



# Complete Agenda

**Democratic Service**  
Swyddfa'r Cyngor  
CAERNARFON  
Gwynedd  
LL55 1SH

## Meeting

### **BARMOUTH HARBOUR CONSULTATIVE COMMITTEE**

## Date and Time

**10.30 am, TUESDAY, 8TH NOVEMBER, 2016**

## Location

**Ystafell Gelfyddyd (Arts Room), Theatr y Ddraig, Barmouth Community Centre,  
Jubilee Road, Barmouth, Gwynedd. LL42 1EF**

## Contact Point

**Glynda O'Brien**

**01341 424301**

**[glyndaobrien@gwynedd.llyw.cymru](mailto:glyndaobrien@gwynedd.llyw.cymru)**

(DISTRIBUTED: 01/11/16)

## **MEMBERSHIP:**

### **Gwynedd Council:**

Gethin Glyn Williams  
Louise Hughes  
Eryl Jones-Williams

Local Member for Barmouth  
Local Member for Llangelynnin  
Local Member for Dyffryn Ardudwy

### **Co-Opted Members:**

Mike Ellis

Councillor R A Williams  
Councillor Julian Kirkham  
Dr John Smith  
Wendy Ponsford  
John Johnson

Mark James  
Martin Parouty

Member of the Three Peaks Yacht Race  
Committee  
Barmouth Resort Improvement Group  
Arthog Community Council  
Barmouth Viaduct Access Group  
Merioneth Yacht Club  
Barmouth and Cardigan Bay Sea Fisheries  
Association  
Royal National Lifeboat Institution  
Barmouth Harbour & Estuary Users Group

### **Observers:**

Mandy Williams-Davies  
Councillor David Richardson  
Dr John Jones-Morris

Michael Sol Owen

Cabinet Member - Economy  
Aberdyfi Harbour Consultative Committee  
Porthmadog Consultative Harbour  
Committee  
Pwllheli Harbour Consultative Committee

# **A G E N D A**

## **1. ELECTION OF CHAIRMAN**

To elect a Chairman for this Committee for 2016-17.

## **2. ELECTION OF VICE-CHAIRMAN**

To elect a Vice-Chairman for this Committee for 2016-17.

## **3. APOLOGIES**

## **4. DECLARATION OF PERSONAL INTEREST**

## **5. MINUTES**

5 - 10

To confirm the minutes of the previous meeting of the Barmouth Harbour Consultative Committee held on 22 March 2016.

(Copy enclosed)

## **6. REPORT BY THE MARITIME AND COUNTRY PARKS OFFICER**

11 - 25

To consider a report by the Maritime and Country Parks Officer.

## **7. MATTERS TO BE CONSIDERED AT THE REQUEST OF MEMBERS OF THE CONSULTATIVE COMMITTEE**

26

(a) Report on Penrhyn Point Management Plan - Arthog Community Council

(b) Business Planning (Development Plan for the Harbour) – Cllr. Rob Triggs

(c) Dangerous pole and spike in Aberamffra harbour

(d) Up-date on the sand situation

(e) Sand Bags / Gate at top of slip

(f) Petrol Fuel Station

(g) Moorings

(h) Pontoon Fingers

(i) Dead Fish

(Copy of details with regard to (e) – (h) above attached)

## **8. BARMOUTH SERVICES PROJECTS**

27 - 30

At the request of the Chairman, to receive, for information, a list of Barmouth Services Projects as discussed by the Community Steering Group.

(Copy enclosed)

## **9. DATE OF NEXT MEETING**

To note that the next meeting of the Barmouth Harbour Consultative Committee will be held on 14 March 2017.

**Minutes of a meeting of the Barmouth Harbour Consultative Committee  
that took place on 22 March 2016 at the Dragon Theatre, Barmouth**

**PRESENT**

**Councillor Gethin Williams - Chairman**  
**Councillor Eryl Jones-Williams - Vice-chairman**

Cllr. Rob Triggs (Barmouth Town Council), Cllr. Julian Kirkham (Arthog Community Council), Cllr. Mark James (RNLI), Mr John Johnson (Barmouth and Ceredigion Sea Fisheries Association), Mrs Wendy Ponsford (Meirionnydd Yacht Club), Mr Martin Parouty (Barmouth Harbour Users Group), Mr Mike Ellis (Three Peaks Race Committee), Dr John Smith (Barmouth Viaduct Access Group)

**Officers**

Barry Davies - Maritime and Country Parks Officer  
Mr Arthur Jones - Senior Harbours Officer  
Mr Glyn Jones - Barmouth Harbour Master  
Mrs Glynda O'Brien - Members' and Scrutiny Support Officer  
Mrs Mererid Watt - Translator

**Apologies:** Councillors Louise Hughes, Mandy Williams-Davies (Cabinet Member - Economy), Cllr. David Richardson (Aberdyfi Harbour Consultative Committee), Cllr. R.A. Williams (BRIG), Mr Llŷr Jones, Senior Manager Economy and Community.

**1. DECLARATION OF PERSONAL CONNECTION**

The following members declared a personal interest in the following items for the reasons noted:

- (i) Councillor Gethin Glyn Williams as he was a member of the Yacht Club
- (ii) Councillor Julian Kirkham as he was related to one of the ferry operators

**2. MINUTES**

**Submitted:** Minutes of a meeting of the Barmouth Harbour Consultative Committee held on 15 October 2015.

**Resolved:** To accept and approve the minutes as a true record.

**2.1 Matters arising from the minutes:**

**(a) Wintering Boats**

In response to an enquiry regarding wintering boats on a section of the car park, the Maritime and Country Parks Officer noted that following a discussion with Mr Colin Jones, Parking and Road Safety Manager, that the principle was acceptable, however, discussions were required on how to administer the arrangements, responsibility for the boats etc. There had been discussions regarding the cost which could be in a form of a bond between £300-£500 as a deposit for any cleaning required once the boats had been moved. As a way forward, the Maritime and Country Parks Officer suggested that Members could ask their clubs if they were interested in the above

provision and to record their interest with the Harbour Master and then a scheme could be undertaken by next winter.

**Resolved:** To request that the clubs/associations contact the Harbour Master if there is any interest to winter boats on a section of the car park, in order to further complete the required arrangements.

**(b) Wheelchair Access to the Promenade**

Stemming from the discussion regarding the submission of an application for a grant to the Lottery Fund to provide more access locations for wheelchair access to the promenade, an update was given by Cllr. Eryl Jones-Williams and he stated that the Meirionnydd Access Group did not submit applications themselves but in conjunction with other organisations. In addition, the Meirionnydd Access Group did not currently have a Secretary or Treasurer. It was also felt that if the Town Council established a Barmouth Access Group then this would fragment the Meirionnydd Access Group. To add to the problem the Council had deleted the post of Disability Officer. It was understood that approximately 4 sections from the Black Patch to the Arbour Hotel were inaccessible to wheelchairs.

**Resolved:** To accept and note the above.

**(c) Launching from Penrhyn Point**

In response to concern regarding supervising launching from Penrhyn Point, the Maritime and Country Parks Officer explained that the Service did not have the capacity to send staff to Penrhyn Point and signs had been erected in the area in cooperation with the local community. In terms of the potential to get volunteers to assist, it was not anticipated that there would be any problem if 3 / 4 individuals were willing to assist under the Harbour Master's wing, dependent on insurance terms. It would also be useful if ferry operators could inform the Harbour Master if they see any unregistered boats launching.

The Maritime and Country Parks Officer stressed that there was a formal system to follow namely that it was necessary for individuals to complete forms PG1 (details of individuals) and PG2 (risk assessment).

**Resolved:** To request that Members make enquiries with their clubs/associations to find volunteers to assist the Harbour Master with unregistered launching from Penrhyn Point and for them to contact the Harbour Master if there is any interest.

**3. THE MARITIME OFFICER'S REPORT**

**Submitted:** The report of the Maritime and Country Parks Officer, Mr Barry Davies, on activities in Barmouth Harbour with specific reference to the following:-

**(A) Port Marine Safety Code**

Members were reminded that the Safety Code was not statutory and any observations from Members on health and safety issues would be appreciated.

**Resolved:** To accept and note the above.

## **(B) Navigation and Moorings**

Reported:

- (i) That the service had invested substantially in aids to navigation and this included lamps, chains etc. and as a result each aid was currently on station.
- (ii) It was necessary to install lights on some of the aids, however, the service was not too concerned as the Easter holiday was early this year and there might not be many boats on the water. However, an assurance was given that the Senior Harbours Officer and the Harbour Master would install these as soon as possible.
- (iii) That an investment would be considered next year to install a starboard buoy near the seawall for visiting boats to navigate easily into the harbour.
- (iv) Trinity House had conducted an inspection and a thorough audit and as a result it was stressed that the administrative arrangements were up to standard.
- (v) It was agreed not to invest in beach buoys apart from the gateway near the railway footbridge.
- (vi) The service had contacted mooring owners and of the existing customers 60 applications had been received thus far and this was a reduction compared to previous years. However, it was noted that the trend in every harbour was a reduced number.
- (vii) It was stressed that boats would not be allowed to moor in the harbour unless the written administrative paperwork was complete and correct which included insurance documentation, mooring certificate etc.
- (viii) The local contractor would be requested to take out the moorings that are not in use and individuals could not claim specific locations.

**Resolved: To accept and note the above.**

## **(C) Harbour Matters**

Reported:

- (i) That approximately £8,000 had been invested to repair the pontoon last year and by now it was part of the responsibility of the Harbour Service and it was not known for how long it could be maintained considering the current financial climate with so little income received. It was emphasised that the purpose of the pontoon was for visitor use only and the Harbour Master would monitor its use. It was further noted that arrangements would be made to re-install the fingers on the pontoon soon.

In response to enquiries from individual members, the Maritime and Country Parks Officer noted:

- That they had to have control over local boats that moor on the pontoon
  - Regarding the Harbour boat moored on the pontoon, that there was a great deal of repair work to be undertaken on the boat and alternative ways would have to be considered to reach the boat such as the arrangements that exist in Aberdyfi whereby the boat is moored with a tender available to reach it.
  - It was not the responsibility of the Harbour Master to respond to an emergency in the Harbour but rather for the Emergency Services and the Lifeboat but of course the Maritime Service would be there to assist if required.
- (ii) That approximately 47 metres cubed of concrete was used to refurbish the gardens, 1,000 litres of resin with 16 metres cubed for the quay wall and this was not sufficient to fill in the gaps.

- (iii) It was trusted that the ferry would be operational by Easter, however, an appeal was made to the operators to submit applications for a licence in good time as a day or two of notice was insufficient for the Maritime Service to process them.

A Member noted that they had to be strict with receiving applications in good time for processing and it should be noted that no licence would be processed unless the appropriate documentation had been submitted by the specified date.

- (iv) That arrangements were in place for beach concessions in order to have better control of seaside activities. The concessions were advertised in the local papers and any business was invited to submit an application. The applications would then be assessed to ensure that every concession complies with the appropriate requirements. One full application had been received for trampoline activities /swings /donkeys.
- (v) Regarding the movement of sand, it was noted that Gwynedd Consultancy had not removed sand this year, however, they will try to keep the paths clear over the summer months. It was added that significant work had been achieved in the past, however there was no budget available to hire machinery for the removal of sand but the Harbour Master would monitor the situation.

The Chairman reported that approximately 15-20 tonnes of sand had been removed in the past and discussions were on-going with the Town Council, Shoreline Management Plan and others to resolve the long term problem and consideration would be given to the dunes, marram grass and activities etc.

**Resolved: To accept and note the above.**

#### **(CH) Harbour Budgets**

Information was submitted to Members giving a summary of the budgets and they were guided through the headings and attention was drawn to the Harbour income target of £45,100 and £43,637.69 had already been spent with a shortfall of £9,296.91 at the end of February 2016.

Reference was made to the fees and charges that would increase by 1% in 2016/17. Attention was drawn to the fact that Moorings at Trwyn y Gwaith had been reduced to justify that there was no provision in specific areas of the creek.

The total income target for Harbours was approximately £2m with inflation and the income was 0.70%.

It was stressed that the Service was facing a challenging year in terms of budgets / cuts and that only the responsibility for those beaches awarded the Blue Flag Award would fall to the Harbour Service.

**Resolved: To accept and note the above.**

#### **(D) Harbour Staff**

Reported:

- that the Harbour Assistant post had been advertised and the interviews would be conducted soon.
- That the Harbour Master and the Senior Harbours Officer would be on duty over the Easter holidays.



- It was trusted that 4 Beach Officers would be appointed for the season.
- An appeal was made to Members to contact the Harbour Master if there was any anticipated work to be completed or if they had any concern regarding any matter.

**Resolved: To accept and note the above.**

#### **(E) Natural Resources Wales Consultation**

Submitted for information, a letter received from Natural Resources Wales regarding a consultation on Special Areas of Conservation for harbour porpoise and proposed new and extended Special Protection Areas for seabirds

It was noted as a response to an enquiry that the Service would not be submitting a response.

**Resolved: To accept and note the above.**

#### **(F) Remembrance Service - The Prince of Wales Ferry Boat**

It was understood that it was proposed to conduct a Remembrance Service for the above tragedy that took place on 22 June 1966 with Dolgellau Town Council leading on this. The Chair and Vice-Chair of this Consultative Committee had met with Dolgellau Town Council. It was felt that the remembrance plaque should be erected on National Park land. Concern was expressed regarding the delay in contacting people.

In addition, it was felt that two persons namely Mr Ron Davies from Bontddu and Mr Williams from Brithdir who worked for the Council at the time, should be recognised for their bravery in saving the life of a 7 year old boy from the tragedy.

**Resolved: To accept and note the above.**

### **4. MATTERS TO BE CONSIDERED AT THE REQUEST OF THE CONSULTATIVE COMMITTEE MEMBERS**

#### **(a) Navigational Marks**

It was reported that the above had been discussed as part of the Maritime and Country Parks Officer's report.

#### **(b) To consider having signs to warn the public of the change in the depth of the Channel near the Yacht Club.**

Reference was made to the two photographs attached to the agenda indicating a drop of 5-6 foot in the channel and concern was noted regarding public safety as a result of this.

**Resolved: To request that the Harbour Master erects 'Steep Banks' signs as well as notifying mariners of safe areas to launch boats.**

- (c) **A request was made to circulate minutes earlier in order that representatives can brief the groups they represent.**

The Members' Support Officer reported that they sought to place the minutes on the Council's website within 15 working days of the meeting date, however this was dependent on workload. In the meantime she had sent a link to the site where agendas/minutes were placed to Cllr. Rob Triggs in order that he could send the link on to relevant persons.

**Resolved: To accept and note the above.**

**(ch) Dangerous pole at bottom of slipway in Aberamffra Harbour**

A representative of the Yacht Club made a request to remove the dangerous pole at Aberamffra Harbour.

It was understood that this was the remains of an old ship and it would be necessary to get four members of staff to cut it. There was a difference of opinion amongst the Members if it should be removed or not, as it did not cause a hazard in terms of navigation, however as a compromise a buoy could be placed at the site.

Following a vote on this matter:

**Resolved: Not to remove the pole at Aberamffra Harbour.**

- (d) **Sand - what could be done?**

A representative of the Yacht Club reported that there was a substantial amount of sand up the northern side of the compound and so much sand had not been seen there before and it would cause difficulties to get boats out.

The Chair explained that they had to be proactive by contacting Mr Colin Jones, Parking and Road Safety Manager who was responsible for the car park. However, it was trusted that the problem could be resolved in the long term.

**Resolved: To accept and note the above.**

**5. DATE OF NEXT MEETING**

**Resolved: It was noted that the next meeting of this Consultative Committee would take place on 8 November 2016.**

The meeting commenced at 10.30 a.m. and concluded at 12.10 p.m.

**CHAIRMAN.**

<b>MEETING</b>	<b>Barmouth Harbour Consultative Committee</b>
<b>DATE</b>	<b>08 November 2016</b>
<b>TITLE</b>	<b>Update on Harbour Management Matters</b>
<b>AUTHOR</b>	<b>Maritime and Country Parks Officer</b>

## **1. Introduction**

- 1.1 The Committee's main function is to consider and advise on matters relating to the management, safety and development of the Harbour and to receive Members' observations on matters relating to the harbour.
- 1.2 The purpose of this report is to provide a brief update for the period from March 2016 to October 2016 for the attention of the Committee.

## **2. Barmouth Harbour**

- 2.1 In 2016/17 figures for boats on moorings in the Harbour were as follows: -

There was a total of 88 boats on annual moorings in 2016. This compares with the 93 boats moored in 2015. It was disappointing to report that five boats had left at the end of 2015/16 but the service intended to contact the customers to try to discern the reason for leaving the Harbour. The intention was to report on the results of the enquiry at the next meeting in March 2017.
- 2.2 On the whole, customer numbers fell slightly at all Harbours last year and also at the Marina in Pwllheli. There was one exception: the number of boats at moorings in Victoria Dock in Caernarfon remained consistent.
- 2.3 Of the number of boats at moorings in the Harbour, 67% were power boats and 33% were sailing boats. 60% of customers were Gwynedd residents and 32% lived outside the county.
- 2.4 It was agreed at the meeting in March 2016 that the Harbour Master ensured that no mooring would be allowed to remain at the Harbour unless the owner of the mooring had paid the mooring fee to the Council.
- 2.5 1001 Power Boats were registered in Gwynedd in 2016, compared to 989 in 2015. 82 power boats were registered at Barmouth harbour which compared to the 71 boats registered in 2015.
- 2.6 729 Personal Watercrafts were registered in Gwynedd in 2016. This compared with the 699 registered in 2015. In Barmouth Harbour, 67 Personal Water Craft were registered and this compared with 64 Personal Water Craft registered in 2015.

## **3. Marine Safety Code**

- 3.1 An original copy of the Marine Safety Code had already been distributed to all Committee Members and it was also available on Gwynedd Council's website. The Senior Harbours Officer was reviewing the Safety Code. We sincerely hoped that the Senior Coast Guard Inspector would visit the Council early in 2017 in order to inspect the Safety Code and offer feedback on the Code which was relevant to Gwynedd Council Municipal Harbours. It was understood that the Inspector would visit each Harbour in Gwynedd and would spend several days inspecting the harbours. It was

anticipated that the report would be submitted to the Harbour Committees following the Inspectors' visits.

- 3.2 Although the service regularly reviewed the Safety Code, it was necessary to receive the comments and views of the Consultative Committee on the appropriateness of the Marine Safety Code as well as observations on its contents, in order that the Safety Code may be reviewed and be relevant to the activities, safety and work of Barmouth Harbour.
- 3.3 No issue or cause for concern that would be relevant to the statutory responsibilities of the Harbour was brought to the attention of the service in 2016. Issues involving public safety were submitted for our consideration in relation to using a ferry in Harbour waters. Each case was investigated and the result was that no issue fell within the requirements of the Safety Code.
- 3.4 On 7 August 2016, two young boys got into difficulties whilst bathing in waters within the Harbour's jurisdiction. Both young boys got into difficulties in the sea opposite the Lifeboat Station. Both boys lost their lives despite the efforts of the Emergency Services and Maritime and Parks staff to save them. It was very windy at the time with the wind coming from a south-westerly direction. The tide was high on that day and the tide was at an ebb when the two boys went into the water. The Marine and Parks Service, in consultation with other agencies, would conduct a review of signs in order to improve the information available to visitors and beach users.
- 3.5 On 3 August 2016 a boat that had been moored at the Harbour came free of its mooring and was carried by the tide toward the railway bridge. There was a very strong wind that night and the Harbour monitor had noted gusts of up to 55 miles an hour. The railway had to be closed for a short while to enable the Coast Guard to take the boat from the bridge and enable railway inspectors to examine the bridge to ensure that it had suffered no damage. The boat was removed from the bridge structure at approximately 21.30 with assistance from the Life Boat.

#### **4. Operational Issues**

##### **4.1 Navigation**

- 4.1.1 Trinity House's Lighthouse Authority conducted an inspection on 26 July 2016. Compared with previous reports, the 2016 report confirmed that the condition and locations of the Barmouth Harbour Navigation Aids had improved.
- 4.1.2 The Harbour's Navigation Aids maintenance work programme has been completed in accordance with the permission, instruction and guidance of the Consultative Committee. An update of the current situation would be given to Members by the Principal Officer of Harbours at the meeting.
- 4.1.3 No Mariners' Notice was in operation at Barmouth harbour.
- 4.1.4 On 22 October 2016, Trinity House operating on behalf of Welsh Water, installed a new Navigation Aid at the harbour. The new navigation aid was situated opposite the Coast Guard Office at location - Longitude. 52° 43.602'N, Latitude. 004° 04.203'W.
- 4.1.5 The purpose of the navigation aid was to safeguard the discharge pipe and guide boats away from crossing the pipe that rested on the sea bed. The Service had drawn attention to the dangers posed by the remains of the navigational aid that remains on site. Welsh Water had

received notice that the remainder of the aid needed to be removed from the pipe as a matter of urgency as the pole that remained poses a danger to boats that crossed the area, especially at high tide.

#### 4.2 **Maintenance**

4.2.1 Arrangements and a work programme for maintaining key elements of Barmouth harbour would be submitted by the Senior Harbour Master at the meeting.

4.2.2 The Senior Harbour Master would submit a maintenance work programme to be carried out at Barmouth Harbour during the October - December period, along with an outline of the work programme to be carried out during the January - March 2017 period. The feedback of Committee members on any additional work that required consideration and inclusion in the work programme was requested.

#### 4.3 **Staffing Matters**

4.3.1 The employment period of the Barmouth Harbour Assistant (seasonal) ended on 30 September 2016. In order to ensure support for and a continuation of the service across the county, the employment period of the Barmouth and Aberdyfi Harbour Assistants had been extended until the end of December 2016.

4.3.2 Two harbour assistants would be part of the wider Maritime team to make it possible to respond to incidents and complete the maintenance work programme at Porthmadog, Aberdyfi and Barmouth Harbours over the winter months. The Barmouth Harbour Assistant's work location would be moved to Porthmadog initially in order to secure additional assistance in Porthmadog over the winter months.

4.3.3 In 2016, seven applications were received by individuals interested in volunteering to work at Barmouth Harbour. This was very positive and we appreciated the kind offer received by each of these individuals. In order to ensure the safety of volunteers, it would be necessary to conduct a full review of the responsibilities that it would be possible for them to fulfil. A set rota would also be necessary to ensure that the number of volunteers did not over complicate the management of any projects.

#### 4.4 **Other Matters**

4.4.1 **Harbour Pontoon.** Since installing the pontoon on the quay wall by the 'SS Dora' building, the Council had invested substantially in maintenance work of the pontoon. In addition to the work and maintenance costs, Maritime and Country Parks staff regularly inspected the pontoon as weather and waves had a detrimental effect on the pontoon.

4.4.2 Following several investigations, the conclusion was reached that the pontoon fingers were having a detrimental impact on the main structure and that it was not appropriate or suitable to continue attaching the pontoon fingers to the main body of the structure. It would be appropriate to connect the fingers to the main pontoon for very short periods of time only and for specific events. This would not be possible if weather forecasts were unfavourable.

4.4.3 No mooring fingers were laid in 2016 and unfortunately it was anticipated that the Maritime and Country Parks Service would not have the budget or resources to continue to maintain the pontoon if they face high maintenance costs in future.

- 4.4.4 The Service was eager to collaborate with the community and local groups to ensure that the pontoon, in its current form, was available for Harbour users. If the pontoon were to suffer further damage, then the future of the pontoon would have to be reviewed as a matter of urgency.
- 4.4.5 The fingers that were a part of the structure had been anchored and secured in the Bath house area. The decision of the Committee on the future use of the fingers would be required when considering that it is unlikely that the Service would continue to re-set the fingers onto the main structure of the pontoon in future.
- 4.4.6 **Ferry Licences.** Three Owner Licences were authorised in 2016. Whilst improvements had been made to management arrangements, the service would contact Owner Licence holders over the winter months to emphasise a number of issues raised in 2016 and to review arrangements for 2017.
- 4.4.7 In 2017 the ferry pilots would have to undertake a specific course at the Harbour when navigating between Penrhyn Point and Barmouth at times when the tide allowed. A draft plan has been attached requesting Members' opinions on the navigation course that all pilots would be required to undertake.
- 4.4.8 **Coastguard Enquiry.** The Government was inquiring into a possible change to the legislation of Port Waste and it was an opportunity for Members to submit observations on the proposed changes. The changes removed: MGN 253,259 and 326. Whilst there would be a changes to the legislation this would not have an effect on the Harbour Waste Provision Plan in Gwynedd. It is understood that the change to legislation would come into effect on 9 December 2016.

All the documents have been made available on the website below.

<https://www.gov.uk/government/consultations/implementation-of-directive-20152087-by-means-of-the-merchant-shipping-and-fishing-vessels-port-waste-reception-facilities-amendment-regulations>

## 5. Financial Matters

- 5.1 A summary of the Harbour's budget, reporting on the current financial situation, is attached.
- 5.2 During the period, it was necessary to commit financial resources for the following: - -
- Maintenance and purchasing of Navigation Aids and Lights
  - Maintenance of Council moorings
  - Extending staff employment terms.
  - Maintenance of lands and pontoons.
- 5.3 The budgets were monitored monthly and a Second Quarter Review would be conducted during the first week of October. The attachment reflected the Second Quarter Review.
- 5.4 **Fees and Charges 2017/18.** The prospective figures spreadsheet for Barmouth Harbour 2017 is attached. Inflation for harbours for 2017/18 was anticipated to be at 1.85%. In

order to meet the financial challenge and the service's income target, it was recommended that fees for Barmouth Harbour be increased by 2% on average for the 2017/18 financial year.

- 5.5 Emphasis was placed on the fact that it was only a draft that had been submitted to Members and that the fees would be subject to confirmation by the Portfolio Leader early in 2017.

## **6. Events**

- 6.1 The following events were held at Barmouth Harbour in 2016: -

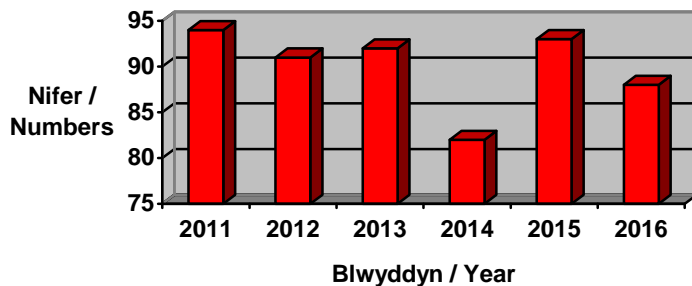
- The prestigious Three Peaks Race was held on 11 June 2016. The 2017 race would be held on 17 June when the Race celebrated its 40th birthday. A great number of boats would be expected to take part in the race and the Service would provide all possible assistance to ensure that the race was successful once again.
- The 'Mawddach Paddlefest' was held on 25 and 26 June 2016. The 'Mawddach Paddlefest' festival 2017 would be held on 15 and 16 June.

# HARBWR ABERMAW HARBOUR

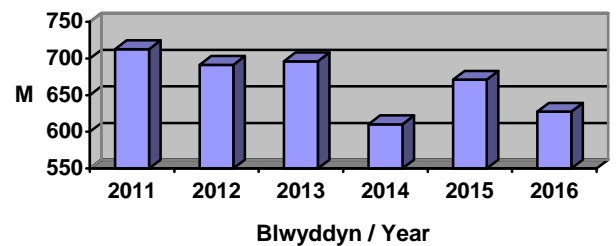
## Cymhariaeth o Ystadegau Cychod Comparison of Boat Statistics

	2011	2012	2013	2014	2015	2016
<b>Nifer o Gychod / Number of Boats</b>	94	91	92	82	93	88
<b>Cyfanswm Hydoedd / Total LOA</b>	712.84	691.38	696.16	610.37	671.20	627.64
<b>Cyfartaledd Hyd / Average Length</b>	7.58	7.6	7.57	7.44	7.21	7.13
<b>Cyfanswm Dyfnder / Total Draught</b>	83.42	81.92	83.82	76.45	82.89	77.96
<b>Cyfartaledd Dyfnder / Average Draught</b>	0.89	0.9	0.91	0.93	0.89	0.86

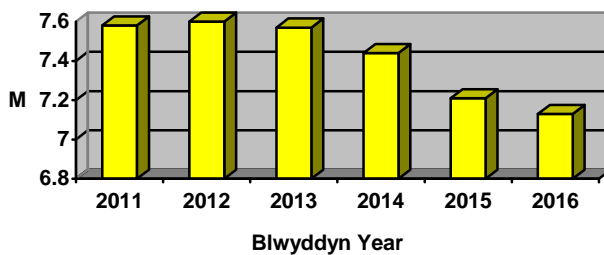
**Nifer o Gychod / Number of Boats**



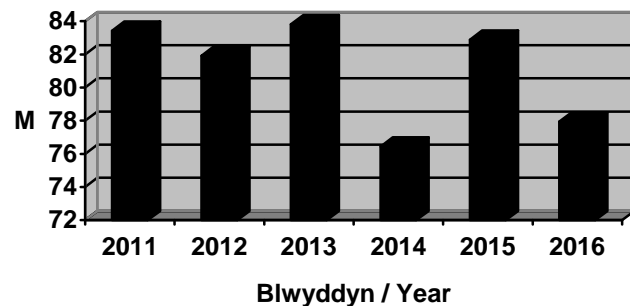
**Cyfanswm Hydoedd / Total Length**



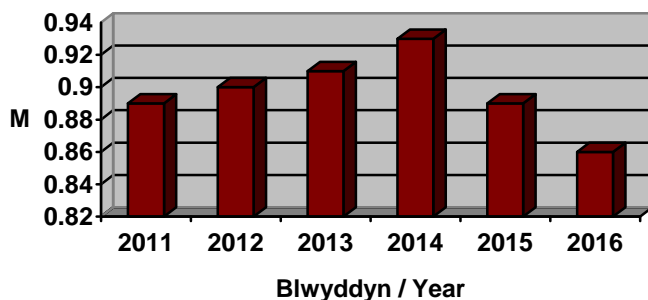
**Cyfartaledd Hyd / Average Length**



**Cyfanswm Dyfnder / Total Draught**



**Cyfartaledd Dyfnder / Average Draught**





# CYMHARIAETH O YSTADEGAU CYCHOD YM MHOB HARBWR 2016

## COMPARISON OF BOAT STATISTICS AT EACH HARBOUR 2016

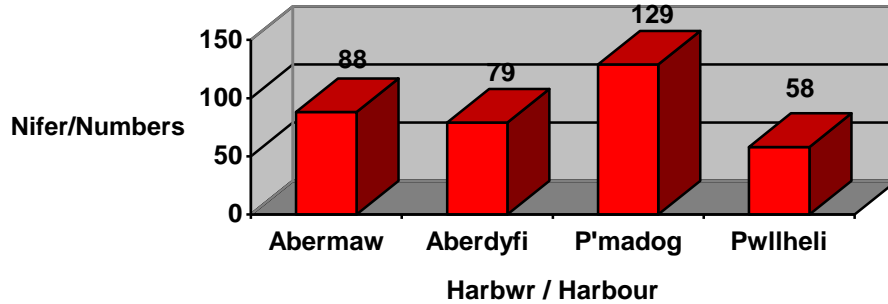


Harbwr Harbour	Nifer o Gychod Number of Boats	Cyfanswm Hydoedd Total Overall Length	Cyfartaledd Hyd Average Length	Cyfanswm Dyfnder Total Draught	Cyfartaledd Dyfnder Average Draught
Abermaw	88	627.64	7.13	77.96	0.86
Aberdyfi	79	524.10	6.63	57.36	0.73
Porthmadog	129	1055.12	8.18	127.50	0.99
Pwllheli	58	463	7.98	55.54	0.96
Cyfansymiau holl harbrau Totals of all harbours	354	2669.86	29.92	318.36	3.54
Cyfartaleddau holl harbrau Averages of all harbours	88.50	667.47	7.48	79.59	0.89

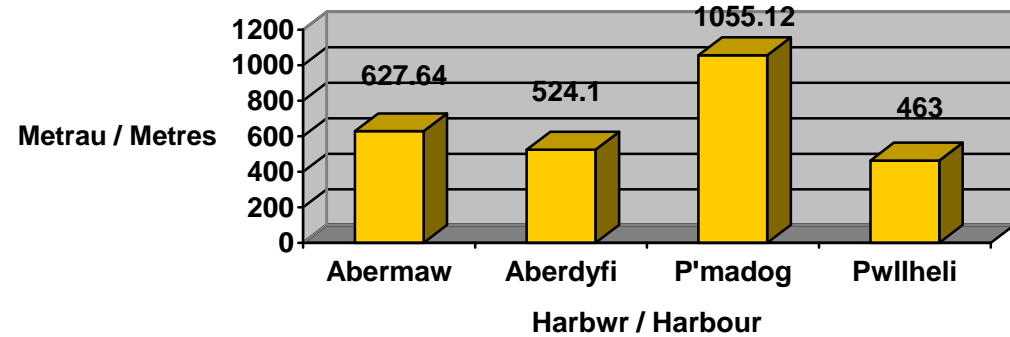
# Darlun o ystadegau cychod ym mhob harbwr.

## Analysis of boat statistics at each harbour.

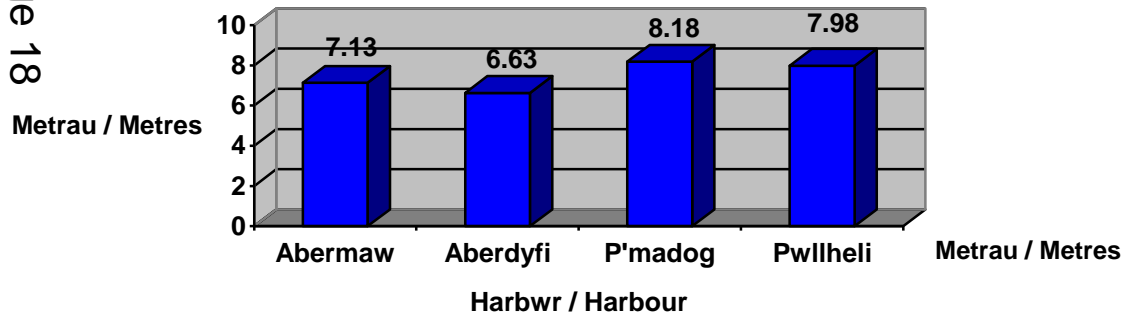
Nifer o Gychod / Number of Boats



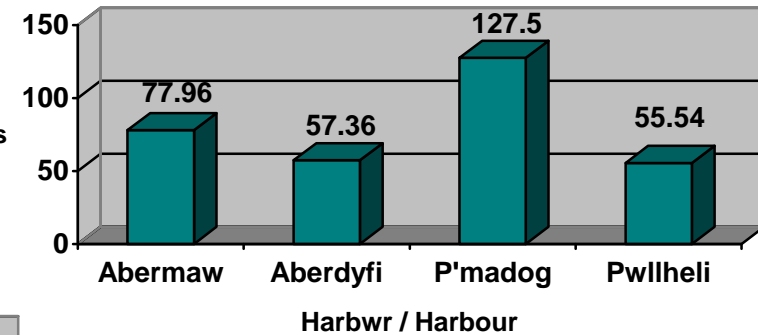
Cyfanswm Hyd / Total LOA



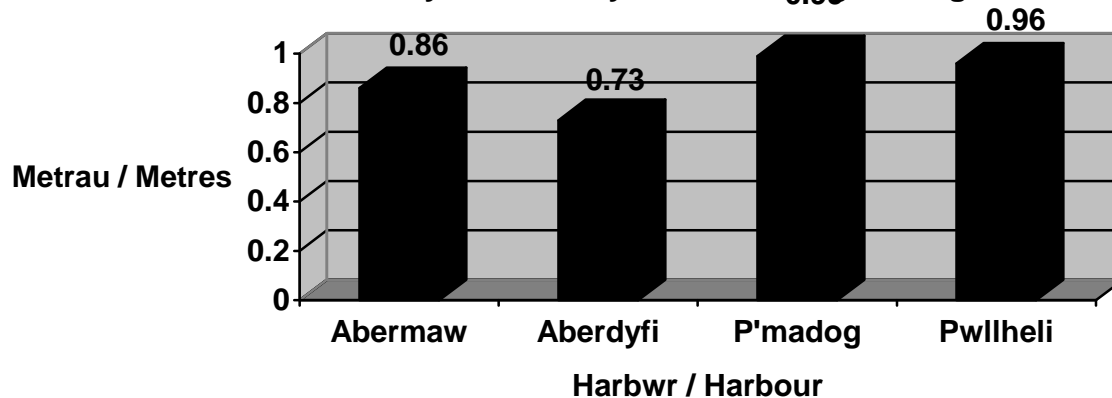
Cyfartaledd Hyd / Average LOA



Cyfanswm Dyfnder / Total Draught



Cyfartaledd Dyfnder / Average Draught



# CYNGOR GWYNEDD COUNCIL

Uned Morwrol a Pharciau Gwledig  
 Maritime and Country Parks Unit

## Rhybydd Morwriaeth Lleol - Local Notice to Mariners

Harbwr Abermaw Harbour Lleoliad Cymhorthyddion Mordwyo Positions Aids to Navigation			
Fairway	LFlw 10s	52° 42.722'N	004° 04.934'W
Bar Buoy 1	Q FL G	52° 42.652'N	004° 04.167'W
No 2	Q FL R	52° 42.698'N	004° 04.187'W
No 4	FL R(2)5s	52° 42.738'N	004° 03.972'W
No 6	FL R (3)10s	Q FL R	52° 42.770'N
North Bank Perch	Q6 FL 15s	52° 42.822'N	004° 03.729'W
Breakwater	FL R 5s	52°42.595'N	004° 03.786'W
No 3 Inner	Fl G 1.5s	52° 42.998'N	004° 03.086'W
Railway Bridge	2 FR (Vert)	52° 43.144N	004° 02.685W
Barmouth Outfall	Fl Y 10s	52° 43.190'N	004°05.331'W
Beach Outfall (G)	Unlit	52° 43.602'N,	004° 04.203'W

# CYNGOR GWYNEDD COUNCIL

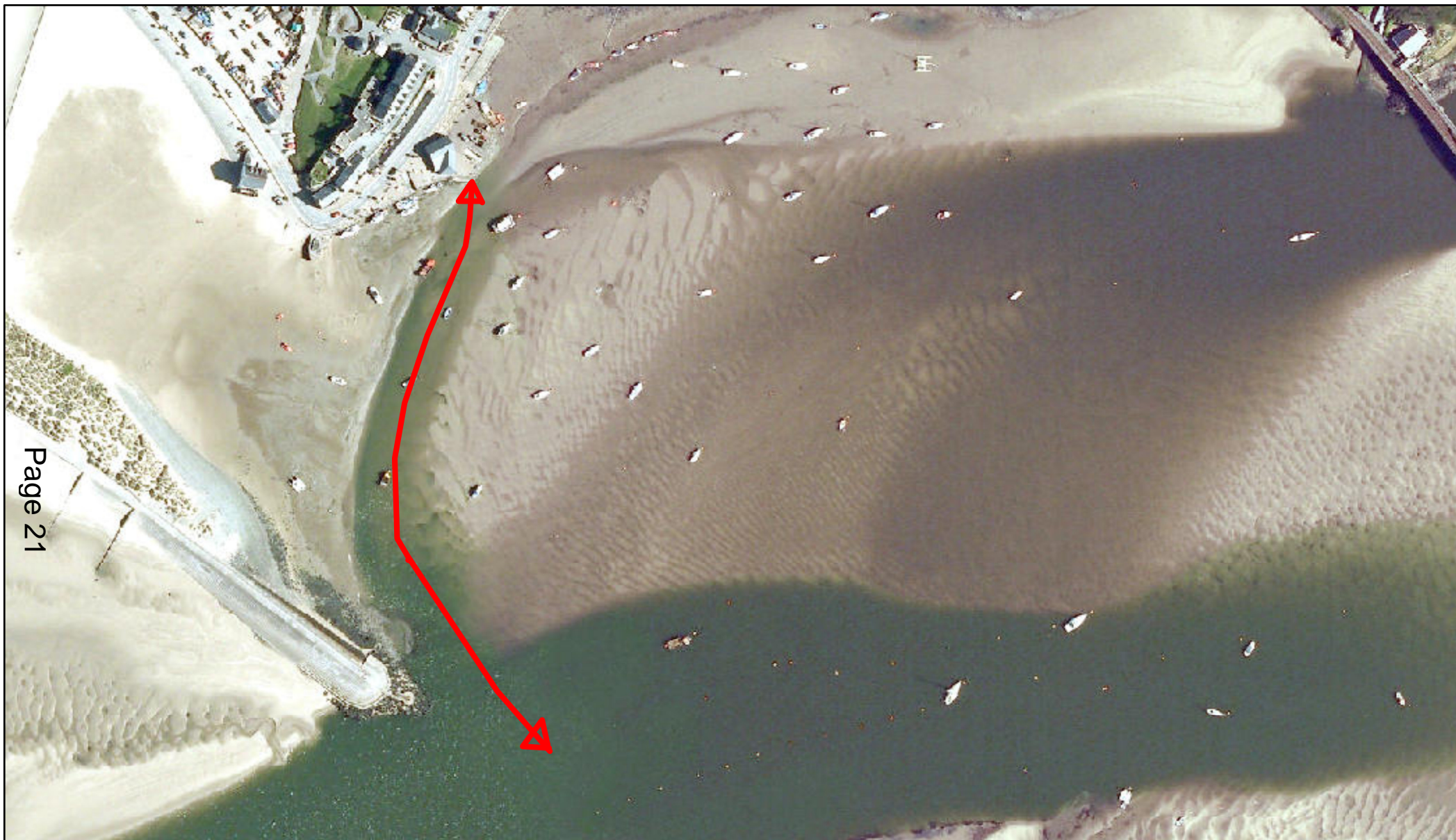
Uned Morwrol a Pharciau Gwledig  
Maritime and Country Parks Unit

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## Rhybydd Morwriaeth Lleol - Local Notice to Mariners

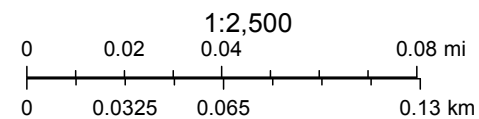
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<b>Morwrol a Pharciau</b>						
<b>DG54-ABERMAW</b>		<b>Diwedd Medi 2016</b>				
<b>GROUP</b>	<b>ACC</b>	<b>DESCRIPTION</b>	<b>BUDGET</b>	<b>EXPENDITURE</b>	<b>COMMITMENT</b>	<b>OVER (UNDER)</b>
Staff	AGWE	Staff Costs	49,370	21,107	16,642	(11,621)
Property	BEID	Ground and Buildings	5,230	1,408	2,860	(962)
Transport	CTRA	Boat and Vehicles	720	201	350	(169)
Equipment	DCYF	Tools and Equipment	9,560	3,482	4,000	(2,078)
Income	INCM	Harbour Income	(45,480)	(28,945)	(5,203)	11,332
Total	CYF	Total	19,400	(2,747)	18,649	(3,498)

**Harbwr Abermaw Harbour**  
**2017/18**

<b>Eithrio T.A.W</b>	<b>2016-17</b>		<b>2017-18</b>	<b>Prices exclude V.A.T</b>
	<b>1%</b>		<b>2%</b>	
Trwydded angorfa blynyddol fesul medr, neu rhan o fedr + Tollau Harbwr – Pob Cwch gan gynwys Ysgraff	<b>28.02</b>		<b>28.58</b>	Mooring licence per metre per annum, or part of metre + Harbour Dues – All Craft including Ferries
Tollau Harbwr y fedr – pob cwch	<b>5.05</b>		<b>5.15</b>	Harbour Dues per meter – all vessels
Trwydded Angorfeydd Trwyn y Gwaith	<b>25.47</b>		<b>25.98</b>	Penrhyn Point Mooring License
<b>Taliadau llithrfa cychod pŵer dros 10HP (eithrio BDP)</b>	<b>Fel rhestr lansio</b>		<b>Fel rhestr lansio</b>	<b>Slipway charges power boats over 10HP (not PW)</b>
<b>Cychod bychain, peiriant 10HP</b>	<b>-</b>			<b>Small boats engine, max 10HP</b>
Dyddiol	<b>8.33</b>		<b>Fel rhestr lansio</b>	Daily
Tymhorol	<b>50.00</b>			Seasonal
<b>Cwch ymwelwyr – Dyddiol neu rhan o ddiwrnod</b>				<b>Visiting Vessels – Daily or part of day</b>
Cwch Ymweld-Daliwr Angorfa Harbyrau Gwynedd	<b>5.00</b>		<b>5.00</b>	Visiting Vessels-Gwynedd Harbour Mooring Holders
Cwch Ymweld-Pob Cwch Pleser arall	<b>8.33</b>		<b>8.33</b>	Visiting Vessels-All other pleasure vessels
Cychod cario teithwyr y <b>fedr</b> + Tollau Harbwr	<b>24.26</b>		<b>Diddymu Withdrawn</b>	Passenger carrying vessels <b>per metre</b> + Harbour Dues per meter
Pysgota/Siarter/Masnachol y flwyddyn + Tollau Harbwr y fedr	<b>24.26</b>		<b>Diddymu Withdrawn</b>	Fishing/Charter/Commercial per meter + Harbour Dues per meter
Cychod yn ymweld a'r harbwr y dydd neu rhan o'r dydd	<b>54.13</b>		<b>55.22</b>	Commercial vessels visiting per day or part of day
Ffioedd Compownd Harbwr (y flwyddyn) – Pysgotwyr llawn amser	<b>294.11</b>		<b>299.99</b>	Harbour compound (per annum) – Full time fishermen
Ffioedd Compownd Harbwr (y flwyddyn) – Defnyddwyr masnachol harbwr	<b>316.90</b>		<b>323.24</b>	Harbour Compound (per annum) – Harbour commercial users
Ffioedd Compownd Harbwr (y flwyddyn) – Defnyddwyr masnachol eraill	<b>366.16</b>		<b>373.48</b>	Harbour Compound (per annum) – Other commercial users.
Ffi cosb – Glanhau Ysbwriel	<b>93.04</b>		<b>94.90</b>	Penalty Costs – Removal of refuse
Gordal-defnydd tir tu allan i'r ardal benodedig y M <sup>2</sup> yr wythnos.	<b>4.24</b>		<b>4.32</b>	Surcharge – additional storage area outside of allocated plot - per M <sup>2</sup> per week.
Storio tymor yr haf ar diroedd harbwr y fedr. Ffi fesul wythnos neu rhan wythnos 01 Ebrill – 30 Medi	<b>5.54</b>		<b>5.71</b>	Summer Storage on harbour land per meter per week or part of week 01 April – 30 September
Storio tymor y gaeaf ar dir yr harbwr y fedr. Ffi fesul y mis neu unrhyw rhan o fis 01 Hydref – 31 Mawrth – isafswm 7 medr	<b>5.60</b>		<b>5.71</b>	Winter Storage on harbour land per metre per month or any part of month 01 October – 31 March – min 7mtrs
Rhent llogi angorfa Abermaw (os ar gael)	<b>249.39</b>		<b>254.37</b>	Mooring Rental Abermaw (if available)
Diddymu cais angorfa. Gorddewisol	<b>Rheol/Rule 1/18</b>		<b>Rheol/Rule 1/18</b>	Cancellation of mooring application. Discretionary

DRAFT



# Agenda Item 7

## 1) Petrol Fuel Station.

It has been suggested by members of BHUG that in addition to the current diesel facility offered by GC, that it would be beneficial to both the harbour authority and harbour users if a petrol fuel facility was also offered.

It was suggested that not only would such a facility encourage visiting motor yachts and power boats to visit and provide additional revenue for the harbour authority, but that the lack of any such fueling option anywhere in Barmouth, is encouraging people to travel with large quantities of fuel in containers in, perhaps, less than ideal (and perhaps even dangerous) conditions. It was also suggested that boat owners filling tanks from containers, often without spill kits, may pose a risk of contamination to the harbour and marine environment.

The potential hazards, possible restrictions and difficulties of providing such a facility were recognised, but BHUG members urge GC to at least consider such an improvement to the harbour facilities.

## 2) Moorings.

- i) With regard to annual mooring charges, in the case of a mooring being unoccupied for a season, is there a policy for charging a reduced rate or retaining fee? If not could the Council consider such a policy?
- ii) Confirmation of ground tackle specification. If there is a stipulation for ground tackle, does this apply to all moorings or do the stipulations for temporary moorings differ from permanent moorings? Who is responsible for moorings, temporary or permanent, if they should drag and cause damage to a third party?
- iii) With concern for safety, BHUG members would request that the Three Peaks Moorings in the entrance to the harbour are marked by an illuminated bouy.

## 3) Pontoon Fingers.

Why have the pontoon fingers not been in position this season? If GC considers there to be a problem with them, are there plans to remedy the issue and reinstate them for next season?

## 4) Dead fish.

During September, the remains of over 270 filleted mullet were observed littering the harbour. Concern over the environmental issues this posed and the impact that such extensive fishing might have on the mullet population has been expressed by BHUG members. Is the Council aware of this and have they, or do they, intend to take any action?

## Prosiect Gwasanaethau Abermaw / Barmouth Services Project

Rhestr Asedau / gwasanaethau i'w hystyried ar y cam cynllunio busnes ar gyfer trosglwyddiad fel drafodwyd yng nghyfarfod y Grwp Llywio Cymunedol 11/04/16.

List of Assets /services to be considered at business planning stage for transfer as discussed at meeting of the community steering group 11/04/16

Asset
Ty Gwyn Café and museum (est 4852)
Land near bwthyn Carron
Borthwen, Pont y Bermo (A034)
SS Dora building
Ty Crwn - and surrounding land
Harbour Master Office
Parc Buildings <ul style="list-style-type: none"><li>• Bowling green</li><li>• Tennis courts</li><li>• Putting green</li></ul>
Cellfechan (est X6999/4)
Carreg y Cribyn (old quarry)
Land behind Noddfa
Gerddi Orielson (est X6999/4)

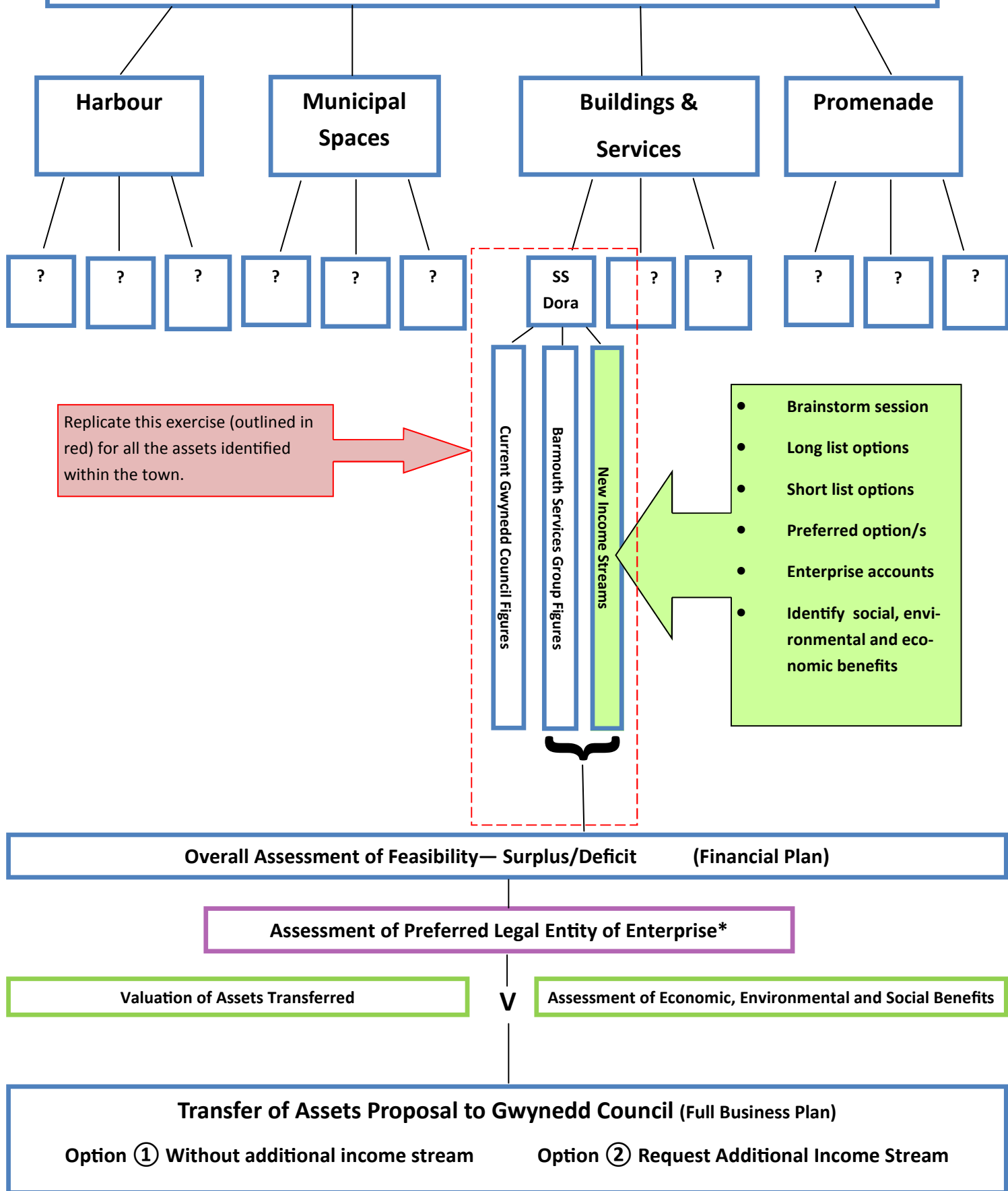
Viaduct Gardens (est x6999/2)
Tunnel Gardens (est x413)
Wernmynach
Library
Orielton woods
Tollhouse/walkway
Panorama walk Rhan o'r tir ym mherchnogaeth y Cyngor.
Allotments behind St John's Church above Gloddfa Rd Grid reference: SH613160
The Romping adjacent to a house "Deronda" piece of land gifted to the people of Barmouth grid reference: SH612160
All aspects concerned with the running of the harbour i.e slips etc
Beach
Prom

<b>Services</b>
Service of toilets at Cambrian Court
Footpaths
Managing open lands
Managing all aspect of harbour/beach and prom

- **Clarity on why the beach concessions have been change to land concessions this year. Could have liability implications on the adjacent land owner .**
- Er mwyn ffurfioli'r broses, penderfynnwyd gwahodd ceisiadau ar gyfer consesiynau ar y traeth a'r prom eleni. Mae trwyddedau defnydd tir wedi eu paratoi. Mae gen i ofn nad ydwi'n ymwybodol o'r broses cyn eleni gan nad oedd yr adran eiddo ynghlwm a'r broses. Gellir darparu copi draft o'r drwydded os ydi hyny'n help.

*In order to formalise the process, the property department invited applications for beach concessions this year. The department have land use licences prepared. Copies of the licences can be provided.*

# Barmouth Services Project



\* The assessment of the preferred legal entity will also play a part in the individual enterprise assessment highlighted in the red outline above.