

	Representation	Q1. Do you support the proposed changes to the operating practices for Whitestrand Pontoon and the adjacent foreshore for 2007 as a way of balancing the maintenance of public access and the need to address increasing congestion and safety concerns?	Q2. The proposed changes to the operating practices for Whitestrand Pontoon for 2007 are only a starting point. What measures and improvements would you like the Harbour Board to consider to address the problem in the longer term?	Q3. Do the proposed changes to the operating practices for the dinghy racing fairway maintain a balance between facilitating dinghy racing and maintaining safe navigation for vessels within Salcombe Harbour?
1	michael@gibsonsgames.co.uk	Q1. Yes I support your proposals regarding an additional mooring charge per vessel during the months of July and August although I am not sure that this will reduce the congestion as most boat owners may choose to pay the £25, which is not beyond the majority of pockets.	Q2. I would like to see a restriction of 3m (or thereabouts) for boats moored on Whitestrand during July and August. I would like to see some consideration given to an off-shore pontoon, which could accommodate the overflow from Whitestrand and include vessels between 3m and 5m. This could be serviced on a shuttle basis by the harbour taxi, the cost being recovered from the proposed mooring fee. I would suggest that the cost of mooring at Whitestrand be at a premium to the off-shore pontoon to reflect the convenience factor and encourage users to opt for the cheaper alternative.	
2	Salcombe & District Sea Anglers Association		An immediate total ban on any craft with a plastic or canvas cover, thus preventing safe access for climbing across boats. By their very nature these are using the pontoon for long term storage. All craft with sufficient water in them so that the free surface effect is such to make them dangerous when attempting to climb across boats, to be towed away at regular intervals and charged for release. By their very neglect these are using the pontoons for cheap summer storage. Similarly, inflatables with punctures. Should it become necessary to restrict the numbers of overnight berthing stickers, it is hoped that local residents would be given priority in their purchase. Long term a general opinion seems to be held that separate facilities should be provided for residents and visitors.	
3	Mr Harris	Charging £25 for a tender to be moored on Whitestrand for two months is good value for money, and far too cheap. Increased staffing costs will outway any revenue gained. Similarly towing tenders away is time consuming, wastes skilled staff and causes animosity.	Charging £25 for someone who only stays for one night is very poor value for money and will not encourage people to return.	Without resorting to a chart of the harbour, I have no idea where the new Fairway is going to be. The rules sound complicated, but may not be as long as everyone involved knows what they are supposed to be doing? Far better for informed comment if you had produced a chart with the boundaries on it.
4	Mr Foale	Whitestrand boats can be divided into two categories - locally owned tenders which operate from WS for most of the year because their owners have no other option despite being on the waiting list for 20 years. Secondly, temporary tenders during the peak summer period. Many of these identical rubber dinghies are stored by boatyards and towed to WS in a group. Charging a peak time mooring fee may raise some money for the harbour but it will not reduce boat numbers as the local boats have no other options and owners of temporary craft are not concerned about money. They would willingly pay £25 a week.		Everybody agrees that this is an excellent idea. Extending the fairway to the south would be even better. Some people would like it to run as far as Blackstone. The biggest complaint about racing dinghies is when we give way in good time only to find that they immediately turn and come at us again, trying to cross our path very close, thus forcing some emergency evading action.
5	Mr Tucker, South Sands Ferry	Remove those dinghies which are not used on a regular basis. Towed to a holding mooring until owner returns. Unused boats always migrate to the front of the side pontoons and are invariably full of water. If the £100 tow away fee is enforced something along the lines of a boom must be installed, otherwise owners who left their boats legally moored, but have swung round the front will be aggrieved.	The concept of a moor and ride holding pontoon; increasing the length of Normandy Pontoon (as originally planned); additional pontoon facilities along the foreshore at Cliff House Gardens and Creek Boat Park, the Marine Hotel - these would all help to alleviate congestion at Whitestrand.	Proposed changes will certainly be an improvement, however, main concerns are that during certain times, eg Regatta weeks and some weather/tide combinations, racing fleets concentrate in the narrowest and busiest part of the harbour. On those occasions, the proposed duration of the Fairway in force would not be sufficient to allow safe passage for through traffic up and down the Estuary. One suggestion would be to limit the number of competitors on the water at any one time to a set maximum as is done during Merlin Rocket week.

6	J Taylor	I just wonder if the charge is great enough for the two months. For visitors perhaps it should be more -say £50.00. It is a luxury worth paying for! But those that pay it will expect a place and will be unhappy if difficulties arise in landing and leaving. Should locals and East Portlemouth Residents pay less? This may answer and prevent the unhappy punter. It may take training with the UN to achieve success as the public are so demanding nowadays	I suspect that there will be a migration from Whitestrand to other landing places which may be private. Many will use the Batson slipway. Many will use the pontoons and try their luck	This is obviously done with the blessing of SYC and it seems a good way of keeping the peace.
7	P Andreeason	I support the suggestion for an overnight charge on the pontoon. As I live on the east side of the estuary, I would like to be able to use my small tender to visit Salcombe for occasional shopping for a maximum of 2hrs at a time. I would therefore be happy to pay a small charge for "parking" similar to car parking (Say £1 per hr). Why not pay and display?		I also support a dinghy free fairway. I have been shouted at by dinghy racers for supposedly "getting in their way" off the Marine Hotel.
8	T Lucocq	I do accept the need to control the immediate area of Whitestrand and believe the problem arises from visiting boat owners (RIBS and dories mainly) being untrained in boat handling and having understanding of collision regs and possession the unfortunate behaviour trait of selfishness. Education is needed	A £25 mooring charge is unlikely to deter visitors - conversely it may produce problems elsewhere. The fee, plus tow and recover fee, might finance the cost of enforcement. Bring back full use of the pier to reduce pressure on Whitestrand Pontoon	This is all very well and fine, but it presupposes that owners of vessels using the harbour are keeping radio watch and are aware of the control regulations. Harbour staff will have to constantly patrol each end of the Fairway and direct shipping during racing.
9	Kingsbridge Estuary Boat Club	Whitestrand Pontoon and problems with congestion is a well known issue from a safety point of view and action to address these are well overdue. The proposals for managing the way that the Pontoon is used is in our view very reasonable but may need to be reassessed after the peak season to see if further measures are needed. Some dinghy owners will be prepared to pay to leave them on the pontoon overnight, others we suspect, will not, so some extra provision must be made to accommodate these dinghies at Shadycombe Creek or elsewhere at the peak time of year. The real issue here is whether you want to deter the holidaymakers or visiting yacht crews because you will not satisfy both unless there is another pontoon or convenient hard standing made available.	On a related issue we really cannot see why ferries needs to berth at Whitestrand. For many years they all operated from the ferry steps. This could be a good time to revisit reinstatement of a 'user friendly' ferry quay with moorings.  On a related issue we really cannot see why ferries needs to berth at Whitestrand. For many years they all operated from the ferry steps. This could be a good time to revisit reinstatement of a 'user friendly' ferry quay with moorings  Finally, referring to para 4.b. It is incumbent that the extra cost of policing the new proposals are self financing and should not fall as an extra cost burden on other harbour users.	2. Provided that access in/out of the estuary is possible at all times, KEBC members would support the fairway changes proposed during dinghy racing. It is however very important that such proposals are very clearly briefed to everyone using the harbour and we would be happy to play our part in this. I refer to the earlier comment regarding a picture rather than words to explain the proposal.
10	Geoff Matthews SKEA	Lack of adequate permanent moorings for small craft close to the shore is a major factor. Vic Quay, Batson and Shadycombe are failing to meet demands and are inaccessible at all states of the tide. Some boats use Whitestrand as a permanent and cheap mooring for months at a time	The solution of charing for overnight space at Whitestrand is an obvious move, but does nothing to solve the basic problems with lack of proper organised access through the tidal range. It will only serve to move the problems elsewhere. It will fail residents and visitors by merely pushing some of them off the water. Sensitive dredging at Batson, VQP and Whitestrand to improve access times, Provision of more moorings. Effective policing. Possible establishment of off-shore pontoons just off Whitestrand accessed by a shuttle service. The expansion of slipway at Batson	Proposals for the Fairway seem very sensible and well worth trying.

11	M Dowie	Wholeheartedly support the need for a change to the status quo at Whitestrand. The proposals seem sensible in principle but in our view are not likely to deliver a significant reduction in the number of boats berthed at Whitestrand	<p>July/August charges for berthing at WS should be sold in multiples of one week for £10 per week. This will discourage the dumping of boats from April to October. £25 is unlikely to deter anyone from "dumping"</p> <p>In order to reduce damage to boats and congestion at Whitestrand, we currently operate a launch &amp; recovery service for our customers dinghies. A different sticker representing a flat fee for dighies used in this way (which we could collect and police for the harbour - this option would not be available from the HO) would allow sensible use of the pontoon for regular visitors (say £30 for the July/August period). The combination of these two measures would discourage dumping and encourage efficient use of the pontoon.</p> <p>Enforcing the two-away charge needs to be handled sensitively. We would suggest a one-time warning followed by the £100 tow-away charge for a repeat offence. It should be possible to keep a book of offenders.</p> <p>A much more comprehensive service is needed from the water taxi in order for us to tell customers that they do not need tenders. The harbour should aim to p</p>	Fairway rules look to be very sensible.
12	Ray Shortman, Salcombe Ferry	I support the changes to the operating practices for Whitestrand. I would however ask if the charges quoted are meant as a deterrent or are they for fund raising? Either way £25 does not appear to be adequate. Should these same charges be extended over a longer period.	A long term solution to Whitestrand problems will not be easily reached. Congestion is clearly the main problem and must be reduced. I suggest allocated slots with maybe an extension to the pontoon for dinghies. An alternative mooring area would need to be found for all other tenders. Policing WS is essential as many small craft appear to have been abandoned.	I welcome the proposal for the operation of a dinghy-free fairway. In the interest of safety, will the HA also consider the introduction of an exclusion zone around the East Portsmouth Ferry landing stages. We are constantly in conflict with the racing fraternity. Also to control and reduce the number of dinghies racing, especially during the regatta weeks. We have already experienced collisions due to inexperienced or over-zealous sailors.
13	F Smith	Charging is not going to solve the problem due to the increase in the number of dinghies available on the market to the amount of tourists that Salcombe is attracting. Businesses leaving boats to be picked up by their customers at Whitestrand is also part of the reason for congestion at busy times. All the hire boats are now left on Whitestrand where in the past they were let from other places. Many years ago, all hire boats operated off Whitestrand slip before the pontoon was put in place. Is this a possibility.	<p>We know that this slip can be blocked entirely by boats from Whitestrand pontoon to Normandy pontoon. My main concern would be the amount of fuel on the small boats adding to a very high fire risk. If it wasn't for the professionalism of the H staff keeping Whitestrand Pontoon clear for the commercial boats, it would have been impossible to operate as this service is vitally important and greatly appreciated.</p> <p>I support any changes to operating practises for WS Pontoon to alleviate the congestion and improve the safety of this area. Could the ferry pier be used for all commercial vessels to operate from.</p>	<p>Fairway. 5 minutes seems a bit tight. 10 minutes would be a great improvement to give vessels entering and leaving the harbour time to clear the fairway before the racing starts. There used to be a 10 minute starting gun from the YC which has been reduced to 5.</p> <p>The other concern is the possibility of pontoons from the Marine Hotel which is going to cause cross traffic in the fairway. The sailing dinghies should be stopped from sailing from Shadycombe past WS and Normandy pontoons into the harbour as this causes problems for large vessels in busy times. If the wind is northerly they are totally out of control.</p>

14	P Stratton	<p>At the Harbour Board meeting 24/10/06 a budget and charges for the 2007/8 season were set Part of that budget were proposals for Whitestrand (para 17 of the review of charges put to the Board) The proposal was to introduce a residents permit for the months of July &amp; August at a charge of £25 per month and a visitors permit at £25 per week with income generated being £11,875. SH18/06 of the minutes confirms the Board adopting these measures.</p> <p>Why are we now considering a watered down version which will undermine our budget and will do nothing to solve the problems of congestion and safety?</p> <p>If we do not raise the revenue how do we propose to employ staff to police the operation?</p>	<p>Longer Term- Whitestrand is essentially a car park for boats and because of its central prominence in the town, is the main gateway from seaward and therefore should be short stay. I suggest we install a parking ticket machine, set a tariff and employ someone to police the operation. I am sure this would be acceptable to the marjority.</p>	<p>In your proposals- 9(a) and (d) appear to contradict each other- clarification required Even for these proposals to work it relies on all using the water to be competant and have knowledge of the salient collision regs and be committed to implementing them. I suggest the relevant parts of the regs are sent to all renewing moorings and or paying harbour dues. Harbour staff afloat should police the effective implementation of the regs. Sanctions against persistant and blatant offenders should be enforced. Additionally any proposals to further clutter the fairway should be resisted and I enclose a copy of my reponse to planning application made by the Marine Hotel,for pontoons in the fairway.</p>
16	Peter Moule, Rivermaid		<p>Ideal time to consider rebuilding/developing Salcombe Pier and reinsting it as the commercial hub for ferries and fishing/pleasure trips, ICC etc. Such new structure could extend by way of suitable width gangways to a heavy duty pontoon laying approx east west, parallel to the tides, and positioned about where the present low water ferry hard ends. Pontoons would need to be able to accomodate load/unload several commercial craft simultaneously, with adequate waiting area on any new pier. Considerable piling would probably be required although pontoons could be removed autumn winter. Disabled access has always been a problem, investigate possibility of a small chairlift from Fore street down/up to/from pier, alternatively could a disabled access through the vehicle entrance and grounds of The Salcombe Apartments be obtained. If neither appropriate commercial craft would still have to call occasionally at Whitestrand, or a new pontoon landing off the eastern end of Cliff Gardens could perhaps also be considered, which would be probably be easier to provide  A commercial landing near Shadycombe car park may also be worth invest</p>	<p>The main fairway, as shown on charts, whilst may be clear of moorings as such, does frequently get considerably narrowed, (particularly near the fuel barge end), by moored craft, often 3/4/5 abreast, laying very often north south accross said fairway and at times in opposing directions, ie stern to stern, thus virtually closing said (clear?) fairway. Visiting anchored yachts have also inadvertently swung accross.</p> <p>SYC fairway, The inner fairway during race starts has in the past often been somewhat reduced by loitering spectator craft and anchored small craft . Also when multiple race starts occur and before the last race has begun, earlier fleets very often are racing back up the harbour trying to keep out of the tide and have monopolised said inner fairway, para 9d will need to be enforced.</p> <p>The extension of dinghy free fairway should be a considerable improvement for all through users, and particulary for ferries manoeuvring to from ferry steps, however numerous or large craft on V3 may cause fairway access restriction.</p> <p>SYC temporary race marks should not be positioned op</p>
15	P Howard	<p>My reaction to the proposal for Whitestrand is to say: why not first of all establish who is entitled to use the pontoons, and for how long? The implication of line 4 of your para 1 is that anyone can keep a boat at Whitestrand for as long as they like provided they do not exceed the length limit and have a sticker. This results in the current congestion</p>	<p>Once you have established who is entitled to use Whitestrand, the problem might go away. Staff are always in and out of the office so could be used from time to time to pick out the obvious miscreants and remove them. Worth a try for a season or two.</p>	

16	SKEA	<p>Many foreshore mooring holders only want their mooring for July and August - perhaps a bit at Easter and summer half term. So in effect, we are offering them a £25 alternative. We should be careful to ensure that in producing a charge we don't make leaving your boat at Whitestrand an officially approved rather than discouraged practice. Would a weekly or fortnightly rate be better? It may be hard to police, but it's really a matter of ensuring we have something to enforce if we find we need to in the case of particular boats. I would like to know more about the boats that are there. Many of them aren't yacht tenders, and those that are tend to be smaller and so less of a problem. Does the growth of the problem lie with the bigger boats, reflecting the fact that there isn't anywhere else to put them. Can we restrict the number of tickets issued, and if we do, how do we police it, and what do we offer those chased off. Especially those local people with small boats that aren't really causing the problem.</p>	<p>Would like to have a bit more thought about the workings of an offshore pontoon and if this may offer a viable way forward. Could we treat it as a pay and display car park? What is Whitestrand's role within the overall harbour facilities provision?</p>	<p>It's hard to visualise how the new Fairway will be controlled. Certainly from the North, the flashing light on the Watch House would be a long way ahead of what one was looking at in struggling through the narrows. Could we arrange some sort of 'North end marker'. Are we proposing to go and lay a yellow buoy before and after racing? seems a bit labour intensive.</p> <p>There seems to be an inconsistency between 9. a and 9.d. Once established the Fairway till the end of the race, the other simply to cover any start(s). I am keen to see a Fairway established for the whole period of racing. I realise that dinghy racers want to have maximum potential to cheat tide and so on, but I think it's very desirable to have a clear dinghy free area for other boats to proceed. You should try taking Provident out through Merlin Week if you want to know where my grey hairs come from.</p> <p>9.e: what sort of depth are we looking for. Again, using Provident as an example, she draws 9'6".....</p>
17	SKEA	<p>Believe that £25 for what is in effect the whole season won't affect most people and so won't have much impact, but am open to persuasion.</p>		