

Harbour Board - Thursday 09 August 2007
Agenda Item No. (c) - Public Report



Shetland Islands Council

MINUTE

‘B’

Harbour Board
Port Administration Building, Sella Ness
Thursday 7 June 2007 at 10.00 a.m.

Present:

A T J Cooper	A T Doull
E J Fullerton	I J Hawkins
R S Henderson	J H Henry
R C Nickerson	F A Robertson

In Attendance (Officers):

J T Dickson, General Manager, Ports & Harbours Operations
Mr J Grant, Service Manager – Waste Services
B Edwards, Operations Manager, Ports
P Gray, Superintendent Engineer, Marine
A Inkster, Port Engineer
R Moore, Operations Manager, Marine
S Summers, Administration Manager
L Gair, Committee Officer

Chairperson:

Mr A T J Cooper, Chairperson of the Board, presided.

Circular:

The circular calling the meeting was held as read.

Minutes:

The minute of meeting held on 20 February 2007, having been circulated, was confirmed.

Members' Attendance at External Meetings – Update

Mr A T J Cooper	Meeting with Developers regarding Potential Sullom Voe Transhipment business. London – 16 May 2007
-----------------	--

09/07 **Appointment of Vice-Chairperson to the Harbour Board**

The Board considered a report by the Head of Legal and Administration (Appendix 1).

The Chairperson sought nominations for the appointment of Vice-Chairperson to the Board. Mrs I J Hawkins was nominated, as there were no further nominations, Mrs Hawkins was duly appointed as Vice-Chairperson to the Board.

10/07 **Review of General Directions and Pilotage Direction, Scalloway Harbour**

The Board considered a report by the General Manager (Appendix 2).

The General Manager briefly introduced the report. The Chairperson moved that the Board approve the recommendations in the report. Mrs I J Hawkins seconded.

11/07 **Sullom Voe Strategic Plan**

The Board considered a report by the Service Manager, Waste Services (Appendix 3).

The Service Manager – Waste Services, briefly introduced the report and explained that in the original brief there was only the port of Sullom Voe included in the first stage. He advised that at their first meeting it was the opinion of the Officer Working Group that the Oil Terminal be included in the first stage as the study could not be carried out in isolation. The Service Manager added that another change was that the steering group would be the Harbour Board.

In response to a query from Mrs I J Hawkins, the Service Manager explained that although the start time had slipped the Final Report would be produced in November 2007.

The Board discussed the stakeholders to be consulted during the study and it was agreed that the Association of Shetland Community Councils be added to the list. In response to a query, the Chairman advised that the Sullom Voe Terminal reports to the Sullom Voe Association and the Chief Executive.

In response to a query from Mr F A Robertson, the General Manager advised that he would clarify the position with regard to funding from the Shetland Development Trust, in the next report update.

Mrs I J Hawkins moved that the Board approve the recommendations in the report. Mr A T J Cooper seconded.

12/07 **Ports Project Monitoring Report**

The Board considered a report by the General Manager (Appendix 4).

Dock Symbister – RCM 2309

The Port Engineer advised Members on the background to the delays experienced during this project that started in 2003. He explained that he had spoken with Conservation Engineering Specialists earlier today and had been given assurances that they would provide their report to Historic Scotland as soon as possible. He added that this was not the first time he had received such assurances.

The Port Engineer advised that Historic Scotland had agreed that they would provide their written agreement as soon as the Conservation

Engineers provide their report. He advised that this would then be presented to the Capital Project Review Team at their meeting in September. He added that it would be Spring/Summer 2008 at the earliest before works would begin, due to the weather changing in the autumn.

In response to Mr F A Robertson's query regarding funding, the Port Engineer advised that in 2003/04 the Scottish Executive had approved 50% funding on the cost of the project. He advised that the funding has now been lost, but explained that the Scottish Executive had been sympathetic to the problems experienced and were doing their best to retain the funding. The Port Engineer said he expected that the project would be more expensive and that he would have to re-cost the project.

The Chairman said that if there was no resolution by the next cycle of meetings, the profile of the project would have to be raised.

In response to a query by Mr R S Henderson, the Port Engineer explained that it was not possible to reconstruct the quay wall in its original manner, as divers could not be expected to handle the very large pieces of stone in limited visibility. Finding divers with drystone building experience would also be almost impossible, not to mention the health and safety concerns, and the costs involved in doing so. He said that the repair method had been part of the problem, as it had to meet the strict balance between Health and Safety Legislation, ease of construction, and retaining the drystone appearance of the existing structure.

Plant Vehicles and Equipment

The General Manager explained that power cuts had recently been experienced, and the standby generator had struggled to maintain a constant supply to the Admin building during this time. A fault had been found, which has now been repaired, but considering the age of the equipment, and the limited availability of spare parts, it had been decided to replace the unit. Some of the workshop vans will also be replaced this year, and it is expected to fully utilise the budget by the end of the financial year.

Navigational Aids, Sullom Voe – PCM 2104

The General Manager advised that it was the intention to spend from the rolling programme, to improve communications, between Sullom Voe and Scalloway eg. VHF radio equipment and transmission of security camera data.

Sullom Voe Terminal Jetty Maintenance Contract

The Port Engineer advised that the contract was due to expire this year. He advised that the delivery of the first 2 towers had been delayed until next year and therefore the contract with Malakoff Ltd. Was to be extended by one year to allow work to be carried out.

In response to a query from Mr R C Nickerson, the Port Engineer advised that he would have to re-negotiate with the contractor or go out to tender. He said that there was no major financial implication, other than inflation.

Walls Pier

The General Manager advised that there had been a meeting on 24 May 2007. Mr F A Robertson commended the Port Engineer from the work he had done on this project.

Extension to Sella Ness Pier, Sullom Voe

The General Manager advised that there had been no commitment from the developer but advised that he would make contact and report more fully at the next Harbour Board meeting. He added that the project was well down the capital programme.

Tug Replacement Programme

The General Manager advised that the model tests should be complete by 17 July 2007.

Uyeasound

The General Manager advised that this project was at the top of the list and well ahead of getting things in place. He advised that he had spoken to Mr J Williamson regarding the Harbour Jurisdiction Order.

Mr J H Henry expressed his dismay as to how this project had gone down in the capital programme's priority list and asked if there was anything the Board could do to push it up the programme again.

The General Manager explained that the upgrade repairs to schools had been added as a high priority item and that was why Uyeasound had gone down the list.

The Chairman said that the Board was committed to this project and said that when it was ready to go to tender, it was incumbent on the Members of the Harbour Board to see if it could get the project up the list again. He said however that if Uyeasound goes up the list then something else would go down.

Mrs I J Hawkins said that the Board had asked for the Capital Programme Review Team's project rationale. She said that she had thought that there was no marine expertise on the panel and said this should be followed up.

Scalloway

The General Manager advised that £300,000 had been approved for Scalloway. He provided an update on the status of the 2 buildings advising that the SLAP building would be ready by November and the Port Engineer advised that the Port Operations warehouse would be ready in approx. twelve weeks. The General Manager advised that the warehouse would be available for use by Companies working West of Shetland, for storing equipment, carrying out repairs etc.

In response to a query, the Port Operations Manager advised that the Port Operations warehouse would be rented out to other businesses, to maximise income, but that would be on the understanding that it would require to be vacated at short notice and confirmed that the notice would be as little as days.

Members discussed phase 2 of the pier and dredging in the harbour and the General Manager confirmed that was on the capital programme for future years. He added that it may be necessary to dredge again before the new pier was built.

The Chairman said that it was expected that there would be dredging in Lerwick Harbour next year. He said that if it was possible to achieve savings by dredging concurrently with the Lerwick Port Authority, that it would be prudent to maximise the opportunity. Mrs E J Fullerton and Mrs I J Hawkins supported the Chairman's comments. The Chairman asked that a report be prepared for the next meeting of the Harbour Board to seek budget and a framework.

Mrs E J Fullerton moved that the Board approve the recommendations in the report. Mrs I J Hawkins seconded.

13/07 **Port Operations Report**

The Board noted a report by the General Manager (Appendix 5).

The General Manager introduced the report. He drew attention to the pollution incident on 10 May at Scalloway Harbour. He advised that Port Operations requested that the Company carry out manual checks in addition to instrumental checks in the future. The company have agreed. The General Manager advised that the cost of the clean up was paid by the Vessel's insurers.

Mr A T J Cooper moved, seconded by Mrs I J Hawkins, that the Board resolve in terms of subsection 4 of the Section 50A of the Local Government (Scotland) Act 1973 to exclude the public from this meeting during consideration of Agenda Item 6 on the grounds that it is likely that, if the public were present, there would be disclosure of exempt information as defined in paragraph 1 of Part 1 of Schedule 7A to the said Act.

14/07 **Changes to Provision of Pilotage Services, Scalloway Pilotage District**

The Board considered a report by the General Manager.

The General Manager introduced the report and suggested that the proposed changes be reviewed in the autumn this year, explaining that there was a difference in requirements between spring/summer and autumn/winter.

Mrs I J Hawkins said that this report had been presented to the Employees JCC earlier in the week. She said that the proposals should be reviewed and discussed more fully.

Mrs Fullerton agreed and added that Scalloway was on the cusp of making money and it was important to have a pilot in the area. She went on to query whether a pool of pilots or a part-time pilot, based in the area, could be used. The General Manager explained that pilots have to be working regularly in their trade, because of the safety implications when dealing with vessels carrying dangerous cargos such as gas.

Mr R C Nickerson asked what would happen if there was a substantial increase in activity, to come from promoting the harbour. The General Manager advised that there was no projection, and that it would be dependent on the work available West of Shetland. The Port Operations Manager said that at the moment business was still coming through and that Port Operations was capable of handling it.

The Chairman said that he was happy with what was proposed and as long as it met customers needs.

Following further discussion on the review of the arrangements, Mrs I J Hawkins moved that the Board approve the recommendations in the report with the addition of a new paragraph 7.4 that a review of the Provision of Pilotage Services be carried out and reported on to the Harbour Board on 27 September 2007. Mr F A Robertson seconded.

15/07 **Items of Business for Future meetings**

The Chairman suggested and following some discussion Members agreed that the following items of business should be reported on for discussion at the next meeting of the Board.

Composition of the Harbour Board: to discuss whether industry representatives should be invited to sit on the Board and who that would be. The Chairman advised that a meeting would be arranged with the Vice-Chairman, Chief Executive, Officers and himself to discuss the process before it was reported to the Board.

The Harbour Board reporting structure: to identify the most practical reporting structure for the business of the Board.

Roles and responsibilities of the Harbour Board: to clearly define the responsibilities of the Board under the scheme of delegation.

As the meeting drew to a close Mr R S Henderson said there was no mention of Skerries in the Ports Project Monitoring report. The General Manager advised that the Harbour Board gave its approval 18 months ago. He said that it had been designed and costed by Mr R Sinclair of Capital Programme Services and was now with the Capital Programme Review Team.

Harbour Board - Thursday 09 August 2007

Agenda Item No. (c) - Public Report

Mr R S Henderson asked how Cullivoe could become designated for fish landings. He said that a fishing boat had to steam to Lerwick in force 9 conditions because they were carrying more fish than was permitted to be landed at Cullivoe. The General Manager advised that this would have to go through SERAD for Cullivoe to become a designated port. The Board agreed that a report should be presented to the next meeting of the Board.

The meeting concluded at 11.15am

CHAIRPERSON



REPORT

To: Harbour Board 9 August 2007

From: General Manager

Report No: P&H-13-07-F

Subject: Scalloway Harbour, Dredging Proposals

1 Introduction

- 1.1 At the last Harbour Board meeting held on 07 June 2007, Members requested a report be brought forward to outline if, and at what estimated cost, the Council could take advantage of the dredging contract placed by the Lerwick Port Authority for 2008/2009.
- 1.2 The LPA is currently out to tender for dredging works. Cost and equipment availability are unknown at the time of writing this report. However, current rates for removal of rock and soft material are available and should be sufficient for the purposes of this report.
- 1.3 The quality of rock to be removed from the approaches to Scalloway Harbour has been estimated at 46,000 cubic metres. The quantity of material, hard and soft, to be removed from within Lerwick Harbour is understood to be at least ten times this amount.

2 Background

- 2.1 The West Pier in Scalloway is scheduled for replacement in 2012/13, depending on funding from the Capital Programme. It's estimated cost will be £4,980,000 in 2012/13, using 5% escalation from the last cost review in 2006.
- 2.2 The new pier will have a minimum water depth of 9.0m below chart datum and it follows that the minimum water depth in the harbour must be at least 9.5m.
- 2.3 Capital Projects were requested to rework dredging proposals carried out in 2005 for the pelagic factory proposals.

3 Cost Estimates

- 3.1 Two proposals were evaluated, -9.5m and -10.0m below chart datum.
- 3.2 Should the Council be in a position to establish costs from the very much larger Lerwick dredging contract, then the quantities & costs are estimated as: -
 - 3.2.1 -9.5m, total costs £2,189,000 46,000 cu.m. removed
 - 3.2.2 -10.0 m total costs £3,158,500 82,000 cu.m. removed.
- 3.3 These estimates show considerable savings than if the work was to be carried out as a single contract. Capital Projects advise the amounts indicated above could double in that circumstance.
- 3.4 See appendices 1 & 2 for the areas to be dredged.

4 Proposals

- 4.1 The choice has to be made on the depth to which the channel should be dredged, -9.5m or -10.0m below chart datum.
- 4.2 The channel must be dredged at some point in the future such that deep draughted vessels can use the new 9.0m berths on the proposed new West Pier.
- 4.3 It is suggested that -9.5m be chosen for the following reasons;
 - 4.3.1 It matches the proposed water depth on the new West Pier allowing a half meter minimum under keel clearance.
 - 4.3.2 At -9.5m, this is deeper than Aberdeen and will match Lerwick's new depth after completion of their dredging programme.
 - 4.3.3 It is difficult to justify an extra £1m to achieve a modest increase in depth of half a metre.
 - 4.3.4 Vessels drawing more than 9.5m are unlikely to use Scalloway due to their sheer size in terms of length, beam and windage.
- 4.4 What is to be done with the dredged material? 46,000 cubic metres of rock equates to approx. 90,000 tonnes if quarried from the land.
 - 4.4.1 There are only two choices, to be disposed of at sea in a properly licensed area as has been done in the past or discharged ashore somewhere in the area of Scalloway Harbour.
 - 4.4.2 Early indications are that it would be sea disposal. However, there is a possibility, close to the area of dredging, that it could be used to reclaim land from the sea. This will depend on new

capital developments being approved in the near future. This option should be kept into consideration.

5 Financial Implications

- 5.1 There is no budget for this project nor has it been accepted on to the Council's capital programme.
- 5.2 For this to happen a detailed report has to be presented to the Capital Project Review Team for evaluation and, if accepted, scored to see where it may lie on the list of outstanding capital projects.
- 5.3 The costs in estimating the revised dredging costs have been met from existing budgets.

6 Links to Corporate Priorities

- 6.1 Improving harbour facilities and services at Scalloway would make a contribution to the Council's priorities of strengthening rural areas and supporting the local economy.

7 Policy and Delegated Authority

- 7.1 The Harbour Board has full delegated authority for the oversight and decision making in respect of the management and operation of the Council's harbour undertakings in accordance with overall Council policy and the requirements of the Port Marine Safety Code as described in section 16 of the Council's scheme of delegations.
- 7.2 However, only the Council can approve matters relating to the Capital Programme.

8 Recommendations:

I recommend that the Harbour Board recommend to the Council;

- 8.1 Wait until the Lerwick Port Authority appoints a dredging contractor.
- 8.2 Request the contractor to provide total project costs to dredge the area shown in appendix 1.
- 8.3 Report back to the Harbour Board once established costs are known and, if economically advantageous to the Council, seek Council and CPRT approval to place the dredging project on to the Council's list of approved Capital Projects.

Our Reference: PH-13-07-F JTD/SM

Date: 25 July 2007



REPORT

To: Harbour Board 9 August 2007

From: General Manager

Report No: P&H-14-07-F

Subject: Cullivoe, Designated Landing Port Status

1 Introduction

- 1.1 At the last meeting of the Harbour Board on 07 June 2007, officials were requested to once again contact SEERAD Sea Fisheries Division with a view to including Cullivoe as an official Designated Landing Port (DLP) for white fish landings where cod or hake exceed two tonnes in weight.
- 1.2 Contact was made with the Fishery Office, Lerwick who were most helpful in providing contact details and the background to the licensing system for white fish vessels. See Appendix 1, copy of letter written to SEERAD, Edinburgh.
- 1.3 Shetland Fishermen's Association and LHD Limited were also advised of the proposed re-application and both provided letters of support. See Appendices 2 and 3.

2 Licensing System for Fishing Vessels

- 2.1 Appendix 4 gives full details of the current licensing system.
- 2.2 The major points regarding landings are;
 - 2.2.1 Vessels must land at a designated port if they intend to land 2 tonnes or more of species subject to a Total Allowable Catch (TAC). Cod and hake are currently two such species.
 - 2.2.2 If less than 2 tonnes of such species, vessels can land at any port but they must give prior notification such that the landings can be monitored by Fisheries Officers.
 - 2.2.3 Fisheries Officers advise that in the case of bad weather, vessels with more than 2 tonnes of TAC fish onboard may land at a non-designated port. However, special agreement has to be obtained, in advance, from the local Fisheries Office.

- 2.3 The designation of the ports in Scotland is made by Order made by the Scottish Ministers. It is understood that SEERAD has delegated authority to amend the list of designated ports and that it can be done quickly after a decision has been made.

3 Links to Corporate Priorities

- 3.1 Should Cullivoe be granted DLP status it would make a contribution to the Council's priorities of strengthening rural areas and supporting the local economy.

3 Financial Implications

- 4.1 There are no expenditure implications as a result of this report. However, should DLP status be granted then there is every likelihood that extra income will be available as a result of increased fish landings in Cullivoe.

4 Delegated Authority

- 5.1 The Harbour Board has full delegated authority for the oversight and decision making in respect of the management and operation of the Council's Harbour undertakings in accordance with overall Council policy and the requirements of the Port Marine Safety Code as described in Section 16 of the Council's Scheme of Delegations.

6 Recommendations

- 6.1 I recommend that the Harbour Board note the contents of this report and Appendices 1 to 4.

Harbour Board - Thursday 09 August 2007
Agenda Item No. 02 - Public Report
Our Reference: PH-14-07-F JTD/SM

Date: 23 July 2007



REPORT

To: **Harbour Board** **09 August 2007**

From: **General Manager**

Report No: **P&H-15-07-F**

Subject: **Ports Project Monitoring Report**

1 Introduction

- 1.1 The most up to date information on all projects is incorporated in this report.
- 1.2 Budget Information is attached as Appendix A.

2 Links to Corporate Plan

Projects in this report would make contributions to the Council's priorities of strengthening rural areas and supporting the local economy.

7 Reserve Fund Programme Areas

- 3.1 Dock Symbister – RCM 2309
As per previous reports the status remains unchanged. Agreement has been reached on this project although we are still awaiting final approval from Historic Scotland. The Port Engineer will provide a verbal update to the Harbour Board.

5 4 Harbour Account

- 4.1 Plant, Vehicles and Equipment – PCM 2101
As per previous report, in this financial year it is planned to replace three vehicles and the standby generation system for the Port Administration Building. The budget will be fully utilized by the completion of the financial year.
- 4.2 Navigational Aids, Sullom Voe – PCM 2104
Nothing new to report.

5 Revenue Projects

5.1 Sullom Voe Terminal Jetty Maintenance Contract

Following approval at the last meeting of the Harbour Board, the current jetty maintenance contract with Malakoff Ltd will be extended by one year.

6 Other Business

6.1 Wall Pier

Capital Programme Service have produced a number of design options, and will be meeting with stakeholders early in August to review these. The finalised layouts, with budget costs, will form part of the Feasibility Study to CPRT. It is hoped that this can be prepared for the CPRT meeting in September

6.2 Extension to Sella Ness pier, Sullom Voe

The project remains on the Capital Programme but is not included in the 07 / 08 budgets due to its position on the prioritisation list.

6.3 Tug Replacement Programme

Model tests of the proposed hull shape took place at the Vienna test tank on 10 and 11 July. The 1/18th scale model carried out a series of runs ahead and astern. The results show that the tugs will make 14.1 knots ahead and 13.8 knots astern at full power. This more than meets the specification of 14 and 12.5 knots.

6.4 Uyeasound

The creation of the new Harbour Area at Uyea Sound by way of a Harbour Jurisdiction Order under the terms of the Zetland County Council Act 1974 is underway and notices of advertisement of the application to the Scottish Ministers have been placed. Assuming no objections or representations are received the process could be concluded by early September. Planning and other statutory consents can then be applied for.

Land purchase has been concluded.

Due to slippage in the Capital Programme, funding is now available to begin works on site. Tender documents should be issued by the end of July.

6.5 Scalloway

Construction of a new warehouse has commenced and is due for completion early August 2007.

7 7 Financial Implications

7.1 This report is for information only. There are no financial implications arising from this report.

8 Policy and Delegated Authority

8.1 Harbour Board has full delegated authority for the oversight and decision making in respect of the management and operation of the Council's harbour undertakings in accordance with the overall Council policy, revenue budgets and the requirements of the Port Marine Safety Code, as described in Section 16 of the Council's scheme of delegations. However, this report is for information only and there are no Policy and Delegated Authority issues to be addressed

9 Recommendations

9.1 I recommend that the Harbour Board note areas of progress and requirements for future projects

Our Ref: OR-PP RM/SM

26 July 2007



REPORT

To: Harbour Board

09 August 2007

From: General Manager

Report No: P&H-16-07-F

Subject: Port Operations Report

1 Introduction

- 1.1 This report provides an overview of port operations since the issue of the last Port Operations Report.

2 Pilotage

2.1 Sullom Voe

- 2.1.1 Since the issue of the last Port Operations Report, pilotage operations have been mainly routine with no major incidents.

- 2.1.2 There are twelve first class authorised pilots for Sullom Voe.

2.2 Scalloway

- 2.2.1 During May, June and July there were 28 acts of Pilotage.

- 2.2.2 There are thirteen authorised pilots for Scalloway with all Sullom Voe pilots now authorised as first class pilots for Scalloway.

- 2.2.3 Since the last report, there have been no incidents, no reports of pilot gear failures and no problems with boarding and landing.

- 2.2.4 Details of ship visits to Scalloway are shown in Appendix A. Up to date figures will be provided to the next meeting.

2.3 Small Piers and Harbours

- 2.3.1 Appendix B shows the current actual income for small piers and harbours.

- 3.1 Appendix C gives the staffing position as at 31 July 2007 showing a total of 137 staff.

8 4 Port Operations

4.1 Sullom Voe

- 4.1.1 Appendix D shows the exports and imports at the Port of Sullom Voe.

4.1.2 Appendix E is an abstract of weather delays for July and the cumulative totals for 2007.

4.1.3 No ships were delayed due to weather during this period.

4.2 Scalloway

- 4.2.1 Appendix F shows the fish landing statistics for Scalloway.

- 4.2.2 Appendix G shows the cargo statistics for Scalloway.

4.2.3 Appendix H shows the summary management accounts for Scalloway.

4.3 Small Piers and Harbours

- 4.3.1 Appendix I shows the summary management accounts for other small piers and harbours.

9 5 Shipping Standards

The following incidents have occurred since the last report.

5.1 Ship Incidents

5.1.1 On 28 June 2007 the Bahamian tanker, Sarpen, was observed to be “open loading” with hi-jet vents secured in the open position, an unsafe practice which is contrary to regulations. The owners were informed that the vessel would not be accepted back at Sullom Voe without a warranty from them regarding future operations. A warranty was subsequently received.

5.2 Pollution Incidents

5.2.2 There were no pollution incidents during this period..

6 West of Shetland Exploration

- 6.1 Chevron tested an appraisal well in the Rosebank oilfield west of Shetland. The production test showed a flow of 6000 barrels per day through a reduced choke. The oil is very light with a gravity of 38 degrees API, similar to Brent. Schiehallion oil has an API of 25.7 degrees. Statoil, which is a shareholder in the Rosebank field, issued a press release which stated that “ the partnership is making every effort to commercialise the discovery as quickly as possible”. The Transocean Rather drilling rig is currently preparing another appraisal well in the Rosebank area, with drilling completion expected by November.

7 Financial Implications

- 7.1 There are no financial implications arising from this report.

8 Policy and Delegated Authority

- 8.1 The Harbour Board has full delegated authority for oversight and decision making in respect of the management and operation of the Council's harbour undertaking in accordance with overall Council policy and the requirements of the Port Marine Safety Code (Minute References 19/03, 70/03 and 86/03). The purpose of this report is to inform members on port operations which fall within the responsibility of the General Manager of Ports & Harbours Operations and does not seek any decision. However, this report is for information only and there are no Policy and Delegated Authority issues to address.

9 Recommendation

- 9.1 This report is for noting.

Harbour Board - Thursday 09 August 2007
Agenda Item No. 04 - Public Report
Our Reference: PO-OR JBE/SM

Date: 01 August 2007

Staffing Position – 31 July 2007

Post	Established Posts	Actual	
	Comments		
General Manager		1	1
Marine Officer/Pilots		12	12
Operations Manager – Ports		1	1
Operations Manager – Marine		1	1
Port Safety Officers		2	2
Launch Crew Skippers		9	9
Launch Crew Deckhands		13	12 1 is on se
Tug - Masters		12	12
Tug - Chief Engineers		12	12
Tug - 2 nd Engineers		9	9
Tug - Mates		12	12 2 Tempor
Tug - GPRs'		3	3 1 sec
Pier Master (Scalloway)		1	1 August
Assistant Pier Masters (Scalloway)		2	2
Engineering Assistant (Scalloway)		1	1
Full Time Harbour Assistant		1	1
Part Time Harbour Assistants		9	8
Administration Manager		1	1
Finance Assistants		4	4 1 Tempor
Clerical Assistant		5	5
Cook		1	1
Superintendent Engineer – Marine		1	1
Superintendent Engineer – Ports		1	1
Maintenance Planning Engineer		1	0
Engineering Supervisor		1	1
Electrical Engineer		3	3
Marine Engineer		3	3
Welder/Fabricator		2	2
Maintenance Engineer		1	1
Engineering Assistant		4	4
Apprentice – Electrical		1	1
Apprentice – Mechanical		1	1
General Assistant		2	2

Harbour Board - Thursday 09 August 2007

Agenda Item No. 04 - Public Appendix

Store Keeper	1	1
Senior Stores Assistant	1	1
Stores Assistant	2	2
Driver	1	1
Total	138	135