
Oban Bay Harbour Management Group Meeting 20 Sep 2016 – Notes from the Meeting

AGENDA

- Situation Report – Progress so far
- Project Plan
- Risk Assessment Review – Findings
- North Channel situation – final decision
- Revised Code of Practice – draft circulated
- Guidance for Small Craft - Be Safe-Be Seen campaign – draft circulated
- Next steps
- AOB

CHAIR

Dave McHardie chaired the meeting in Lorna Spencer's absence

ARGYLL&BUTE PRESENTATION – NORTH PIER DEVELOPMENT

The first part of the meeting was taken up by a presentation from A&BC on the proposed developments at North Pier.

STATUTORY HARBOUR AUTHORITY

Notwithstanding existing SHA responsibilities, OHMG members reiterated their goal eventually to have a single SHA with responsibility over Oban Bay as a whole. Furthermore, members made clear that this project should ensure that its work is oriented towards achieving that goal.

PROJECT PLAN

The action plan (Marico Marine 16UK12222 Vs1 dated 12 Aug 16) was agreed, its scope and limitations were noted as was the completion date of 10 April 2017. The final deliverables marking a successful outcome of this particular project were agreed as:

1. An updated risk assessment
2. Revised and agreed Code of Practice, to include a protocol for common incident reporting within Oban Bay
3. Guidance for small craft
4. Memoranda of understanding (or similar) bringing together OSRP and Emergency Plans of the OHMG member organisations.

Alasdair Henderson restated the intention for CalMac to recruit a more permanent Project Manager to continue the work of this project after April next year.

NORTH CHANNEL

There was considerable discussion about the North Channel primarily over the VHF reporting requirements. David Phillips highlighted the desire from the Stakeholders that because the safety broadcast was a safety message it should be made on Channel 16. Furthermore, A&BC do not cover VHF Channel 12 around the clock and it may not be covered at times during the normal working day or weekends – unanswered calls on VHF would soon lead to the procedure losing credibility. Conversely, the OHMG were concerned about excessive traffic on Channel 16, particularly in the event of an emergency. They were also keen to make clear that the navigation in Oban Bay is managed and is no longer a ‘free-for-all’, an effective harbour operating channel would certainly underpin this goal and point the way towards an SHA. Eventually the following was agreed.

1. Text to go onto charts and other relevant documents governing passage through the North Channel as follows:

☐ **Safety Broadcasts**

All vessels of LOA 30 metres and greater and all vessels restricted in their ability to manoeuvre entering or leaving Oban Bay by the North Channel, are requested to broadcast a warning message on VHF Channel 16, followed by a more detailed message on VHF Channel 12 giving (among other details) an ETA at Dunollie Light, or ETD from the berth, mooring or anchorage as appropriate. For details see Admiralty List of Radio Signals and the Code of Practice for Oban Bay.

☐ **Large Ship Channel**

Small vessels entering or leaving Oban Bay by the North Channel should remain outside the Large Ship Channel as far as practicable.

2. The reporting points for making the safety broadcast above, which had not changed from before were agreed.

NEXT STEPS

Next meetings of the OHMG, both to take place at the NLB Offices in Oban:

- 8 Nov 2016, OHMG review Code of Practice and Guidance for Small Craft.
- 17 Jan 2017 at 1900 to approve final drafts Code of Practice and Guidance for Small Craft for immediate posting on website and publication in other media.

AOB

There were no additional points raised at AOB and the meeting was concluded