

**WRITTEN QUESTION TO THE MINISTER FOR ECONOMIC DEVELOPMENT
BY THE DEPUTY OF ST. JOHN
ANSWER TO BE TABLED ON TUESDAY 17th MAY 2011**

Question

“Having received complaints from several boat yards and users over the last month regarding the 25 ton hoist being out of action for an extended period, as well as the 65 ton hoist over the week of the Boat Show, can members be advised—

- (a) the details of the breakdowns?
- (b) the reasons for lack of action in repairing the 25 ton hoist?
- (c) the age of both hoists?
- (d) the details as to the frequency of the servicing of the equipment?
- (e) who is responsible for ensuring that all cranes, hoists etc at Harbours are in good working order?
- (f) whether the 25 ton hoist was transporting a vessel at the time it lost its wheel, and, if so, were officers from the Health and Safety Inspectorate called to investigate and, if so what were the findings?
- (g) what measures were necessary at the end of the Boat Show to put boats in the water given both hoists were out of action?
- (h) was this same service offered to local boat owners whose boats were left stranded in the boat park?
- (i) will the Department now put in place a proper maintenance programme to prevent this happening again?”

Answer

- (a) On the 7th April, the 25 tonne boat hoist suffered a catastrophic failure of a wheel bearing which completely severed one of the legs.

On the 28th April, the 65 tonne boat hoist suffered a fuel pump failure which put it out of action for six days. Four of these days were over the bank holiday weekend when suppliers were closed. The main agent was contacted, and the part identified and ordered as soon as work recommenced.

- (b) Immediate action was taken to repair the 25 tonne hoist. The failure was reported to the manufacturer, WISE, who made arrangements to carry out an inspection the following week. Whilst no responsibility has been accepted for the failure, WISE have agreed to supply new re-designed parts and bearings for both sides, complete with the steering arms that required cutting to free the wheel station.

The manufacture of these parts has been placed with their engineering company, and we have been assured that they will take priority to limit downtime and inconvenience as far as possible.

- (c) The 25 tonne hoist was manufactured in 2008, and the 65 tonne in 1999

- (d) Both hoists are inspected monthly and serviced twice a year by Transport and Technical Services.
- (e) Jersey Harbours, supported by the Service Level Agreement with Transport and Technical Services, is responsible for ensuring that all port equipment is in good working order.
- (f) The 25 tonne hoist was transporting an abandoned vessel at the time. No damage was sustained to the boat. The Health and Safety Inspectorate were called and attended that afternoon. They also met representatives from WISE when they were in the Island. The broken steering pintle parts and bearings have been sent back to the manufacturer for material analysis we have not yet been advised of their findings.
- (g) Only three small boats needed to be lifted following the Boat Show so they could be returned to the UK by ferry. These were sailed to the slip at La Collette and taken out of the water by trailer.
- (h) Alternative arrangements were discussed with marine traders, including the use of the smaller crane on the Victoria Pier. They were also advised on the progress of repairs. All those with lifts booked opted to wait until the 65 tonne hoist was repaired on Thursday 5th May. By Tuesday 10th, the hoist office was on schedule and up to date with all lifts.
- (i) Jersey Harbours already has a proper maintenance programme in place, in line with manufacturer's specifications. Both breakdowns over this period have no bearing on the maintenance schedule as neither failure would have been evident during recommended manufacturer's maintenance inspections.