

MINUTE

‘A’ & ‘B’

Harbour Board

Port Administration Building, Sella Ness

Friday 17 November 2006 at 10.30 a.m.

Present:

J G Simpson Capt D C Gray

I J Hawkins J C Irvine

E J Knight C Smith

W Tait

Apologies:

N McCracken W A Ratter

In Attendance (Officers):

J T Dickson, General Manager, Ports & Harbours Operations

B Edwards, Operations Manager, Ports

A Inkster, Port Engineer

S Summers, Administration Manager

R Moore, Operations Manager, Marine

P Gray, Superintendent Engineer, Marine

L Gair, Committee Officer

Chairperson:

Mr J G Simpson, Chairperson of the Board, presided.

Circular:

The circular calling the meeting was held as read.

Minutes:

The minute of meeting held on 28 September 2006, having been circulated, was confirmed.

21/06 – Extension to Sella Ness Pier

Mr W Tait and Mrs I J Hawkins advised the Board that the minute of the last meeting had not been amended to reflect Mr Tait's amendments made at the Council meeting on 1 November 2006. Mr Tait said at the last Harbour Board meeting he had asked what effect there would be to the Capital Programme as a result of the Sella Ness Pier situation. He said that he had specifically asked that if the Sella Ness Pier was to be held back on the programme, then he would like the West Pier, Scalloway taken forward.

24/06

Port Project Monitoring Report

The Board noted a report by the General Manager (Appendix 1).

Dock Symbister – RCM 2309

The Port Engineer said that they were waiting for final approval from Historic Scotland and advised that he had this morning received an email from them. The Port Engineer advised that Arch Henderson are to provide plans. He said this would then go to the Capital Project Management Team, and that the works should go ahead next year.

Navigational Aids, Sullom Voe – PCM 2104

The General Manager advised that the Scalloway software on the NAMC simulator is to be in place by end of November with the training programme to start in January.

Scalloway Harbour

The Marine Operations Manager advised the Board that he had intended to include information in the report regarding the CPMT recommendations on Scalloway Harbour. He advised that CPMT noted that a return was expected within three years or so and rated the investment a good risk. The Marine Operations Manager advised that he would provide information in support of the report, Appendix A.

The Port Engineer advised that the Invitation to Tender for the Warehouse was nearly ready with two companies willing to tender. He advised that the technical specification would be sent out in the next week or so and be back by Christmas. He advised that he had spoken with Planning Services and that there had been no problems or objections. The Port Engineer advised that obtaining the steel for the building was the only variable in this project.

Scalloway Oil Support RCM2312

The General Manager advised that they were waiting for SBS to make a decision on the increase in bunker capacity. The Ports Operations Manager advised the Board that he had been on the mainland and had met with various companies, two of which had mentioned that the increase in bunker capacity would be an added attraction to using Scalloway Harbour.

Walls Pier

The Port Engineer advised that design options are being costed, but there is no update.

Extension to Sella Ness Pier

The General Manager advised that the Reporter is to visit the location of the outfall pipe on 24 November, but her office has advised there is no need for a meeting during her visit.

Tug Replacement Programme

The General Manager advised that the three tenders received have been opened, one is within budget and two were not. He advised that more information will to be sought from the company who tendered within budget and this will be passed to the Head of

Finance with the view to a report being presented to Council on 13 December. The General Manager advised that technical visits to two shipyards would take place on 11 December.

In response to a query from Mr W Tait, the General Manager advised that there would be ongoing supervision during the building of the vessel and there would be regular site visits. He advised the Board that there was a good building specification and there would be no compromise on the vessel design.

Uyeasound

The General Manager advised that the pre-qualification process was complete and that five companies will be invited to tender should Council approval be given after the review of the Capital programme.

25/06

Port Operations Report

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

The Ports Operations Manager advised the Board that he had been to the mainland earlier in the week and had met with three companies on Monday and four on Tuesday. He added that all companies said that if they had business West of Shetland they would use Scalloway. One company could see that progress was being made on improving the services and realised that we were serious about attracting their business.

The Port Operations Manager added that the warehouse was viewed as being a useful building for storing emergency spares. He said that one company expressed their need for Baryte, and the Port Operations Manager was of the opinion that this would be something to consider and said he would seek costings for this to see if it would be practical. The Ports Operations Manager advised that he had spoken to CTC who are tendering for jobs West of Shetland and they had said that it would be useful to use Scalloway Harbour.

In response to a query from the Chairman, the Ports Operations Manager said that Companies would send their vessels to Scalloway, but the Skippers are concerned that they won't be able to berth, which would not be a problem if we had an increased berthage.

The Chairman stated that it was important to market Scalloway Harbour at shows. The Ports Operations Manager agreed but suggested that a follow up meeting with these same companies would be useful and felt it appropriate to visit them again in March/April 2007, the Board agreed.

The General Manager added that companies are aware that one of the benefits of using Scalloway Harbour is that it would reduce the carbon emissions from their vessels.

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In response to a query from the Chairman, Mrs I J Hawkins informed the Board that Jorgen Scharkosi from the Shetland and Orkney Touring Company has been invited to the next meeting of the Small Ports Monitoring Meeting.

Ship-To-Ship Transfers

The General Manager said that there is increased activity at Sullom Voe. Mrs I J Hawkins advised that a report was being prepared for the Infrastructure Committee, by Environmental Liaison Officer, KIMO on the business that could be attracted to Sullom Voe. The General Manager said that when marketing Sullom Voe, the main advantages are that the vessels are secured in sheltered waters, the cargo can be measured accurately before and after transfers and there is immediate access to the emergency services. He added that Sullom Voe has a 27 year long service record and Jetty 4 is the best for transfers.

Mr J Simpson brought attention to the appendices to the report stating that the graphs were encouraging. The Port Operations Manager advised that the Northstar ship does not come to Scalloway Harbour anymore, which is a loss of regular business. Mrs I J Hawkins said that it was encouraging to see such good fish landings at Scalloway Harbour.

Radar Coverage – Weather Forecasting

Mr E J Knight advised the board that he had been at a Harbour Master Transport Meeting where they had discussed radar coverage for weather forecasting. The General Manager advised that Shetland is the only area not included in the radar. Following discussion Members agreed that the General Manager write to the Chairman of Shetland Transport Partnership and the Ferries Board requesting that this be followed up.

The meeting concluded at 11am.

CHAIRMAN

Appendix A - Harbour Board Minutes – 17 November 2006

CPMT Recommendation: Scalloway Harbour

In support of your report you noted that this year so far there had been three times the number of oil support vessels using the facilities at Scalloway compared to last.

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This was attributed to a number of factors, the increased price of oil/fuel and the increased activity in the oilfields to the west of Shetland.

CPMT wondered how long the activity would last but you explained development to the west would continue for many years to come. Indeed you noted that a proportion of the new traffic was from vessels servicing the existing oilfields.

CPMT noted that a return was expected within three years or so and rated the investment a good risk.

You also noted that you had already received approaches to rent the proposed warehouse space before it was built.

However, CPMT was unwilling to approve the £75k in respect of the visiting yachts facility and said that that should be submitted on a separate justification.

CPMT would recommend £360k for the project and authorise £25k in advance for design works, etc to proceed.

You should report to the Harbour Board accordingly.