

Report to Salcombe Harbour Board – 18 December 2006**NORMANDY PONTOON****Report of Head of Service Salcombe Harbour****Statutory Powers: Pier and Harbour Order (Salcombe) Confirmation Act 1954**

Financial Implications: The financial estimate for the pile replacement repairs to Normandy Pontoon is between £25,000 and £30,000. This requirement will have to be met from the renewals reserve.

Purpose

To appraise the Harbour Board of the requirement to conduct urgent repairs to the Normandy pontoon piles.

Recommendations**That Harbour Board RESOLVES to:**

- a. **Recommend the waiving of standing orders relating to contracts.**
- b. **Note the requirement to repair Normandy Pontoon Piles.**
- c. **Agree the expenditure be met from harbour reserves.**

Background

1. Normandy Pontoon was constructed in the mid 1980s for visiting yachtsmen. It provides fresh water, berthing for tenders and time limited town access to restore provisions. Without this facility yachts would be unlikely to visit Salcombe.
2. During the annual deep water mooring maintenance in November 2006, the opportunity was taken for the contract diving team to survey the piles of all the pontoons within the harbour. The survey was conducted using ultra-sonic equipment to measure the extent of any corrosion below the water line. At the time of writing this report the full survey report has yet to be received, but the visual survey has revealed extensive corrosion which has weakened the piles and therefore the integrity of the facility. An oral update will be given at the Board meeting.
3. There are three possible courses of action to resolve the situation:
 - a. Do nothing: This option could result in the failure of structure and has therefore been discarded.

- b. Patch weld: This has the advantage of being the least expensive and easiest option to complete; however it would only provide a temporary solution and would need replacing within five years and would therefore ultimately cost more than an immediate permanent solution in the long term. An estimate to complete patch welding repairs has been received for £9,000.
 - c. Replace piles: This option is the preferred and recommended course of action as it has the advantage of providing a permanent solution for at least twenty years; however it is the most expensive option in the short term. There could be savings to be made by utilising the contractor who will be mobilising the necessary piling plant to complete the resident's pontoon project (see relevant report on this Agenda).
4. If agreed, it is proposed to contract for the replacement of the four Normandy pontoon piles with the company that is awarded the Resident's pontoon project. This will capitalise on the fact the contractor is already mobilised and therefore costs will be minimised. This issue is covered in more detail in the Report on Progress with the Residents' Pontoon project.
 5. The Councils Standing Orders relating to contracts directs that, for a contract of this size, at least three tenders are sought. Because the harbour has recently tendered for piling the proposed Residents' pontoon project, ten tenders for piling work within the harbour have been received. This has enabled a comparison of contractor costs to be made, without re-tendering for this new requirement. Furthermore, by utilising the contractor who offered the best price for the Residents' pontoon project, further savings can be made on mobilisation costs. It is therefore proposed that the Harbour Board recommend that the Council waive the requirement for three tenders on this occasion, which will enable these urgent repairs to be completed prior to the 2007 season.

Value for Money

6. Without Normandy Pontoon, there would be no shore access for visiting yachtsmen. The piles have given twenty years service and the replacements should do the same. At some stage in the not too distant future the pontoons will also need replacing, however at this stage, replacing the piles will ensure business continuity is maintained. This investment is essential but does represent a very keen price in comparison with the other piling tenders received recently for the Residents' pontoon project.

Risk Assessment

Risk	Mitigation
Failure of the existing piles during a period of heavy weather or a heavy berthing incident resulting in personal injury and damage to harbour infrastructure and or customers vessels.	The repair by replacement of the pile be completed as soon as possible, until then the size of vessels using Normandy pontoon be restricted and the harbour staff conduct a daily inspection, to include a dynamic movement test of each pile. Should this dynamic test highlight any further deterioration of the piles, the pontoon will be withdrawn from service.

Impact on Council's reputation – failure of pile would severely impact Harbour Authorities reputation.	Repair the piles. Until repair complete limit size of vessel using pontoon, should daily inspection highlight any deterioration of piles, pontoon to be taken out of service.
Impact on priorities, targets and / or commitments – If pontoon not repaired by April 07, there will be a severe impact on the harbour's facilities for visiting yachtsmen and a corresponding loss of income and long term viability.	Repair/replace the piles.
Impact on Council's assets – Failure of the piles could result in damage to the pontoons.	Repair/replace the piles.
Financial risk – repair will be expensive but not in comparison to the potential cost were the piles to fail.	Repair/replace the piles.

Conclusion

6. Having been in service for almost 20 years, the piles are approaching the end of their life expectancy and it is not a complete surprise that they are showing signs of accelerated corrosion. The survey was timely and has identified the problem before it becomes an incident. However now that what might have been expected has been confirmed, it is essential that repairs are completed as soon as is practicable.
7. Normandy pontoon is an integral part of the harbour infrastructure, without which it would be impossible to facilitate visiting yachtsmen with fresh water, berthing for their tenders and time limited town access to restore provisions. As such the most cost effective solution for the medium to long term is to repair the piles by replacement, in association with the proposed Residents' pontoon project.

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Head of Service Salcombe Harbour

Salcombe Harbour Board
18 December 2006

Background Documents: None