

NAME OF COMMITTEE	Salcombe Harbour Board
DATE	24 September 2012
REPORT TITLE	DEEP WATER MOORING OPTIONS
REPORT OF	Salcombe Harbour Master
WARDS AFFECTED	Salcombe and Malborough, Westville and Alvington, Saltstone, Kingsbridge North and Kingsbridge East

Summary of Report

To inform the Harbour Board of plans to make better use of the Coad Cove Pontoons by trialling the use of finger berths for vessels up to 8 metres which will free up more space to accommodate larger vessels.

RECOMMENDATION

That the Harbour Board RESOLVES to Note the planned changes to the berthing arrangements on the Coad Cove Pontoons and review the outcome of the trial in October 2013.

Officer contact:

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1. BACKGROUND

1.1 There is a long waiting list of customers who would like to have a deep water mooring in Salcombe Harbour. There are currently 156 customers waiting for a deep water mooring.

1.2 There is a relatively healthy turnover of moorings up to 11m; however accommodating requests for moorings for boats over 12m is more difficult with 29 customers waiting for a mooring from a pool of only 52 available facilities. The consequence of these statistics is that vessels larger than 12m will wait much longer for a mooring than those under 12m.

1.3 The Residents' deep water pontoons in Coad Cove were replaced with the current pontoons in their current configuration in 2008.

1.4 The pontoons that were removed in 2008 were in a very poor state of repair and consequently, the size of the boats on the pontoons had been reduced. There was therefore a legacy of a large number of relatively small boats

accommodated on the pontoons which had to be accommodated onto the new pontoons. The majority of these small vessels are still on the Coad Cove deep water pontoons.

1.5 At the annual allocation for the past two seasons, when small berths have been given up they have been consolidated into fewer larger berths. This has helped the waiting to some extent, but it is a relatively slow process. The table below describes the number of berths available on both the Coad Cove Pontoons and the Deep Water Swinging moorings in size bands.

	Coad Cove Pontoons available berths	Swinging Moorings available berths	Total Available Deep Water Moorings	Waiting List at August 2012
5-6m	4	17	21	5
6-7m	10	21	31	22
7-8m	16	38	54	20
8-9m	4	30	34	17
9-10m	10	33	43	26
10-11m	4	38	42	23
11-12m	7	18	25	15
12-13m	2	20	22	11
13-14m	1	5	6	7
14-15m	1	6	7	3
15-16m	0	4	4	1
16-17m	0	6	6	2
17-18m	0	0	0	2
18-19m	0	1	1	1
19-20m	1	4	5	1
>20m	0	1	1	1

- There are relatively few berths for vessels over 12m, particularly on the Coad Cove Pontoons.
- The most popular size moorings are in the 9 to 11m band, again there are relatively few of these moorings particularly on the Coad Cove Pontoons.

2. ISSUES FOR CONSIDERATION

2.1 To provide singing moorings for vessels of 12m is a challenge, particularly as the harbour moorings were laid out when a 10m boat was considered large. The challenge is to stimulate some movement in the waiting list and provide some bigger berths to the waiting list.

2.2 One option would be to make some of the swinging moorings fore and aft. This uses less swinging room, however these moorings are not popular with our customers as they are difficult to use. Another option would be to change the configuration of the Coad Cove Pontoons. The only disadvantage of utilising finger berths is that they would be orientated across the tide.

However, Pontoon B, located just south of Tosnos Point is well sheltered from the ebb tide and generally experiences an eddy of northerly flow and the flood is rather weaker than the eastern side of the estuary. In summary the disadvantage is considerably mitigated by the geography of

the estuary with Pontoon B not being suffering too much from strong tidal currents.

- 2.3 By utilising finger berths for boats up to 8m less pontoon will be utilised for each berth therefore more 12 to 20m berths can be created, as the following table demonstrates:

Linear Pontoon length	Number of 8m alongside berths	Number of Finger berths deployed	Number of 8m finger berths	Net gain in pontoon length
7m	0	1	2	9m
13m	1	2	4	19m
20m	2	3	6	28m
27m	3	4	8	37m
34m	4	5	10	46m
41m	5	6	12	55m
48m	6	7	14	64m
55m	7	8	16	73m
62m	7	9	18	82m
69m	8	10	20	91m

- 2.4 It is proposed to trial the concept for the 2013 season with the highlighted example which would utilise 4 finger berths on the west side (inside) of Pontoon B. This will accommodate 8 x 8 metre boats in the space that previously would have accommodated only 3 x 8m boats, providing a net gain of 37m. This additional pontoon space can then be made into alongside berths for larger vessels, so stimulating some serious movement in the waiting list.
- 2.5 A review of the trial would be undertaken in the autumn of 2013, if successful the remainder of the inside of Pontoon B would be fitted with fingers for the 2014 season.

3. LEGAL IMPLICATIONS

- 3.1 Statutory Powers: Local Government Act 1972, Section 151. The Pier and Harbour Order (Salcombe) Confirmation Act 1954 (Sections 22-36).
- 3.2 There are no other legal implications to this report.

4. FINANCIAL IMPLICATIONS

- 4.1 The cost of each finger is £1319 plus VAT. The initial cost of four fingers is £5276 plus VAT, which would be met from the in year budget for pontoon maintenance. If successful, the remaining 6 fingers at a cost of £7914, would be financed by the Pontoon Reserve in 2013/14.
- 4.2 The additional income, at 2012 figures, for the additional 37m of pontoon available in 2013, would be £2759. The additional income from an additional 91m of pontoon would be £6786. The investment would deliver a return in year two.

5. RISK ASSESSMENT

5.1 The risk management implications are:

Risk/Opportunity	Risk Status			Mitigating and Management Actions
	Impact/Severity	Likelihood/Probability	Risk Score	
There is an opportunity to reduce the waiting list and deliver heightened income by changing the configuration of the Coad Cove deep water pontoons	2	2	4	There is very little risk in this proposal. Financially it delivers an excellent return, paying for the investment in year 2. It would also help move the waiting list on, particularly for larger vessels which are difficult to accommodate on swinging moorings.
The trial fails, only reason for failure that could possibly be foreseen is the cross tide making use of the finger berths difficult.	2	3	6	If the trial is a complete failure, the fingers could be removed and sold. The additional boats accommodated in 2013 would have to be found alternative moorings. This would have to be accommodated in the 2014 allocations.

Corporate priorities engaged:

Community Life
Economy
Environment

Consideration of equality and human rights:

There are no equality or human rights issues with this report

Biodiversity considerations:

Harbour Board's policies have a bearing on biodiversity.

Sustainability considerations:

The Harbour policies need to consider sustainability.

Crime and disorder implications:

None

Background Papers:

None

Appendices attached:

None

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Harbour Master

Salcombe Harbour Board
24 September 2012