



YMDDIRIEDOLAETH HARBWR CAERNARFON HARBOUR TRUST.



MARINE ADVISORY COMMITTEE MINUTES.

Meeting held 10am, Tuesday 26th September 2023.
Board Room, Cei Llechi & via Zoom.

IN ATTENDANCE –

Ian Park (IP) Chairman
Chris Seddon (CS)
Noel Bristow (NB) – via Zoom
David Salisbury (DS) via Zoom
Rowland Sharp (RS) – via Zoom
Dewi Pritchard Jones (DPJ) – via Zoom

APPOLOGIES –

Trevor Jones
Steven Morgan

OFFICERS –

David O’Neill – Caernarfon Harbour Trust Harbour Master (HM)
Jennifer Jones – Caernarfon Harbour Trust Administrator (JJ)

CONSTITUTION UPDATE.

Chairman (CM) asks what is the procedure for passing a vote and who can vote? HM suggested it needs be discussed and agreed between the committee members, and emphasised, It is for the committee members to decide.

The Harbour Master and Administrator cannot vote as we are not members of the Marine Advisory Committee and act as facilitators to discharge the Statutory requirement for the Trustees of Caernarfon Harbour defined in The Caernarfon Harbour Trust (Constitution) Harbour Revision Order 2012 when we attend any meeting of the Marine Advisory Committee.

<https://www.legislation.gov.uk/uksi/2012/1984/article/15/made>

Chairman to email the members for their opinions.



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CAERNARFON BAR BUOYS.

CM raises concerns regarding the buoys after crossing the bar in rough weather. CM is very experienced and familiar with the channel but feels that C6 (prior to the mussel bank) need to be better illuminated in order to improve the effectiveness of the Aid to navigation.

HM notes that a bigger buoy on the mussel bank is an option.

CS also expresses that the transit can be difficult for novices

HM suggests that he can change the frequency of the flashing light on C6 to make it more visible. HM will also contact Trinity House regarding the change. HM also informs the MAC that it is very unlikely that we would agree to a second buoy in this area of the channel, this ultimately would come down to the significant cost of the provision of any Aid to Navigation.

JET SKI ISSUES.

CM reads out the email received from Trevor Jones highlighting the policing of speeding jet skis and the possible environmental impact they are having on the marine environment, especially the areas which have conservation designations attached.

CS speaks about the feedback he receives from the jet ski owners who launch from Ty Calch. The majority of PWC user are very responsible and it is still only a few that are causing issues. The Menai Straits is not the best location for PWC users due to its nature (tidal, fast current, sand banks, Seaweed close to shore, no beaches, limited launching, etc.)

HM feels that the speeding issues have and are continuing to improve especially since lengthening the speed restriction limit. A high percentage of PWC owners are registered with either CHT or one of the local authorities (Anglesey, Gwynedd, Conwy). Many owners are also members of PWC Gwynedd <https://www.pwcgwynedd.co.uk/> who are all responsible and positive ambassadors.

HM has worked closely with the local councils on producing information publications for PWC users to promote responsible use and behavior.

<https://www.caernarfonharbour.org.uk/menai-strait-speed-limit-zones-2/>

CHT staff patrol our Harbour limits (up to Menai Bridge) during weekends and busy periods and will stop Harbour users if needed. HM suggested forwarding the email from Trevor Jones



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to the Maritime officer for Anglesey and Conwy as the main issues of concern are not within CHT Harbour Limits.

RS notes that most complaints from the public focus on the environmental impact skis have on areas with conservation designations (such as AoC, SAC, SSSI, ANOB). Jet skis may not directly impact the designations and this is an unknown factor as no environmental assessments having been carried out.

Perhaps PWC users should keep away from specific areas at certain times of the year to reduce any negative impact on marine life (birds and mammals). This could be the basis of a project between all the local authorities.

CS feels the PWC Gwynedd (Scott Beeland) would definitely be in support of this.

RS speaks about the need for either a 6:3 or 6:2 assessment on protected features of the sites in question, mainly the SPA's closer to Anglesey and Conwy side of the Straits.

HM replies that only Newborough would apply to us at CHT, and the features are shore based.

RS suggests discussing this with each of the local authorities' maritime officers to see if an assessment could be conducted. This could then serve as a definite response to complaints regarding user's V's environment. The only other issue would be noise pollution.

HARBOUR BYE LAWS.

HM shows on screen the CHT Bye-laws from 1991 to date. Bye laws are still adhered to and are due for review under the Port Marine Safety Code. HM will email a copy of the bye-laws to the committee.



Caernarfon Harbour
Byelaws 1991.pdf

CM asked what happens if the buy-laws are broken?

HM replies that it depends on the severity as it is very time consuming and costly to pursue any prosecution.

DPJ tells the group that the last prosecution took place 20 years ago with CHT paying costs and the fine going directly to the court.

CM feels it is more important to educate than legislate.



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ANY OTHER BUSINESS.

CM asks HM to check the list of committee members as being accurate for the records. HM provided an updated list during the meeting.

CM – Menter Felinheli are looking to make a community bid in for Port Dinorwic Marina and a meeting is to be held on Friday, 13th October at the village hall.

END OF MEETING.

DATE OF NEXT MEETING –

Tuesday 2nd April, 2024 at 10am, Board Room, Cei Llechi and via Zoom.