

Report to: **Salcombe Harbour Board**

Date: **28 September 2015**

Title: **MV Egremont**

Portfolio Area: *Salcombe Harbour*

Wards Affected: **All**

Relevant Scrutiny Committee: Overview & Scrutiny Committee

Urgent Decision: **N** Approval and clearance obtained: **N**

Date next steps can be taken: **N/A**
(e.g. referral on of recommendation or implementation of substantive decision)

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Recommendations:

1. That the Harbour Board NOTES the Report

1. **Executive summary.** This report updates the Board on the situation regarding MV EGREMONT and outlines potential future courses of action. The Trustee Chairman, Mr Martin, may well attend the meeting as a member of the public and be ready to answer Board questions if required.

2. **Background.** At their last meeting (13 Jul) the Harbour Board noted that there was a lack of clarity regarding the status and future of MV EGREMONT and directed the Harbour Master to provide an update at this meeting (28 Sept) along with possible courses of action that the Board could take if the bid for Heritage Lottery funding is not successful.

3. **Update.** Over the year there have been several successful 'open evenings' on board the EGREMONT to generate local interest and a sense of ownership in the locale. Individuals have been encouraged to pledge funds and in addition, a monthly lottery has been established to generate revenue. A positive media campaign has resulted in a number of press articles in both local (S Devon) and Merseyside. Alongside these local efforts there is a bid submission to the national Heritage Lottery Fund (HLF) for up to £1.5M to fund a comprehensive refit and refurbishment of the vessel and re-establish an RYA sailing school. The Trustee's aim is that

the vessel becomes 'the hub of maritime activity within the harbour, open to all' which suggests potential opportunities to the Harbour (eg showers, toilets, café etc) into which the Harbour Authority might be interested in engaging – if their HLF bid is successful. By the time of the 28th Sept meeting the first HLF decision point will have passed and the bid will either be shortlisted for further consideration, or rejected. Assuming it is shortlisted, its eventual success will not be known until the end of the year. , which would trigger preparations for her refit in Penzance in the spring of 2016.

4. Options. If the HLF bid is successful then the vessel would likely be refitted in Penzance during spring 2016, return to Salcombe summer 2016, with the RYA sailing school fully re-established by summer 2017 if not sooner. If however the bid fails at any stage then the Trustees would have little option but to seek her disposal.

5. Outcomes/outputs. The preferred outcome is that the HLF bid is successful, the vessel is refurbished to her former condition, and through engagement and possible formal business arrangements she becomes not only a successful venture in her own right but a key element of pursuing our EcoPort objectives. If however this outcome is not likely then the Board should engage with the vessel's Trustees to agree a date for her removal from the harbour and eventual disposal. At this stage it is proposed that Sept 16 would likely allow sufficient time for all preparations for this scenario to be met

6. Proposed Way Forward. While the HLF bid is progressing the Board is recommended to provides its full support, but be prepared to meet with the Trustees in the unfortunate event that the bid is unsuccessful.

7. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	N	The Pier and Harbour (Salcombe) Confirmation Order 1954
Financial	Y	If the bid is successful and is refitted, possible collaborative opportunities (eg to make use of toilet, shower and café facilities for visitor) might attract a small charge. If the worst-case risk (articulated below) manifests, there could be substantial financial exposure (estimated at up to £100K)
Risk	Y	There is a risk that the HLF bid is unsuccessful, leading to the EGREMONT no longer being financially viable. In this event it is likely that the Trustees will

		pursue her orderly departure but worst-case scenario is that she is not allowed to sail and must be broken up on site. This is likely to be well outside the financial reach of Trustees and could lead to the Harbour Authority having to pay for disposal of wreck (low likelihood but high impact)
Comprehensive Impact Assessment Implications		
Equality and Diversity	N	None
Safeguarding	N	None
Community Safety, Crime and Disorder	N	No adverse impacts
Health, Safety and Wellbeing	N	No adverse impacts
Other implications	N	

Supporting Information

Appendix: None

Background Papers: None

Approval and clearance of report

Process checklist	Completed
Portfolio Holder briefed	Yes/No
SLT Rep briefed	Yes/No
Relevant Exec Director sign off (draft)	Yes/No
Data protection issues considered	Yes/No
If exempt information, public (part 1) report also drafted. (Committee/Scrutiny)	Yes/No