

<b>NAME OF COMMITTEE</b>	<b>Salcombe Harbour Board</b>
<b>DATE</b>	<b>4 February 2013</b>
<b>REPORT TITLE</b>	<b>MOORINGS POLICY – CLARIFICATION OF FACILITY CAPACITIES</b>
<b>REPORT OF</b>	<b>Salcombe Harbour Master</b>
<b>WARDS AFFECTED</b>	<b>All South Hams</b>

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### Summary of Report

To clarify the policy on Mooring Facility boat lengths and propose a way forward for dealing with boats that are too big for the allocated facility.

### RECOMMENDATION

**That the Harbour Board RESOLVES to implement the proposals at Para 1.6 immediately and consult the Harbour Community Forums on the proposals at Para 1.7, with a view to implementing them on 1 April 2014.**

### Officer contact:

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## 1. BACKGROUND

- 1.1 Over recent years the trend has been for boats to get bigger and outboard motors to get longer. All of the harbour's mooring facilities are designed to take a maximum size of vessel and historically this has been largely self regulating. Unfortunately we have now reached the stage where something must be done to check the problem. The problem is at its most acute at Victoria Quay pontoons, with boat and outboard combined length being greater than the overall facility length, that it can be impossible for some customers with inside berths to get in and out of their mooring. There are already indications that this issue is beginning to be a problem at Batson pontoons. Left unchecked this problem could, in time, adversely affect many more areas of the harbour by compromising safety.
- 1.2 This report seeks to clarify the Harbour Board's strategy on maximum overall boat lengths for Harbour Mooring Facilities, and propose some

measures to initially mitigate the problem and ultimately, in time, to resolve it.

## 2. ISSUES FOR CONSIDERATION

### 2.1 Resident Berthing Facilities Summary:

Mooring Facility	Boat Size	Mooring Contract Period	Remarks
Deep Water Swinging/fore&Aft Mooring	7.5 - 20m	12 Months	Deep draft or keel boats $\leq$ 7.5m by special arrangements. Minimum charge for 7.5m
Deep Water Pontoon Berths	7.5 - 20m	12 Months	
South Sands Moorings	$\leq$ 6.1m	May to September	
Foreshore Drying Moorings, West Bag, Bowcombe & Southville	$\leq$ 7.5m	12 Months	Boats moored at Bowcombe to be moved to a more sheltered mooring from 1 November to 30 April.
Foreshore Drying Moorings off Salcombe	$\leq$ 6.1m	12 Months	
Foreshore Drying Moorings Batson Creek	$\leq$ 5.5m	12 Months	
Kingsbridge Pontoons	$\leq$ 5.5m	12 Months	
Kingsbridge Wall Moorings	$\leq$ 5.5m	12 Months	
Batson Pontoons	$\leq$ 5.5m	April to October	
Shadycombe Pontoon	$\leq$ 5.5m	12 Months	
Victoria Quay Pontoon	$\leq$ 5.5m	April to October	
Whitestrاند Tender Berthing	$\leq$ 4.2m	12 Months	Charges apply in July and August. Consideration to be given to an annual charge for tender berthing.
Frogmore & South Pool Pontoons	$\leq$ 4.2m	12 Months	Prolonged berthing, ie more than 1 tide, on upstream side only.

### 1.5 Moorings Policy Clarification:

*6.0.20 Length Overall (LOA) means the overall length of the space occupied by the boat including any fore and aft projections, temporary or permanent including pushpits, bowsprits, bumkins, davits, tilted outboards, rudders etc.*

### 1.6 Proposals for immediate implementation:

1.6.1 All boats that berth on any Harbour Facility with an outboard motor which is left in the raised position should cover the propeller and skeg with a bucket or similar device to protect other boats from damage.

1.6.2 Boats on the Harbour's Pontoons, Victoria Quay, Batson, Shadycombe and Kingsbridge that have a LOA of more than the maximum 5.5m but under 6.0m should be given notice that they will have to move to a more suitable facility or change their boat to a

compliant size by 1 April 2016. Boats that are currently allocated and over 6.0m, should have a compliance deadline of 1 April 2014. To implement this, the Harbour Staff will physically measure all existing boats and inform owners. In the mean time, all new allocations will be strictly controlled to be within the 5.5m LOA.

- 1.7 Proposals for further consultation with the Harbour Community Forums with a target date for implementation of 1 April 2014:
  - 1.7.1 There are currently 30 boats on the Coad Cove Pontoons between 6m and 8m in length. Following the introduction of the fingers to the Coad Cove Deep water Residents' Pontoon for boats up to 8m SH 27/12, it is proposed to lower the minimum length on the Residents' pontoons from 7.5m to 6m. The 6-8m boats will normally be accommodated on the Finger berths. This would make good use of the fingers and offers customers, who are prepared to pay a small premium, a deep water berth whilst not adversely affecting the deep water mooring waiting list.
  - 1.7.2 It is proposed that the minimum charge for all deep water mooring facilities be increased from 7.5m to 8m. This would represent a small increase in mooring charges for the smaller boats prepared to pay a premium for a deep water facility.
  - 1.7.3 Tender berthing at Whitestrand, South Pool and Frogmore are becoming more of a problem with customers leaving boats for long periods unattended. The introduction of a charge at Whitestrand for July and August is now well established and the improved summer arrangements work well. It is proposed that the Board should consider the introduction of a small charge for the use of Whitestrand, South Pool and Frogmore Pontoons for the long term berthing of vessels up to 4.2m year round. The additional charge will simply cover the Harbour's administration costs for repeatedly contacting owners to tend to their boats and the frequent requirement to bail boats out.
  - 1.7.4 Should the Kingsbridge Pontoon project be delivered in 2014, it is proposed that existing vessels allocated wall or pontoon facilities between 5.5m and 6m LOA should be accommodated as a legacy vessel until the owner gives up the mooring or changes their boat. Boats of 6m and over will be offered an alternative foreshore mooring.

### **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 increase in the minimum charge for deep water pontoon berths from 7.5m to 8m will, at 2013 prices for the 30 vessels under 8m, generate an additional £950 income.

- 4.2 The introduction of a year round berthing permit for Whitestrand, South Pool and Frogmore, based on the number of small craft berthed on these pontoons on 7 December 2012, would be £4,000, based on an annual charge of £100.

## 5. Risk Assessment

- 5.1 The risk management implications are:

Risk/Opportunity	Risk Status			Mitigating and Management Actions
	Impact/Severity	Likelihood/Probability	Risk Score	
The Harbour's pontoon berths become dangerous and inaccessible for some customers if boat lengths continue to rise more than the design maximum.	3	3	9	More rigid enforcement of the policy.
Damage to boats structures from exposed propellers	2	3	6	Introduce the requirement to cover propellers to prevent damage to other boats.
Boats left on Whitestrand, South Pool and Frogmore pontoons year around need constant attention to keep them safe.	2	3	6	The introduction of a small charge may make owners think more carefully about the implications of leaving a small boat unattended for long periods.

**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:**

SH 27/12 Deep water Moorings  
SH 36/12 Moorings Policy

**Appendices attached:**

None