

**Salcombe Harbour Board – 29 March 2010****CONSERVANCY DUTIES – NAVIGATION MARKS AND BEACONS****Report of Head of Service Salcombe Harbour****Statutory Powers: Pier and Harbour Order (Salcombe) Confirmation Act 1954**

**Financial Implications:** The initial cost of establishing the additional navigation marks is £4,000, there will be a potential saving of tens of thousands of pounds over the next five to ten years for the maintenance of the Navigation Beacons.

**Purpose**

To propose an enhancement to the navigational marks in the main channel into Salcombe Harbour.

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

**RECOMMENDATION**

**That the Harbour Board RESOLVES to establish an additional four marker buoys in the entrance to Salcombe Harbour which will, in time, replace the navigation beacons on Black Stone, Old Harry and Castle.**

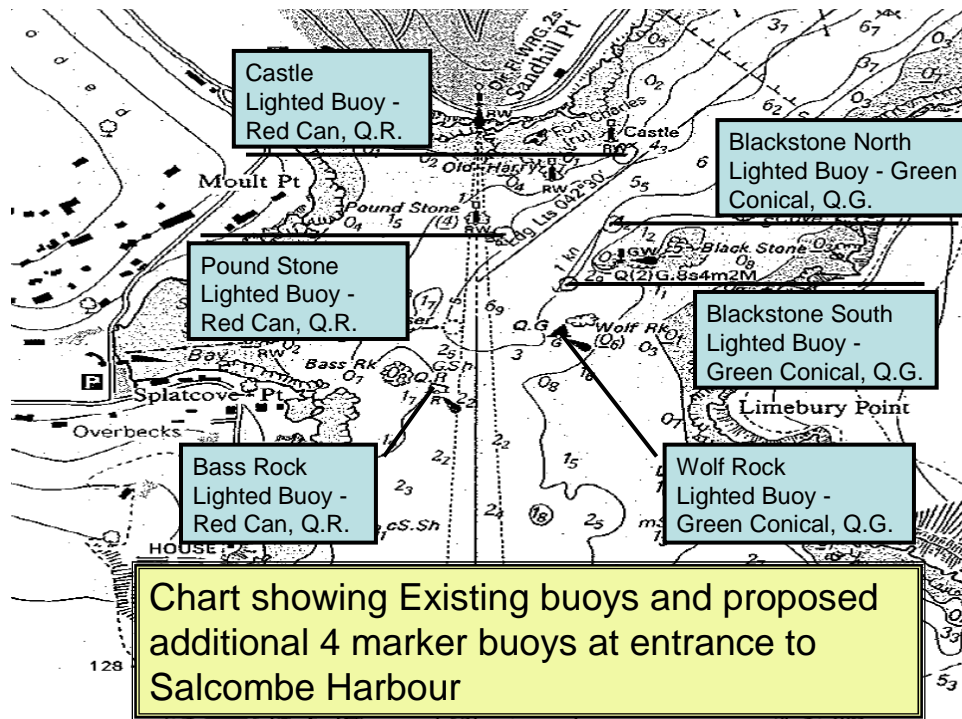
**Background**

1. The Salcombe Harbour Authority has a duty to place and maintain navigational marks in the optimum positions, which are suitable for all conditions.
2. The entrance to Salcombe Harbour is well served with a sectored leading light at Sandhill Point for the 000/180 track and a lit transit on Scoble Point for the 042°30/222°30 track. The main navigational hazards of Bass Rock and Wolf Rock are marked by lateral buoys while Black Stone, Pound Stone, Old Harry and Castle are marked by beacons.
3. The routine maintenance and regular replacement of the Bass Rock and Wolf Rock Buoys are within the capabilities of the Harbour Staff with current equipment; however the maintenance of the Black Stone, Pound Stone, Old Harry and Castle beacons are not. These beacons represent a considerable maintenance issue being both over the water and at height. Devising a safe system of work to maintain these beacons within the Harbour's current resources has not been possible. Maintenance would require a contractor with a spud leg platform and settled weather, which is expensive.

**Proposal**

4. It is proposed to mark the channel at the entrance to the Harbour with four additional lateral marks in the positions indicated in the table and on the chart below:

Pound Stone	50° 13'.63N 003°46'.64W
Castle	50° 13'.72N 003°46'.5W
Blackstone North	50° 13'.65N 003°46'.51W
Blackstone South	50° 13'.58N 003°46'.57W



- The buoys will initially supplement the existing Navigation Beacons, which will be maintained for as long as reasonably practicable from within Harbour Resources. Once the Beacons are declared beyond economic repair and require major maintenance, they will be removed. This is not expected to be for several years.
- As the Local Lighthouse Authority for Salcombe Harbour, the Harbour Authority requires the approval of the General Lighthouse Authority to make any changes to the navigation marks, this approval has been granted and now requires Harbour Board approval before implementation.

### Risk Assessment

Risk / Opportunity	Issues / Obstacles	Benefits
There are several hazards to navigation at the entrance to Salcombe Harbour.	The hazards are currently marked by a mixture of buoys and beacons. The buoys can be maintained from within harbour resources, the beacons can not.	Changing to buoys will enable all maintenance to be conducted by Harbour Staff from within existing resources. As the current beacons are all still serviceable, they will be operated in tandem with the buoys for several years to enable harbour users to become familiar with the buoys before the beacons are removed.

## **Conclusion**

6. Utilising lateral buoys to mark the channel into Salcombe Harbour is an effective option which will enable the marks to be maintained in all conditions by the Harbour Staff with current plant. Ultimately this change will save the Harbour Authority money. Retaining the beacons until the end of their effective economic life will ensure harbour users are familiar with the new navigation marks before the beacons are removed.

Ian Gibson  
Head of Service Salcombe Harbour

Salcombe Harbour Board  
29 March 2010

**Background Documents:**  
Port Marine Safety Code.