

Oban Bay Management Group



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Working in Partnership to Improve Marine Safety in Oban

Oban Bay Stakeholder Group Meeting 5 December 2017

Start time 1900 Finish time 21:45

Attendees:

Sarah Brown - SRYA

John McArthur - WHAM & RYA

John Anderson - CCC

Robert Kincaid - Oban Sea School

Paul Jennings - OBHM

Duncan Martin - Oban Bay Community Berthing

Oliver Cotterell - Oban Marina

Struan Smith - Coastal Connections

Billy Forteith - RNLI

Mike Robertson - RNLI

Tony Bennett - Crown Estates

Vicki McKenzie - A&BC HM

Ross MacDonald - CalMac Harbours

Cameron MacPhail - CalMac Harbours

1. The group requested that the remit of the stakeholder group and the attendees invited to the group be clarified. There was a consensus that the A&BC and CalMac Harbours User Group meetings be combined, with the wider Oban Bay stakeholders also invited to reduce the number of meetings. This would provide 2 x 6 monthly Statutory User group meetings with 2 interim stakeholder meetings, totalling 4 meetings a year covering all aspects of activity in Oban Bay.

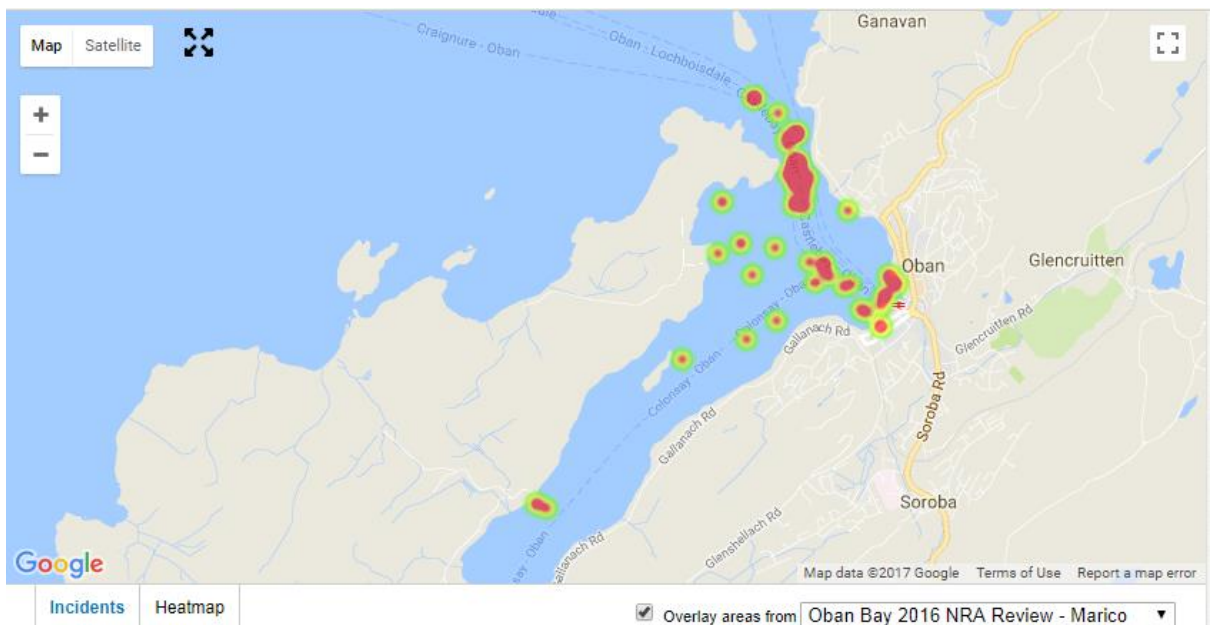
Post meeting note: It is suggested at the next meeting; a chairman be appointed from the stakeholder group and a precise remit of what the group is to consider be agreed. This should include what 'protective provisions' legislation be recommended added to any harbour revision order that is use to establish a harbour, so that a future Oban Harbour operates for the benefit of the community.

2. The Code of Practice for Oban Bay was deemed not to require any changes. A new A5 version of the Code of Practice with a more specific chartlet has been produced for 2018 distribution. It will be distributed by the Crinan & Caledonian canals to all transiting vessels, via most local marinas and at the Scottish and London boat shows. An advert version of this chartlet is the basis of a half page advert in SailScotland and Welcome Anchorage 2018 magazines in the Oban sections.

3. The VHF securite messages sent by large vessels prior to entering or departing Oban Bay were thought to require some adjustment to a. reduce the length of transmission on both Ch 16 & Ch12 and b. to give more time for small vessel to change channel from Ch 16 to listen to the more detailed message on Ch12

4. 61 reported incidents in Oban Bay to date include:

- 61 Reported incidents
- 29 Reported infringements of rule 9 in the large vessel channel
- 9 Vessels reported getting the anti collision rules wrong (rules 12-16) in the central part of the bay
- 4 Wash incidents
- 3 Commercial vessels misinterpreted the buoyage
- 2 Groundings
- 14 Other (machinery failure, near misses, damaged moorings, drifting creels etc.)



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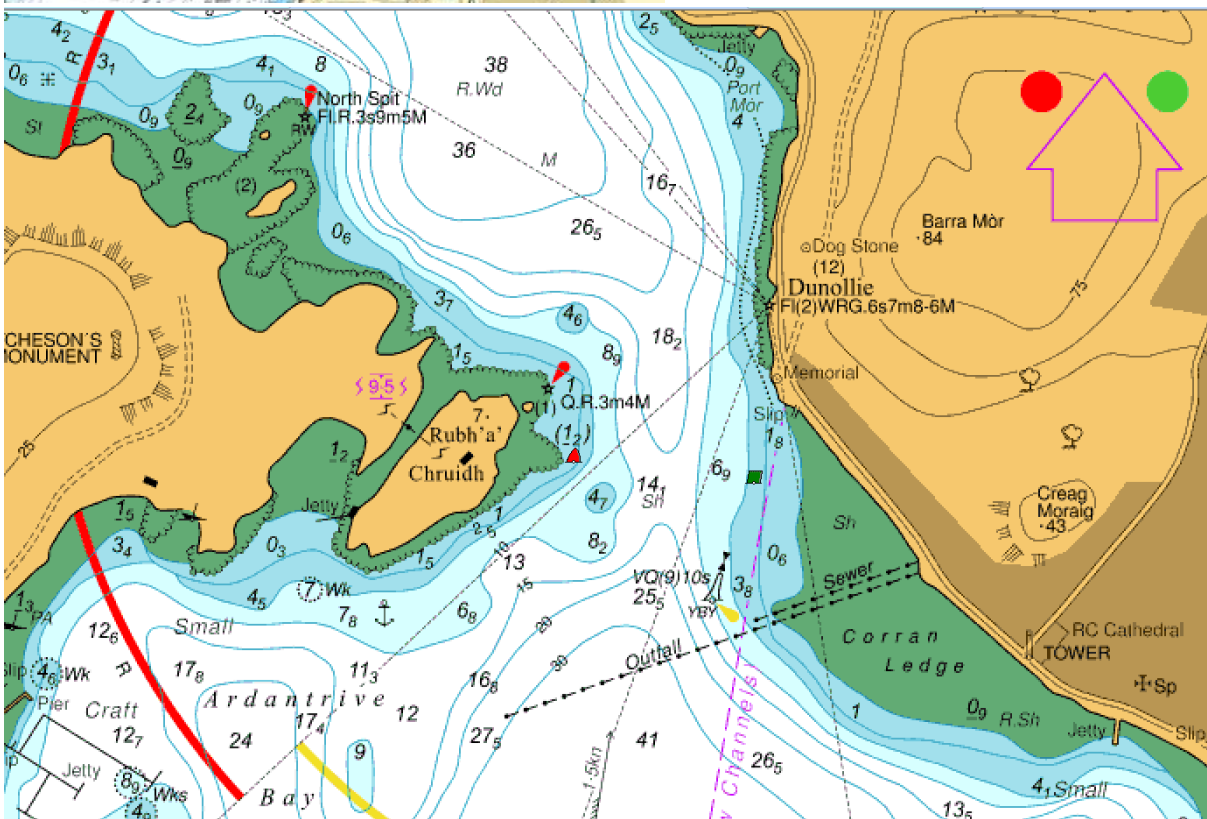
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The 4 wash incidents did cause damage and very nearly caused injury, promoting this risk factor to the most significant in Oban Bay during the 2017 Navigation Risk Assessment. The groundings were very minor incidents with little damage. These incidents have raised the risk factor in the 2017 NRA but not significantly. The 'navigational incidents' logged in the Oban Bay safety management system were deemed contentious by some. There was concern that the blame seemed to be placed on the small vessel contravening rule 9, when it could be deemed the large vessel was at fault by going too fast. It was asked if the large vessel speed could be logged against these reported incidents. The number of these incidents did increase the risk factor of a large vessel and small vessel collision in the 2017 NRA.

5. It was requested the exact positions of the proposed 2 new seasonal lateral marks are given to the group. There was a concern that if the stbd mark is too far to the north of the West Cardinal mark it may not have the desired effect. Post meeting note; the NLB navigation committee has approved the seasonal buoys in the following positions:

- Port hand mark at 56° 25.276'N 005° 29.261'W
- Starboard hand mark at 56° 25.263'N 005° 29.060'W



6. It was reported that the green to white sector on Dunollie Light was dim and hesitant. It was asked if this would be addressed. Post meeting note; this has been reported to NLB and

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the following response received: Dunollie has been scheduled for a refurbishment next year which might include a new optic. In the meantime I will send technicians there tomorrow (Friday 8 Dec) to check the light room and lantern. There is a heater inside the structure to keep things dry but there might be a build-up of condensation on the inside of the glazing which could obscure the sector change.

7. A presentation summarising the work of the Oban Bay Management Group evaluation workshop with respect to harbour structure options was given. The presentation is included as a separate PowerPoint file in the e-mail this document was sent. It was agreed that option 4 (the no harbour option) was not a viable safe option for Oban Bay to operate under. There was heated debate with respect to the merits and disadvantages of the other 3 options with no consensus of opinion, not even on the objective nature of the presented comparison work. It was acknowledged that the harbour evaluation has yet to fully address the more subjective areas where community benefit is built into a harbours structure and governance principles. It was pointed out this can be achieved (and is commonly established) with the use of 'Protective Provisions' in the Harbour Revision Order legislation, which any harbour board has to adhere to in its governance. The group wanted to learn more about protective provisions, see some recent examples of them and then be able to work towards guiding the establishment of suitable protective provisions for any new Oban Bay harbour.

Post meeting note; All Harbour Empowerment Orders can be found online in the national archives. Examples of protective provision legislation can be found here:

The Tobermory Harbour Empowerment Order 2017

<http://www.legislation.gov.uk/ssi/2017/196/article/18/made>

<http://www.legislation.gov.uk/ssi/2017/196/article/39/made>

The Mallaig Harbour Revision (Constitution) Order 2012

<http://www.legislation.gov.uk/ssi/2012/114/made>

The Lochboisdale and Gasay Port (Harbour Empowerment) Order 2016

<http://www.legislation.gov.uk/ssi/2016/156/article/16/made> 16. (1) & (3)

<http://www.legislation.gov.uk/ssi/2016/156/article/28/made> 28. (3)

<http://www.legislation.gov.uk/ssi/2016/156/article/30/made> 30.

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The Caledonian Maritime Assets (Lochaline Ferry Services Slipway) Harbour Empowerment Order 2013

<http://www.legislation.gov.uk/ssi/2013/46/article/14/made>

8. There was to be discussion on mooring proposals in AOB but there was insufficient time. A discussion document is attached for your consideration. Responses to ambennett@outlook.com or on 07979 905 445.

Attached documents:

Accommodating additional moorings in Oban

Oban Bay Evaluation Workshop presentation

Proposed 'more efficient' VHF reporting procedure

A5 version of the Code of Practice with new chartlet for 2018 distribution