

**Salcombe Harbour Board – 2 November 2009****KINGSBRIDGE BASIN – IMPROVEMENTS TO MOORING FACILITIES****Report by Salcombe Harbour Master****Statutory Powers: Pier and Harbour Order (Salcombe) Confirmation Act 1954**

**Financial Implications:** The improvements can be funded from the annual routine maintenance budget.

**Purpose**

To outline the proposed improvements to the mooring facilities within the Kingsbridge Basin.

This report supports South Hams objectives of good jobs (CP2), retention of the district's character (CP3) and value for money (CP6).

**Recommendations**

**That the Harbour Board RESOLVES to progress the improvements to the mooring arrangements within the Kingsbridge Basin by removing a number of wall moorings and replacing them with pontoon moorings.**

**Background**

1. There are currently 137 mooring facilities within the Kingsbridge Basin. The Basin is defined as the fundus north of the public slipway. Of these moorings 97 are wall moorings and 40 are located on the Residents' Pontoon.
2. The Strategic Business Plan (SH13/07), made one of its objectives the development of the harbour infrastructure at Kingsbridge by improving access to Kingsbridge and by improving the facilities. During 2008 a dedicated visitors' pontoon was established which made an additional four berths available for residents on the Residents' Pontoon. This small improvement was extremely well received with exceptional demand for the four new facilities.
4. There are currently 39 requests held on file for pontoon facilities within the Kingsbridge Basin, clearly demonstrating that there is a demand for pontoon berths.

**Proposal**

5. To continue to progress the Board's Objective to improve facilities within the Kingsbridge Basin, it is proposed that the Residents' Pontoons should be extended to provide an additional eighteen 5.5m moorings, with a compensating reduction of twenty wall moorings.

6. It is proposed to remove the twenty wall moorings in groups:
  - The first priority being the group of eight moorings between the Residents' Pontoon and the culvert (KX75 to KX82).
  - The second priority being the group of twelve moorings between the Residents' Pontoon and the Public Landing steps (KX62 to KX72)

This will generate eighteen 5.5m alongside moorings.

7. Progress will be dependant on the availability of suitable pontoons, time to refurbish them and staff time to deploy them. It is hoped that these improvements could be completed by 1 April 2010.
8. Customers who have wall moorings that will be affected by this proposal will be offered alternative berths on the pontoon and, should they not wish to pay the additional mooring charge for a pontoon berth<sup>1</sup>, they will be offered a similar wall mooring as an alternative. As twenty moorings will be removed and only eighteen created, there is a possibility that natural wastage will not generate the two berths which will be lost. If this is the case these customers will be offered an alternative wall facility and be top of the list for allocation of pontoon facilities, as and when they become available.
9. There are four mooring licences that will be affected by this proposal. These customers will be offered the choice of moving their mooring licence to another position within the Kingsbridge Basin or to surrender their licence and take a harbour facility on the pontoon.

### Financial Implications

10. It is anticipated that the improvements can be financed from the Harbour's routine maintenance budget. The anticipated costs are in the region of £5,000:

£2,000.00 for materials to refurbish the pontoons

£1,000.00 for materials to secure the pontoons

Approximately 200 hours of staff labour.

### Risk Assessment

| Risk / Opportunity                  | Issues / Obstacles  | Benefits   |
|-------------------------------------|---|--|
| Access to boats from wall moorings. | Access is by a vertical ladder, this is a very difficult and potentially dangerous way to access a boat. The highest priority moorings have been identified as particularly dangerous because the customer has to scale a wall as well as descending a vertical ladder. | Improved safety of customers having removed the dangers associated with access via a vertical ladder.<br>Reduced maintenance costs, pontoon moorings being easier and less time consuming to maintain. |

<sup>1</sup> £52.62 increase based on a 4.5m vessel at 2009/10 prices.

|   |  |  |
|---|--|--|
| Pontoon reduces access within the Kingsbridge Basin | Pontoon will take up more surface area within the Basin reducing manoeuvring room as the stream currently runs close to the proposed position of the pontoon. This will delay vessels by a short period. To offset this, proposed dredging of the basin in 2010/11 will restore depth throughout the Basin | The improvement to the berthing arrangements and the planned dredging will together, dramatically improve access to the Kingsbridge Basin. |
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## Conclusion

11. The improvements to mooring arrangements within the Kingsbridge basin proposed are in line with The Harbour Board's stated objectives. The provision of more pontoon berths, with a compensating loss of wall moorings, is what the customers are requesting. It will also result in a reduced maintenance load and an improvement to the safety of berth holders.

Ian Gibson  
Harbour Master

Salcombe Harbour Board  
2 November 2009

Background Documents:

Strategic Business Plan Published 2 August 2007