

MARINE ADVISORY COMMITTEE

MEETING – 10th February 2021

AGENDA ITEM	NOTES	ACTION
1.1 Welcome	1.1 The Chairman (Dr N.Bristow) welcomed everyone to this 'Zoom' MAC meeting this morning.	
2.1 Present - 'Zoom'	2.1 Those present then identified themselves and the organisation whom they represent: N.Bristow – Port Dinorwic Sailing Club I.Huws – Ynys Mon Council T.Jones – MSFOMA G.Tyrer – Port Dinorwic Marina C.Jones –VDBHA J.Johnston – Plas Menai T.Edge – RWYC R.Prytherch – Caernarfon Sailing Club	
2.2 Apologies	2.2 Apologies : K.Fitzpatrick K.Griffiths - Natural Resources Wales D.O'Neill – Caernarfon Harbour Trust I.Thomas - Caernarfon Harbour Trust	
2.3 Resignations	T.Bailey – RNLI - Resigned	
3. MAC Minutes Review	3.1 The Minutes from the previous MAC meeting that was held on 18 th November 2020 were agreed by all those present; but with the following amendments: <ul style="list-style-type: none"> • Section 2.1 T.Jones – MSFOMA (Not MSFORMA). • Section 4.2.1 £30,000 FLAG funding for the Menai Strait. 	
4. Chairman MAC	4.1 Dr N.Bristow informed the meeting that he had now completed his two year tenure as Chairman of the MAC. He then added that he was willing to remain as Chairman for a further two years or to stand for re-election or step aside; whatever the MAC decided. The meeting unanimously agreed to elect Dr N.Bristow for a further 2 years as Chairman of the MAC.	
5.Replacement of T.Bailey on MAC	5.1 The meeting then discussed as to who should replace T.Bailey on the MAC (i.e. he had been the representative for both Menai Marine and Beaumaris RNLI); from which the following points were made: <ul style="list-style-type: none"> • At present the jurisdiction of the CHT ends at the Menai Bridge; but it is not 'joined up/holistic' government because it should encompass throughout the Menai Strait. This highlights the problem as to where on the Menai Strait the new representative(s) should come from. • This would then restrict the next appointment to within the current jurisdiction of the CHT. • However, the Trust is responsible for pilotage throughout the Menai Strait; so that it could also consider anyone from Menai Bridge to Puffin Island. • To overcome this problem the Code of Conduct was established for Ynys Mon Council and the CHT to work together. • The grant money from FLAG (i.e. £30,000) enables us to improve signage, etc. at launch sites. • Following the fatality on the 8th August 2020 Ynys Mon Council have been under a great deal of pressure and have responded by commissioning consultants to undertake a piece of work for them. It was hoped that they could work their magic and find a better way in which the Menai Strait could be managed. This would need the assistance of the Trust, who unfortunately are not at this 'Zoom' meeting. • The CHT have been invited to attend the Beaumaris Pier consultation group, but are yet to attend. The other consultation group established by Ynys Mon Council is that for St. George's Pier, Menai Bridge. • The problem of the demarcation between that of the CHT jurisdiction and that of Ynys Mon kept recurring as to whom the Chairman should approach. 	

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	<ul style="list-style-type: none"> • If you invited one company (e.g. Rib Ride) to represent a business what about the other local businesses in that industry. • It was mentioned that Gwynedd Council should also be present at these MAC meetings. • The responsibility of the MAC is to utilise the skills available to it to manage the south end of the Strait as best it can; whilst also assisting /advising that of Ynys Mon Council in the north end of the Strait. <p>5.2 The following names/organisations were then put forward for consideration, namely:</p> <ul style="list-style-type: none"> • Conway Centre • Rib Ride • Seawake • Boatyards (e.g. Dinas Boatyard) • Fishing interests • Ty Calch • Penrhyn Dock <p>5.3 The Chairman remarked that everyone should think about it and to discuss it at the next MAC meeting were it will be an Agenda item. The MAC was created by the CHT (i.e. 2012 Harbour Revision Order) and it is ultimately upto them to decide who will comprise its membership. The MAC can put forward recommendations to the CHT; but it is they who will decide who they want on this committee. The Chairman will discuss this matter with the Harbour Master, but in the meantime focusing on interests on this end of the Menai Strait.</p>	Chairman/ Harbour Master
<p>6. CHT response to what the MAC recommended</p>	<p>6.1 The Chairman reminded this MAC meeting what was recommended to the CHT, namely:</p> <ol style="list-style-type: none"> 1. For the Menai Strait slipway information panels to use pictures and not words; whilst also reflecting the partnership of the CHT and Ynys Mon and Gwynedd Councils. 2. To consider having non-wake zones for sensitive areas (e.g. moorings). 3. To have the same sticker throughout the Menai Strait authorised by the CHT, Ynys Mon and Gwynedd Councils. 4. To confirm that the 5 knot speed limit applies to vessels through the water. 5. To maintain the 5 knot extension speed limit. 6. For small sailing boats undergoing training or actively racing should be exempted from the speed limits. 7. The exemption for commercial vessels to be removed from the extension speed limit. <p>6.2A The response from the CHT was that they agreed to the recommendations of the MAC; but with the following exceptions, namely:</p> <ol style="list-style-type: none"> 2. Not to have non-wake zones. 4. Not to define how to measure the 5 knot speed limit. <p>6.2B Further to this the CHT have made the following amendments to the recommendations of the MAC:</p> <ol style="list-style-type: none"> 6. Sailing vessels not under power are exempted from these speed limits. <p>The MAC agreed to the new stickers and their size as shown by I.Huws (Ynys Mon Council). These new stickers will be used not only by Ynys Mon and Gwynedd Councils; but also by the CHT for this coming season when the new Registration system is implemented. It was remarked that we would have to continue in this fashion until we have a national registration system, such as they have in France.</p> <p>6.3 The Chairman informed the meeting that since the Public MAC meeting the emails that he has received have been 50/50 for and against the speed limit. It was mentioned that "Above the Brine Ltd" in their brochure offer a launching service to jet skiers and the need for Gwynedd Council to take the appropriate action.</p> <p>6.4 The feeling from Menai Bridge was that after the fatality the CHT pushed the jet ski problem into the Ynys Mon waters of the Menai Strait. This meant that that the jet skiers had a shorter stretch of water in which to operate in. It was remarked that we should see what happens this season before implementing any changes to the speed limit next year. However, it was added this was not a new problem because it is something that we have been dealing with for the past 20 to 30 years.</p>	

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	<p>6.5 To consult with people/organisations as to where those wishing to water ski should go on the Menai Strait. The Conway Centre are the 'eyes' of the Menai Strait and they see how many people also water ski.</p> <p>6.6 With jet skiers being loyal to the local patch in which they operate in. The need for education of these users was essential. Thus the need for all launching sites, whether public and or private, to ensure that those using a jet ski craft have an RYA certificate. It is the responsibility of the RYA to ensure all those who are using these vessels have this certificate, in which Ynys Mon Council are encouraging users to acquire for the discount available on their Registration fee</p>	
7. Ynys Mon Consultation document	<p>7.1 Mr I.Huws (Ynys Mon Council) informed the meeting that following the tragic accident on 8.8.2020 and the pressure that Ynys Mon Council was under. A brief was issued to commission a study by specialist consultants to determine if Ynys Mon Council was a Statutory Authority, or simply a Lighthouse Authority? And could the Trust extend its jurisdiction to also incorporate Puffin Island? The CHT has the potential, because it is a Statutory Harbour Authority with the legislative power to deal with all speed limit issues on the Menai Strait. The Harbour Master has expressed an interest to the Chairman, because it is a Statutory Authority, to undertake this duty. This would then put under one umbrella all legislation and so overcome the problems of the different speed limits, with the CHT having an active role for jurisdiction throughout the Menai Strait. Equally, for the consultants to look outwards and find what solutions are available in areas with similar problems to our own. The By-laws need to be imposed with penalties that people understand and comply to. This raises the question as to the resources of the CHT. A re-think is required through consultants so that a marine injection of resources occurs to ensure that the public face of authority does not fall flat on its face. The Consultants will engage with all the interested parties and the report will be presented to the MAC in due course for discussion. The consultants will contact the Trustees of the CHT for their opinions. The report should take 6 weeks and everything will be publicly available. The MAC will be very supportive of this report and with some 'blue sky thinking' it will be very useful to help improve the situation. It was requested to record that the CHT need to fully engage in this process by making an example this year of the next two plus jet skiers breaking its By-laws. If Ynys Mon Council are seen to be pro-active, then both the CHT and Gwynedd Council must do likewise to avoid being seen as complacent. The V.Dock is a very valuable resource for the town/Menai Strait; but Gwynedd Council do not seem to appreciate it.</p> <p>7.2 An extraordinary MAC meeting could be convened to discuss the forthcoming consultant's report to show that we are all active participants.</p>	
8. Any Other Business	<p>8.1 It was remarked that it was the dream of Rib Ride to use sometime in the near future an environmentally friendly electric powered vessel(s) on the Menai Strait.</p> <p>8.2 The larger stickers used on craft that have Registered should enable to be more easily identified through speed cameras and or drones.</p> <p>8.3 The MAC thanked Dr N.Bristow once again for the very useful public meeting.</p> <p>8.4 Both the CHT and Gwynedd Council need to be proactive when the 'lockdown' finishes in ensuring that the V.Dock is open for business.</p> <p>8.5 The MAC stated that it was a poor decision by the CHT not to have a clearly marked Wreck Buoy, which they had recommended previously.</p> <p>8.6 For a letter to be sent from the MAC to Trinity House - Mr G.Proctor, who is due to inspect the CHT navigation marks on 17.2.2021.</p> <p>8.7 Following a discussion it was thought that the RYA would be best able to advise as to rules and regulations that would apply for craft travelling to and from Ireland.</p>	MAC
9. Items to be referred/ recommended to the CHT	<p>9.1 The MAC agreed to undertake the following:</p> <ul style="list-style-type: none"> • To work with Ynys Mon Council in assisting the consultants to write their report. • For the CHT to enforce its Speed Limit on the Menai Strait. • For the CHT to be proactive once the 'lockdown' restrictions have been amended. • To install a Wreck Buoy as recommended previously. 	CHT

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	<ul style="list-style-type: none">• For a letter to be sent from the MAC to Trinity House regarding their concerns.• For Dr N.Bristow (as Chairman) to meet the CHT at their next meeting and then report back to the MAC.• If the Chairman of the CHT could not attend the next MAC meeting for his deputy to be present instead.	
10. Date of Next meeting	10.1 <u>The MAC members agreed that the date of the next meeting will be on 8th September 2021 at 10.00am at the Harbour Office.</u>	Harbour Master