

***Pwyllgor Ymgynghorol Harbwr  
Abermaw  
Harbour Consultative Committee***

***06 October 2009***

***Maritime Unit Report***

***1- Navigation***

- 1.1*** In accordance with statutory requirements, all the Aids to Navigation in Barmouth Harbour were inspected by an officer from Trinity House on the 10<sup>th</sup> of August 2009. The inspector reported that all the aids, except for the perch aid were in an acceptable condition and the other aids had no defects this year.
- 1.2*** Despite the weather, all the navigation aids have remained consistently on station over the summer season. Substantial maintenance work was completed on the Fairway aid and other aids at the start of the summer season. In 2010, it will be necessary for this work to be completed at the start of the year and not at the start of summer.
- 1.3*** Despite our efforts to maintain and try to save substantial costs, the condition of the Perch aid has got worse over the summer months and it is now inevitable that the Maritime Unit renews the aid in the near future. Due to the location of the Perch aid we will require detailed plans for the aid. Modest funding was identified for this cost within the Maritime Unit's current budget.
- 1.4*** It is proposed to commence a maintenance programme for navigation aids during the autumn and the lamps and buoys will be maintained once more. The estimated cost of the work is £1,900 and the assistance of a contractor will be required in order to complete some elements of the work.
- 1.5*** The boat anchors for visitors and other anchors in the Council's ownership have been inspected and maintained. Speed zone buoys were located on both Barmouth and Fairbourne beaches and the work was completed by harbour staff. As the speed zone buoys were installed by the Council no additional cost needed to be identified to pay for the services of a contractor this year. Last year, the total cost for installing and reinstating the speed zone buoys was **£800**.

The work of re-installing the aids and maintenance of moorings was undertaken via an agreement with a local contractor and the cost was as follows:-

Re-installing the Fairway buoy	£825.00
Maintenance of Sandbank buoy	£450.00
Maintenance 'Bar' buoy	£450.00
Maintenance of Port buoy	£450.00
Port buoy lamp	£285.00
Return 20 moorings ashore	£800.00
Re-install 17 moorings in the harbour	£680.00
Inspect 6 deep water moorings	£600.00
Mooring chains and navigation aids	£877.00
<b>Total</b>	<b>£5,417.00</b>

As noted above, the maintenance costs of navigation aids and harbour moorings are comparatively high and we need to identify all costs from within the current budget.

### 3 - Ferry Service

- 3.1 During 2009 the Maritime Unit issued three 'Owner's Licences and eight Boatman's Licences for a ferry service between Barmouth and Penrhyn Point. One Owner's Licence was issued for a ferry in Aberdyfi harbour. This meant one more licensed ferry to transport passengers this year compared to the number of boats licensed last year.
- 3.2 We need to ensure that the basis for issuing an Owner's Licence is clear and that there can be no doubt of the number granted by the surveyor to travel on board the boat. We also need to ensure that there is consistency with the safety equipment required on board the ferry and that the safety equipment is inspected by the maritime surveyor and available on board the ferry at all times.
- 3.3 We need to be totally clear on the definition of 'Favourable Weather' and any licence issued will be based on the following paragraph that has been included in the MCA Code of Practice for commercial boats:-

*'Favourable Weather' means wind, sea and visibility conditions which are deemed by the skipper to be safe for a small vessel to operate within the limits applied to it; or, in any other case means conditions throughout a voyage or excursion in which the effects either individually or in combination of swell, height of waves, strength of wind and visibility cause no hazard to the safety of the vessel, including handling ability.*

*In making a judgement on favourable weather, the skipper should have due regard to official weather forecasts for the service area of the vessel or to weather information for the area which may be available from the MCA or other coastal safety organisations or Harbour Authority.*

- 3.4** The time when the ferry service can be undertaken is restricted to daylight hours only. Namely, one hour before sunrise and one hour after sunset. Running a ferry service outside these hours will not be permitted.
- 3.5** A copy of the Owner's Licence and the current Safety Equipment List have been appended to this report and the views of Members regarding the wording of the licence and equipment list, are requested. These documents will need to be exhibited on board the ferry.

#### **4 - Events**

- 4.1** On the 20<sup>th</sup> of June the Three Peaks Race took place. Thirty four boats took part in the race this year and this indicates that its popularity is increasing. At the start of the season £2,750 was invested in anchoring equipment that was used for the Three Peaks Race boats. The next race will take place on 19<sup>th</sup> June 2010 and we are looking forward to working closely with the Race Committee once again.
- 4.2** In 2010 it will be necessary to ensure that all the preparatory mooring work is completed and that all moorings are ready at least seven days prior to when the boats that are taking part arrive in Barmouth. Some inconvenience was caused to certain competitors as sufficient anchors were not available.
- 4.3** Unfortunately, as the bathing water quality of Barmouth beach did not reach the required standards during 2008 it was not possible to submit an application for the International Blue Flag Award for the 2009 bathing season. The bathing water quality of Barmouth beach appears promising thus far, however, we will have to wait until all the results have been published before they can analyse the bathing water quality for 2009. If the quality of the bathing water reaches the required standards then the Maritime Unit will submit an application for the International Blue Flag once again in 2010.

#### **5 – *Harbour Statistics***

- 5.1** It is noted from the table in the appendix that **892** Personal Watercraft registered with Gwynedd Council in 2009. This compares with **871** in 2008, i.e. an increase of **21** this year. **1169** Powerboats were registered with the majority, i.e. **714** registering via the Maritime office in Pwllheli. It is noted that the number of Personal Watercraft and Powerboats registered in the Harbour Office in Barmouth were higher this year compared with the number for 2008. A great number of customers register via post and no doubt the economic situation and the price of fuel has a significant impact on the use of Powerboats and Personal Watercraft on the coast.
- 5.2** As indicated in the table, **105** powerboats were registered in Barmouth harbour with **48** powerboats in Aberdyfi harbour this year. The registration fee for Powerboats and Personal Watercraft is the same as last year i.e. **£15.00** through the post, or **£20.00** on

the beach or in the harbour master's office. The launching fee is **£12.00** a day or **£130.00** for the season.

- 5.3 It can be noted from the table in the appendix that only a **100** boats were moored in the harbour this year namely thirteen boats less than in **2007**. This is a matter of concern.

## 6 Budgets

- 6.1 For Members' information, attached is the Barmouth harbour final budget report *for the 2008/09 financial year*. Also appended are the expenditure finance and income targets for all the harbours and beaches for the **2009/10** financial year.
- 6.2 We will have to be cautious in order to ensure that the Maritime Unit does not commit funding beyond its budget during the current financial year and as you will note we will need to reduce expenditure in Barmouth harbour over the winter months.

The Harbour Master needs to prepare a detailed work programme for the autumn and winter seasons in order to identify expenditure priorities and staff resource priorities and ensure that all the maintenance work is completed well before the commencement of the **2010** season. The Harbour master will distribute the work programme at the meeting.

- 6.3 The income target for the current financial year is **£53,230**. Up until the end of August the income total reached for Barmouth harbour is **£33,187**, i.e. **£20,043** short of the target. It is envisaged that there will be no substantial addition to the income between October and March **2010**.