

Ski Area Proposal - Outline of Issues and Key Arguments

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Salcombe and Kingsbridge Estuary Water-skiing Association

1. A Summary of the Issues

Provision for towed water sports such as Wakeboarding and Water-skiing in and around the Salcombe and Kingsbridge Estuary, has been seriously curtailed in recent years and areas where it is undertaken are notoriously unsafe. This document outlines some of the steps that could be taken to improve that situation.

2. Introduction to Skiing

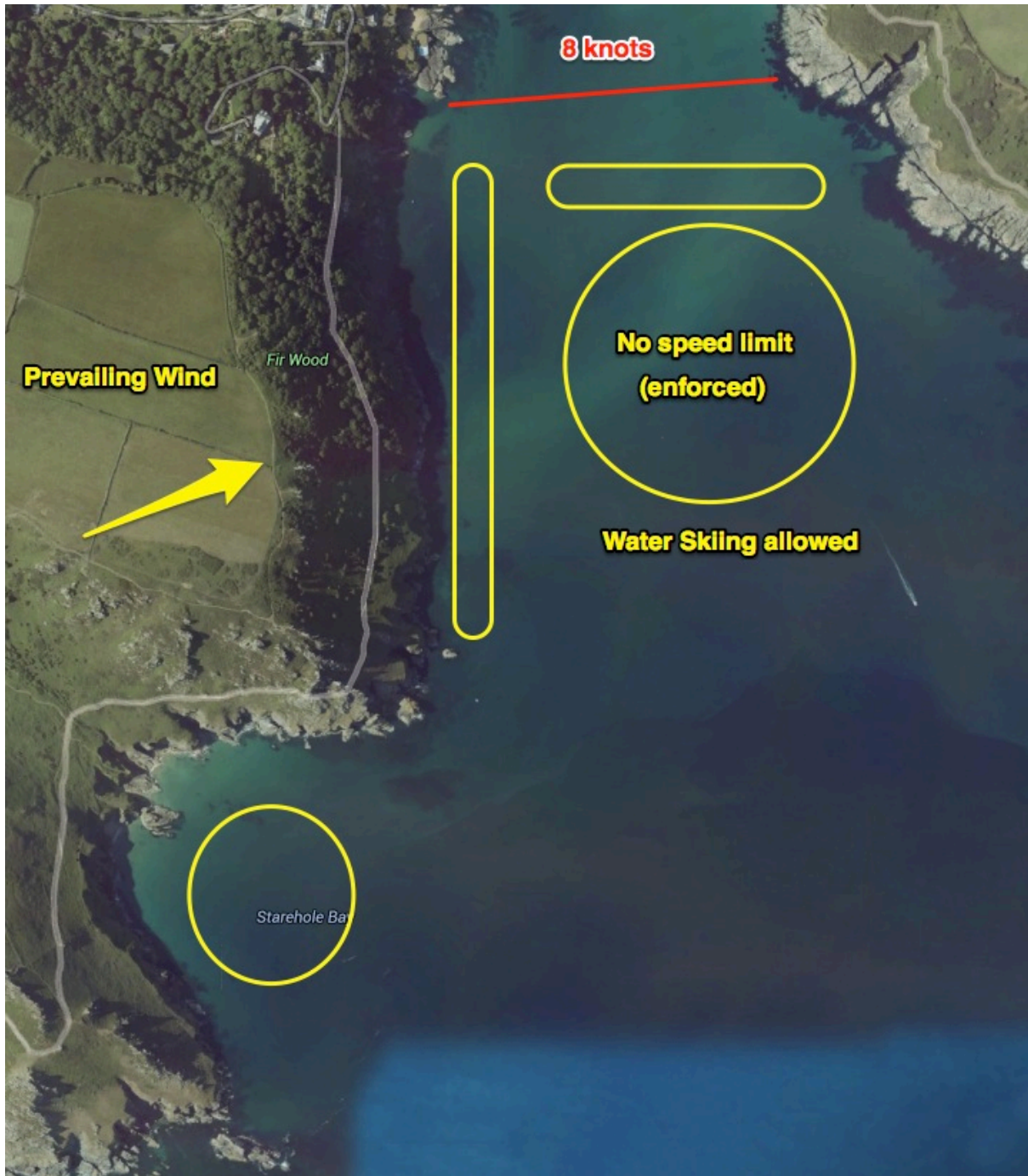
Water skiing and wakeboarding are sports with many social, economic and health benefits to society. They are unique in that they are sports where able and disabled persons, and people as young as 5 years and as old as 80 years of age can participate alongside each other. They are sports that involve more than one person, and are a wonderful family activity that gathers members together for a day of fun at a favourite waterway.

Anyone who has put on water skis or rode a wakeboard can attest to its health benefits. They are sports that demand and develop strength, agility and endurance. Towed water sports include several disciplines and each of these can be practiced for either recreational or competitive enjoyment.

In Salcombe it is the one sport that the whole family can easily enjoy together on the water. It is also very easy for anyone to quickly try and get to a competent level. Compared with dinghy sailing, for example, it is very easy for a whole family to go out on the water in a ski boat and be up wakeboarding for the first time within the hour and leave the water feeling very pleased with their day. It is a wonderful sport that children enjoy participating in alongside all the other water sports that Salcombe has to offer.

3. History in Salcombe

3a. Pre-2009



A line from Splatz cove to Limbury bay indicates the start of “Category C Waters” or “open sea” as categorised by the Maritime and Coastguard Agency. It was this line that traditionally was regarded as the start of the 8 knot limit into the harbour, with the large 8 knot sign under Bar Lodge giving a clear indication to people entering or leaving harbour, where the limit started and ended (so everyone thought).

INTRO | CATEGORIES | APPLICATIONS | SEARCH | FULL LIST | NAVIGATION AUTHORITIES | LINKS | CONTACT

MCA > [SEARCH](#) > SEARCH RESULTS

SALCOMBE, ENGLAND

Category C
Within a line from Splat Point to Limebury Point

[Back](#)

[PRINT](#) >>

This gave a substantial amount of water in the lee of the cliffs under Bar Lodge, over for water-skiing (approximately 75 acres) – in addition to Starehole Bay (approximately 25 acres). This larger strip of water was regarded as a better place to ski than Starehole Bay allowing much longer straight runs, it also avoided the congestion of the constrained “bowl” type area of Starehole Bay and the inevitable choppy water that only a few boats can produce.

It is important to note that during the decades that this was allowed, there were no recorded incidents of near misses or accidents in the “Bar Lodge” area, compared with many accidents, including near fatalities in Starehole Bay. A notable highlight was Isobel Jackson, who whilst towing a skier without a “spotter” took sharp avoiding action from a near collision and threw herself from the boat without a killcord. The boat turned back on itself and ran her over a number of times gashing her head very badly. She now suffers from epileptic seizures and the accident was televised on Emergency 999. Unbelievably a similar accident happened that very morning to David Sadler, they stopped the out of control boat using multiple ski ropes to fowl the propeller. Fortunately no one was hurt. Everyone seems to have a near miss story to tell for Starehole Bay. It seems remarkably fortunate that more accidents have not occurred.

Since these accidents very little changed, despite more powerboats in the harbour and the sport of Wakeboarding exploding in popularity, in addition to Water-skiing. Starehole Bay is still widely considered dangerous and unsuitable and is avoided altogether by more experienced boat drivers and skiers.

Summary:

Between Bar Lodge and Starehole Bay, there were generally enough areas to ski for most people to be generally satisfied. However there had been repeated calls for a flat water skiing area on the upper estuary.

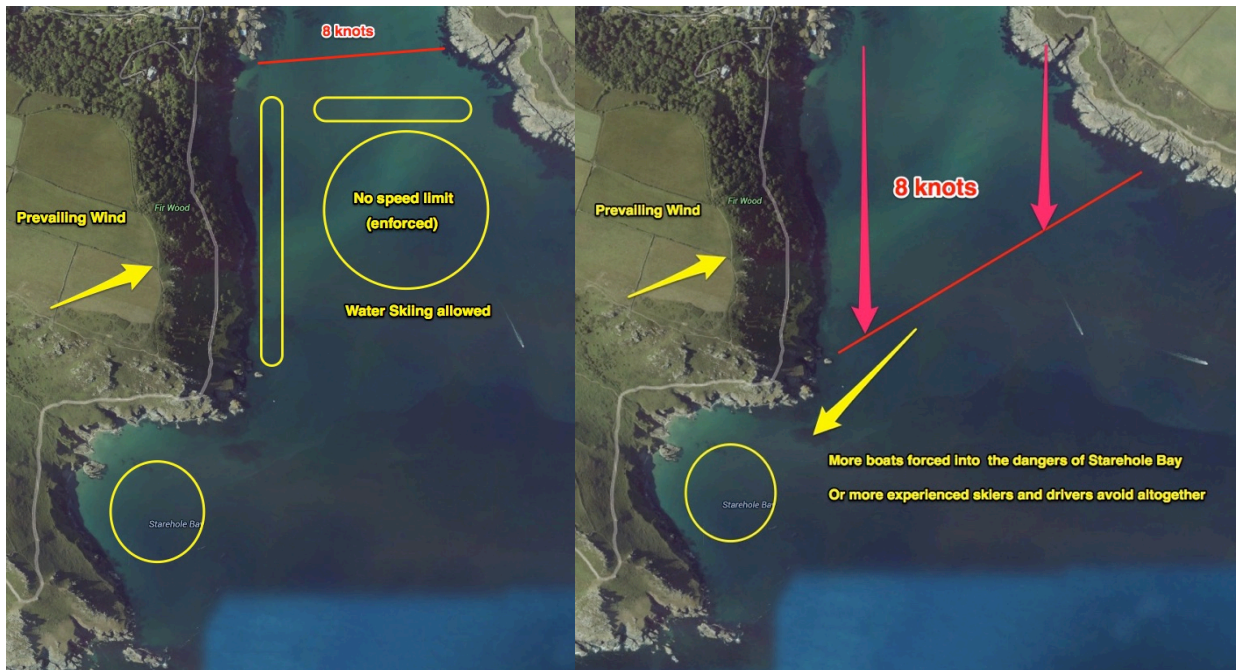
The dangers of Starehole Bay were well known and had not been addressed despite near fatal accidents. Unheeded calls for improved skiing regulations and a flat water ski area on the upper estuary were consistently ignored.

3b - Post 2009

Rather than responding to calls for a flat water ski area in the upper estuary and safer regulation of the existing areas. Post 2009, quite the opposite happened.

It was pointed out that the harbour limits were defined as much further out. Therefore it was pointed out that within the current bye laws people were in fact speeding in the area under bar lodge.

Rather than changing the byelaws to accommodate the understood status quo, the speed limit was immediately enforced to the harbour limit.



Pre 2009

Post 2009

This had an immediate and devastating impact on skiing in and around the estuary:

- 75% of the existing “good” skiing areas were removed.
- It removed the flattest and straightest ski areas.
- It removed the skiing areas with the best safety record.
- It forced more boats into the more dangerous remaining 25% skiing area (Starehole Bay)
- It made Starehole Bay even more congested, more dangerous and more unfit for purpose (rough, choppy waters).
- It put the “Shoreboard” ski school out of business.



In addition, yellow buoys were placed along the harbour limit line, with an 8-knot speed limit painted on their side. The 8-knot sign on the wall under bar lodge was REMOVED, in case people continued to think that this was the start of the 8 knot limit as before.



This had still further negative side effects:

1. The main visual cue to slow down (the 8 knot sign under bar lodge), was removed. People were now speeding even deeper into the harbour.

2. A larger area of enforcement was now required, creating a frustrating and difficult situation for the Harbour authorities.

3. The yellow buoys rotate so it is harder to see there is a 8 knot speed limit, especially travelling at speed. Making the problem worse.



Summary:

A disastrous impact on ski areas and safety. It removed most of the good (and safe) areas for skiing. The dangers of Starehole Bay still had not been addressed, in fact they had been made worse by the banning of skiing on the bar (with more people forced into a more congested area).

It created a speeding problem on the bar for the harbour authorities, where none existed before, and the new visual speed limit signs were ineffective – seemingly increased speeding deeper into the harbour, further to the removal of an effective speed limit sign under bar lodge.

This was done unilaterally without public consultation and created a great deal of confusion and anger amongst the powerboat community. It was this decision that ultimately led to this campaign and the establishment of SKEWA to bring a voice to the Harbour for skiers.

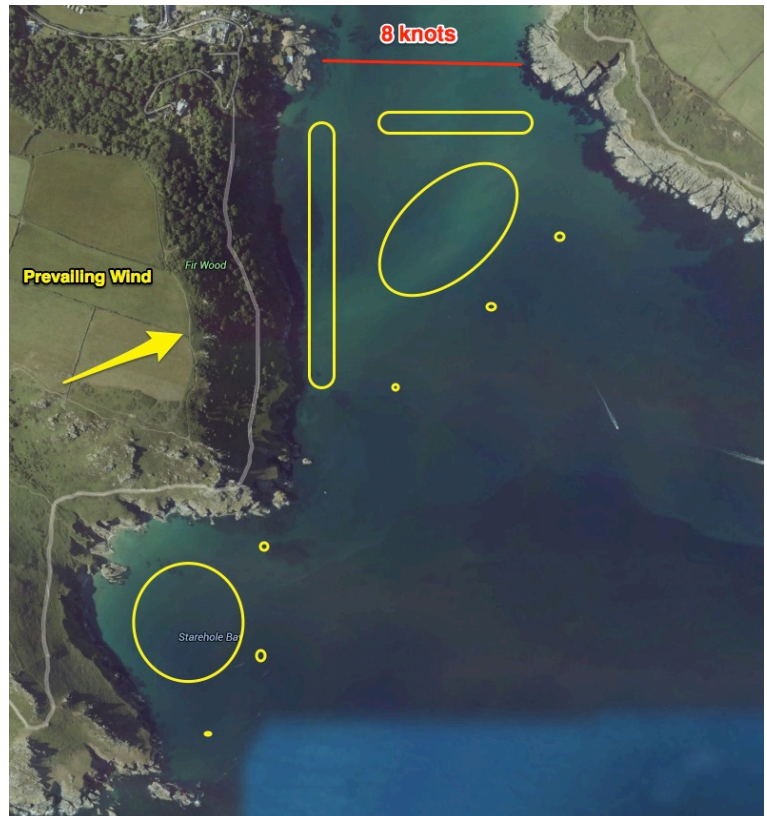
4. The Solution – Bar Lodge Proposal

The most effective solution to improving skiing in around the estuary would be return the Bar Lodge area to skiing, but under license (including Starehole Bay), solving some of the safety concerns from before in both areas, and bringing important ski areas back for everyone:

Skiing under license (only) in Starehole Bay and in the Category C waters of the estuary. There could also be a blanket 30 knot speed limit covering both areas, or it could be as before with no speed limit making is still easier to police.

Benefits of this proposal:

- Current ski areas increased by 75%
- Decades of precedent proves it works and is safe
- Virtually no resistance to the idea. Popular, not contentious.
- Reduces enforcement burden (no low speed limit to enforce)
- Much clearer communication of speed limits (sign to return under bar lodge).
- Much happier ski boat community. Better and more ski areas.
- Opportunity to introduce safety regulations for ski license.
- Opportunity to insist on ski boat drivers license's, minimum driving age, and generally educate all powerboat users for the benefit of all users on the estuary.
- Increased revenue from licensing for enforcement budget.
- Better ski facilities – making Salcombe more attractive for tourists.
- Much happier powerboat community. At last working together for everyone's benefit. Not pushing the issues away, "out of site out of mind".



The Salcombe and Kingsbridge Estuary Waterskiing Guide

Rules, Regulations and Guidance for Waterskiing, Wakeboarding and the Towing of Inflatables in and around the Estuary.

This booklet is to be retained in your vessel for all users of the ski area to read and understand before entering the ski areas. It is suggested that you keep this booklet in the zipper bag with the map and rules folded to be visible.

In an emergency phone 999 or 112 - ask for the Coast Guard; give your location and details of incident.

Issued by SHA in conjunction with SKEWA.



Starehole Bay improves too:

- By bringing back bar lodge, it reduces congestion in Starehole making it safer.
- By introducing a regulated area within the estuary back at Bar Lodge – we can extend the same rules to Starehole Bay making that much safer too.
- By introducing rules on Starehole Bay, but at the same time bringing Bar Lodge back to use, it will create goodwill for the proposed changes *.
(* Just introducing regulations on Starehole without providing better ski areas will not be well received and may enrage the powerboat community further)

Existing laws give the power to the Council and the Harbour Board to legislate for a safer Starehole Bay, as well as the Bar area inside the Harbour Limits:

Byelaws for seaside pleasure boats, section 76, enacted by the Public Health Act 1961 states as follows:

"For the prevention of danger, obstruction or annoyance to persons bathing in the sea or using the seashore, a local authority may make byelaws regulating the speed of operation of pleasure boats; regulating the use of pleasure boats so as to prevent

their navigation in a dangerous manner or without due care and attention or without reasonable consideration for other persons; requiring the use of effectual silencers on pleasure boats propelled by internal combustion engines. The byelaws can apply to the sea within 1000 metres of any place where the low water mark is within or on the boundary of the area of a local authority."

This gives the harbour clear powers to make impose regulations on Starehole Bay. Along with the return of Bar Lodge. It would also be very popular.



Benjamin C Bryant-Esq This is the obvious solution for all the conflicting factions. Even just re-instating the old area below Bar Lodge would make sense.
Unlike · Reply · 🔄 2 · 21 August at 12:46

Peter Richardson I would support that if it meant you dropped your demand to ski within the estuary

Unlike · Reply · 🔄 4 · 20 August at 13:29

Steven Reddish I would be in favour of the 8 knot speed limit being brought back to its original place. This would instantly bring down the chance of potential accidents in starehole bay..

Like · Reply · 🔄 1 · 20 August at 23:14

Dan Holian I would agree also

Unlike · Reply · 🔄 1 · 20 August at 13:49

Summary:

By introducing a byelaw either removing or increasing the estuary speed limit to compliment the Maritime and Coastal Agency specification of category C waters from Splat Cover to Limbury Point. Skiing can be returned to Bar Lodge solving 90% of the issues outlined in this document, created by the changes of 2009.

Rather than returning entirely to the pre-2009, it also gives the opportunity to create a properly regulated area, where there were none before. Bar Lodge returns, with all the benefits outlined here, but at the same time Starehole becomes regulated in the same way as the "new" bar lodge. Making a much safer, larger ski area fit for purpose for Salcombe for the future.

However, this will only take us back to where we were before. Which brings us on to a flat water area in the estuary, which would be the final piece of the jigsaw.

5. Widegates – Upper Estuary Flat Water

Background

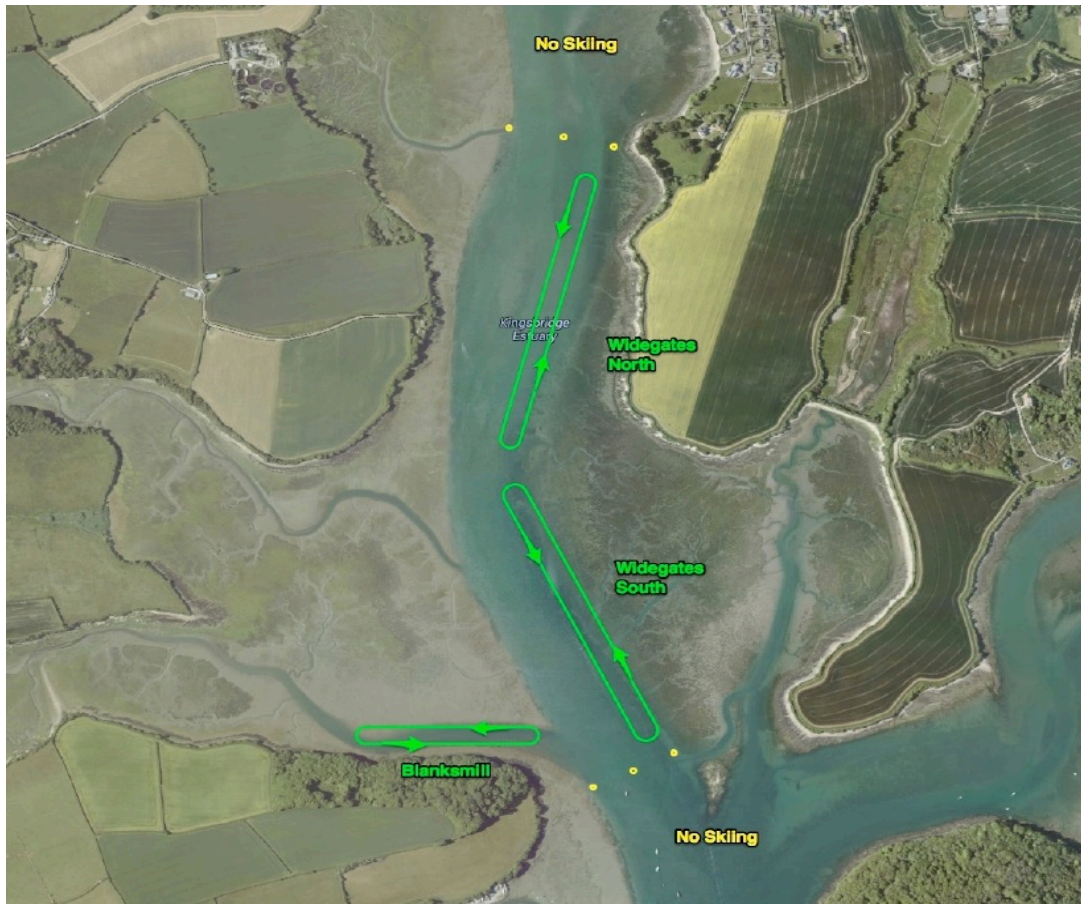
For many years, even when skiing was allowed under Bar Lodge, there were calls for a small area of the upper estuary to be set aside for water-skiing.

The reasons being, in order to ski or wakeboard to a high level, the boat needs to travel in a straight line, but more importantly the skier needs access to flat water. Flat water allows the skier to time the turn perfectly into the wake, without being knocked off centre by waves. In addition a beginner can benefit greatly from learning on flat water, and children prefer shallow water to the deep unknown of the sea.

The wide open virtually deserted spaces of the upper estuary at Widegates are almost tailored made to meet this need. So it is easy to understand why skiers have consistently coveted the idea of a ski area on the upper estuary.



The wide open areas at Widgates, inland from the open sea (which is more exposed to swells and wind) makes for ideal conditions skiing conditions most of the time.



6. Evaluation –The Areas Considered

Because of the potentially contentious issue around skiing on Widgates we consulted with many different groups to ensure everyone's point of view was considered.

First of all we considered our own requirements:

- A large straight area of at least 750m length by 100 metres wide
- Flat water protected inland on the estuary.
- Secluded area to minimise any disturbance.

This threw up some potential areas that could be discounted almost immediately. But short listed areas that met the criteria were:

- Southpool Creek
- Frogmore Creek
- Blanksmill Creek
- Widgates

Some other areas could have been considered, but were clearly not as suitable as the short list above because of proximity to residential development, lack of depth either side of high water, and tranquillity/potential disturbance of wildlife.

Southpool Creek

This was originally put forward in 2009 by Ian Gibson in response to the banning of skiing on the Bar.



Although this was considered suitable from an environmental point of view (reference conversation with Nigel Mortimer), due to its proximity to Salcombe in an area already blighted somewhat by activity near the town, it's very proximity to town would make it a contentious issue. The Harbour Board minutes indicate the East Portsmouth residents association were strongly against in 2009 and it was suggested a better place should be looked for.

It is our opinion that this area does not appear immediately appear appropriate for skiing, and had it not been put forward before in the past would not suggest it as an option, being too close to town and in front of the residential properties of East Portsmouth.

However, our own research on noise and wakes, for other areas – does suggest that the concerns of the East Portsmouth residents could be exaggerated and it might be that a trial in this area could prove to be less controversial than first thought.

Suitability for Skiing – 5/5

Environmental Feedback – 3/5

NIMBY– High

Frogmore Creek

This Creek has the advantage of being very sheltered and out of the way, and therefore very unlikely to disturb anybody.



However environmental conversations (Nigel Mortimer) made it absolutely clear that this creek was being set aside for quite enjoyment and that it was very undesirable from an environmental point of view when compared with other areas we had put forward.

It was our opinion that this be dropped immediately in favour of other areas. This would be the most environmentally challenging from a wildlife perspective – but also the most secluded option from the human one.

Suitability for Skiing 3/5

Environmental Feedback 1/5

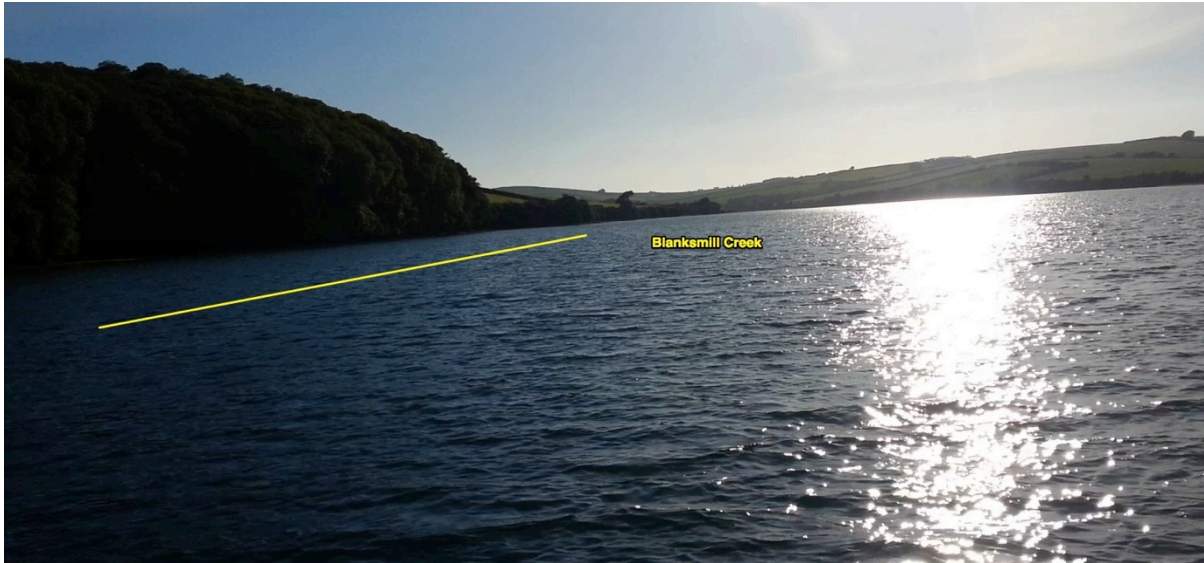
NIMBY- Low/Medium

Blanksmill Creek

Of all the areas, this appeared the least controversial being rarely used by any other users and still being “out of the way”. From an environmental point of view feedback was somewhat positive, with the trees acting as a sound baffle and no immediate concerns being raised.



From a skiing point of view it was not ideal, it is relatively short and shallow. Also passing boats travelling to Kingsbridge send waves down the course blighting the flat water at a perpendicular angle. Its proximity to land and trees does raise issues of potential bird disturbance.



This would be a “better than nothing” nice to have, but not an ideal solution. Is not a “catch all” solution for everyone that a long ski lane in the centre of Widegates could provide, rather a niche solution for a limited number of boats. Any environmental issues that can be covered here, could be covered in the better area that is Widgates itself.

This is a possible solution, if strength of public opinion at Widegates means a compromise. It might be a relatively non-contentious trial area.

Suitability for Skiing 3/5

Environmental Feedback 4/5

NIMBY – Low/Medium

Widegates

After much consideration, it became increasingly clear that Widegates itself was the ideal location for a number of reasons:

- Although more exposed to elements – still an excellent straight-line flat water skiing in the right conditions.
- Far from shorelines and any potential environmental disturbance.
- Parallel to an existing traffic lane – easy to separate traffic for safety.
- Passing wake quickly dissipates, boats travelling parallel.
- Not fronting any “landable” barbeque areas (Saltstone no landing)
- Surrounding shoreline battered by storms (wake not an issue)

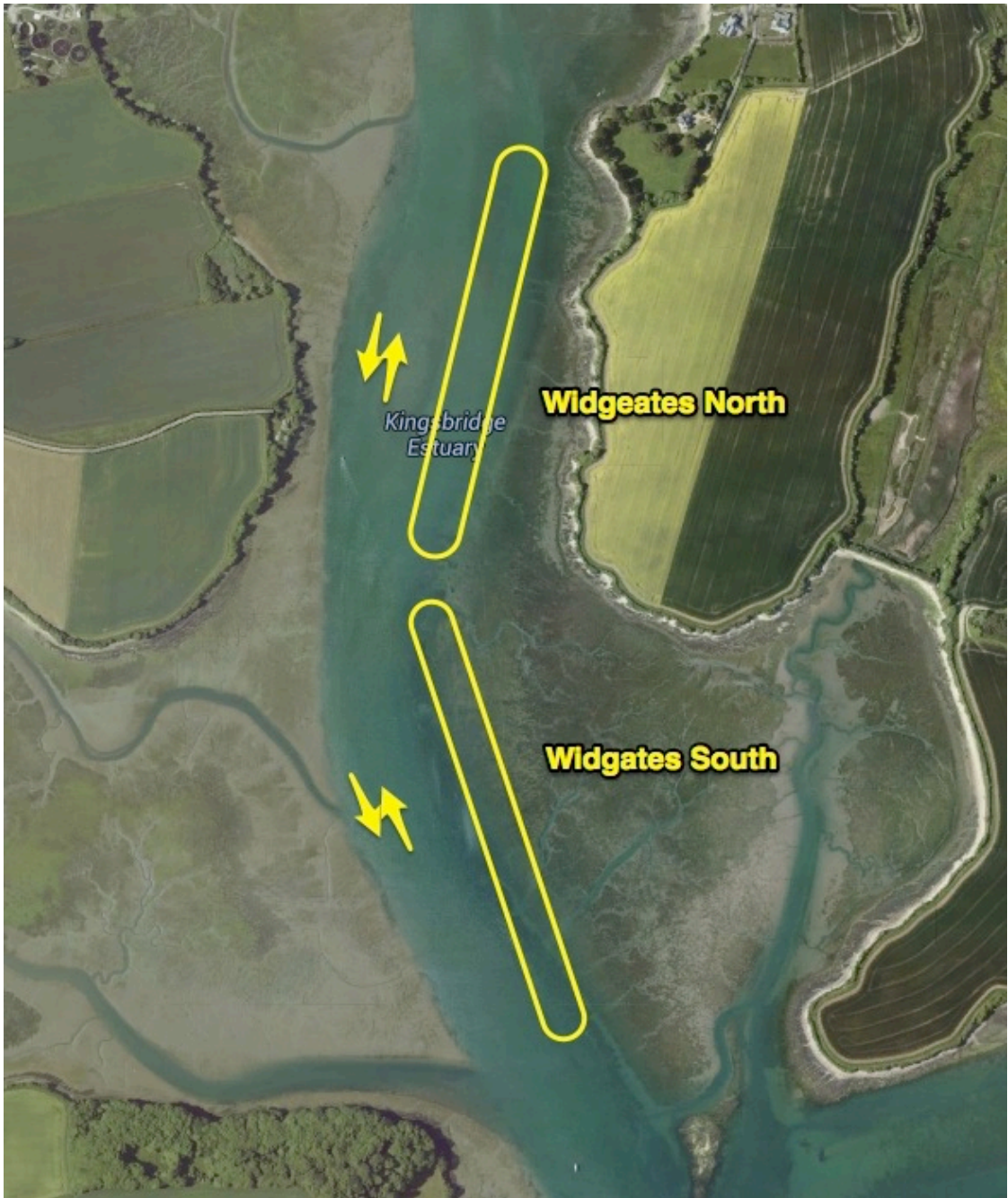
- Although tidal, good depth near high water
- Good distance from any human settlements.
- Not an anchoring location – more a transition “travel through” area.
Shallow at low tide or dry’s out.
- Large “straight line” space, less turning, less disturbance in one “hot spot” area.
- No volume of moorings or residential properties.



Suitability for Skiing 5/5

Environmental Feedback 4/5

NIMBY –Medium/High





7. Issues Considered

- **Island Cruising Club** sails in this area. Consultation with them shows we will be skiing north of their usual area.
 - Solution: They have agreed to let us use Egremont as our club house and are “on board”.



- **Natural England** - Widgates is a SSSI
 - We have contacted Natural England who have responded with general feedback – ready to respond to a formal request in more detail – see copy below:

Dear James,

CC Nigel Mortimer – Estuaries Officer / Salcombe to Kingsbridge Estuary Conservation Forum

CC Adam Parnell – Salcombe Harbour Master

Water Skiing Proposals in Salcombe to Kingsbridge Estuary SSSI

I have received details of your proposal for the development of water ski zones within the Salcombe to Kingsbridge Estuary via the estuary forum, and your email to my colleague Simon Tame on the 17th July, which included your draft waterskiing guide to the site.

The areas you are proposing as waterski zones at Widegates and Blanksmill are within the Salcombe to Kingsbridge Estuary Site of Special Scientific Interest (SSSI). The additional areas proposed within your draft guide around the bar are also partially within the SSSI and partly within the Start Point to Plymouth Sound and Eddystone Special Area of Conservation (SAC).

The Salcombe to Kingsbridge Estuary SSSI is notified for its intertidal and subtidal sediment and rocky habitats, seagrass beds and saltmarsh, as well as geological interest. I have reviewed the information you have provided and my initial thoughts are that the wake from the boats and skiers have the potential to cause some erosion of the adjacent mudflats and sediments which may impact these features of the SSSI. However, it is not possible at this stage to make a full assessment of the impacts and should the proposal be brought forward further information will be required to ensure that there are no significant impacts to the SSSI. The Harbour Authority would formally consult Natural England on any proposals it wishes to take forward within the SSSI. Further details likely to be required at this stage would include the number of boats likely to use the area at different times of year, distance of the waterski zones from the shore and mudflats, what states of tide/depth skiing would take place at and clarification of the evidence you are using to support these details of your proposals. The Start Point to Plymouth Sound and Eddystone SAC is designated for its reefs. However, as these reefs are on the open coast we would not expect your plans to have a likely significant effect on the SAC. We would be happy to discuss the details that what information would be required as part of a full proposal with yourselves and the Harbour Authority.

I also wanted to let you know that I will be on leave between the 4th and 29th September so if you have any queries during this time please feel free to contact my colleague Andrew Knights on [07833 606616](tel:07833606616) or andrew.knights@naturalengland.org.uk.

Kind Regards,

Christine Singfield

Marine Conservation Lead Advisor, Devon Marine Team, Natural England

- General feedback – they have some concerns which we believe can be answered satisfactorily. They are ready to respond to a formal request from the Harbour Master and Harbour Board. The concern over wake is answered by skiing in the hours either side of high water and any potential erosion from wake is minimal compared with winter storms. We are also proposing one boat skiing only at a time.



- The algal blooms are the main blight in the upper estuary (see above), the action of the boat through the water has been shown to help oxygenate the water and help with reverse hypoxic marine conditions. Although this is a tenuous link, our point is that water-skiing near the area is not likely to have an adverse impact.
- **RSPB** – The upper estuary is a notable bird watching area.
 - Provision has been made by limiting skiing towards high tide, leaving the exposed mudflats of low water to the birds.
 - With more detailed consultation with RSPB we are confident that any concerns can be answered (refer to “noise and disturbance” in environmental document)
 - RSPB have been informed of these plans. See letter below:

Cc: Nigel.Mortimer@southhams.gov.uk, Christine.Singfield@naturalengland.org.uk,
Andrew.Knights@naturalengland.org.uk, Simon.Tame@naturalengland.org.uk, Adam Parnell

Dear James

Thank you for your e-mails, including the one 12/9/14 forwarding the comments from Natural England (Christine Singfield, 28/8/14). You said you would send more distance information shortly but I have not received that. It is difficult to give a response until full details of the proposal are available. The generic and policy information provided is of limited use in assessing the likely impact of the proposal on the birds using the estuary. However, based on the information so far provided, I hope the comments below may be useful.

1. The RSPB supports the comments and recommendations made so far by Natural England.
2. The estuary is used by wintering wildfowl including wigeon, teal and shelduck. Intertidal mudflats are also used by passage wading birds (ie, birds moving through the site, particularly in spring and autumn). While birds are not a designated feature of the Salcombe to Kingsbridge Estuary SSSI (which which part of the waterskiing activity is proposed), they are noted as an important habitat and feeding ground for these birds.
3. The proposed area for waterskiing within the estuary appears to be within the Salcombe to Kingsbridge Local Nature Reserve. This is a non-statutory designation but one indicative of locally important wildlife, including for this site passage and wintering birds as mentioned above.
4. Natural England's Views About Management document for the Salcombe to Kingsbridge Estuary SSSI notes that birds using the mud and sandflats for feeding, and high tide roosts are vulnerable to disturbance from human activities. Disturbance can be damaging to birds in several ways, it can reduce the time they have available to feed, it can force them to move to less disturbed but poorer feeding areas, it can lengthen the time it takes a disturbed bird to resume feeding, and it can make birds expend more energy in moving in reaction to disturbance. Bird desertion of a site is also a possibility. Different species can react differently to disturbances (eg, variations in 'tolerance' distances).
5. The RSPB does not hold data itself on bird species, numbers and their usage of the estuary. However, we are aware that there are local birdwatchers who have data that may be useful in assessing the impact of the proposal on birds using the estuary.
6. The RSPB recommends assessment of the impact of the waterskiing proposal on birds including providing information on bird presence and usage of the estuary, taking into account changes in bird usage depending on state of tide and time of year, in relation to the proposed timings (time of year, state of tide), locations (distance from shore etc) and speed and noise of proposed waterskiing activity.
7. As well as an assessment of likely impact on waterbirds using the estuary, we recommend monitoring proposals are provided. If information is provided to show that waterskiing will not have an adverse effect on the designated features of the SSSI or not be likely to adversely affect the bird usage of the estuary and waterskiing is permitted, the RSPB recommends such permission is conditional on monitoring its effects with the option of amending or removing permission if disturbance has an adverse effect on birds using the estuary.

8. You may find the services of an ecological consultant necessary in providing this information.
9. The RSPB understands that Collapit Creek and Blanksmill Creek (latter proposed for waterskiing activity) have been put forward as 'quiet areas for wildlife' with a 4 knot speed limit for motor vessels (Salcombe to Kingsbridge Estuary Environmental Management Plan 2005-2010) so the views of South Devon AONB are needed also.

Yours sincerely

Helene

PS I am sorry that you did not receive a response to your e-mail of 17 July but that was sent to the volunteer organiser of a children's wildlife club who was not in a position to deal with it.

Helene Jessop, Assistant Conservation Officer South West England Regional Office, Keble House, Southernhay Gardens, Exeter, Devon, EX4 3DF
453763 rspb.org.uk

Let's give nature a home  **rspb** giving nature a home

- **Yacht Club** dinghy racing markers.
 - Solution: No skiing during dinghy racing on Saturdays
 - Solution: No skiing during the dinghy racing regatta weeks.

It must be noted that although we have made provision for dinghy racing, a letter was sent out by email on Yacht Club headed paper by Geof Gilson that caused some outrage at the time. The one sided wording will go some way to explaining why:

Dear Members

There is as proposal to allow Water Skiing in the upper reaches of the Salcombe estuary which will inevitably lead to a relaxation of the speed limit.

If you don't want to see the free for all by power boats, water-skiers, inflatable toys, wakeboards etc with all the noise pollution, excessive wash and wake not to mention the inherent danger to other together users; canoes, paddleboards, children in dinghies and any others in the vicinity, please email Salcombe Harbour on Salcombe.harbour@southhams.gov.uk and sign the online petition which can be found following this link: <http://chn.ge/1rfz9Aw>

All the Flag Officers and Committee of SYC are very concerned about this proposal.

With kind regards

Geof Gilson

Vice Commodore

 **SALCOMBE YACHT CLUB**

CLIFF ROAD, SALCOMBE, DEVON, TQ8 8JQ

Office [01548 842593](tel:01548842593) Bar [01548 842872](tel:01548842872)

www.salcombeyc.org.uk

This did not reflect the view of a number of Yacht Club members, including members of the committee who are supporters of our campaign.

There were a number of strongly worded responses (unsolicited by SKEWA) that go some way to conveying the anger felt by powerboat users. An example of which is below, from Jeremy Woolfenden:

Dear sir

I am very disappointed to see such a bigoted and uninformed letter coming from the Vice Commodore of one of the country's most respected sailing clubs. I have been a member of Itchenor sailing club for twenty three years (1990-2013) . Had any senior member of Itchenor Sailing Club committee sent out such an unsolicited letter , I would have been outraged , as I am sure many other members would have been. I cannot believe such an uninformed letter has been drafted through the correct committee process and I would be very interested to see the club minutes with respect to this matter .

Of course the Sailing Club should be concerned and possibly involved in this proposed trial for a waterskiing area . You have huge experience in safety procedures and marshaling boating participants . But to take the automatic stance of zero tolerance without a single regard for any other person's boating preference or desires is just disrespectful . Your sailing club activities , on a daily basis , require fellow estuary users to be vigilant and respectful , so that the club can conduct it's racing program . You envisage a harbour where there would be a " free for all by power boats , waterskiers , inflatable toys , wakeboards etc " . Have you actually read SKEWA's proposal? It's a trial period . It involves a limited number of qualified drivers towing waterskiers within very strict club BWSW rules for few hours either side of the high tide in a very specific area of the Bag , with absolutely no tolerance of any harbour speed and wake laws been broken outside this designated area.

You then go on and talk about the " excessive wash and wake , not to mention the inherent danger to other users , canoes , paddleboards , children in dinghies and any others in the vicinity " . This is possibly the finest example of hypocrisy I've seen for a while . Do you really think that your racing activities have never placed a member of the public in danger or at the very least been forced to them take evasive action . And what exactly is "the vicinity" ? This is just an uninformed "add on " to your tirade. Your vicinity is the busiest part of the harbour and beyond . This proposed trial will be in a relatively tiny and predominantly unused area of the harbour.

I think your response is a disgrace to the sailing club and does nothing but fuel the stereotypical image of it's members . I have sailed all my life , I have two children who won the South Zone Mirror Dinghy sailing competition in the GB Olympic Sailing Program . I also waterski to a good club standard but I can't teach my kids to waterski in Salcombe as the only area that remains is unsuitable both in terms of sea state and most importantly , in terms of safety . What gives you the right to impress your bigoted opinions upon the Salcombe sailing Club membership .

What you should be doing is encouraging a proper debate in an impartial manner . And here I challenge you . Invite someone from SKEWA to make a representation to the club and therefore allow your members to make an informed decision . I would appreciate this letter being brought to the attention of the committee .

8. Putting the needs of Powerboats users in perspective

What the disagreement with the Geof Gilson at the Yacht Club did highlight was the very large mismatch of resources in the harbour, with powerboat users needs seemingly very much sidelined, ignored and pushed away. Whereas other estuary users dominate the harbour. A reflection of historical precedent rather than modern need or contribution to the economy. This mismatch is the source of much resentment and anger among some powerboat users, with accusations of some hypocrisy.



To put the numbers into perspective, to lend weight to our argument to be taken more seriously, we conducted a boat count of all the different boats in the harbour from Batson through to Lincombe boatyard (not including Kingsbridge) and the results were fairly startling:

Salcombe Harbour Boat Census
 August 23rd 2014
 Batson - Bar - Lincombe

	Tenders (Under 40HP)	Sportboat (Ski) (Over 40HP or inboard)	Non-Sport (Fish, Leisure) (Over 40hp or inboard)	Dinghy Solo, Topper, Laser	Keel Boat (Under 25) Yawl, Squib, Crabber	Motor Cruiser/Sailor Coastal Yachts, over 25ft.	Other
Normandy/Whitestrand	190	80	9	0	0	0	3 Harbour
Victoria Quay/Winters/Island Street	106	107	12	0	0	0	2 Lifeboat
Batson	86	123	20	7	0	0	0
Boatpark (on land batson)	53	25	0	30	35	0	0
South Sands & Main Estuary	33	53	11	3	63	0	0
Off Town	48	93	33	46	0	0	0
Fuel Barge/Southpool/Bag Right	23	94	25	63	0	0	93
Bag Left	25	78	*0	3	0	0	174*
Total	564	653	110	152	98	267	5

Total Powerboats **1327**
 Total Dinghies and Small Keelboats **250**
 Total Large Motor/Sailors **267**

* In Motor Cruiser

* Included Visiting pontoon

Key Facts

- * Salcombe Harbour, dominated by small powerboats. 3 to 1 any other craft
- * Approx half of all powercraft are ski capable sportsboats
- * Over double the number of ski boats, of all dinghies and small keelboats combined

What the boat count revealed was that there were considerable numbers of ski capable sports boats in the harbour. Not only that, but they actually dominate and form the vast majority of boats, as a group, in the harbour.



In fact, when compared with all the racing dinghies and small keelboats in the harbour. Sports ski boats outnumber them over 2 to 1. All powercraft make up 75% of all boats in the harbour. With half of them sports ski boats.

On this basis alone, taking into account who is paying harbour dues. It does suggest there needs to be a very serious re-think about how power boat users are treated and considered in the overall picture of the harbour. It is clear that ignoring and marginalising this sizeable majority of boat users on the estuary (NOT the minority as portrayed in other quarters) is a recipe for continued growing resentment and anger.

The Widegates Ski Area is approximately 1% of the entire estuary. Even if ski powerboats made up only 5% of harbour traffic, there could be some justification for the trial of a ski area. However, given that ski powerboats are the **majority** group of users on the estuary and make up some 40% of all boats on the water - then returning Bar Lodge to ski use and considering a flat water ski area would seem almost a necessity.

WIDEGATES SKI AREA
1% OF THE ESTUARY
1/5TH OF THE TIME

THE SALCOMBE AND KINGSBRIDGE ESTUARY IS
FOR THE SAFE ENJOYMENT OF EVERYONE TO SHARE

It is worth noting, that Starehole Bay, at 25 acres in size, is actually smaller than some ski lakes that operate **only one boat**. For over 600 boats to only have Starehole Bay as a ski area, without regulation, is a continued recipe for disaster, and a discredit to Salcombe Harbour.



9. Guidance from other areas

One tourist location that is a competitor for Salcombe and Kingsbridge Estuary is the Camel Estuary and Rock and Padstow.

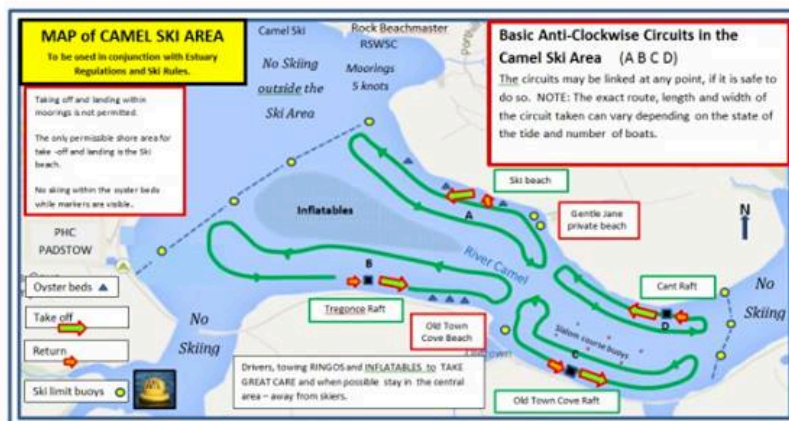
They have been operating a very successful ski area for many years, and this has influenced some of the ideas and proposals we have put forward for Salcombe to be able to compete with this important tourist destination.



Rock Sailing and Water Ski Club

REGULATIONS GOVERNING WATER SKIING WITHIN THE CAMEL ESTUARY

Regulation	Guidance
1 COMPLY AT ALL TIMES WITH THE PADSTOW PORT AND HARBOUR BYELAWS AND RULES GOVERNING WATER SKIING	Available from the Padstow Harbour Commissioners (PHC) Office or download via http://www.padstow-harbour.co.uk These byelaws are applicable to the whole estuary. Water skiing rules – See RSWSC website http://www.rswsc.co.uk/water-skiing
2 ALL BOATS MUST HAVE ADEQUATE INSURANCE AND OBTAIN A VALID PERMIT WHICH MUST BE FIXED AND VISIBLE TO EACH SIDE OF THE BOAT BEFORE SKIING	Evidence of insurance, confirming all drivers are insured must be produced when applying for a permit. Permits can be obtained from: <ul style="list-style-type: none"> • RSWSC; or • Beach Master (next to RSWSC); or • PHC
3 WATER SKIING IS ONLY PERMITTED IN THE DEFINED AREA IN ACCORDANCE WITH THE SKI RULES AT ALL TIMES	Rules governing the Ski Area are shown on the detailed map. Regulation and Rules sheets issued with permit should be kept in the boat at all times.
4 NO SKIING IN POOR VISIBILITY	Both shores should be visible.
5 DUE CONSIDERATION AND RESPECT SHOULD BE GIVEN TO OTHER WATER USERS AT ALL TIMES	Give wide berth to any swimmers, kayakers, paddle boarders, fishing and rowing boats. N.B. Sailing boats have the right of way even if a boat is towing a skier.
6 BREACH OF REGULATIONS AND SKI RULES	Breaches of these rules may be reported to PHC and appropriate action taken. This could result in a conditional permit being issued or the permit being withdrawn permanently. It is illegal to ski in the estuary without a permit.



10. Support from the governing body

It is important from safety point of view that a club is organised under the umbrella of the British Water-skiing Federation. This has far reaching benefits and is how many other jurisdictions operate.

From the harbour point of view, crucial responsibilities are taken on board and public indemnity insurances covered.



RE: Salcombe and Kingsbridge Estuary Waterskiing Association

11 June 2014

Dear James,

British Water Ski & Wakeboard is a sport governing body and membership organisation funded by its members for the benefit of its members. Its main role is acting on behalf of the interests of water skiers and wakeboarders to develop and serve the sport. As a non-profit making organisation all of our income is invested back into developing and protecting water skiing across the UK from the grassroots level through to our top athletes. The organisation consists of a diverse network of circa 150 affiliated members clubs, cable sites, commercial pay and play ski centres and activity centres. The majority of our clubs are voluntary clubs and in a typical year the organisation has 10 to 11,000 members. Recognised by the UK government as a national governing body the association is in receipt of Exchequer and Lottery funding via Sport England and other funding streams which support its work in managing all aspects of the sport.

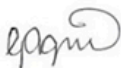
After receiving your email we wanted to write to express our support for the development within Salcombe and Kingsbridge Estuary. We understand that by implementing a ski zone which is regulated and governed by relevant byelaws and rules would enable the sport to grow and people to participate in a safe environment while preserving the essential character of the estuary. We have worked with a number of different authorities to agree similar arrangements and implement ski zones.

If a ski zone was to be agreed we would expect that any club created would become part of the BWSW affiliation process. On applying to affiliate with British Water Ski & Wakeboard, a club will be asked to give an undertaking to adhere to the BWSW Constitution which states that there are certain financial commitments and other requirements which have to be met each year including safety rules and regulations.

We would be happy to discuss the situation further by telephone if you feel it is appropriate.

Best regards,

Georgina Agnies

A handwritten signature in black ink, appearing to read "Georgina Agnies".

Head of Development
Direct: 01932 579937
Email: georgina@bwsf.co.uk

11. The Numbers

Padstow have approximately 150 resident ski boats with 80 visitor licenses per annum, that's 230 licenses to ski.

Depending on what people can expect in return get (ski areas) we can plan for at least these numbers for Salcombe and Kingsbridge.

We have assumed £100.00 - £200.00 as an annual license fee to use the ski areas:

Starehole Bay and Bar Lodge only - £125.00

Starehole Bay, Bar Lodge and Widgates - £175.00

Therefore with 230 boats paying on average £150.00 we can expect an income of £34,500

British Water-skiing Federation – Affiliation Fees:

Club Annual Affiliation - £100

Club Annual Public Liability Insurance - £405

Each member must pay £50.00 – BWSF Membership.

Proposed Annual Fee for licensed skiing = £150 Breakdown

£50.00 – BWSF membership

£50.00 – SKEWA Membership (Contribution to BWSF Fees of £505)

£50.00 - Salcombe Harbour Administration and Enforcement Fee.

Approximate proposed allocation of funds

BWSF – £11,500

SKEWA/Harbour – £23,000

The extra income can be allocated in no small part towards enforcement on the harbour, which is an issue the harbour is currently struggling with. We anticipate that our proposals will go some way to helping solve a number of the enforcement issues, as we will attempt to explain:

12. Enforcement and Policing

There has been mention about the burden of enforcement and policing of any new regulations. Especially given an increasing problem with enforcement faced by the Harbour, especially on the Bar and in Widegates. We have set out a number of points that cover these issues:

1) Membership fees will contribute to a higher level of enforcement.

The current enforcement budget stands at 40k and the anticipated membership fees should easily be able to cover and contribute to improved enforcement cover.

2) Returning the 8 knot speed limit to Splat Cove, Limbury Point “Category C” waters line.

The old speed limit reduces the area needed to police 8 knots. It worked very well before, no accidents recorded in this area. This will reduce the current enforcement burden at the entrance to the harbour – back the previous status quo.

3) Rules and Regulations, unenforced, are better than none at all.

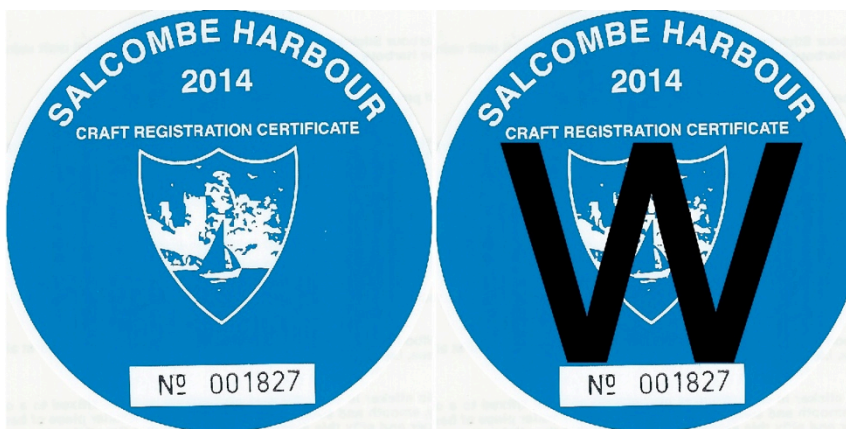
There is an argument that if a rule is not easily enforceable there should be no new rules at all. This does not make sense. For example, Starehole Bay with Rules and Regulations and a 30knot speed limit, say – will be a far better place for everyone with clear rules and regulations that people can follow, even without regular harbour oversight. The vast majority of people are law-abiding citizens and are crying out for some guidance in these areas, which they can follow.

4) How to stop people skiing without licenses

Again, like point 3, if we can improve the conduct of 90-95% of users, this is better than having no improvement because of a potential rogue minority. Without doubt, armed with real (and expensive) licenses, official skiers will take peer policing under their own responsibility. For example, if a visitor from Plymouth was dangerously violating “our” rules in Starehole Bay, no doubt the official skiing community would be in a position, armed with the rules, to make the interloper

aware of the local regulations. Currently there are no regulations, and although people have a “good idea” of what the correct course of action is, there are no guidelines, laws or regulations to give any weight to a responsible boat owner suggesting better behaviour. In fact any attempt to educate a rogue boat user is frequently met with abuse. Rules and regulations will give some teeth to responsible boat users.

By having clearly marked “licensed” ski boats it should be easy to tell between licensed boats and those that are not, an example of which might be something like this:



Most phones have camera and video capabilities, it should be very easy for anyone to record a potential lawbreaker and bring it to the attention of the authorities. It has been met with wide approval by boat owners that rules and regulations will give them some guidelines to bring people in line, without the need for harbour enforcement to be involved at all.

5) People will see people skiing in the new areas and think they have a license to speed.

By increasing the speed limit on the bar for everyone, not just waterskiers, this will remove the speeding issue altogether and the confusion of boats travelling at different speeds. It must be noted there was never a problem with no speed limit on the bar before. It is likely a blanket speed limit of 30 knots across Bar Lodge and Starehole would allow skiing and responsible powerboating, but outlaw reckless speeding in these (potentially) sensitive areas.

The people most likely to speed in Widegates and on the Bar, are people with sports powerboats. They will most likely want ski licenses. These ski licenses will not only give the harbour Authorities the “carrot” to insist on better levels of education and responsibility on the water, but also “the stick” to remove skiing privileges if rules are broken. With better-educated powerboats users, everyone should benefit from improved behaviour from the powerboat community.

At Widegates there is already an issue with speeding with many people popping their boats up on the plane when in the most open parts where the ski zone is proposed. It remains to be seen if a ski zone will increase speeding in this area and a trial will expose any issues. We suspect current speeding powerboats will know about the ski zone and be inclined to slow down or risk losing their licensing privileges. There will also be considerable peer pressure from licensed boats in the area if they see boats speeding outside of the ski zones.

13. Risk Of Collision - Bar

With boats travelling at speed, there is understandably a concern of an increased risk of collision. However, this has to be offset against the overall benefits, and the current risks as they stand. Also history proves the point on the size of those risks.

By increasing the speed limit on the bar, there are decades of precedent that show that even without regulations it was safe without any enforced speed limit. The same, however, cannot be said of Starehole Bay.

By allowing skiing on the bar, it will increase the useable ski areas by 75% and help reduce congestion in Starehole Bay. Therefore the overall risk of collision, between the two areas will be reduced. Furthermore, by insisting on licensed skiing on both Bar Lodge and Starehole Bay, including the Ski Boat Drivers License and no drivers under 16, still further regulation will be introduced to make powerboating and water-skiing even safer than pre-2009 by a considerable margin – even when no accidents were recorded on the bar pre-2009. There can be no doubting the decades of safe skiing in this area without any regulation, why would anyone think this could not continue with regulations?

It has been pointed out that skiing on the bar may somehow interfere with boats entering the port along the leading markers. However the standard ColRegs clearly cover responsibility and rules of the road at sea. If this issue was the

concern that has been suggested, then surely Merlin Rockets would not be able to swarm across their start line in the main estuary, which also covers the leading navigation markers down the central channel? Also entering boats DO have to give way to those dinghy sailors, whereas a water-skier would have to give way to boats entering port and give them a wide berth, which has always happened satisfactorily in the past. This, therefore, is a non-issue, that also have decades of safe precedent proving that their shouldn't be a concern around risk of collision on the bar.

The Harbour will be seen to be doing its duty by insisting ski boats are now licensed and that drivers hold ski boat drivers award, over and above that which was required in the decades pre-2009, ensuring responsible driving that will be additional cover for safety in this area.

It must be repeated that for decades there were no problems with skiing on the bar, without regulations. The preferred area skiing directly under the lee of the Bar Lodge cliffs is parallel with the leading markers and some 100 metres to the side of the leading line. The new rules and regulations would show that the harbour has taken all reasonable steps to minimise risk of collision. We are fortunate to have decades of safe precedent without any enforced speed limit and a new speed limit with new regulations under bar lodge would clearly demonstrate the harbour has done its duty whilst balancing the needs of all users of the estuary.

The introduction of a speed limit and rules and regulations on the bar, basically paves the way for the same in Starehole Bay – this is, without any doubt, the area with the real history of collisions and danger. The harbour must be seen to be taking steps to make this area safer, rather than be overly concerned about an area where there have been no safety issues in the past.

Therefore, taken in the round, by returning Bar Lodge to Ski use, the Harbour is tackling the real “risk of collision” safety issue in Starehole Bay, and reducing the overall risk of collision within its sphere of influence – whilst at the same time improving skiing provision for hundred of ski boats around the harbour. A balance must be struck and the “leading line” argument is a proven non-issue that is unfortunately in danger of clouding a very real problem that does need solving. We mustn't let this reoccurring “non-issue” to get in the way of “doing the right thing”.

Risk of Collision - Widegates

A dedicated ski area running parallel to the traffic channel along the existing channel poles creates a clear separation of both traffic and skiers and concern of risk of collision in this area has not been a concern. At this time no one is seriously concerned that there is a major risk of collision.

It is proposed that there is a clearly marked ski area parallel to the traffic lane. There would only be one boat at a time skiing in the ski area. The entire length of currently proposed ski area is the equivalent distance as from the Ferry Inn to South Sands Hotel – for one boat. Which is an enormous distance when compared with other passing distances on or around the estuary.

14. Noise

There has been considerable concern over noise and disturbance of wildlife in Widegates. I refer to the environmental document, but in summary; here is the key area around “noise” of that document:

1. Noise

When compared with many other types of human activities, water skiing is not particularly noisy. The typical, older two-stroke, 68 horsepower engine, operating under normal water skiing conditions produces a range between 60 to 70 dB(A)¹.

The following values help put this range into perspective relative to other types of common noise pollution:

- 120 dB(A) Discotheque – 1m in front of loudspeaker
- 100 “ Pneumatic drill at 5 m
- 70 “ Telephone ringing at 2m
- 40 “ Refrigerator humming at 2m

Unfortunately, in many parts of the world water skiing still has a reputation for being a noisy and dangerous sport, often more so than other watercraft activities. Recent studies on engine noise undertaken in different countries have shown that the typical water ski boat engine produces a level of noise well below the national standards for noise, and frequently below that of other watercraft.

Here are the results of the latest inboard competition boat test results the USA Water Ski boat tests concluded in 2008. Test parameters available from USA Water Ski.

Boat 1	36mph	67.2db	34mph	66.9db
Boat 2	36mph	72.8db	34mph	73.6db
Boat 3	36mph	67.5db	34mph	66.2db
Boat 4	36mph	70.0db	34mph	69.2db
Boat 5	36mph	72.3db	34mph	72.4db
Boat 6	36mph	67.6db	34mph	67.5db

In recent years, marine engine manufacturers have taken significant steps to reduce the level of noise created by their motors (refer to Appendix B on Marine Engines for more details). This move towards quieter technology should help to counter the image that water skiing and boating are excessively noisy.

British Water Ski Federation (BWSF) Code of Practice for Noise

The British Water Ski Federation (BWSF) has produced one of the most thorough and widely used documents on noise entitled “Code of Practice for Water Skiing & Noise” (1997).

Table 1 reveals the BWSF’s standards for noise emissions for water skiing:

Table 1

British Water Ski Federation's Standards for Noise

Maximum noise emission for one recreational boat:

- 75 dB (A) for boat traveling 22 miles per hour at a minimum of 25 metres from shore

Maximum noise emission for any boat traveling outside an environmentally sensitive area:

- 55 dB(A)

Maximum noise emission for one boat for water ski racing (other conditions stated in Code):

- 98 dB(A) with boat traveling at constant maximum design engine speed, 30m from shore
- 105 dB(A) for international and World Championship IWSF sanctioned events

It is important to remember that noise is a SUBJECTIVE, and SENSITIVE issue -- what is offensive to some may not be so to others. It is wise to approach all conflicts related to noise disturbance with sensitivity. Always respect others' right to peaceful enjoyment of their property and common waterway.

A recent trend of concern is the increase in recreational boat stereo systems with large amplifiers. As sound travels much farther on water, skiers, riders, and boaters should make sure to keep the volume low and respect other's privacy when on the water. This additional source of noise could be a detriment to the image of boating, water skiing, and wake boarding.

In order to minimise any impact at Widegates we have proposed the following:

- The use of quiet and efficient modern 4-stroke or direct engine 2 stroke engines
- Any inboard engines must be the same or quieter than the above
- We will only ever have one boat skiing at a time (this is selfishly to ensure we have perfect flat water skiing for each skier – but has extra benefits of reducing any noise or disturbance)

We have taken readings of a number of boats skiing at a number of distances and can only conclude that the potential noise impact of a skiing boat has been greatly exaggerated.

To put it in perspective we too measurements within a moving "inboard" classic boat at 8 knots and registered 75 Decibels. If someone talked in the boat the meter would register over 80 decibels.

We then took measurements of passing ski boats and registered less than 75 decibels.

This suggests that a “normal” boat passing through the Widegates area, which this area is mainly used for as a transitional “traffic through” area will have louder sounds on board their own boat – than any passing ski boat.



Following the inverse square law the sound reduces with distance, in the worse case scenario we found that a ski boat could be considered the same “noise” as a normal passing power boat – but at 25 metres. Worse case.

So a ski boat could be considered a standard 8 knot moving powerboat but with a 25 metre radius, as a guide to loosely evaluate its disturbance on the environment for sound.

Some boats were even considerably louder than a ski boat, with both the East Portlemouth Ferry and South Sands Ferry registering louder sounds than a passing ski boat.

Take the distances of these sound measurements and then map these onto the Widegates area and it is difficult to find any possible cause of complaint. But a trial would certainly prove the sound issue.



15. Birds and Wildlife.

Following on from the distance on the previous page it is interesting to consider the details from the environmental document:

4. Birds and Wildlife: Disturbance and Dislocation

Considerable research has been undertaken in different countries to determine if and how boating and water skiing affects birds, namely waterfowl. Considerably less work has been done on the impacts on wildlife.

In general, the majority of boating and ski activity that takes place 50 metres or more from shore usually does not cause any significant impact to birds and wildlife. However, where the disturbance and dislocation is often the most serious is:

- In narrow bodies of water
- With sensitive species
- When boaters and skiers pass repeatedly too close to shorelines inhabited by birds and wildlife.
- Shorelines with poor vegetative cover

Birds, particularly waterfowl, nest close to shorelines and are especially vulnerable when molting (losing feathers). As each water body will have different characteristics related to types of species, nesting habits, and seasonal factors, it is difficult to generalize on the impacts. However, what is known is that in areas where waterfowl disturbance has been recorded, the types of impacts can include relocation of nesting site, abandonment of nest, and loss of young. There can also be long term impacts as many species of birds that normally would return year after year to the same nesting area are forced elsewhere to perhaps less desirable bodies of water.

We have made contact with the RSPB, and only Blanksmill Creek comes close enough to the shoreline to anywhere near the “accepted norms” for birdlife disturbance.

Widgeates itself, especially at High Water which is the only time we are intending to ski, is in the order of many hundreds of metres from the NEAREST shoreline in passing, and any single boat operating would quickly increase this distance to many hundreds as it quickly passes.

16. Turbidity and Shoreline Degradation

There has been some mention of rare seagrass and other bottom dwelling wildlife, which raises the issue of turbidity issues of a passing ski boat. Again this issue has been answered by scientific study and given the very strong winter gales that howl through Widegates the wake of a passing boat is as nothing compared with nature itself. However this is the consensus on turbidity and shoreline degradation:

3. Geomorphology and Hydrogeology: Shoreline Degradation and Turbidity

Shoreline erosion, degradation of shoreline flora, and turbid water (unclear or sediment-filled) are natural phenomena resulting from wind action and hydrological activities. They are also directly affected by human, water-based activities such as boating, water skiing, wake boarding and docking. See Maryland study Appendix G.

Compared to all factors, such as weather and other watercrafts, recreational boating activity has been shown to contribute **minimally** to erosion and turbidity. However, some studies have shown that if water skiing and boating are practiced too close to shore, and in environmentally sensitive areas, the impact from boat and skier wash can pose a potential for wake induced erosion.

Determining the degree of impact is complex and often involves any combination of factors from the number of boats, to the shape of the boat hull, to the speed of the boat, to the depth of the water, and the distance the boat is from shore. Therefore it is strongly recommended that a minimum of 50 meters from shore be maintained whenever possible to minimize these effects.

When considering the causes of erosion and turbidity both natural phenomena and seasonality must be taken into account. Wind action is a major contributor to both and has a greater impact during the winter season when weather conditions can be a great deal rougher. Other factors that will influence erosion and turbidity include the form and composition of the soil, the shoreline gradient, and the degree of natural or artificial protection.

One benchmark used in parts of North America and Europe is that the minimum depth in which a boat and water skier should operate is 1.5 meters.

Turbidity is caused when engine propellers and boat wash stir up bottom sediments in shallow waters and the particulates remain suspended in the water column.

The degree of turbidity is directly proportional to the depth of the water, i.e. the shallower the water the greater the turbidity levels. A minimum depth of two meters will substantially reduce or eliminate these effects.

These reports suggest a minimum depth of 1.5 metres at a distance of 50 metres from shore. Both of these are taken into account by our times of operation around high water, and the distances to shore in the picture on the previous pages.

17. Credits.

Some Key Contacts who were consulted during the making of this document, with thanks.

British Waterski Federation

Georgina Agnies

Richard Mattos (and Camel Estuary Ski Club)

AONB Estuary Office South Hams Council

Nigel Mortimer

The Kingsbridge Estuary Boat Club

Richard Smith

Aune Valley Ski Club

Paul MCarthy

RSPB

Helene Jessop

Natural England

Simon Tame, Christine Singfield, Andrew Nights

Salcombe Harbour Office

Adam Parnell

Friends of SKEWA

Andy Head,

Tris Tucker

Derek Basham

John Cooke

This is only a handful of an exhaustive list.

...and thank you to the many hundreds of people who signed our petition and joined in the debate on our facebook page