

Salcombe Harbour Board – 12 July 2010**TOPICAL HARBOUR ISSUES****Report of Head of Service Salcombe Harbour****Statutory Powers: Pier and Harbour Order (Salcombe) Confirmation Act 1954**

Financial Implications: There will be a cost of up to £2,000 from the revenue budget if the Board decide to proceed with the Phosphate free detergent for yachts. There would be a capital cost of £10,000 and an ongoing revenue staff cost of £2,500 for each additional member of staff dedicated to speeding patrols. Otherwise there are no new financial implications related to the issues raised within this report.

Purpose

To update Members on developments on a number of operational issues within Salcombe Harbour. This report supports South Hams objectives: Retention of the District's Character (CP3), an accessible Council (CP5) and value for money (CP6).

Recommendation**That the Harbour Board RESOLVES to:**

- a. note the content of this report;
- b. amend the Moorings Policy to include the Board's decision regarding individual raft pontoons;
- c. commission a pilot scheme for the introduction of Phosphate free detergents for boats within the harbour with an initial budget of £2,000.

Kingsbridge Ferry Service

1. The Kingsbridge Ferry Service re-commenced on 14 June between Salcombe and Kingsbridge, the ferry now being based in Salcombe. The operator, The Salcombe Riverboat Company which is a subsidiary of the Dart Valley railway Plc, will also be offering one hour trips from Whitestrand when access to Kingsbridge is tidally constrained.
2. The ferry connection from Dartmouth that was planned for eight occasions during the summer has been adversely affected by the weather, but on the occasions it has run has been extremely popular and has caused little inconvenience to other operators at Whitestrand.

Moorings Policy - Installation of Raft Pontoons

3. In June 2009 the Board considered the issue of pontoon rafts for Yawls and made the following recommendation SH 5/09:

- No further yawl rafts will be accommodated on the foreshore moorings.
 - The raft swings differently to a yawl
 - The raft with a yawl on top has considerably more weight and windage, requiring a heavier mooring
 - A yawl mooring with a yawl raft moored to it should be charged for the length of the raft and not the length of the boat.
 - The harbour Authority has no current plans to invest in yawl rafts.
 - Individuals who want to berth their yawl on a raft could do so with a boatyard facility.
 - The yawl rafts can be joined into groups of four giving a maximum overall length of 10m. The Harbour Authority would then have no objection to this 10m raft being secured between boatyard deep water fore and aft moorings.
 - Harbour moorings would not be made available because the change of usage would disadvantage customers on the deep water mooring list.
 - Yawl owners could shortcut the waiting list for a mooring if they were prepared to invest in a yawl raft.
4. The Board considered the issue of pontoon rafts from a very specific angle, regarding moorings for Yawls. The question has now been asked if other boats can utilise the concept of a pontoon raft. The Board's guidance is requested in this matter.

Southpool Public Landing Pontoon

5. The signage on the Southpool Pontoon has fallen into disrepair and consequently the use of the pontoon has been largely unregulated as a consequence.
6. It is proposed to replace the sign with the following information:
- **Southpool Public Landing Pontoon**
 - Visiting craft up to 7.5m are welcome to berth on the downstream side of the pontoon.
 - Craft up to 4.25m may be berthed on the upstream side of the pontoon.
 - Vessels causing an obstruction will be removed.
 - The speed limit within Southpool Creek is 6 knots, please be considerate and watch your wake.

South Sand Beach

7. South Sands Beach is a District Council beach. The beach is managed by South Sands Sailing under an agreement with the District Council. South Sands Sailing receives the income from boat storage and half of harbour dues collected.
8. There have been numerous complaints in recent years about overcrowding of the boat parking area and damage to craft from other boats and from the weather. In consultation with South Sands Sailing the number of permits issued was restricted to 25 in 2009. This was communicated to the users in the Harbour Guide in 2009 and again in 2010. In 2009, despite the restriction on numbers, the facility became overcrowded, to the dismay of the customers who had bought a season permit, as the restriction was clearly not policed.

In an attempt to overcome the problem this season, the Harbour Authority has marked each berth with a numbered post and revised the signage, informing customers that they are welcome to use the beach for their boat during the day, but if they do not have a berthing permit for the season, their boat will have to be removed from the beach by 2000.

9. At high tide, there is precious little beach available for berthing boats, it is therefore irresponsible to allocate permits which suggest there is safe berthing for boats when there is not. This issue is likely to be a contentious one as we move into the high season.

Speed Limit

10. The number of vessels being stopped and cautioned for speeding has increased during the first quarter of 2010/11 over 2009/10. The two main areas where speeding is particular problems are Southpool Creek and from the Blackstone south to the Harbour Limits.
11. Along with an increased enforcement presence as and when harbour staff are available, it is proposed to improve the signage on Southpool pontoon as describes above, to deploy two additional special marks indicating that the Creek is within a six knot speed limit area and to exchange the sailing club Zero Mark, deployed south of the Blackstone and adjacent to Bar Lodge with a special mark indicating the speed limit is 8 knots.
12. Should the Board decide that there is a requirement for additional patrols, additional staff will be required. Each additional seasonal member of staff would cost £2,500 and an additional patrol boat would have to be made available at a capital cost of £10,000.
13. The radar speed gun has been calibrated and will be deployed during the summer months.

Phosphate Pollution

14. The issue of phosphate pollution was raised at the Estuary Conservation meeting on 9 June 2010. Phosphate pollution from washing up residues is a growing problem, and has been linked to algal blooms which have a deleterious environmental impact, especially on shellfish culture. While we cannot control land source pollution in the Estuary, we do have the opportunity to lead the way and generate some very positive PR for the Estuary at relatively low cost.
15. **Proposal.** That yachts using the estuary are provided with a container of phosphate free detergent. Resident boats could collect from the harbour office and visiting yachts be given a bottle on arrival in Salcombe and asked to use it during their stay. It is proposed to start this move to phosphate free detergents as soon as practicable; realistically this could be by August 2010.
16. **Cost.** It is estimated that the Harbour can expect approximately 3000 visiting yachts from August to the end of the season, plus an additional 300 resident vessels making an initial requirement of 3,300. Based on initial web research the cost of a 100ml plastic recyclable bottle with a flip top closure would be approximately £0.35 (£1,155).

Phosphate free detergent is approximately £2/ltr to fill the 3,300 bottles would cost about £660, making a total investment of £1,815. It is therefore proposed to cap any expenditure on this pilot project to £2,000.

17. **Funding.** It is proposed to fund this pilot scheme from revenue, with applications being made to several sources for financial assistance. This is short notice and the spend must depend on ability to deliver, Yet it's never too soon to benefit the water quality and it offers a very good opportunity to promote a good image for the Harbour and the region, akin to that achieved by Modbury.

Strategic Risk Assessment

Opportunity	Issues / Obstacles	Benefits
The Harbour Authority is striving to deliver an improving service to harbour users.	There are a number of issues which affect the safety and operation of the Harbour which need to be brought to the attention of the Harbour Board and Harbour users.	Having an understanding of the issues affecting the operation of the harbour should help resolve them.

Conclusion

18. The Harbour is fully manned and ready to support Harbour users through the busy summer season. There are always a range of issues affecting safety and the operation of the harbour which need to be addressed, this report attempts to capture them.

Ian Gibson
Head of Service Salcombe Harbour

Salcombe Harbour Board
 12 July 2010

Background Documents:

Salcombe Harbour Moorings Policy