

Oban Bay Harbour Management Group (OHMG) Meeting 8 Nov 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 (includes RYA comment re liability)
- Guidance for Small Craft - Be Safe-Be Seen campaign – draft circulated
- Next steps
- AOB

ATTENDING

David Phillips	DP	OHMG Project Manager
Alasdair Henderson	AH	CalMac
Fergus Gillanders	FG	Representing Stewart Clark Argyll & Bute Council
Dave McHardie	DM	CMAL - Chairman
Captain Phil Day	PD	NLB
Ewen Mackerchar	BW	NLB
Kirsteen MacDonald	KM	Argyll & Bute Council
Ruaridh Campbell	RC	CMAL

ACTIONS

Resolve MCA concerns over Code of Practice	DP
Finalise Navigation Risk Assessment Review	DP

SITUATION REPORT

- District Marine Safety Committee (13 Oct 2016) agreed establishment ‘Large Ship Channel’ and chart notations, subject to confirmation from the MCA Glasgow Marine Office. DP reported that the Glasgow Marine Office had some reservations on version 4.0 of Code of Practice that would be resolved at a meeting to take place on 8 Dec 2016. This particular item, unsurprisingly generated considerable discussion, summarised at the following notes:
 - PD stated that all OHMG members acknowledged that the Code of Practice did bring a risk of liability accruing to OHMG member organisations; furthermore, PD made clear that the OHMG member organisations had previously acknowledged that risk of liability.
 - The OHMG agreed to include most of the MCA concerns but it was agreed that further discussion was necessary on the MCA reservations about ColRegs Rule 9 and speed limits. A meeting to discuss these issue was arranged with the MCA on 8 Dec 2016.
 - **Post Meeting Note:** Meeting with MCA is now completed, text for Code of Practice and Guidance for Small Craft (BeSafe-BeSeen) agreed. Letter has been sent to MCA requesting formal approval of these two papers and also approval for several chart corrections; MCA

Glasgow are agreed we now await final decision from MCA Navigational Safety Branch in Southampton,

- Risk Assessment Review completed 18 – 21 Oct, several meetings held over this period with 22 users of Oban Bay consulted during the process.
- North Channel protocol – change of wording highlighted.
- Revision Code of Practice – Following earlier concerns raised about liability, the RYA were consulted and they made a number of suggestions resulting in the version presented at the meeting. It was this version that specifically aroused the MCA Glasgow concerns so clearly a text satisfying both the RYA legal concerns and the MCA revision was required.
- Draft Guidance for Small Craft - Be Safe-Be Seen campaign – To date the support for this document is unanimous and it has passed through without amendment.
- AH reminded the group that the Project Manager function, currently undertaken by DP, would continue with a permanent CalMac employee from Apr 2017, recruitment process is underway.

PROJECT PLAN

The project will complete on 10 April 2017, with the final deliverables marking a successful outcome of this particular project as follows:

- An updated risk assessment - **completed**.
- Revised and agreed Code of Practice - **completed**, awaiting approval from MCA Nav Safety Branch.
- Guidance for Small Craft (BeSafe-BeSeen) - **completed**, awaiting approval from MCA Nav Safety Branch.
- Memoranda of understanding (or similar) bringing together Oil Spill Response Plan and Emergency Plans of the OHMG member organisations - work in progress.
- Procedure for incident reporting, investigation and finding – work in progress

NAVIGATION RISK ASSESSMENT REVIEW

- Completed 18 – 20 Oct, by David Phillips and Paul Fuller, building on earlier risk assessments by ABP MER / Fisher associates in Jun 2014 and CalMac / Marico Marine Mar 2015
- Detailed discussion with 22 individuals representing NLB, RNLI, CalMac ferries, commercial charter boats, fishermen and leisure boaters.
- Identify hazards, assess existing risk controls and look for others.
- Findings:
 - 36 Hazards were identified of which the greatest risk was clearly ‘collision between a large passenger vessel and a recreational vessel’.
 - The combination of shallow draught and high sides on ferries made it difficult (and even unsafe in strong winds) for ferries to comply with the 7 knot speed limit in the Bay, a 10 knot limit in the Bay with 5 knots in the harbour was widely agreed to be a sensible compromise.
 - Some F/V's draw more than ferries so would need to use the large ship channel.
 - The need for some recreational vessels to keep a proper lookout – especially astern.
 - Kayaks and very small craft such as inflatables are very difficult to see from the bridge of a large vessel.

NORTH CHANNEL

The following texts to go onto charts and other relevant documents governing passage through the North Channel (which was agreed in September) are now modified following comments made by FG at the Stakeholder meeting the night before and the meeting with the MCA Marine Office in Glasgow on 8 Dec; the changes are highlighted for clarity:

Safety Broadcasts

All vessels of LOA **30 20 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 Vessel Channel where practicable. **Small vessels shall not cross the Large Ship Channel if such crossing impedes the passage of a large vessel which can safely navigate only within the Large Vessel Channel.**

NEXT STEPS

- Risk Assessment Review Report – **completed**.
- CoP and Small Craft Guidance – **completed** – obtain MCA sanction
- Publicise Code of Practice and Small Craft Guidance – draw up media plan
- Update publications and charts to reflect changes
- Review/Update Oil Spill Response and Emergency Plans
- Develop Incident response procedures
- Next meetings OHMG:
 - 11 April 17 (**NB**: This date is different to that promulgated at the meeting, any inconvenience is regretted.)

AOB

There were no items raised at AOB and the meeting was concluded.