



Complete Agenda

Democratic Service
Swyddfa'r Cyngor
CAERNARFON
Gwynedd
LL55 1SH

Meeting

PWLLHELI HARBOUR CONSULTATIVE COMMITTEE

Date and Time

6.00 pm, TUESDAY, 16TH OCTOBER, 2018

Location

Committee Room, Council Offices, Ffordd y Cob, Pwllheli, Gwynedd, LL53 5AA

Contact Point

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(DISTRIBUTED 10/10/18)

MEMBERSHIP:

Gwynedd Council:

Councillor Dylan Bullard
Councillor Peter Read
Councillor Hefin Underwood

Local Member
Abererch Local Member
Local Member

Co-Opted Members:

Ifor Hughes

Stephen Tudor

David Dewsbury

Wil Partington

Andrew Picken
Councillor Mici Plwm
Alwyn Roberts

Pwllheli and District Boat Owners
Association
Representing Pwllheli Sailing Club and Plas
Heli
Representing Hafan Berth Holders
Association
Representing Pwllheli Maritime Traders
Association
Representing Pwllheli Chamber of Trade
Representing Pwllheli Town Council
Representing Pwllheli Lifeboat Institution

Observers:

Councillor Ioan Thomas
David Williams
Councillor Rob Triggs
Dr John Jones-Morris

Cabinet Member for Economic Development
Aberdyfi Harbour Consultative Committee
Barmouth Harbour Consultative Committee
Porthmadog Harbour Consultative
Committee

A G E N D A

1. CHAIR

To elect a Chair for 2018/19.

2. VICE-CHAIR

To elect a Vice-chair for 2018/19.

3. APOLOGIES

To receive any apologies for absence.

4. DECLARATION OF PERSONAL INTEREST

To receive any declaration of personal interest.

5. URGENT ITEMS

To consider any items which are urgent matters in the opinion of the Chairman.

6. MINUTES

4 - 8

The Chairman will propose that the minutes of the meeting of this committee, held on 20 March 2018, be signed as a true record.

7. UPDATE ON HARBOUR MANAGEMENT MATTERS

9 – 32

To submit a report by the Pwllheli Harbour Manager.

8. HARBOUR SAFETY

To consider any harbour safety matters.

9. HARBOUR DREDGING PROGRAMME

33

To submit an update from the Engineer.

10. PROPOSALS FOR A NEW LIFEGUARD STATION

To receive an update from a representative of the RNLI.

11. REVIEW OF HAFAN PWLLHELI AND HARBOUR

To receive a presentation from the Economy and Community Senior Manager.

12. DATE OF THE NEXT MEETING

To note that the next meeting will be held on 19 March 2019.

PWLLHELI HARBOUR CONSULTATIVE COMMITTEE 20/3/18

Present: Councillor Hefin Underwood (Chair)

David Dewsbury (Pwllheli Marina Berth Holders' Association), Ifor Hughes (Pwllheli and District Boat Owners Association), W. A. Partington (Maritime Traders Association), Alwyn Roberts (RNLI) and Stephen Tudor (Pwllheli Sailing Club and Plas Heli).

Also in attendance: Barry Davies (Maritime and Country Parks Officer), Llŷr B. Jones (Senior Economy and Community Manager), Wil Williams (Pwllheli Harbour Manager) and Bethan Adams (Member Support Officer).

Apologies: Councillor Peter Read (Gwynedd Council), Councillor Mici Plwm (Pwllheli Town Council) and Councillor Ioan Thomas (Cabinet Member - Economic Development).

1. DECLARATION OF PERSONAL INTEREST

No declarations of personal interest were received from any members present.

2. MINUTES

The Chair signed the minutes of the previous meeting of this Committee, held on 17 October 2017, as a true record.

3. UPDATE ON HARBOUR MANAGEMENT MATTERS

The Maritime and Country Parks Officer noted that the harbour staff had been busy in terms of work over the winter, with the severe weather being a factor.

The representative from the Pwllheli and District Boat Owners Association thanked the Pwllheli Harbour Manager and the staff for replacing ropes and a buoy on his boat therefore ensuring its safety.

The Pwllheli Marina Berth Holders' Association noted his appreciation of the work of the harbour staff on behalf of the Association.

The Maritime and Country Parks Officer guided the members through the report, drawing attention to the following main points:

- The report of the Coastguard Agency's inspectors on their thorough inspection of the the current safety arrangements and systems of Gwynedd municipal harbours in order to ensure compliance with the Ports' Safety Code had been included in the agenda. The inspectors noted that the Council complied with the requirements in general but that some aspects relating to recording duties and noting the Duty Holder and Designated Person needed to be amended.
- That the inspectors had noted that the lack of width in the harbour's navigation channel although it was not technically a part of the inspection.
- An external company had been commissioned to carry out a full hydro-graphic survey of the navigation channel; the entrance of the inner harbour; and the marina basin including the basin of Plas Heli's pontoon moorings. An electronic copy of the report, along with paper copies, were available to members at the Hafan office.
- The work of levelling the channel bed would be completed in May and the basin dredging work would be completed during the winter months of 2018/19.

- Gwynedd Consultancy had been commissioned to undertake detailed design work on the Crib Groyne. Hopefully, the work of restoring the Crib Groyne would be completed before October 2018;
- The work of dredging the harbour entrance would be undertaken in April. This would be the last campaign before moving the material from the bund to the Carreg y Defaid beach area.
- High speed zone buoys in the South Beach area and Abererch beach area would be installed in their correct positions before Whitsun.
- Attention was drawn to the fact that the maintenance work list for the Hafan and the Harbour was included in the agenda. Members were asked to note any further work that should be considered.
- That the Hafan's mobile crane had deteriorated beyond the point where it was worth investing substantial money to maintain it. As a mobile crane service was available from local companies in Pwllheli, the Service would consider selling the crane and hiring a crane service by local companies as needed. This would be more cost effective.
- That harbour staff had collaborated with the Sailing Club to clear and tidy the old Sailing Club site.
- That work had been completed on the day of the meeting to fill the potholes in Glandon Beach car park. Discussions would be held with Plas Heli in relation to a plan to tarmac a section of the car park.
- That changes had been introduced to the terms of some Hafan staff members who had decided to transfer from TUPE protection to the Council's employment contract. Three Hafan staff members remained under the protection of TUPE employment terms. Following the changes to the contracts, the service had reviewed the opening hours of the Hafan office to ensure that these changes did not affect the continuity of service for Pwllheli harbour customers. Attention was drawn to the fact that the office would not be open between 07:00 and 08:00 or between 18:00 and 19:00.
- A copy of the Harbour and Hafan's budget summary for 2018-19, up to the end of February 2018, was shared at the meeting. Its content was elaborated upon and it was noted that the situation was challenging in terms of income targets and thanks was expressed for the staff's commitment.
- Although inflation rates for the Harbour and Hafan had increased since the 2018/19 spreadsheet of fees had been submitted to the previous meeting, it was recommended to the Cabinet Member that the fees and payments should continue to increase by 2% on average for the 2018/19 financial year because the service had already corresponded with the Harbour and Hafan's customers.

In response to a query regarding difficulties in entering the harbour with a boat, the Maritime and Country Parks Officer stated that he shared those concerns. He added that a form was available at the Hafan Office so that users could record incidents where boats had struck the seabed and that he encouraged everyone who struck the seabed to submit a form.

The Pwllheli Sailing Club and Plas Heli representative noted that it was timely to inform users that the work of levelling the channel bed was moving ahead, considering that individuals would be deciding in April whether or not to continue to keep a mooring.

In response to a question, the Maritime and Country Parks Officer noted that 25,000m³ of material would need to be dredged from the harbour entrance, it was also acknowledged that more material came in at all tides. He anticipated that approximately 15,000m³ would be dredged in the next attempt. He warned that it would not be possible to dredge more material as there was no adequate space available for storage. He noted that it was not currently possible for two boats to pass each other and that the work would improve the existing circumstances. In response the Pwllheli Harbour Berth Holders' Association Representative noted that consideration should be given to dredging twice the amount of

material intended to be dredged and that he was of the opinion that dredging the amount intended would not make a difference.

During the subsequent discussion, the following main points were noted by members:

- That a positive message needed to be sent out to people regarding the work done as part of the Dredging Strategy.
- That the work of levelling the channel bed intended to be carried out would not be effective enough.
- That the tide moved a considerable amount of material over the breakwater to the channel; the material had to be prevented from moving up the channel. Last year had been a bad year in terms of access and it was estimated that if the situation worsened, then the owners of approximately 50 boats would consider leaving Hafan.
- That users needed to be informed immediately without delay about the detail of the work currently being carried out, along with a timetable of the work involved with the Dredging Strategy, using simple terms.
- Acknowledge that it was difficult to carry out work to dredge more than what was intended from the harbour entrance in April due to the tide, but would it be an option to continue with the dredging work in May?
- That there was a need to include details on the website of the dredging work being carried out in order to confirm the actual situation. If users left, it would take years to get them to return.
- That it was difficult to pass within the entrance and that something needed to be done urgently.
- Would it be possible to carry out the dredging work in April in two shifts, in order to increase the total amount of material being dredged?
- Would it be possible to pump sand over the breakwater?
- Welcomed the fact that something was being done.
- Would jetting be an option?
- That there was a need to question the baseline noted that the level of particulates in the material dredged had to be less than 15% if it was to be returned to the sea.
- Would the work of levelling the channel bed be monitored?

In response to the above observations, the officers noted:

- That there was a need to work within the tide window and there would not be enough time to dredge more material.
- The further necessary dredging work to be carried out in the 2018/19 Winter months, would be assessed in detail.
- That the Hafan was essential to the local economy and that ensuring that the harbour entrance and channel were functioning properly was vitally important.
- Fully agreed regarding access and were aware of the difficulties. The recent high winds had had an impact. The members would be invited to view the situation once the work of levelling the channel would be completed.
- Confirmation was received that finance was in place to dredge the harbour entrance in April, to level the channel bed in May, to dredge the basin during the Winter 2018/19 and to carry out repairs on the Crib Groyne. Consideration would also be given to the possibilities of acting within the powers of the Harbour Act to pump material to Abererch without the need for a marine licence.
- The situation was not ideal but positive steps were being taken for the future.
- That tenders for the dredging work in April/May had been sent out; however, consideration could be given to see whether there was any scope to extend the work.
- Should there be an intention to carry out work outside the permitted hours, there would be a need to consult with nearby residents. There was also a need to consider lack of capacity in the bund to accommodate more material.
- Natural Resources Wales could be consulted with to see whether it would be acceptable to pump sand over the breakwater.

- Jetting would not be sustainable in the short-term or long-term. Agitate and jetting work had been carried out around the fuel pontoon but the material had not moved out enough and consideration had been given to environmental matters in terms of moving material to the sea.
- Agree to verify the level of particulates in the material dredged allowed to be returned to the sea.
- Confirmed that the Pwllheli Harbour Manager would monitor the work on the channel bed. In addition, a further hydro-graphic survey would be undertaken after the work was completed.

In terms of the opening hours of the Hafan office, the Pwllheli Berth Holders' Association Representative suggested that consideration should be given to starting and finishing the night security officer's working hours an hour earlier in order to bridge the gap in the Hafan office's opening hours.

In response, the Pwllheli Harbour Manager noted that this would be considered.

The Maritime and Country Parks Officer noted that following the damage in Holyhead Harbour as a result of the inclement weather, he had corresponded with the Isle of Anglesey Council and Holyhead Harbour to note that there was capacity at Hafan. He asked for the views of the Consultative Committee in terms of offering a mooring in Hafan to the users of Holyhead Harbour for the same fee as Holyhead Harbour for one year only. He added that the offer was intended as a goodwill gesture; however he wished to receive the consent of members.

Members noted their support for the proposal for one year only and it was assumed that the majority of users would support the proposal in order to assist their fellow mariners.

The Pwllheli and District Boat Owners Association suggested that a letter should be sent on behalf of the Consultative Committee to Holyhead Harbour to sympathise with their situation following the inclement weather.

The Pwllheli Sailing Club and Plas Heli representative noted that the Hafan's facilities were to be praised and that the sheltered location of the harbour had prevented damage from being caused by the inclement weather. He emphasised that such a case showed the importance of the work of inspecting chains.

RESOLVED:

- (i) to note and accept the report**
- (ii) to support the proposal to offer a mooring in Hafan to the users of Holyhead Harbour for the same fee as Holyhead Harbour for one year only;**
- (iii) that the Maritime and Country Parks Officer send a letter on behalf of the Consultative Committee to Holyhead Harbour to sympathise with their situation following the inclement weather.**

4. REVIEW OF PWLLHELI HAFAN AND HARBOUR

Submitted - the report of the Senior Economy and Community Manager giving an update on the intention of the Economy and Community Department to review a management model for the Harbour and Hafan and to seek the Committee's views on the criteria to be used to evaluate the possible models.

It was noted that the Project Board had been established with the membership including the Cabinet Member - Economic Development; Councillors Dylan Bullard, Peter Read, Angela Russell and Hefin Underwood, along with officers.

It was explained that the first step was to establish whether there was a reason to change. The delivery objectives sought from the Hafan and Harbour would be established and used as criteria to evaluate the existing model against alternative models.

The Committee was informed that there was an intention to engage with stake-holders to obtain input on the objectives during March and April. The outcome of those discussions would be fed into the final criteria and would provide a basis for evaluating the models.

As a starting point for discussions, the Project Board proposed the following criteria (not in any order of priority):

- a) Reinforcing the economy by being commercially viable and thus support maritime companies and local jobs
- b) An economic trigger by attracting and maximising the use of the harbour
- c) The ability to promote the Welsh language
- ch) Offering a financial benefit to the Council
- d) The ability to attract investment
- dd) A business and sustainable model
- e) A possible model to implement

The Pwllheli Berth Holders' Association Representative noted that the majority of the Association's members would be away during the period when stake-holder engagement was to take place. The Maritime Traders Association Representative added that the period was a busy period for the businesses. In response, the Senior Economy and Community Manager noted that he would discuss the matter with representatives after the meeting.

Members were given an opportunity to offer observations on the draft criteria and the following main points were made:

- A need to refer to customers in the criteria and the need to retain existing customers and attract new ones.
- Attention needed to be given to the facilities in the Harbour with a number having been lost in recent years.
- Criterion b) should be strengthened in terms of use by local people.
- The need to reinvest should be included in the criteria.

In response to further observations from members, the Senior Economy and Community Manager noted that more detailed work would be completed in Step 2 when an outline business case would be developed.

RESOLVED:

(i) to note and accept the report

(ii) to submit the above observations to the Project Board.

5. NEXT MEETING

It was noted that the next meeting would be held on 16 October 2018.

The meeting commenced at 6.00pm and concluded at 8.00pm.

MEETING	Pwllheli Harbour Consultative Committee
DATE	16 October 2018
TITLE	Update on Harbour Management Matters
AUTHOR	Pwllheli Harbour Manager

1. Introduction

- 1.1 The Committee's main function is to consider, discuss and advise on matters relating to the management, safety and development of the Harbour and receive Members' observations on matters relating to Pwllheli Harbour.
- 1.2 The purpose of this report is to provide a brief update for the attention of the committee on Harbour matters for the period March 2018 to October 2018, in order to receive feedback from the members on safety matters and the operational matters of the Harbour.

2. Port Marine Safety Code

- 2.1 The Safety Code is a 'live document' and is regularly reviewed by the Service's harbour staff. It is necessary for the Service to receive the comments and views of Consultative Committee Members on the suitability of the Safety Code as well as regularly receive observations on its contents, in order that it may be reviewed as relevant to the harbour activities, the standard of navigation aids, suitability of the by-laws, safety matters and general day-to-day work at Pwllheli Harbour.
- 2.2 Although the Port Marine Safety Code is regularly reviewed by the Service, it is necessary to remind Members of the Consultative Committees of their duty to submit any observations on the suitability of the Safety Code and to receive observations on the work arrangements of the harbours so that the Code can be reviewed to ensure that it is relevant to harbour operations and is locally appropriate.
- 2.3 The Coastguard Agency inspectors will re-visit the Council next spring 2019. A review follow-up is proposed on a date when the Porthmadog Harbour Consultative Committee is held where members of all the Gwynedd Harbour Consultative Committees will be invited to receive a presentation by the inspectors on matters linked to the Port Marine Safety Code. This will also be an opportunity for Members of the Consultative Committee to ask the experts about matters related to the Port Marine Safety Code and for the Inspectors to confirm the responsibilities for the content and operation of the Safety Code.

3. Operational Issues

Dredging Strategy

- 3.1 The Service have commissioned YGC to implement a suite of works during the 2018/9 period as part of the approved Dredging Strategy.
- 3.2 The proposed works include :
 - a) Crib Groyne Renewal

- b) Stilling lagoon emptying
- c) Dredging of marina basin and navigational channel
- d) Dredging of harbour entrance and stockpile removal

3.3 Details of the proposed programme has been included as a separate item on the agenda for the Committee meeting.

Navigation

3.4 A detailed inspection was carried out on the Pwllheli navigational aids by Trinity House Lighthouse Authority inspectors on 13 and 14 August 2018. All aids were at Pwllheli were found to be in good order and fully functional.

3.5 No Mariners' Notice is currently in operation in Pwllheli Harbour although it is essential to draw attention to the lack of channel width in the harbour entrance area. Two Navigational Aids are drying on the ebb in this area. It is foreseen that the situation will improve after dredging work is completed in 2018/19. A PANAR report is submitted by the Service for the attention of Trinity House on a quarterly basis. It reports on the position of all Navigational Aids under the control and responsibility of the Council. The 'Hafan y Môr' Navigational Aid remains off-station. As the Local Lighthouse Authority, the Council has stressed to the owner that the aid should be located on the right site.

Maintenance

3.6 A list of work that will be completed at the Hafan and in the harbour will be circulated during the meeting. Feedback from Committee members is requested on any additional work that will need to be considered and included in the work programme.

3.7 During this period, it was necessary to commit financial resources for the following: -

- Maintenance of Navigational Lights
- Channel Bed levelling/dredging
- Transfer of CCTV system from Harbour building to the Hafan building
- New pontoon decking
- Replacement of pontoon access bridge lights
- Maintenance of the travel Hoist
- Purchase of new power washer for Hoist dock
- Outer harbour moorings maintenance
- Maintenance of the two work boats
- Maintenance of GP 2 Patrol boat
- Grounds Maintenance.

3.8 An order has been placed with 'HTEC' to supply a self-service facility for the petrol fuel pump for the Hafan Fuel Quay. We hope the new fuel pump will be operational in the New Year. The Diesel fuel pump will remain as an attendant-only service for the time.

- 3.9 Due to the age of one of the fuel pumps on the quay a decision has been made to replace the oldest pump, this will ensure breakdowns and issues with fuel delivery to customers are kept to a minimum.

4. Staffing Matters

- 4.1 There are currently no vacant posts at Pwllheli, The total number of staff is eleven including one night security person from "Draig Security".
- 4.2 The seasonal fuel quay attendant post will cease at the end of October and the requirement for the post will be reviewed before the commencement of the 2019 season.

5. Financial Matters

- 5.1 A financial report up to the end of September 2018 has been provided in Appendix 1.
- 5.2 The report provides a summary of expenditure and income figures up to 31st August 2018, and projections up to 31st March 2019. The projection estimate an end of year income of £1,268,714 compared with a budget target of £1,351,780, leading to a net overspend of £77,013. Of course, given that the budget is based on a net surplus of £542,720 the estimated net income from the Hafan for 2018/9 period would be approximately £465,707.

6. Fees and Charges 2018/19

- 6.1 With regard to the prospective fees and charges for Hafan Pwllheli and the Outer Harbour for 2019/20, it is the intention of the Service to adjust the fees in line with the rate of inflation. At the time the Service is yet to receive confirmation of the rates to be applied.

7. Annual Harbour/Hafan Statistics

- 7.1 Details of the Hafan and Harbour statistics for 2018 are included in Appendix 2.
- 7.2 The number of annual berth holders taking up a mooring for 2018 has dropped slightly from 305 to 292. The number of vessels classed as visiting vessels will, we anticipate, be on par with 2017 and may increase slightly when we gather the statistics for the full year at the end of March 2019.
- 7.3 Harbour moorings have decreased from 60 in 2017 to 55 in 2018.
- 7.4 A spot check on the number of vessels in the Hafan marina on the 12th September concluded that the number was 357 vessels (a mix of resident and visiting vessels) this figure equates to 85% capacity at the time.

- 7.5 Fuel sales are consistent with 2017, with only a very slight decrease in diesel sales but a slight increase in petrol sales.

8. Events

- 8.1 Again this year, Pwllheli attracted a number of national and international events. These events were attracted and hosted by Plas Heli cyf.

9. Recommendation

- 9.1 To note and accept the contents of the report

Pwllheli Harbour

Income and Expenditure Account 2018-19



	Budget	Expenditure / Income up to 31.08.2018	Cost projections up to 31.03.2019	Over/under spend
Expenditure				
Staff	£33,330	£9,207	£12,936	-£11,187
Buildings	£13,510	£3,885	£7,624	-£2,001
Transport	£590	£0	£0	-£590
Supplies and Services	£7,270	£45	£5,000	-£2,225
Other	£0	£1,180	£0	£1,180
Total Expenditure	£54,700	£14,318	£25,560	-£14,822
Income	-£53,010	-£22,091	-£14,373	£16,546
Total Net Expenditure	1,690 -	7,773	11,187	1,723

Hafan Financial Report

Income and Expenditure Account 2018-19



	Budget	Expenditure / Income up to 31.08.2018	Cost projections up to 31.03.2019	Over/under spend
Expenditure				
Staff	£282,140	£113,566	£152,357	-£16,218
Buildings	£423,600	£125,462	£298,138	£0
Transport	£8,900	£3,311	£5,589	£0
Supplies and Services	£94,420	£36,259	£68,161	£10,000
Other	£0	£165	£0	£165
Total Expenditure	£809,060	£278,762	£524,245	-£6,053
Income	-£1,351,780	-£995,776	-£272,938	£83,066
Total Net Expenditure	-£542,720	-£717,014	£251,307	£77,013

Uned Morwrol a Pharciau Gwledig / Maritime and Country Parks Unit
Cyfanswm wedi Cofrestru Badau Dwr Personol - Total number of Personal Watercraft Registrations

<i>Blwyddyn Year</i>	<i>Harbwr Aberdyfi Harbour</i>	<i>Harbwr Abermaw Harbour</i>	<i>Harbwr Porthmadog Harbour</i>	<i>Harbwr Pwllheli/ Hafan</i>	<i>Morfa Bychan</i>	<i>Traethau Gwynedd Beaches</i>	<i>Swyddfa Office</i>	<i>Cyfanswm Total</i>
2013	16 Aberdyfi 10 Tywyn	55 Abermaw 6 Caerddaniel	36	2 Harbwr 23 Hafan	129	85 Abersoch 4 Machroes 6 Morfa Nefyn 8 Nefyn 2 Trefor 4 Aberdaron	308	694
2014	22 Aberdyfi 1 Tywyn	65 Abermaw 5 Caerddaniel	20	36 Total Boat Care 1 Harbwr 47 Hafan	143	88 Abersoch 5 Machroes 3 Morfa Nefyn 6 Nefyn 1 Aberdaron	250	693
2015	23 Aberdyfi 1 Tywyn	64 Abermaw a Caerddaniel	30	42 Total Boat Care 43 Hafan	157	76 Abersoch 1 Machroes 9 Morfa Nefyn 6 Nefyn 1 Aberdaron	243	696
2016	27 Aberdyfi 4 Tywyn	69 Abermaw	35	49 Total Boat Care 56 Hafan	183	101 Abersoch 20 Machroes 4 Morfa Nefyn 10 Nefyn 2 Aberdaron	174	734
2017	28 Aberdyfi 6 Tywyn	68 Abermaw	45	55 Total Boat Care 65 Hafan	165	122 Abersoch 10 Machroes 12 Morfa Nefyn 10 Nefyn 1 Aberdaron	151	738
2018	50 Aberdyfi 3 Tywyn	74 Abermaw	52	72 Total Boat Care 105 Hafan	200	191 Abersoch 8 Machroes 3 Morfa Nefyn 5 Nefyn 1 Aberdaron	160	924

Uned Morwrol a Pharciau Gwledig / Maritime and Country Parks Unit
Cyfanswm wedi Cofrestru Cychod Pŵer - Total number of Powerboat Registrations

<i>Blwyddyn Year</i>	<i>Harbwr Aberdyfi Harbour</i>	<i>Harbwr Abermaw Harbour</i>	<i>Harbwr Porthmadog Harbour</i>	<i>Harbwr Pwllheli Harbour</i>	<i>Morfa Bychan</i>	<i>Traethau Gwynedd Beaches</i>	<i>Swyddfa Office</i>	<i>Cyfanswm Total</i>
2013	27 Aberdyfi 9 Tywyn	54 Abermaw 11 Caerddaniel	22	16 Harbwr 60 Hafan	22	92 Abersoch 14 Machroes 22 Trefor 17 Nefyn 24 Morfa Nefyn 38 Aberdaron	553	981
2014	54 Aberdyfi 8 Tywyn	64 Abermaw 11 Caerddaniel	24	118 Total Boat Care 8 Harbwr 85 Hafan	19	115 Abersoch 3 Machroes 30 Morfa Nefyn 14 Nefyn 21 Trefor 19 Aberdaron	408	1001
2015	52 Aberdyfi 3 Tywyn	71 Abermaw a Caerddaniel	30	99 Total Boat Care 5 Harbwr 104 Hafan	14	92 Abersoch 4 Machroes 23 Morfa Nefyn 13 Nefyn 16 Trefor 12 Aberdaron	449	987
2016	58 Aberdyfi 7 Tywyn	81 Abermaw	37	115 Total Boat Care 4 Harbwr 119 Hafan	31	101 Abersoch 71 Machroes 27 Morfa Nefyn 14 Nefyn 10 Aberdaron	336	1011
2017	53 Aberdyfi 9 Tywyn	66 Abermaw	37	103 Total Boat Care 3 Harbwr 117 Hafan	29	125 Abersoch 40 Machroes 48 Morfa Nefyn 19 Nefyn 11 Aberdaron 6 Trefor	289	955
2018	53 Aberdyfi 14 Tywyn	75 Abermaw	38	112 Total Boat Care 182 Hafan	34	161 Abersoch 34 Machroes 53 Morfa Nefyn 16 Nefyn 5 Aberdaron	289	1066

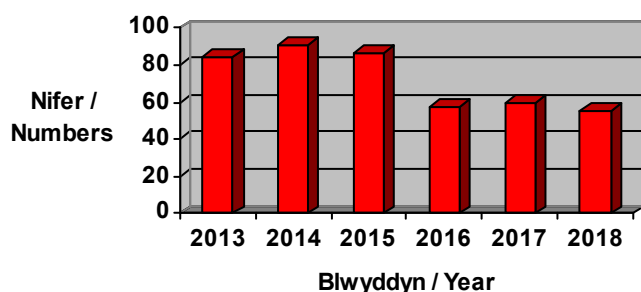
HARBWR PWLLHELI HARBOUR

Cymhariaeth o Ystadegau Cychod

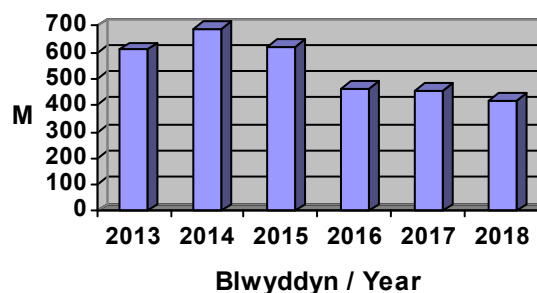
Comparison of Boat Statistics

	2013	2014	2015	2016	2017	2018
Nifer o Gychod / Number of Boats	84	91	87	58	60	55
Cyfanswm Hydoedd / Total LOA	608.59	685.88	619	463	457	416
Cyfartaledd Hyd / Average Length	7.25	7.54	7.11	7.98	7.62	7.56
Cyfanswm Dyfnder / Total Draught	71.53	96.65	62.72	55.54	53.58	49.11
Cyfartaledd Dyfnder / Average Draught	0.85	1.06	0.72	0.96	0.97	0.89

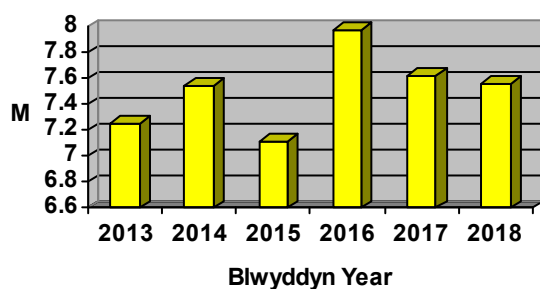
Nifer o Gychod / Number of Boats



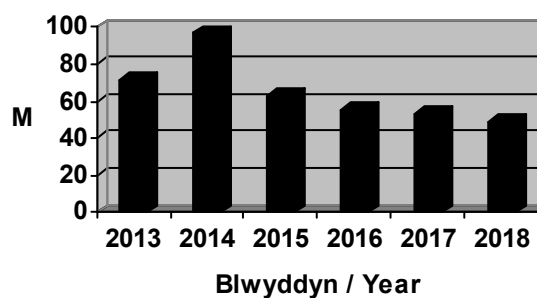
Cyfanswm Hydoedd / Total Length



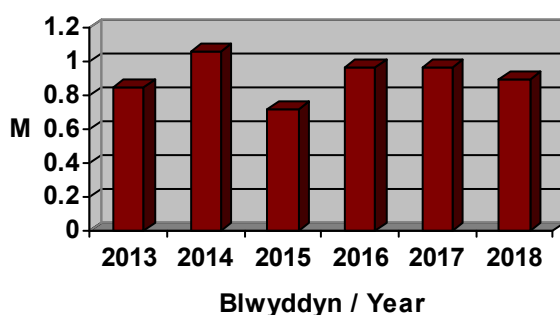
Cyfartaledd Hyd / Average Length



Cyfanswm Dyfnder / Total Draught



Cyfartaledd Dyfnder / Average Draught



Uned Morwrol a Pharciau Gwledig

Ystadegau Cychod Pŵer v's Cychod Hwyllo a Rhestr Aros - Powerboats v's Sailing Boats and Waiting List

<i>Harbwr/Harbour Marina</i>	<i>Cyfanswm Nifer Angorfeydd Total number available moorings</i>	<i>Cyfanswm Cychod ar Angorfeydd Total number of boats on mooring</i>	<i>Nifer Cychod P ŵer Total number Powerboats</i>	<i>Nifer Cychod Hwyllo Total number sailing boats</i>	<i>Canran (%) Pŵer V's hwyllo Percentage Power v's Sail</i>
Harbwr Aberdyfi 13	120	80	54	26	67.5% Pŵer 32.5% Hwyllo
Harbwr Aberdyfi 14	120	75	53	22	70.7% Pŵer 29.3% Hwyllo
Harbwr Aberdyfi 15	120	77	53	24	68.8% Pŵer 31.2% Hwyllo
Harbwr Aberdyfi 16	120	79	55	24	69.6% Pŵer 30.4% Hwyllo
Harbwr Aberdyfi 17	120	78	56	22	71.8% Pŵer 28.2% Hwyllo
Harbwr Aberdyfi 18	120	74	55	19	74.3 % Pŵer 25.7% Hwyllo
Harbwr Abermaw 13	140	92	62	30	67.4% Pŵer 32.6% Hwyllo
Harbwr Abermaw 14	140	82	54	28	65.9% Pŵer 34.1% Hwyllo
Harbwr Abermaw 15	140	93	60	33	64.5% Pŵer 35.5% Hwyllo
Harbwr Abermaw 16	140	88	59	29	67.0% Pŵer 33.0% Hwyllo
Harbwr Abermaw 17	140	86	55	31	64.0% Pŵer 36.0% Hwyllo
Harbwr Abermaw 18	140	69	45	24	65.2% Pŵer 34.8% Hwyllo
Harbwr Porthmadog 13	238	162	59	103	36.4% Pŵer 63.6% Hwyllo
Harbwr Porthmadog 14	238	157	54	103	34.4% Pŵer 65.6% Hwyllo
Harbwr Porthmadog 15	238	140	45	95	32.1% Pŵer 67.9% Hwyllo

Harbwr Porthmadog 16	238	129	41	88	31.8% Pwer 68.2% Hwyllo
Harbwr Porthmadog 17	238	135	42	93	31.1% Pwer 68.9% Hwyllo
Harbwr Porthmadog 18	238	131	40	91	30.5% Pwer 69.5% Hwyllo
Harbwr Pwllheli 13	114	87	39	48	44.8% Pwer 55.2% Hwyllo
Harbwr Pwllheli 14	114	91	36	55	39.6% Pwer 60.4% Hwyllo
Harbwr Pwllheli 15	114	87	46	41	52.9% Pwer 47.1% Hwyllo
Harbwr Pwllheli 16	114	58	18	40	31.0% Pwer 69.0% Hwyllo
Harbwr Pwllheli 17	114	60	19	41	31.7% Pwer 68.3% Hwyllo
Harbwr Pwllheli 18	114	55	29	26	52.7% Pwer 47.3% Hwyllo
Hafan Pwllheli 13	410	302	153	149	50.7% Pwer 49.3% Hwyllo
Hafan Pwllheli 14	409	293	139	154	47.4% Pwer 52.6% Hwyllo
Hafan Pwllheli 15	409	292	138	154	47.3% Pwer 52.7% Hwyllo
Hafan Pwllheli 16	409	287	137	150	47.7% Pwer 52.3% Hwyllo
Hafan Pwllheli 17	409	306	144	162	47.1% Pwer 52.9% Hwyllo
Hafan Pwllheli 18	409	292	150	142	51.4% Pwer 48.6% Hwyllo
Doc Fictoria 13	100	100	37	63	37.0% Pwer 63.0% Hwyllo
Doc Fictoria 14	100	100	36	64	36.0% Pwer 64.0% Hwyllo
Doc Fictoria 15	100	98	34	64	34.7% Pwer 65.3% Hwyllo
Doc Fictoria 16	100	92	34	58	37.0% Pwer 63.0% Hwyllo

Doc Fictoria 17	100	92	28	64	30.4% Pwer 69.6% Hwyllo
Doc Fictoria 18	100	90	49	41	54.4% Pwer 45.6% Hwyllo
Cyfanswm 13	1122	823	416	407	50.5% Pwer 49.5% Hwyllo
Cyfanswm 14	1121	798	372	426	46.6% Pwer 53.4% Hwyllo
Cyfanswm 15	1121	787	376	411	47.8% Pwer 52.2% Hwyllo
Cyfanswm 16	1121	733	344	389	46.9% Pwer 53.1% Hwyllo
Cyfanswm 17	1121	757	344	413	45.4% Pwer 54.6% Hwyllo
Cyfanswm 18	1121	709	367	342	51.8% Pwer 48.2% Hwyllo

CYMHARIAETH O YSTADEGAU CYCHOD YM MHOB HARBWR 2018

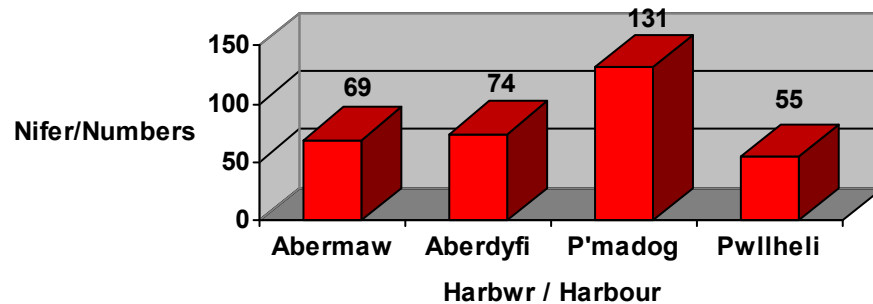
COMPARISON OF BOAT STATISTICS AT EACH HARBOUR 2018



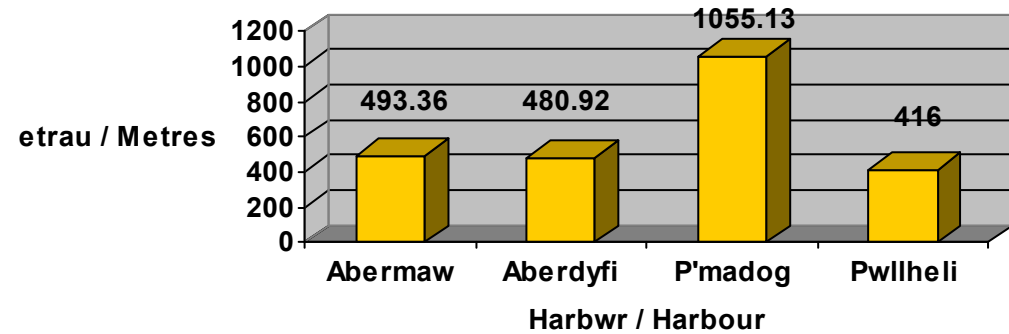
Harbwr Harbour	Nifer o Gychod Number of Boats	Cyfanswm Hydoedd Total Overall Length	Cyfartaledd Hyd Average Length	Cyfanswm Dyfnder Total Draught	Cyfartaledd Dyfnder Average Draught
Abermaw	69	493.36	7.15	61.21	0.89
Aberdyfi	74	480.92	6.50	50.91	0.69
Porthmadog	131	1055.13	8.05	131.01	1.00
Pwllheli	55	416	7.56	49.11	0.89
Cyfansymiau holl harbrau Totals of all harbours	329	2445.41	29.26	292.24	3.47
Cyfartaleddau holl harbrau Averages of all harbours	82.25	611.35	7.32	73.06	0.87

Darlun o ystadegau cychod ym mhob harbwr. Analysis of boat statistics at each harbour.

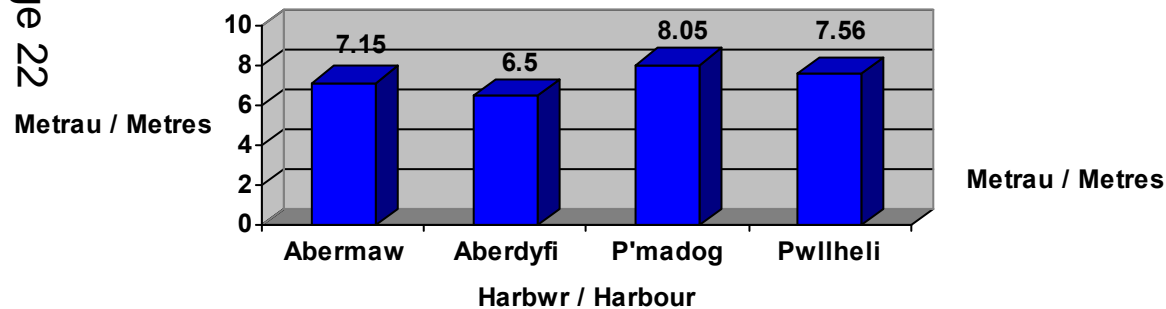
Nifer o Gychod / Number of Boats



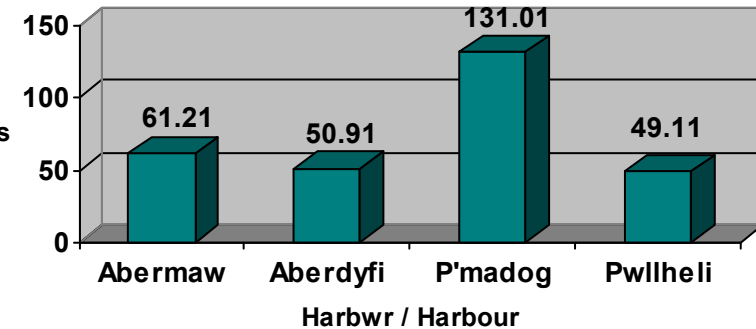
Cyfanswm Hyd / Total LOA



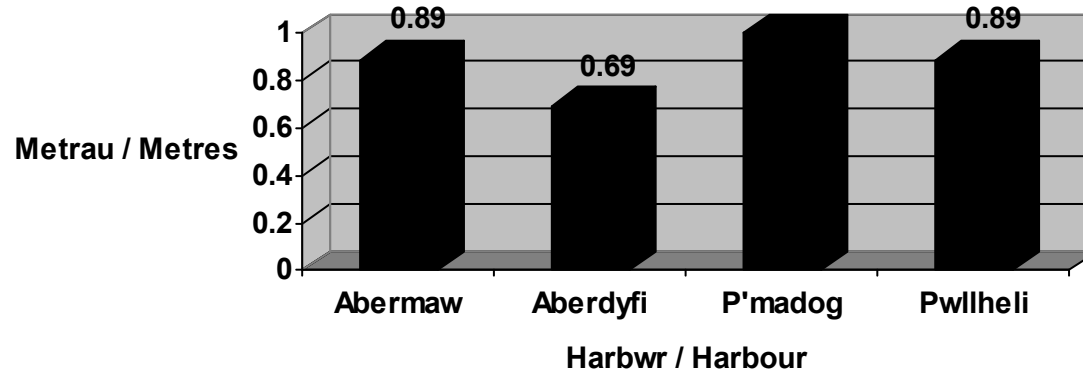
Cyfartaledd Hyd / Average LOA



Cyfanswm Dyfnder / Total Draught



Cyfartaledd Dyfnder / Average Draught



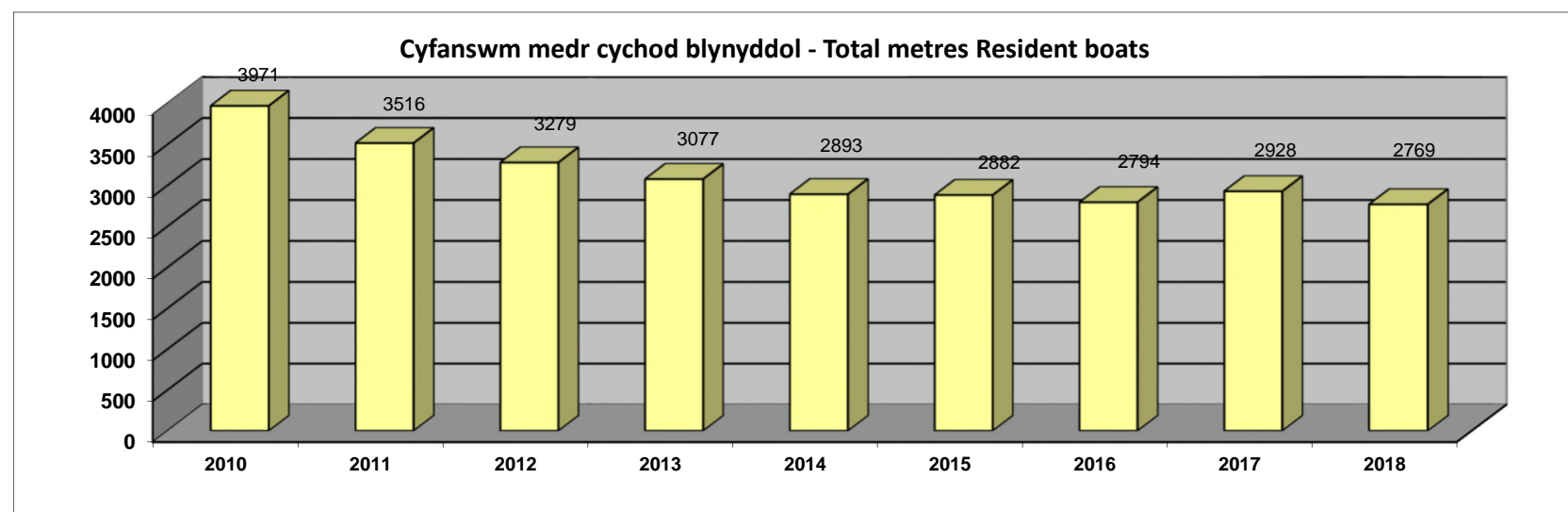
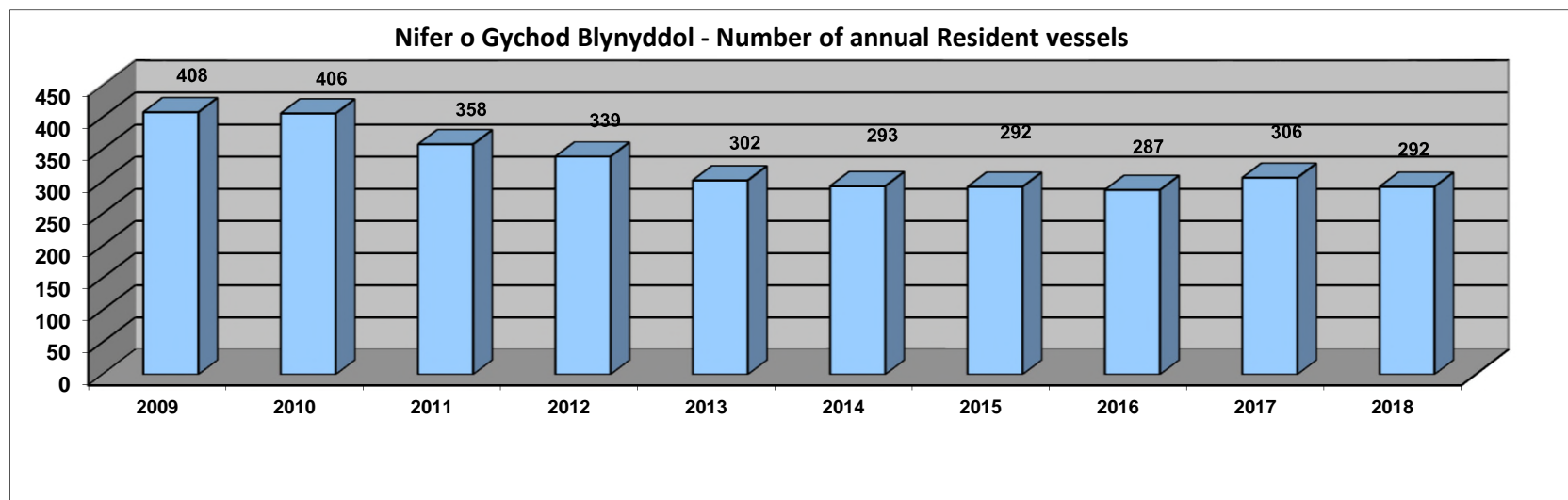
Uned Morwrol / Maritime Unit
Ystadegau angorfeydd – Mooring statistics

<i>Harbwr Harbour</i>	<i>Nifer o Angorfeydd Available no of moorings</i>	<i>Preswylydd Occupancy</i>	<i>Preswyl yng Ngwynedd Residing in Gwynedd</i>	<i>Eraill Others</i>
<i>Aberdyfi 2013</i>	<i>120</i>	<i>80 (66.7%)</i>	<i>40 (50.0%)</i>	<i>40 (50.0%)</i>
<i>Aberdyfi 2014</i>	<i>120</i>	<i>75 (62.5%)</i>	<i>35 (46.7%)</i>	<i>40 (53.3%)</i>
<i>Aberdyfi 2015</i>	<i>120</i>	<i>77 (64.2%)</i>	<i>35 (45.5%)</i>	<i>42 (54.5%)</i>
<i>Aberdyfi 2016</i>	<i>120</i>	<i>79 (65.8%)</i>	<i>36 (45.6%)</i>	<i>43 (54.4%)</i>
<i>Aberdyfi 2017</i>	<i>120</i>	<i>78 (65.0%)</i>	<i>36 (46.2%)</i>	<i>42 (53.8%)</i>
<i>Aberdyfi 2018</i>	<i>120</i>	<i>74 (61.7%)</i>	<i>37 (50.0%)</i>	<i>37 (50.0%)</i>
<i>Abermaw 2013</i>	<i>140</i>	<i>92 (65.7%)</i>	<i>55 (59.8%)</i>	<i>37 (40.2%)</i>
<i>Abermaw 2014</i>	<i>140</i>	<i>82 (58.6%)</i>	<i>54 (65.9%)</i>	<i>28 (34.1%)</i>
<i>Abermaw 2015</i>	<i>140</i>	<i>93 (66.4%)</i>	<i>63 (67.7%)</i>	<i>30 (32.3%)</i>
<i>Abermaw 2016</i>	<i>140</i>	<i>88 (62.9%)</i>	<i>60 (68.2%)</i>	<i>28 (31.8%)</i>
<i>Abermaw 2017</i>	<i>140</i>	<i>86 (61.4%)</i>	<i>59 (68.6%)</i>	<i>27 (31.4%)</i>
<i>Abermaw 2018</i>	<i>140</i>	<i>69 (49.3%)</i>	<i>44 (63.8%)</i>	<i>25 (36.2%)</i>
<i>Porthmadog 2013</i>	<i>238</i>	<i>162 (68.1%)</i>	<i>45 (27.8%)</i>	<i>117 (72.2%)</i>
<i>Porthmadog 2014</i>	<i>238</i>	<i>157 (66.0%)</i>	<i>44 (28.0%)</i>	<i>113 (72.0%)</i>
<i>Porthmadog 2015</i>	<i>238</i>	<i>140 (58.8%)</i>	<i>44 (31.4%)</i>	<i>96 (68.6%)</i>
<i>Porthmadog 2016</i>	<i>238</i>	<i>129 (54.2%)</i>	<i>47 (36.4%)</i>	<i>82 (63.6%)</i>
<i>Porthmadog 2017</i>	<i>238</i>	<i>135 (56.7%)</i>	<i>54 (40.0%)</i>	<i>81 (60.0%)</i>
<i>Porthmadog 2018</i>	<i>238</i>	<i>131 (55.0%)</i>	<i>54 (41.2%)</i>	<i>77 (58.8%)</i>
<i>Pwllheli 2013</i>	<i>114</i>	<i>84 (73.7%)</i>	<i>59 (70.2%)</i>	<i>25 (29.8%)</i>
<i>Pwllheli 2014</i>	<i>114</i>	<i>91 (79.8%)</i>	<i>47 (51.6%)</i>	<i>44 (48.4%)</i>
<i>Pwllheli 2015</i>	<i>114</i>	<i>87 (76.3%)</i>	<i>57 (65.5%)</i>	<i>30 (34.5%)</i>
<i>Pwllheli 2016</i>	<i>114</i>	<i>58 (50.9%)</i>	<i>27 (46.6%)</i>	<i>31 (53.4%)</i>
<i>Pwllheli 2017</i>	<i>81</i>	<i>60 (74.1%)</i>	<i>28 (46.7%)</i>	<i>32 (53.3%)</i>
<i>Pwllheli 2018</i>	<i>81</i>	<i>55 (67.9%)</i>	<i>27 (49.1%)</i>	<i>28 (50.9%)</i>

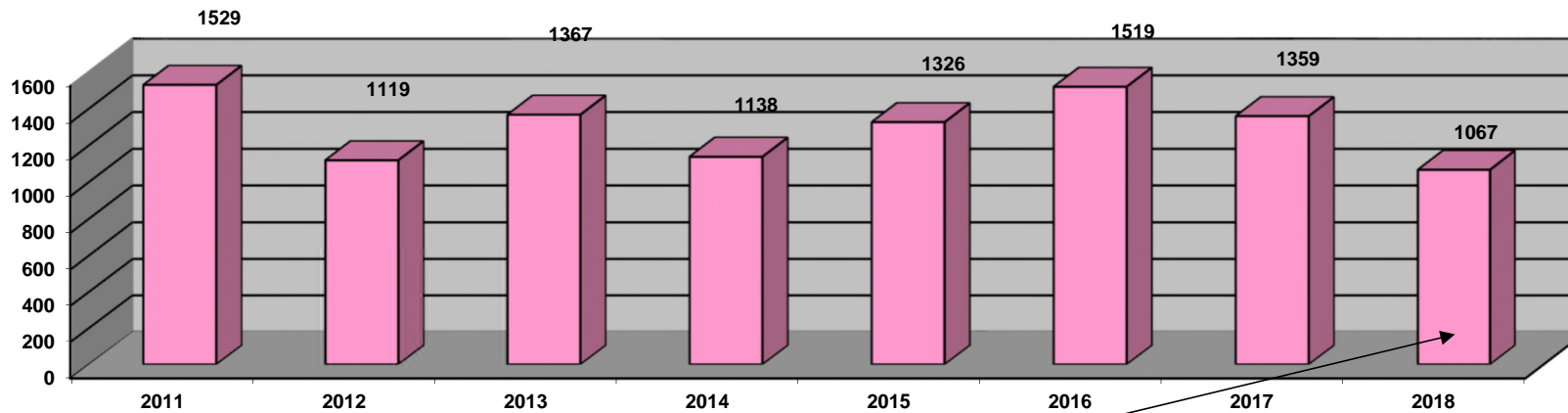
<i>Hafan 2013</i>	<i>410</i>	<i>302 (73.7%)</i>	<i>68 (22.5%)</i>	<i>234 (77.5%)</i>
<i>Hafan 2014</i>	<i>409</i>	<i>293 (71.6%)</i>	<i>51 (17.4%)</i>	<i>242 (82.6%)</i>
<i>Hafan 2015</i>	<i>409</i>	<i>292 (71.4%)</i>	<i>56 (19.2%)</i>	<i>236 (80.8%)</i>
<i>Hafan 2016</i>	<i>409</i>	<i>287 (70.1%)</i>	<i>55 (19.2%)</i>	<i>232 (80.8%)</i>
<i>Hafan 2017</i>	<i>409</i>	<i>306 (74.8%)</i>	<i>57 (18.6%)</i>	<i>249 (81.4%)</i>
<i>Hafan 2018</i>	<i>409</i>	<i>292 (71.4%)</i>	<i>56 (19.2%)</i>	<i>236 (80.8%)</i>
<i>Doc Fictoria 2013</i>	<i>100</i>	<i>100 (100.0%)</i>	<i>27 (27.0%)</i>	<i>73 (73.0%)</i>
<i>Dco Fictoria 2014</i>	<i>100</i>	<i>100 (100.0%)</i>	<i>25 (25.0%)</i>	<i>75 (75.0%)</i>
<i>Doc Fictoria 2015</i>	<i>100</i>	<i>100 (100.0%)</i>	<i>21 (21.0%)</i>	<i>79 (79.0%)</i>
<i>Doc Fictoria 2016</i>	<i>100</i>	<i>92 (92.0%)</i>	<i>19 (20.7%)</i>	<i>73 (79.3%)</i>
<i>Doc Fictoria 2017</i>	<i>100</i>	<i>92 (92.0%)</i>	<i>16 (17.4%)</i>	<i>76 (82.6%)</i>
<i>Doc Fictoria 2018</i>	<i>100</i>	<i>90 (90.0%)</i>	<i>21 (23.3%)</i>	<i>69 (76.7%)</i>

Ystadegau Blynnyddol *Hafan Pwllheli* - i Medi 2018

Annual Statistics for *Hafan Pwllheli* - to September 2018

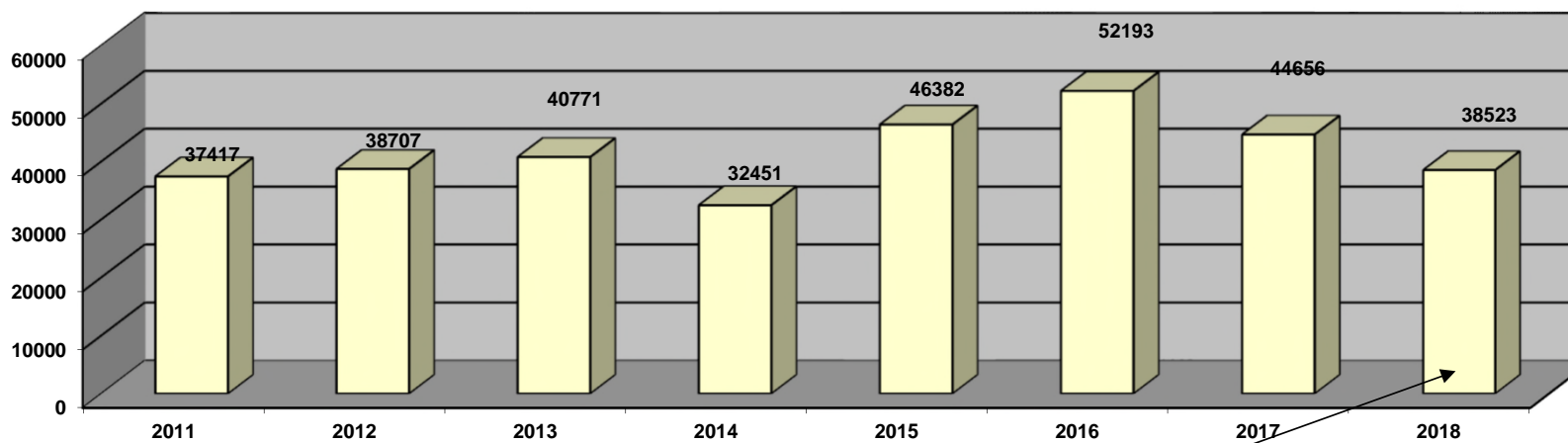


Nifer o gychod ymwelwyr mewn blwyddyn - No. of visiting vessels per year



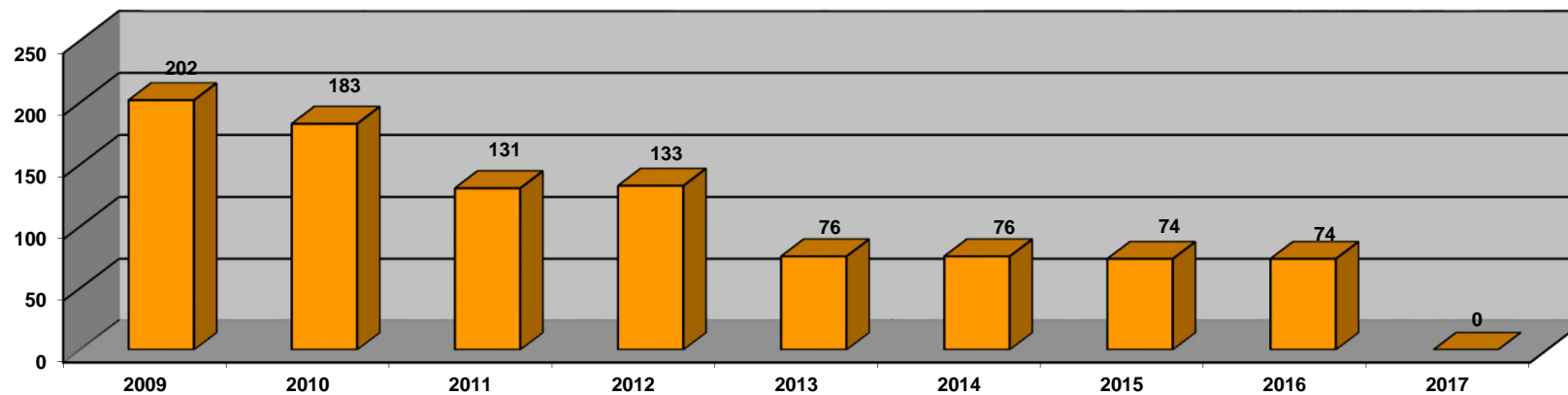
Hyd at Medi 2018 Up to September 2018

Cyfanswm medr cychod ymwelwyr - Total mts visiting vessels

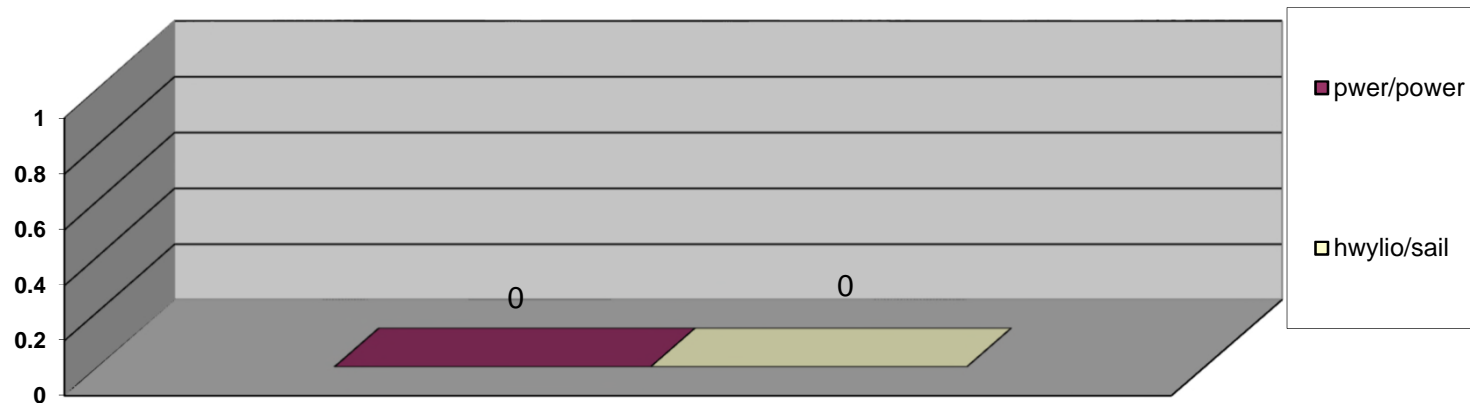


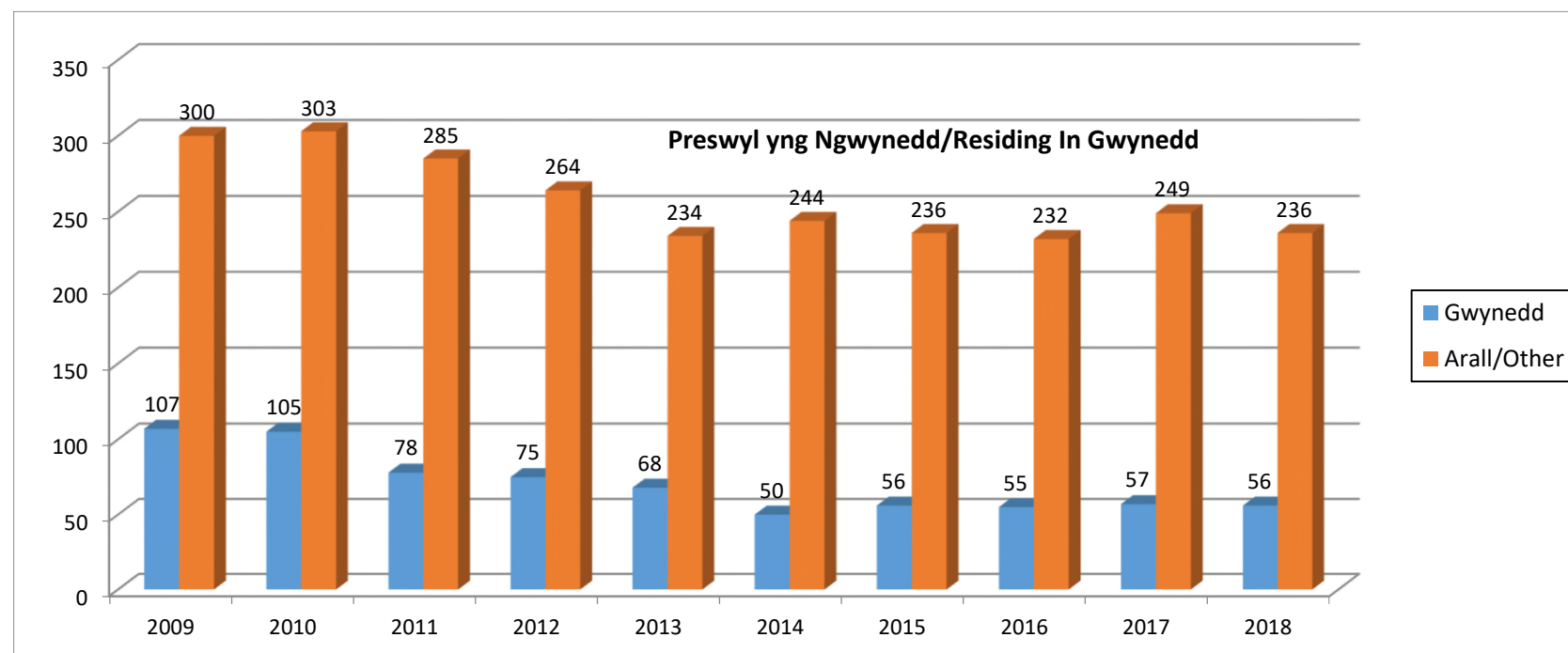
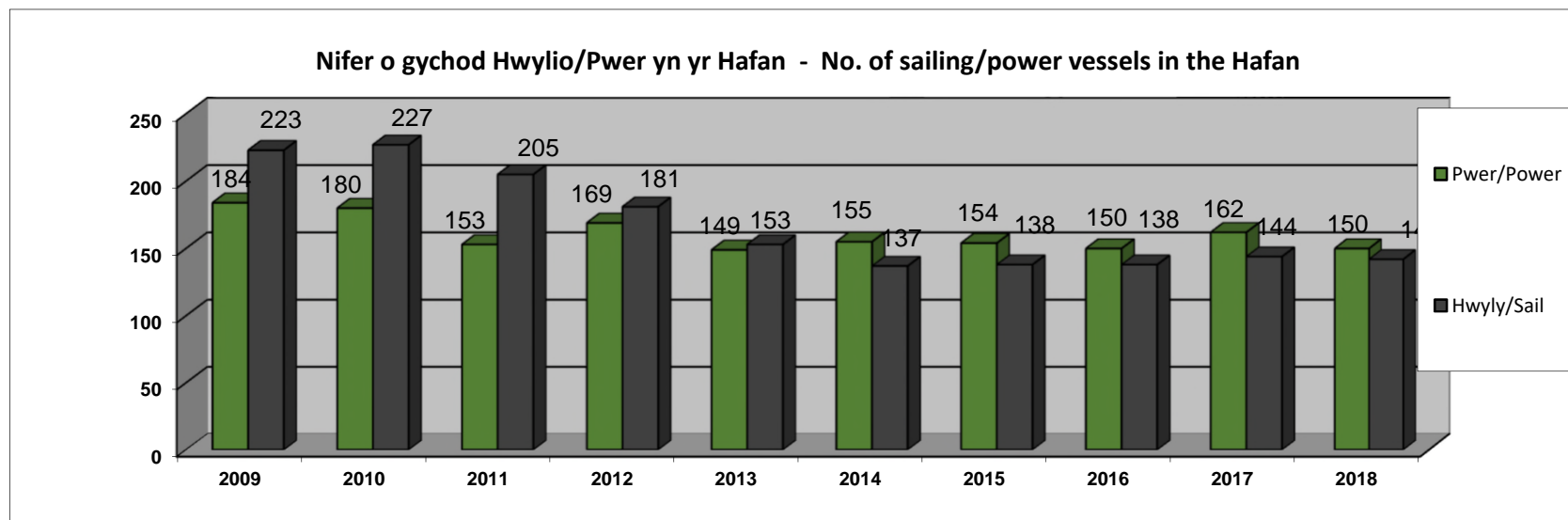
Hyd at Medi 2018 Up to September 2018

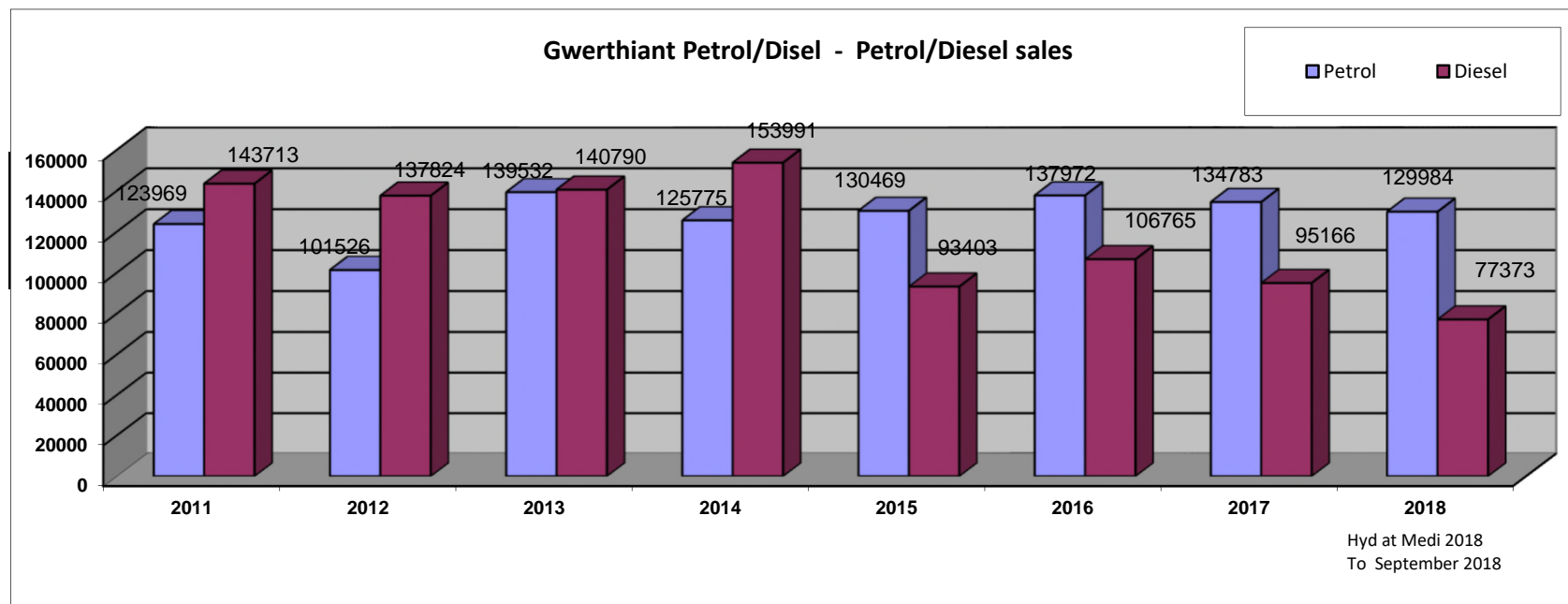
Nifer o gychod ar yr rhestr diddordeb mewn angorfa - No. of vessels on the Expressions of Interest



Cychod Hwyl/Pwer ar yr rhestr diddordeb mewn angorfa -
No of Sail/Power vessels on the Expressions of Interest list







Dadansoddiad o pam fod perchennog doc yn gadel - 1taf Ebrill i 31ain o Fawrth

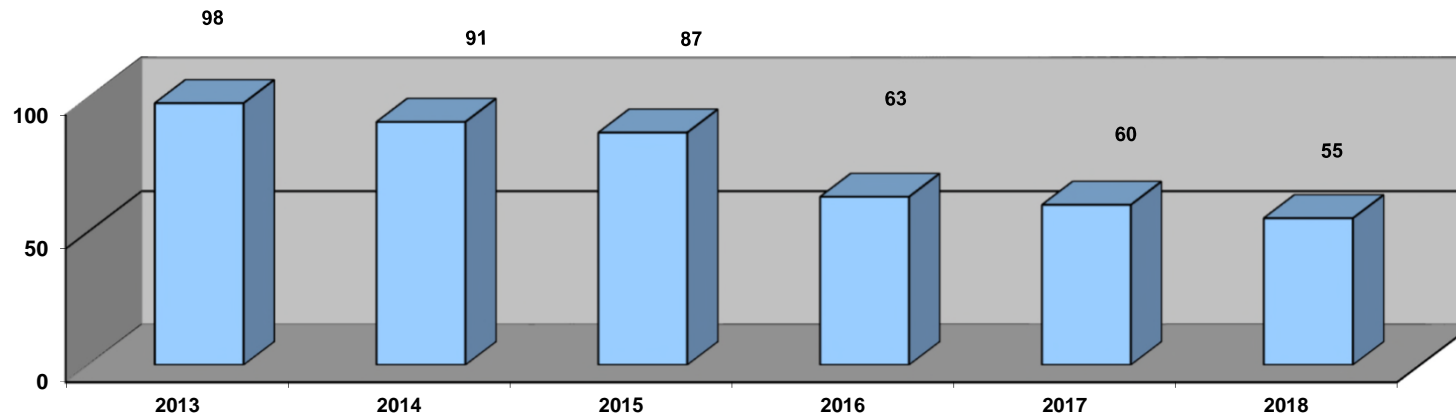
Analysis of why resident berthholders leave 1st April to 31st March

	2010	2011	2012	2013	2014	2015	2016	2017	2018
Wedi gwerthu cwch/sold boat	15	12	20	7	13	9	9	11	5
Ardal newydd/New Cruising Ground	10	12	26	8	7	5	8	3	1
Parcio a lansio/Park and Launch	6	2	0	3	4	1	2	0	0
Dim rheswm/No reason given	28	24	17	16	14	2	13	8	1
Rhu ddrud/Too expensive	6	2	3	1	1	3	0	0	
Methdalwr/Bankrupt	1	0	2	2	0	1	0	0	0
Iechyd/Ill health	3	8	4	8	2	4	9	3	2
Blwyddyn allan/Year out	10	5	3	5	2	2	0	0	0
Carthu/Dredging	2	8	4	0	0	1	0	0	0
Cyfanswm/Total	81	73	79	50	43	28	41	25	9

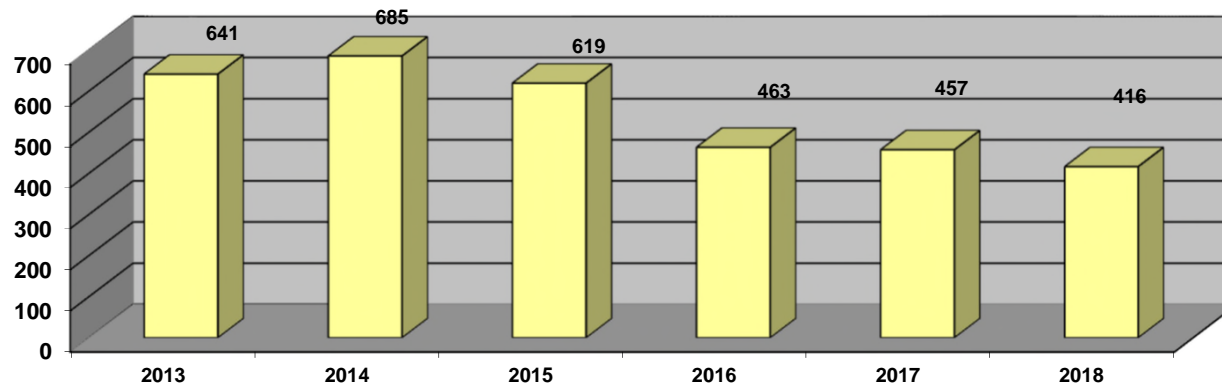
Hyd at Medi 2018
Up to September 2018

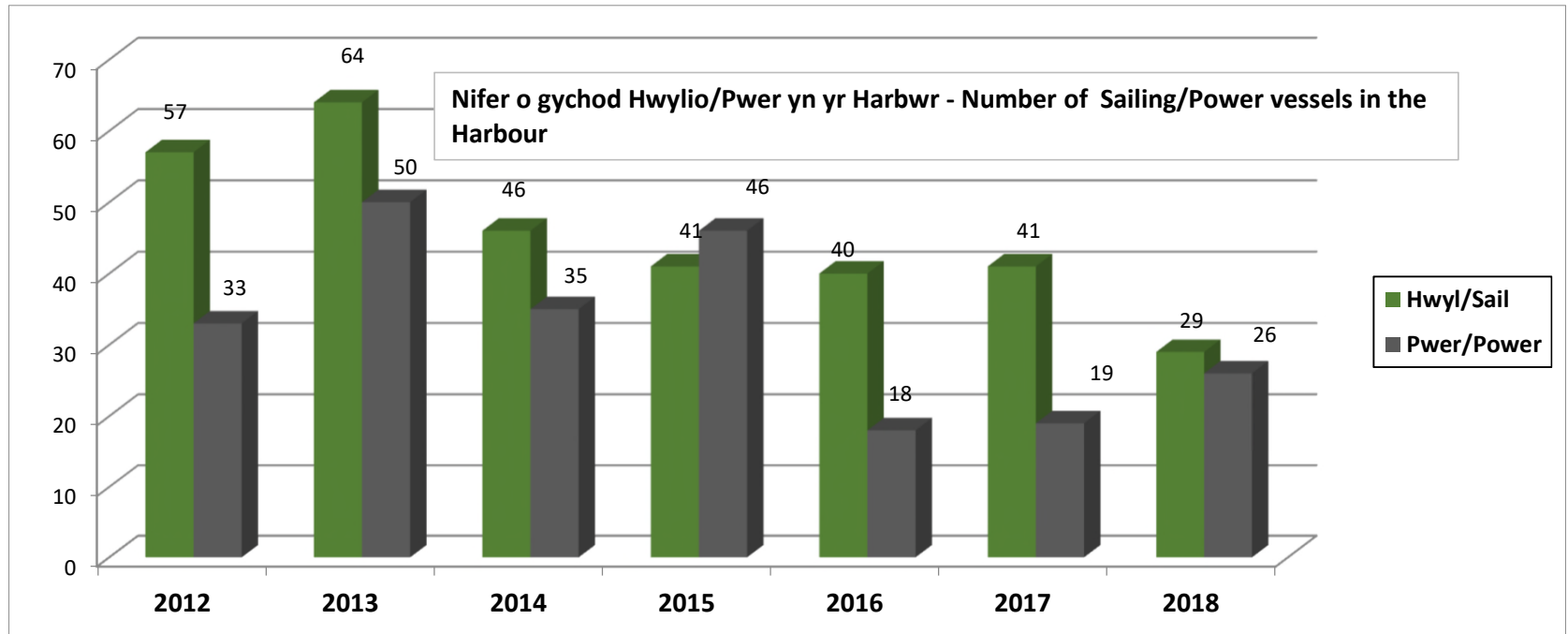
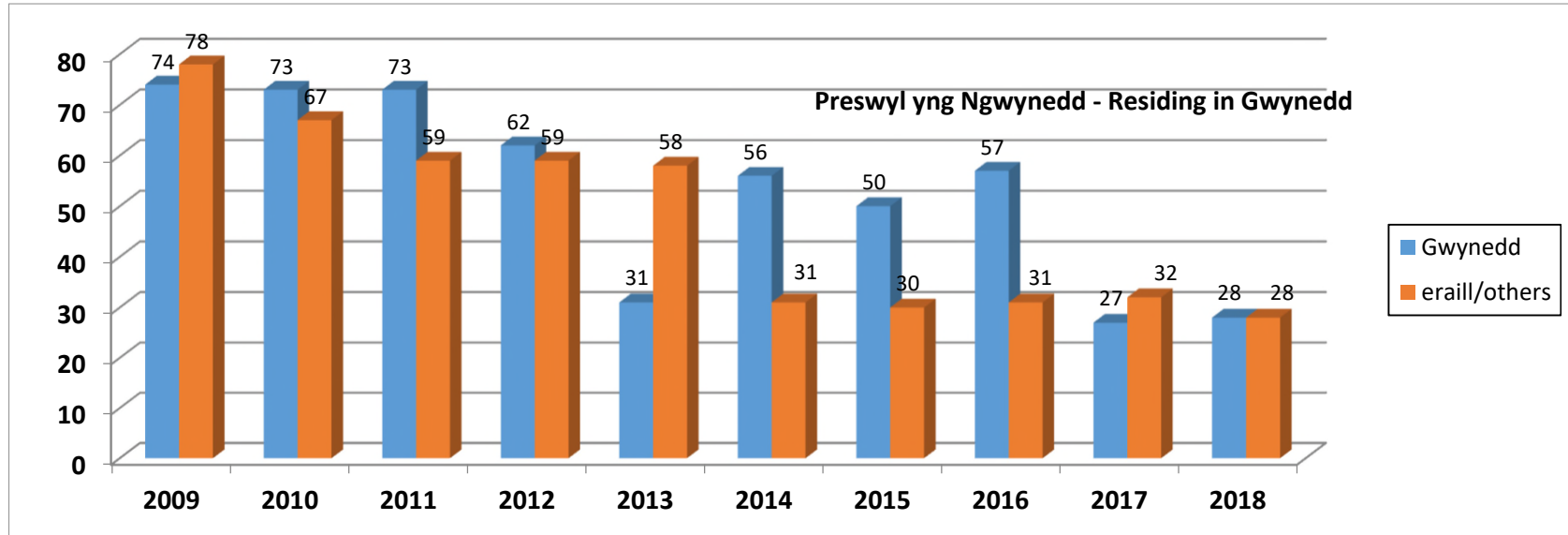
Ystadegau Blynnyddol *Harbwr Pwllheli* - i Medi 2018
Annual Statistics for *Pwllheli Harbour* - to September 2018

Nifer o Gychod Blynnyddol - Number of annual Resident vessels

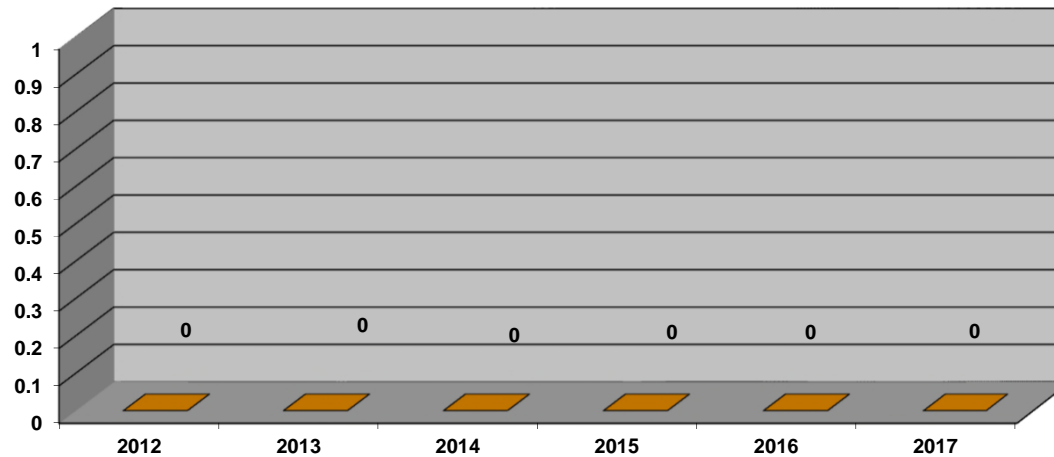


Cyfanswm medr cychod blynnyddol - Total metres Resident boats





Nifer o gychod ar yr rhestr diddordeb mewn angorfa -
No. of vessels on the Expressions of Interest list



Dadansoddiad o pam fod perchennog doc yn gadel - 1taf Ebrill i 31ain o Fawrth
Analysis of why resident berthholders leave 1st April to 31st March

	2013	2014	2015	2016	2017	2018	2019	2020
Wedi gwerthu cwch/sold boat	3	4	0	2	0	0		
Ardal newydd/New Cruising Ground	0	0	17	1	0	0		
Parcio a lansio/Park and Launch	0	0	0	0	0	0		
Dim rheswm/No reason given	0	0	12	2	0	0		
Rhu ddrud/Too expensive	0	0	0	0	0	0		
Methdalwr/Bankrupt	0	0	0	0	0	0		
Iechyd/Ill health	0	0	0	1	0	0		
Blwyddyn allan/Year out	0	0	0	0	1	0		
Carthu/Dredging	0	0	0	0	0	0		
Cyfanswm/Total	3	4	29	6	1	0		

Hyd at Medi 2018

Up to September 2018



6434: Progress Report Pwllheli Harbour Works (10/10/2018)

Groyne Renewal

- Following topographic survey carried out during w/c 10th of September, the outline design is being prepared by Alan Williams from CEUK. The outline design will be prepared ready before the end of the month.
- CEUK have been liaising with YGC's Geo-technical regarding ground conditions – no issues to report.
- Searches have identified that Welsh Water have apparatus within the footprint of the groyne structure. Welsh Water have requested outline designs before we discuss the proposal further.
- Gwynedd Council Legal Department have confirmed that Gwynedd Council have powers under the Pwllheli Harbour Act to renew the groyne, however whilst we don't need a Marine Licence to carry out the renewal works, Natural Resources Wales will need to approve the plans before work progresses. This is a less formal process.

Stilling Lagoon Emptying

- Hydrographic and topographic survey completed by CES during w/c 10th of September. The surveys have calculated that currently there is approximately 4,000m³ of dredge material in the lagoon.
- Meeting was held with Gwynedd Council's Biodiversity department on 3rd of September – the department are happy with the proposal to move the material from the lagoon to the reclaimed area as long as the current pond is retained, and that the fencing is retained.
- Gwynedd Council's Planning Department have noted on the 3rd of October that an application is required to amend conditions associated with the planning consent for the bund and reclaimed area.
- Contract documents are ready to go once landscaping plans for the reclaimed area have been finalised.

Dredging – Marina Basin:

- Hydrographic and topographic survey completed by CES during w/c 10th of September. By comparing the latest survey with the designed levels, it is calculated that approximately 60,000m³ of material will need to be dredged to reinstate the basin to its designed depth. Taking into consideration the capacity of the lagoon, discussions with the client will be required in order to prioritise areas to be dredged.
- Silt samples were collected yesterday (09/10/2018) and will be analysed over the next few days.