

Oban Bay Harbour Management Plan: Stage 2 Implementation

Notes of a meeting held on 19/05/2015 10.00 – 12.50 at NLB Oban

Purpose: To provide an update to OBHMG on the implementation process and seek direction on relevant matters.

Present: Lorna Spencer (LS), Alasdair Henderson (AH), Ewen MacKerchar (EMK), Clive Hayward (CH) , Phil Day (PD), Chris Fisher, (CF) , Michael Brew (MB).

Apologies: David McHardie

Notes of Previous Meeting: Notes from 03/03/15 previously accepted.

Matters Arising: Covered by reports and the meeting agenda.

Agenda/ Initials	Discussion	Actions
2. Progress report	MB gave a presentation to provide an update for the Group. The issues raised and the subsequent actions shown below covered other agenda items.	
	<p><u>Vessel Speed</u> Stakeholders are concerned that ferries do not comply with current guidance. Ferry masters advise that their ships cannot manoeuvre safely in N. Channel and Bay at the advised speed limit. The Navigational Information recently drafted contains wording that allows ferries more discretion. After discussion the Group agreed that "Safe Speed" would be the preferred wording with no reference to a numerical speed limit.</p> <p>Agreed - New speed guidance to be drafted for consultation with OBHMG and then stakeholders.</p>	MB
	<p><u>Sound Signal</u> The usefulness of large vessels, particularly ferries, supplementing alert/warning messages on vhf with sound signals was discussed. It is common elsewhere for vessels departing a berth into a busy area to sound their whistles a few minutes before sailing as part of their pre-sailing procedure. Also, given the nature of the North Channel and the inability to easily see small leisure vessels in the channel an arriving ferry that made a sound signal would alert other vessels of its approach. ColRegs and pre-departure checks offer options.</p> <p>Agreed – Ferry masters to be consulted via Guy Dale-Smith.</p>	MB
	<p><u>Event Notification</u> The lack of awareness by harbour and ships staff of recent Three Peaks yacht race highlighted the patchy level of communication with organisers. Agreed - OBH website to be amended to provide a notification/communications route to A&BC harbour office. New protocol to be agreed with key stakeholders, e.g. Oban Marina and Oban Sailing Club, to facilitate information being passed to CFL port manager and A&BC harbour master. Contact to be made with known event organisers to advise similar arrangements.</p>	MB
	<p><u>Patrol Boat</u> Use at busy periods was recognised as useful but currently there is no existing resource or budget.</p> <p>Agreed – No action at present but OBHMG to review at an appropriate time.</p>	

	<p><u>Oban Harbour v Oban Bay Harbour</u> Clyde Cruising Club advised that a mistake was made with drafting of the Code of Safe Navigation in the naming of the whole of Sound of Kerrera, Oban harbour and Bay as "Oban Bay". CCC advice complies with UKHO naming protocols.</p> <p>Agreed – CCC advice is sound and the mistake should not be continued. Navigational Information and website wording to be amended accordingly. If available obtain obanharbour.scot as primary domain name for website.</p> <p><u>Post-meeting note</u> – obanharbour.scot and obanharbour.com acquired and the development website is now set up with obanharbour.scot as the primary domain name. All our other domain names are linked to it.</p>	MB
	<p><u>Website</u> Discussed progress made and viewed development website. Expect to amend and update in time to make publically available by the end of June</p> <p>Agreed – Include a <i>chronological list of scheduled ferry movements</i>, regardless of route and vessel, and supplement with easy access to CFL's service disruption notifications to provide current information.</p> <p>Remove references to Oban Bay being a "<i>Minimum Wake Zone</i>" as there appears to be no formal definition of such a zone.</p> <p>Draft <i>FAQs</i> to be prepared and sent to CFL and A&BC staff for draft answers and any additional questions.</p> <p>MB to meet <i>Pole Position</i> on 20/05/15 to agree structural and content changes resulting from stakeholder consultation and advice.</p>	MB MB MB MB
	<p><u>Single Point of Contact (SPC)</u> Following approval from A&BC and CFL SPC was put into operation informally on 29/04/15. The level of leisure activity is low so there have been only a few radio & telephone calls to deal with. The staff are content with the operating procedure and will continue. Issues to address: -</p> <p><i>A&BC office telephone</i> – Harbour master advised that it incoming calls cannot be forwarded to CFL telephone. Currently alternative tel. number left on answerphone. This is unsatisfactory as it does not give the user a "one-stop" service. CH to pursue a change to enable call forwarding to CFL.</p> <p><i>Formal announcement of SPC</i> – Agreed - Should be made as soon as practicable so that the public obtains most benefit and is aware of progress.</p> <p>AH to seek advice from CFL Communications Manager and advise MB.</p>	CH AH
	<p><u>Small Boat Channel</u> Following observation and consultation, particularly with CFL ferry master, it is apparent that ferries tend to use the centre and West side of the Channel. Stakeholders have no majority view as to location of small boat channel.</p> <p>Agreed - The small boat channel should be shown on charts and the website on the East side of the North Channel. This revised proposal and associated advice, including a Motoring Advisory, to be sent to stakeholders for comment.</p>	MB
	<p><u>Loch Lomond Sea Planes (LLSP)</u> OBHMG updated on the unwillingness of LLSP to engage with the project.</p> <p>Agreed – It should not be unreasonable for LLSP to provide ETAs and ETDs to the harbour office for onward distribution. Seek advice from CAA.</p>	MB
	<p><u>Signs</u> Stakeholders wish to see good quality signs at all public slips, steps and other relevant locations. OBHMG in agreement. LS & AH advise that their signs are designed and made by Swordfish. Contact details to be obtained.</p> <p>Given the need to conclude the relevant information and then to manufacture the signs it may be late in the season before they are installed.</p>	MB

	<u>Programme</u> Revised version accepted.	
7. Stakeholder consultation	<u>Meeting 18/05/15</u> CF and MB advised that those stakeholders who attended the previous evening's meeting expressed satisfaction with the progress made to date and their level of input. As is now usual the presentation given to this meeting will be emailed to all stakeholders. This process appears to meet the needs of stakeholders and produces a good level of feedback. PD advised that a stakeholder had expressed to him a view that OBHMG should have a stakeholder member. After discussion it was agreed :- 1) Such membership would stifle discussion particularly on sensitive or confidential matters and will not be pursued; 2) The present level of consultation and advice to stakeholders would be maintained.	MB
8. AOB	None	
9. Next meeting	14th July 2015 10.00 at NLB Oban	