

## **Minutes of the meeting of Teignmouth Harbour Consultative Body held at Bitton House, Teignmouth on 10<sup>th</sup> July 2006 @ 19.00hrs**

### **Present:**

Roy Lightfoot (Chairman) (Shaldon Sailing Club), Paul Barczok (Teign Corinthian Yacht Club), Chris Clarence (Shaldon Regatta), Jill Barczok (Teignmouth Regatta), John Hook (River Teign Rowing Club), Andy Lobb (Teign Diving Centre), Roger Hawkins (Teignmouth Sea Angling Society), Mr Ian Brownless (Boat Owners Association Teignmouth), Rick Smith (Shaldon Parish Council), Mr P Mawby (Shaldon BOAT Owners & Mooring Association) Paul Robertson (Shaldon Water Carnival) Dick Petherick (Teignmouth Town Council) Stephen Boyne (South Devon Ski Club) Mr Bill Hook (Teign Musselmen's Society) Teignmouth Harbour Commission: Jeremy Grammer (Chairman), Graham Bond (Clerk to Teignmouth Harbour Commission),

1. **Apologies** were received from Peter Stenner who was not expected to get to the meeting until towards the end.

### **2. Matters not otherwise covered by the Agenda:-**

2.1 Graham Bond reported that the warning signage on the river beach was expected to be in position before the school summer holidays.

2.2 Graham Bond reported that following the last meeting of the Consultative Body he had written formally to the Teign Estuary Management Officer expressing the concern of the Consultative Body about the increased rate of flow on the new slipway at Polly Steps and with their suggestions as to how this might be ameliorated.

### **3. Standing items**

3.1 **Dredging** - Graham Bond informed the meeting that the Teignmouth Harbour Commission had followed up the symposium by indicating a willingness to support further enquiry and investigation into the river regime most particularly within the point where there seemed to be a paucity of knowledge and it seemed that a way forward might be to commission a graduate's thesis into this as a doctorate and that was being actively considered.

### **3.2 Harbour incidents -**

There had been one incident. A Russian vessel the Mary 2 had found its port engine locked astern when manoeuvring to change berth. Although a line was attached the force of the engine snapped this and the vessel damaged 2 vessels on Harbour Commission moorings which were now the subject of insurance claims. A low level enquiry had been held and determined that the accident had been caused by

malfunction of the engine and had recommended that when such manoeuvres were carried out an engineer should be on duty in the engine room.

### **3.3 Review Tribunal**

Graham Bond informed the meeting that the review tribunal for those people whose claims either for prescriptive or concessionary rights had been refused was to be conducted on the 28<sup>th</sup> July. The panel would consist of the Vice Chairman of the Commission together with two independents. Michael Clapp a retired Royal Naval Captain and Paul Horsey a retired Solicitor who had sat on the Criminal Injuries Compensation Authority. Concern had been expressed by the Teign Fishermen and Watermen's Association that a Commissioner was sitting on the committee and they expressed the view that a representative chosen by them should also be invited to join the review tribunal. The Chairman expressed concern as to whether the two independents were truly independent and whether they would be briefed in an impartial manner. Mr Bond confirmed that those who failed to get their decision overturned by the review tribunal had not been in any way deprived of such other legal remedies as they might have.

### **3.4 New Dock**

The construction of the new dock now seemed to be complete and the pilot boat Syd Hook would be moving to berth alongside part of the new dock. Bill Hook said that specific regulations about boarding and landing from the dock might well apply and needed to be checked.

## **4. Harbour Master items**

4.1 The buoy marking the entrance to Teignmouth had been well received.

4.2 The Harbour Master wished to thank all those organisations who had participated in the emergency exercise on the 29<sup>th</sup> June which had proved very helpful.

4.3 The Harbour Master had sought to progress the marking of the church rocks outfall. Those who were concerned needed to write to the Navigation Officer of Trinity House with a photograph and coordinates expressing their concern and if he gets sufficient complaints he will take it up and do something about it.

4.5 The Gales Hill outfall will be marked with a green triangle.

4.6 The pilot boat will be moving its berthing to the quay as reported earlier.

## **5. AOB**

5.1 The Clerk said the Harbour Master had asked him to bring to everyone's attention the fact that Teignbridge District Council had changed their byelaws last year in relation to the area within the yellow marker buoys parallel with the seafront. The byelaw now prohibits any propelled craft within that area at all. That gave rise to considerable debate and it was unanimously agreed that Councillor Clarence

would take this up with Teignbridge District Council and seek to get the situation reversed so that the area within those buoys be available to propelled craft but subject to a speed restriction of 5 knots and that the actual buoys themselves should be brought further in as they were a magnet for swimmers who were going way beyond that zone a creating a greater danger. It was felt that the marker buoys would be best placed parallel with the end of the pier.

5.2 The Harbour Master has asked that organisations be reminded of the need to protect their propellers as a large number this year had failed to do so and he and the deputy were having a blitz on this.

5.3 The Clerk reported that the criminal division of the Court of Appeal in a case R v Goodwin had determined that for the purposes of the Merchant Shipping Act a personal watercraft was not a ship used in navigation. The crux of the decision was that the judges had determined that personal watercraft were on the whole used for messing about rather than a specific navigable journey and as such therefore fell outside of the definition of a ship within the Merchant Shipping Acts. The Commission would be considering revisions to the general directions to reflect that decision and seek to bring personal watercraft within the directions and the international collision regulations.

5.4 The question was raised as to who owned the light on the fish quay. Mr Bond said he would investigate.

5.5 It was mentioned that the florescent light on the turret next to the Reg Matthews light was faulty. Mr Bond would have that rectified.

5.6 A general concern was expressed that the pots being put out in the bay were of inferior construction and trailing too much floating rope so they had become a serious hazard to vessels propellers. Mr Bond was instructed to inform Devon Sea Fisheries of this concern and seek action. *(The Harbour Master informed Devon Sea Fisheries the day after the meeting and they responded by sending a vessel to investigate and clear the area within 24 hours).*

The meeting concluded at 19.40 and the next meeting would be on **Friday 20<sup>th</sup> October** at 19.00.