MR, OC & SS seemed to think this could be a positive move to enhance navigation safety.

PJ wishes to seek more opinion on this suggestion and encourages feedback from the wider user group.



Website updated to reflect the new transit facility anchorage restrictions.

<http://www.obanharbour.scot/port-information/anchorages/>

Oban Bay Oil spill plan complete

Seeking approval to raise it to Local Agreement status between A&BC, CFL, CMAL & NLB. Kerrera Marina has agreed to join in principle and bring work boats to the plan. This will ensure all operators will deploy to deal with any oil spill in Oban Bay and not just in their specific area of responsibility. MCA informed of progress. Oil Spill exercise 23 November 2017 at Kerrera Marina, MCA attending.

OBHM will continue to liaise with the MCA as it is currently under their jurisdiction.

What benefits do these user group meeting bring?

Community benefits so far

Safer navigation / water use de-confliction

Improved communication

Improved education

Improved business opportunities

Joined up counter pollution plan

What else do we need to do to benefit navigation safety and the community?

Joined up / faster approach to infrastructure and facility development

Improved communication for cruise ships and passengers

How does or could the community benefit from Oban being a Port?

Under this agenda point JM raised the following.

The RYA and representatives from the Oban Bay Management Group had met on 30 May 2017 to discuss this, as the RYA is a compulsory consultee. David Vass representing the RYA (UK) and WHA&M published this statement following the meeting. This did not reach all members of the Oban Bay User Group and so PJ is happy to include it here and offers to forward any future communications that members may wish to reach the whole user group.

Discussion with Management Group Oban Bay 30/5/17

Sarah Brown and I were invited to meet NLB, CMAL Assets and Paul Jennings for a discussion on options for 'control' of Oban Bay. C Mal Assets were unable to reach the meeting due to road accidents.

Time was spent discussing the new navigational needs in the North Channel and their publicity. We were then asked our view on who should hold the HEO if/when it is sought. We made it clear that, based on advice from RYA, it would be highly unusual, not to say extraordinary, for the principal user to be the harbour authority. They checked that this was RYA advice not just RYAS and, after discussion about a variety of options, stated the Mgt Group would have to go away and examine the way forward. They pointed out that a Trust Port had been the recommendation of the Fisher report (attached) but that it didn't seem to be commercially possible at the time.

Discussions centered on fair, safe and effective management of the harbour but there was also discussion about the need to truly recognise the role of, and impact on, the community and the need to look for ways that the community could benefit from the HEO.

We stated our support for the new rules and our willingness to help in any way we could.

A further meeting is planned for September when they have had a chance to review the Fisher report again.

David Vass

Sec WHAM

PJ stated his role was to be the focal point for all points of view and would feed everything into the Oban Bay Management Group so that all views of Oban Bay Users could be considered. The Oban Bay Management Group is currently still looking at all different options of how a statutory harbour could be introduced to the Oban Bay area to both benefit navigational safety and the wider community.