



Complete Agenda

Democratic Service
Swyddfa'r Cyngor
CAERNARFON
Gwynedd
LL55 1SH

Meeting

PWLLHELI HARBOUR CONSULTATIVE COMMITTEE

Date and Time

6.00 pm, TUESDAY, 15TH OCTOBER, 2019

Location

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

Contact Point

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(DISTRIBUTED 08/10/19)

MEMBERSHIP:

Gwynedd Council:

Dylan Bullard
Peter Read
Hefin Underwood

Local Member
Abererch Local Member
Local Member

Co-Opted Members:

Ifor Hughes

Stephen Tudor
Michael Sol Owen
David Dewsbury

Wil Partington

Andrew Picken
Councillor Mici Plwm
Alwyn Roberts

Pwllheli and District Boat Owners
Association
Representing Pwllheli Sailing Club
Representing 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:

David Williams
Councillor Rob Triggs
Dr John Jones-Morris

Gareth Thomas

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

A G E N D A

1. ELECT CHAIR

To elect a Chair for 2019/2020.

2. ELECT VICE CHAIR

To elect a Vice-chair for 2019/2020

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 - 9

The Chairman will propose that the minutes of the meeting of this committee, held on 19th March 2019, be signed as a true record.

7. UPDATE ON HARBOUR MANAGEMENT MATTERS

10 - 49

To submit the report of the Maritime and Country Parks Officer.

8. UPDATE ON SAFETY CODE AND DREDGING MATTERS

50 - 51

To submit the report of the Maritime and Country Parks Officer.

9. REVIEW OF HAFAN PWLLHELI AND HARBOUR

52

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

10. DATE OF THE NEXT MEETING

To note that the next meeting will be held on 17 March 2020

PWLLHELI HARBOUR CONSULTATIVE COMMITTEE 19/3/19

Present: Councillor Hefin Underwood (Chair)

David Dewsbury (Pwllheli Marina Berth Holders' Association), W. A. Partington (Maritime Traders Association), and Stephen Tudor (Pwllheli Sailing Club).

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

Apologies: Councillors Dylan Bullard and Peter Read, along with Councillor Mici Plwm (Pwllheli Town Council), Alwyn Roberts (Royal National Lifeboat Institution) 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. URGENT ITEMS

There were no urgent items.

3. MINUTES

The Chair signed the minutes of the previous meeting of this Committee, held on 16 October 2018, as a true record subject to the amendment of the first sentence of the second paragraph on page eight of the English version of the minutes to read:

“In response to an observation by a member regarding depositing the materials removed from the harbour basin directly on Abererch beach, the Economy and Community Senior Manager explained that excessive fine silts were detected in material samples removed from the basin.”

4. UPDATE ON HARBOUR MANAGEMENT MATTERS

- (a) The Maritime and Country Parks Officer guided the members through the report, drawing attention to the following main points:
- That the Harbour Committees' constitution noted their membership and that organisations were required to confirm their representative annually, and to send a copy of their constitution and the minutes of their annual meetings.
 - That the Maritime and Coastguard Agency Inspectorate's Chief Auditor had carried out a follow-up review of the safety procedures and systems of Gwynedd's municipal harbours on 5-6 March 2019 in order to ensure full compliance with the Port Marine Safety Code (PMSC). In the case of Pwllheli Harbour and Hafan, that the Chief Auditor had noted the need to look at the channel.
 - No issue or cause of concern had been submitted for the attention of the service by Members of the Harbour Committee in 2018 in relation to the Harbour's statutory responsibilities and duties. The Safety Code was in the process of being reviewed, and a copy of the Code would be sent to members prior to the next meeting. It would also be available on the Council's Website.
 - Reference was made to a brief summary of the Harbour and Hafan's budgets and current financial situation up to the end of February 2019. That Hafan's income

performance was £1,198,506 against the target income of £1,351,780; which was encouraging given the number of empty berths. On the whole, the budgets were positive, with Hafan generating an excess despite all the necessary work and cuts to budgets.

- That the fees and charges for 2019/20 had been published in the handbook and on the Council's website in November 2018. In order to meet the budget challenge and the service's income target, Pwllheli Harbour and Hafan fees would increase by 3% on average for the 2019/20 financial year. There would be no increase in berthing fees for the Outer Harbour.
- That detailed plans for the Crib Groyne had been completed, and that the initial estimated costs submitted anticipated that the costs of renovating the groyne would be approximately £200,000. The necessary work to submit a Marine Licence had been completed and the application submitted to Natural Resources Wales. It was reported that the application result was expected before 27 June 2019 and that the consultation period would last for four months. It was explained that it was vital that the Council submitted an application for a Marine Licence as the footprint of the groyne extended farther than its current footprint. The Council would advertise the work and would invite tenders by qualified contractors on the Sell2Wales Website. It was anticipated that work on renovating the groyne would commence in September 2019.
- The stilling lagoon had been emptied during December 2018 and January 2019. Work was to be completed to raise the height of the pipe in order to allow more silt into the stilling lagoon. Samples would then be taken of the silt entering and leaving the pipe in order to determine how much had settled and how much was flowing out. There was a need to cut vegetation around the bund, and to complete work on the safety fence, before commencing with the dredging work.
- That a hydrography review had been undertaken on 8 March 2019, and that the results would be released to members once they were received.
- That the 'Royal Smals' company had been appointed to undertake dredging work in the navigation channel and in the Hafan/Plas Heli basin. The work would continue until 23 May 2019. This would cost approximately £130,000, which was quite favourable, considering the work involved. The dredger used by the company would mean that there would be less work to move boats, and that there would be no need to disconnect the pontoon. The Service had identified areas in the Harbour which needed prioritisation and the company was to focus on these areas.
- That the sand mound near the Harbour entrance was full and that it was not possible to undertake any dredging work using land based plant until the sand and gravel had been removed and relocated to the nearby beaches of Abererch and Carreg y Defaid. The Council was in discussions with Natural Resources Wales to consider the possible options. Samples of the matter had been sent to a specialist company in order to identify whether the sand was in any way polluted. The results of the tests had been received, noting that there were high levels of hydrocarbon in the matter. Further samples had been collected, and confirmation received that the sand was not polluted. The matter would therefore be further discussed with Natural Resources Wales.
- There was a need to consider the possibilities in terms of mixing the silt from the stilling bund with clean sand in order to create building material, taking into consideration the fact that space was needed to do work with machinery.

The Senior Manager - Economy and Community noted that positive feedback had been received from the Maritime and Coastguard Agency Inspectorate's Chief Auditor, but that specific reference had been made to the navigation channel and the entrance to the harbour. He added that the reference to the channel would contribute to the evidence in terms of impact and health and safety concerns which would feed into discussions with Natural Resources Wales.

In response to comments by members concerning the channel, the Maritime and Country Parks Officer noted that the narrowness of the harbour's navigation channel was a serious concern and that the situation would be reviewed following the next dredging effort. He added that installing a flow meter on the pontoon was an option, but that the costs associated with installing and maintaining equipment of this kind had to be considered. The specialist's opinion could be used to advantage in discussions with Natural Resources Wales around statutory harbour responsibilities and requirements. He noted that the hope was to trial work elements in the harbour after coming to an agreement with Natural Resources Wales, thus cancelling the work should any environmental matter raise its head.

The Pwllheli Sailing Club representative noted that there was a need to move ahead with the dredging work in accordance with the Dredging Strategy. He added that there was a need to raise sailors' awareness in terms of the times at which special care should be taken when navigating the channel. The Maritime Traders Association representative referred to the Pwllheli Sailing Club calendar, noting that the tidal information provided on it was excellent.

Further discussion was held around the dredging work in the navigation channel and the Hafan/Plas Heli basin. The officers responded to the members' comments/questions as follows:

- The intended date of completion for the work was Whitsun. If time permitted, it was hoped that dredging work could be trialled at the entrance to the harbour, pumping the sediment over the sea wall. Environmental officers were not completely convinced, but something truly had to be done in the interest of safety;
- The harbour was located within the Pen Llŷn a'r Sarnau Special Area of Conservation. Should the work be trialled, it was important that this should be implemented carefully, without destroying the environmentally significant Sarnau reefs;
- Discussions regarding the sand mound were to be held with Natural Resources Wales, that was eager to obtain matter to nourish Abererch Beach;
- The Council had a responsibility to prove that the trial would not cause environmental damage;
- The Council as a Harbour Authority had a responsibility in terms of safety, with the Maritime and Coastguard Agency Inspectorate's report providing evidence of the need to do the work. It was hoped that Natural Resources Wales would agree to the trial in order that as much as possible of the clean sand could be removed from the entrance to the Harbour;
- The trialling work was not part of the agreement with the company, but it was hoped that it could be done following the work on the navigation channel and in the Hafan/Plas Heli basin, for an additional fee;
- Should the trialling work go ahead, the safety and quality of bathing water at Marian y De would have to be ensured.

The Pwllheli Harbour Berth Holders' Association representative noted that he would convey the information regarding the dredging situation to the association's members. He added that association's members paid for their berth in Hafan, and that they would expect to be able to use Hafan in the same manner as previous years. He did not anticipate a positive response, and predicted that some would leave.

In response to a further comment by the representative regarding the fact that discussions around the Dredging Strategy had been held for around ten years, the Maritime and Country Parks officer noted that processes took time, with environmental legal requirements trumping other legal requirements.

The Pwllheli Sailing Club representative noted that the trial would be in response to an emergency, and that the work should be completed as urgent work before summer under the

Council's powers as a Harbour Authority. He added that the channel in its current form made life difficult.

In response to the above observations, the Senior Manager - Economy and Community noted that Natural Resources Wales could be notified that the Committee, due to the seriousness of the situation in terms of the health and safety of users, noted that the Council as a Harbour Authority should conduct emergency works at the harbour entrance before summer. He expressed that officers felt the same frustration as Committee members, and that it was hoped that as much as possible could be done at the entrance to the harbour as part of the Harbour Authority's responsibility.

The Committee noted its support for the undertaking of works at the harbour entrance as emergency work under the Harbour Authority's responsibilities.

The Pwllheli Harbour Berth Holders' Association representative enquired whether the intended work on the Crib Groyne provided value for money; although something needed to be done, the consultant had not recommended what was intended. In response, the Maritime and Country Parks Officer noted that the work on the Crib Groyne was part of the Dredging Strategy and that the prices would be assessed upon receipt of tenders for the works. He emphasised that it could not be left in its current state.

The Pwllheli Sailing Club representative noted that there had been plans to extend the Crib Groyne in the eighties, but that this had not been possible due to a Welsh Water pipeline. He was disappointed that there was no way of structuring the Crib Groyne according to the actual need, but was eager for the work to be undertaken and built upon in the future. The Maritime Traders Association representative noted that traders would welcome a long term solution or partial work.

In response to the above observations, the Maritime and Country Parks Officer noted that the Crib Groyne had been designed to protect Welsh Water's asset, meaning that there were additional costs.

In response to a question by the Pwllheli Harbour Berth Holders' Association representative concerning Hafan's income target, the Maritime and Country Parks Officer explained that the true income of Hafan derived from all business in Hafan. This included income from fuel, parking and launching, and land rents - it was not confined to income from berths.

The Pwllheli Harbour Berth Holders' Association representative referred to Hafan's fees, noting that although the fees were increasing in line with inflation, that the Council's excess profit was increasing. In response, the Maritime and Country Parks Officer noted that he understood the argument, but that the Council's procedure in terms of increasing fees had to be adhered to. He added that the Council had given its support to the reduction of Hafan's income target, and to raising fees at a lower rate than the inflation rate.

The Pwllheli Harbour Berth Holders' Association representative noted that the additional fee for customers paying by direct debit punished them. He added that the additional fee should be considered. The affordability of such a cost to customers had to be considered, and customers should be rewarded rather than punished. In response, the Maritime and Country Parks Officer noted that the additional fee would be considered as part of the review of the fee procedure, and that it was hoped that the fees would be adjusted by 2020/21.

Pwllheli Sailing Club's representative provided an update on activities held at Plas Heli. It was noted that the first competition of the season was to be held in May and that dates had been set up to 2023, including the Royal Yachting Association's Youth Championships in 2020. It was explained that changes to staffing had been challenging but that they were happy to survive. It was noted that the events held at Plas Heli brought people into the area.

A member referred to the area around the stilling bund, noting that he had received complaints from residents with regard to its appearance and the need to tidy it up. In response, the Maritime and Country Parks Officer noted that the intention was to ask for an estimated price to remove the existing fence and install a green fence which would be more pleasing to the eye. He added that residents had been patient and that the intention was to complete the work during the winter of 2019.

A member noted that more water was accumulating on the island's new paths and that the contractors needed to come back. The Maritime and Country Parks officer thanked the member for drawing the matter to his attention.

(b) The Pwllheli Hafan and Harbour Manager presented a report which provided an update on harbour matters for the period between October 2018 and March 2019, including operational matters, staffing, and the annual statistics for the Harbour/Hafan. He drew attention to the following main points:

- A Mariners' Notice was to be operational from 25 March 2019 in relation to the dredging work, and mariners' attention was to be drawn to the lack of channel width in the harbour entrance area. It was envisaged that the situation would improve following the completion of the scheduled dredging work in 2019;
- That the list of maintenance work for 2018/19 had been included in the agenda. The Committee members were asked to inform the Service of any other work which should be considered for inclusion in the work programme;
- That a petrol fuel pump with a self-service facility had been ordered for Hafan's Petrol Quay. It was hoped that the new petrol pump would be operational by April, following a short delay with the paperwork;
- That there was a total of 11 staff members at the Hafan/Harbour, including one overnight security officer from 'Draig Security'. A seasonal officer would commence in post as a fuel attendant in April;
- That the Hafan and Harbour statistics for 2018/19 were included in the agenda;
- From April 2019, Hafan Pwllheli's accounting system was to be transferred and centralised in the Council's income department. In future, every invoice e.g. for mooring, would be charged and sent from this department. All mooring payments, including those by Direct Debit, would be sent directly to the Council. It was also expected that customers would be able to pay for services on-line in the future.

The Pwllheli Harbour Berth Holders' Association representative referred to the annual number of boats, noting that there had been 14 fewer boats in 2018 compared to the figure for 2017. He noted that this decrease meant a substantial loss of income for the Council, and asked about the latest figures for 2019. In response, the Pwllheli Hafan and Harbour Manager noted that, due to a delay in sending out the mooring agreements for 2019, the total number of berth holders was not available, but that 140 agreements for the Hafan and 20 for the Outer Harbour had been received. He expanded upon this, saying that it was hoped that there would be a better idea of the numbers by the end of the month.

The Pwllheli Sailing Club representative noted that an application had been submitted to the Council with regard to improving the atmosphere and landscaping at the beach car park and the quay, along with improving drainage. He also explained that the flagpole would be moved to the entrance to Plas Heli in order to improve the appearance, and that he was very glad that this work was to be undertaken.

RESOLVED to note and accept the reports.

5. REVIEW OF PWLLHELI HAFAN AND HARBOUR

An update was given by the Senior Manager - Economy and Community on the management model review for the Harbour and Hafan. It was noted that, following the invitation of tenders in January 2019, Strategic Leisure had been appointed to undertake the detailed work of assessing the five options noted on the short-list, and developing an outline business case as part of the second phase. It was explained that a report was expected on the favoured option along with an outline business case by the end of April 2019. The eagerness to hold a meeting with Committee members around the report's conclusions in May was noted.

The Pwllheli Harbour Berth Holders' Association representative noted that he had submitted information via e-mail to the Maritime and Country Parks Officer, but that it had not been included on the agenda. In response, the Maritime and Country Parks Officer apologised for the information having been left out of the agenda, but noted that he had mistaken it for a statement rather than a matter for the agenda.

The representative was given the opportunity to present the information. He noted:

- That Pwllheli Harbour Berth Holders' Association was seriously concerned that the adopted Pwllheli Harbour Dredging Strategy was not being complied with. Natural Resources Wales (NRW) appeared to be actively frustrating Gwynedd Council's ability to comply, resulting in restrictive water depth for boats. That Pwllheli Harbour Berth Holders' Association requested that Natural Resources Wales provide to the Pwllheli Harbour Consultative Committee, validation and documentation setting out their objections to the disposal options that were discussed and dismissed, including the controlled disposal on nearby beaches.
- That a recent on-line survey of Association members showed a concerning age profile of Pwllheli Hafan Annual Berth holders. This result was consistent with the issues raised by the British Marine Federation Futures Report 2018 which raised a number of pertinent challenges for the industry. With this background of challenges, coupled with the hard evidence of reducing numbers, it was important that the fundamental basis of the marina and harbour was restored and protected. This was needed in order to give a stable facility and thus enable concentration on the more esoteric issues facing the business. Unless drastic steps were taken to address the dredging situation it would make the Hafan unviable in a few years, with a significant loss of revenue to Pwllheli Town and surrounding areas.
- That the survey's results had been shared with the Senior Manager - Economy and Community and the Maritime and Country Parks Officer.

In response, the Senior Manager - Economy and Community expressed his appreciation upon receiving this useful information, noting that he had glanced at the survey's results, and that it highlighted the challenges facing Hafan and the Harbour. He added that the information would be presented to the consultants, and that it was intended to send a copy of the survey's results to Committee members.

RESOLVED to note the information.

6. NEXT MEETING

It was noted that the next meeting would be held on 15 October, 2019.

The meeting commenced at 6.00pm and concluded at 8.10pm.

CHAIR

Agenda Item 7

MEETING	Pwllheli Harbour Consultative Committee
DATE	15 October 2019
TITLE	Update on Harbour Management Matters
AUTHOR	Pwllheli Harbour Manager

1. Operational Items

Navigation

- 1.1 A detailed inspection will be carried out on the Pwllheli navigational aids by Trinity House Lighthouse Authority inspectors on October 14th 2019, we do not anticipate any problems at Pwllheli but we await their final report.
- 1.2 The Pwllheli Fairway Buoy will be changed for the winter Fairway Buoy which is slightly smaller in diameter to the summer version, the slightly smaller Buoy is able to cope better with adverse weather and as a consequence does not put as much strain on the ground tackle.
- 1.3 There are no “Notice to Mariners” notice currently in operation in Pwllheli Harbour.
- 1.4 New Weather station

The Weather station at Hafan Pwllheli has been unreliable in recent years and we have been struggling to obtain a replacement, after much research we have found out that there is only one company Worldwide that manufacture this type of equipment! The company “Davis” have gone through a process of up-grading all their systems recently and once completed will offer a new system which we will then purchase. Customers will then be able to obtain “Live Weather” data again from Hafan Pwllheli Web site.

1.5 Web Cam

We are currently installing four web cams at the Hafan, these four cameras will be linked to the Hafan website and will enable people to have access to live images of the Hafan and Harbour on their browser.

1.6 Broadband upgrade

The Wi Fi engineers working on improving the reception at the marina, we are also In the process of having BT to install a fibre Optic Super-Fast Broadband line to the marina, we hope that this will further enhance the reception and provide an alternative whereby customers may be able to operate some elements of their business from their vessels in Hafan Pwllheli.

1.7 Vessel powerboat and Jet ski Registration

A potential issue has been identified whereby vessels are being launched at the Hafan slipway without displaying the appropriate PW or PC stickers by the Park and Launch companies. A number of application forms are distributed at the start of the every season to the Park and Launch companies. Unfortunately the details returned to the Harbour Authority does not reflect all of the vessels being launched.

1.8 Fuel Quay – Self Service Unit/Red Diesel/White Diesel

The unit was installed in the third week of June, and has to date proved reliable and trouble free, customers to the Hafan/Harbour have welcomed the facility and are now able to refuel their vessels 24/7. The European Court has also ruled that the UK can no longer supply Red Diesel or marked Diesel, Hafan Pwllheli will now have to revert to supplying white diesel only at its fuel quay in the near future.

1.9 Automatic front lobby door

A new automatic door front door was fitted in May, this has improved the appearance of the front of the building as well as improving the safety to customers during strong winds, the old door could slam quite violently during these times.

2.0 Maintenance

2.1 **North Quay** - The maintenance of the North Quay is becoming more and more difficult in recent years, the Harbour does not have the surplus finance/manpower or the expertise in house to carry out the work required. The North Quay is a focal point for the town and as such needs to be maintained to a good standard. An alternative solution requires exploring in the future.

2.2 A list of standard work that will or has been completed at the Hafan is included within this report. Feedback from Committee members is requested on any additional work that will need to be considered and included in the work programme.

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

- Additional Wi Fi antennas to improve reception Wi Fi Reception
- Fibre Optic Super-Fast Broadband
- Automatic front door
- Panting pontoon bridge
- Painting front of Building
- Grounds maintenance
- Travel Hoist Hydraulic ram/pipes/tyres
- Self-service back office controller on the Fuel Quay
- Additional electric and petrol Salvage pumps
- Fuel Quay fendering

3.0 Staffing Matters

- 3.1 There are currently no vacant posts at Pwllheli, The total number of staff is eleven including one night security person from 'Draig Security'.
- 3.2 The seasonal fuel quay attendant post has ended on the 30th September. We do not anticipate that there will be a requirement in 2020 for a seasonal fuel quay attendant but we will be looking at employing a General Assistant/s for the 2020 season.

4.0 Financial Matters

- 4.1 A financial report up to the end of October 2019 has been provided in Appendix 1.
- 4.2 Please note that the public finance accounting system differs from the commercial sector accounting system in that debit (prefixed '-') amounts actually represent positive amounts on the balance sheet.

5.0 Fees and Charges 2020/21

- 5.1 With regard to the prospective fees and charges for Hafan Pwllheli and the Outer Harbour for 2020, the fees will be raised for the Hafan and Harbour by 2%.
- 5.2 The 5% surcharge for customers paying for annual berth by Direct Debit in the Hafan will fall in line with the Outer Harbour whereby customers will not be charged for using this facility.

6.0 Annual Harbour/Hafan Statistics etc.

- 6.1 Details of the Hafan and Harbour statistics for 2019 are included in Appendix 2.
- 6.2 We have seen an increase in the number of customers taking up annual berths in 2019, in 2018 there were 291 vessels on annual berths and this year we have seen 299 take up a berth. The number of vessels classed as visiting vessels will be on par with 2018. 2018 saw 1310 visiting vessels and 2019 we have welcomed 1076 by the end of September 2019.
- 6.3 Harbour moorings have also seen a slight increase up from 55 in 2018 to 58 in 2019, mooring fees stayed as 2018 with no increase in fees in 2019, in real terms taking inflation into account fees were reduced by 3.1%
- 6.4 **Boat Hoist/Storage ashore** – The Hafan boat hoist seems to be steady but we can foresee that this may well slow down this winter when the boat storage area becomes full. There are two factors which have increased this problem. Firstly we have a number of vessels stored ashore which have not moved for a number of years, although the Hafan receives a monthly rent for the storage of these vessels it does not help the situation when the demand exceeds the space available! Secondly the new Pwllheli Lifeboat Station which will be completed in 2020/1 has reduced

approximately space for 10-12 vessels from the storage area.

6.5 **Fuel sales** - are consistent with 2018, with only a very slight decrease in diesel sales and a slight increase in petrol sales in 2019.

6.6 **Hafan/Harbour Accounts** – From the 1 April 2019 the accounting system within Hafan Pwllheli was transferred and centralised to Gwynedd Council's Finance department in Caernarfon, although we have had some minor issues to begin with our customers now seem to be familiar with the new system and it is now fully operational and working well.

7.0 **Events**

7.1 The British Dragon Association made use of the Plas Heli dock and pontoons for the launching/berthing and recovery of the Dragon fleet, approximately 32 Dragons took part in the event which was managed on the water by SCYC at Abersoch.

7.2 The bi-annual "Jester Challenge" started at Pwllheli, this is a single handed challenge to any person who has a vessel up to thirty feet and starts at Pwllheli to Balitmore Sothern Ireland approx. 15 vessels started this year's challenge.

8.0 **Other items**

8.1 **New RNLi Boathouse** - Work has started on the new Boat House which will house the New Shannon Class lifeboat has started with completion due in late 2020.

9.0 **Plas Heli**

9.1 The work of improving access to the traeth Glandon Beach and Plas Heli car parks etc has commenced and it anticipated that the works will have been completed early October

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>
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	73 Total Boat Care 105 Hafan	200	188 Abersoch 9 Machroes 3 Morfa Nefyn 5 Nefyn 1 Aberdaron	160	923
2019	38 Aberdyfi a Tywyn	79 Abermaw	55	57 Total Boat Care 116 Hafan	184	137 Abersoch 5 Machroes 14 Morfa Nefyn 5 Nefyn 0 Aberdaron	153	843

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>
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 177 Hafan	34	161 Abersoch 31 Machroes 52 Morfa Nefyn 15 Nefyn 5 Aberdaron	290	1057
2019	55 Aberdyfi a Tywyn	66 Abermaw	33	97 Total Boat Care 172 Hafan	30	89 Abersoch 20 Machroes 60 Morfa Nefyn 14 Nefyn 12 Aberdaron	244	892

Uned Morwrol / Maritime Unit
Ystadegau angorfeydd – Mooring statistics

<i>Harbwr Harbour</i>	<i>Nifer o Angorfeydd Available no of moorings</i>	<i>Preswlydd Occupancy</i>	<i>Preswyl yng Ngwynedd Residing in Gwynedd</i>	<i>Erail Others</i>
<i>Aberdyfi 2014</i>	120	75 (62.5%)	35 (46.7%)	40 (53.3%)
<i>Aberdyfi 2015</i>	120	77 (64.2%)	35 (45.5%)	42 (54.5%)
<i>Aberdyfi 2016</i>	120	79 (65.8%)	36 (45.6%)	43 (54.4%)
<i>Aberdyfi 2017</i>	120	78 (65.0%)	36 (46.2%)	42 (53.8%)
<i>Aberdyfi 2018</i>	120	74 (61.7%)	37 (50.0%)	37 (50.0%)
<i>Aberdyfi 2019</i>	120	68 (56.7%)	32 (47.1%)	36 (52.9%)
<i>Abermaw 2014</i>	140	82 (58.6%)	54 (65.9%)	28 (34.1%)
<i>Abermaw 2015</i>	140	93 (66.4%)	63 (67.7%)	30 (32.3%)
<i>Abermaw 2016</i>	140	88 (62.9%)	60 (68.2%)	28 (31.8%)
<i>Abermaw 2017</i>	140	86 (61.4%)	59 (68.6%)	27 (31.4%)
<i>Abermaw 2018</i>	140	69 (49.3%)	44 (63.8%)	25 (36.2%)
<i>Abermaw 2019</i>	140	70 (50.0%)	45 (64.3%)	25 (35.7%)
<i>Porthmadog 2014</i>	238	157 (66.0%)	44 (28.0%)	113 (72.0%)
<i>Porthmadog 2015</i>	238	140 (58.8%)	44 (31.4%)	96 (68.6%)
<i>Porthmadog 2016</i>	238	129 (54.2%)	47 (36.4%)	82 (63.6%)
<i>Porthmadog 2017</i>	238	135 (56.7%)	54 (40.0%)	81 (60.0%)
<i>Porthmadog 2018</i>	238	131 (55.0%)	54 (41.2%)	77 (58.8%)
<i>Porthmadog 2019</i>	238	130 (54.6%)	60 (46.2%)	70 (53.8%)
<i>Pwllheli 2014</i>	114	91 (79.8%)	47 (51.6%)	44 (48.4%)
<i>Pwllheli 2015</i>	114	87 (76.3%)	57 (65.5%)	30 (34.5%)
<i>Pwllheli 2016</i>	114	58 (50.9%)	27 (46.6%)	31 (53.4%)
<i>Pwllheli 2017</i>	81	60 (74.1%)	28 (46.7%)	32 (53.3%)
<i>Pwllheli 2018</i>	81	55 (67.9%)	27 (49.1%)	28 (50.9%)
<i>Pwllheli 2019</i>	81	58 (71.6%)	40 (69.0%)	18 (31.0%)

<i>Hafan 2014</i>	409	293 (71.6%)	51 (17.4%)	242 (82.6%)
<i>Hafan 2015</i>	409	292 (71.4%)	56 (19.2%)	236 (80.8%)
<i>Hafan 2016</i>	409	287 (70.1%)	55 (19.2%)	232 (80.8%)
<i>Hafan 2017</i>	409	306 (74.8%)	57 (18.6%)	249 (81.4%)
<i>Hafan 2018</i>	409	292 (71.4%)	56 (19.2%)	236 (80.8%)
<i>Hafan 2019</i>	409	299 (73.1%)	57 (19.1%)	242 (80.9%)
<i>Dco Fictoria 2014</i>	100	100 (100.0%)	25 (25.0%)	75 (75.0%)
<i>Doc Fictoria 2015</i>	100	100 (100.0%)	21 (21.0%)	79 (79.0%)
<i>Doc Fictoria 2016</i>	100	92 (92.0%)	19 (20.7%)	73 (79.3%)
<i>Doc Fictoria 2017</i>	100	92 (92.0%)	16 (17.4%)	76 (82.6%)
<i>Doc Fictoria 2018</i>	100	90 (90.0%)	21 (23.3%)	69 (76.7%)
<i>Doc Fictoria 2019</i>	100	94 (94.0%)	20 (21.3%)	74 (78.7%)

CYMHARIAETH O YSTADEGAU CYCHOD YM MHOB HARBWR 2019

COMPARISON OF BOAT STATISTICS AT EACH HARBOUR 2019

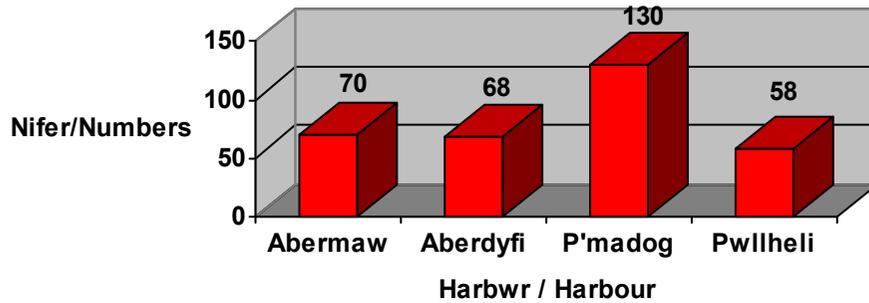


Harbwr Harbour	Nifer o Gychod Number of Boats	Cyfanswm Hydoedd Total Overall Length	Cyfartaledd Hyd Average Length	Cyfanswm Dyfnder Total Draught	Cyfartaledd Dyfnder Average Draught
Abermaw	70	512.00	7.31	65.13	0.93
Aberdyfi	68	451.96	6.65	46.54	0.68
Porthmadog	130	1030.04	7.92	128.80	0.99
Pwllheli	58	425	7.32	47.52	0.81
∞					
Cyfansymiau holl harbrau Totals of all harbours	326	2419.00	29.20	287.99	3.41
Cyfartaleddau holl harbrau Averages of all harbours	81.50	604.75	7.30	72.00	0.85

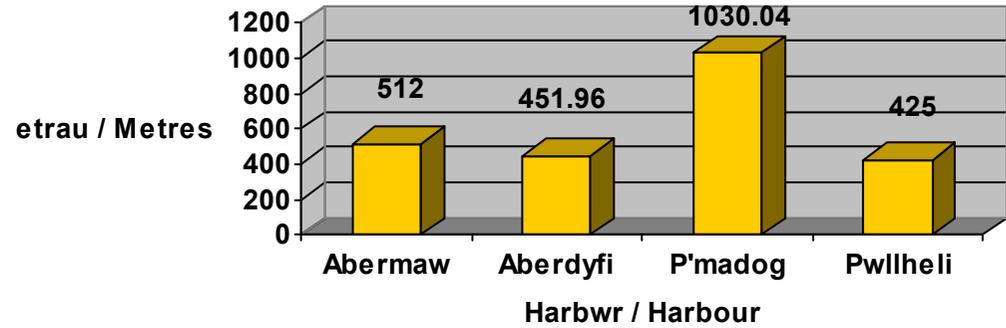
Darlun o ystadegau cychod ym mhob harbwr.

Analysis of boat statistics at each harbour.

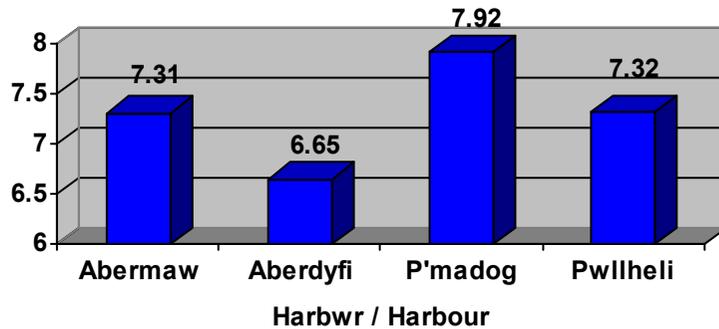
Nifer o Gychod / Number of Boats



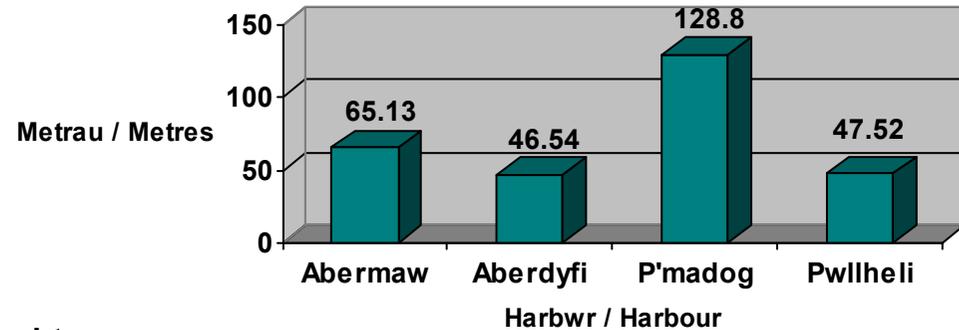
Cyfanswm Hyd / Total LOA



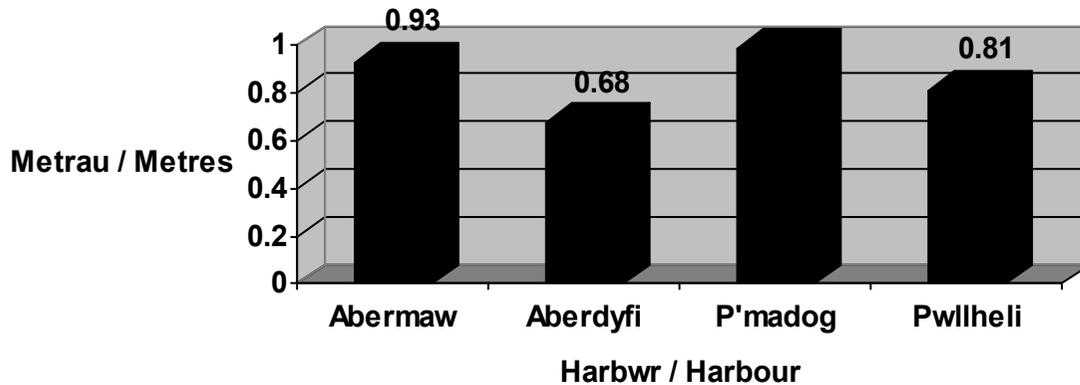
Cyfartaledd Hyd / Average LOA



Cyfanswm Dyfnder / Total Draught



Cyfartaledd Dyfnder / Average Draught



Uned Morwrol 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 14	120	75	53	22	70.7% Pwer 29.3% Hwyllo
Harbwr Aberdyfi 15	120	77	53	24	68.8% Pwer 31.2% Hwyllo
Harbwr Aberdyfi 16	120	79	55	24	69.6% Pwer 30.4% Hwyllo
Harbwr Aberdyfi 17	120	78	56	22	71.8% Pwer 28.2% Hwyllo
Harbwr Aberdyfi 18	120	74	55	19	74.3 % Pwer 25.7% Hwyllo
Harbwr Aberdyfi 19	120	68	54	14	79.4% Pwer 20.6% Hwyllo
Harbwr Abermaw 14	140	82	54	28	65.9% Pwer 34.1% Hwyllo
Harbwr Abermaw 15	140	93	60	33	64.5% Pwer 35.5% Hwyllo
Harbwr Abermaw 16	140	88	59	29	67.0% Pwer 33.0% Hwyllo
Harbwr Abermaw 17	140	86	55	31	64.0% Pwer 36.0% Hwyllo
Harbwr Abermaw 18	140	69	45	24	65.2% Pwer 34.8% Hwyllo
Harbwr Abermaw 19	140	70	44	26	62.9% Pwer 37.1% Hwyllo
Harbwr Porthmadog 14	238	157	54	103	34.4% Pwer 65.6% Hwyllo
Harbwr Porthmadog 15	238	140	45	95	32.1% Pwer 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 Porthmadog 19	238	130	42	88	32.3% Pwer 67.7% 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
Harbwr Pwllheli 19	114	58	26	32	44.8% Pwer 55.2% 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
Hafan Pwllheli 19	409	299	133	166	44.5% Pwer 55.5% 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

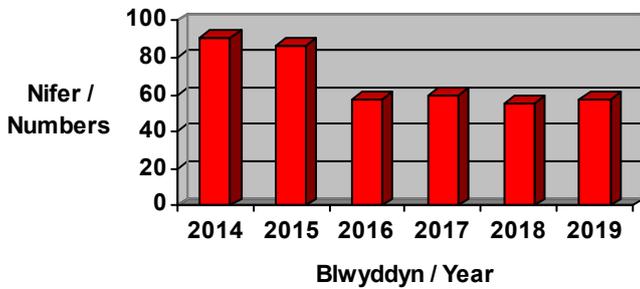
Doc Fictoria 18	100	90	49	41	54.4% Pwer 45.6% Hwyllo
Doc Fictoria 19	100	94	29	65	30.9% Pwer 69.1% Hwyllo
Cyfanswm 14	1121	798	372	426	46.6% Pwer 53.4% Hwyllo
Cyfanswm 15	1121	787	376	411	47.8% Pwer 52.2% Hwyllo
Cyfanswm 16	1121	733	344	389	46.9% Pwer 53.1% Hwyllo
Cyfanswm 17	1121	757	344	413	45.4% Pwer 54.6% Hwyllo
Cyfanswm 18	1121	709	367	342	51.8% Pwer 48.2% Hwyllo
Cyfanswm 19	1121	719	328	391	45.6% Pwer 54.4% Hwyllo

HARBWR PWLLHELI HARBOUR

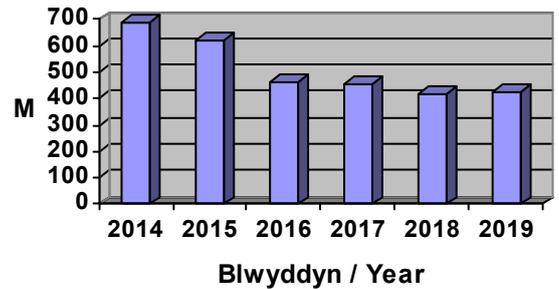
Cymhariaeth o Ystadegau Cychod Comparison of Boat Statistics

	2014	2015	2016	2017	2018	2019
Nifer o Gychod / Number of Boats	91	87	58	60	55	58
Cyfanswm Hydoedd / Total LOA	685.88	619	463	457	416	425
Cyfartaledd Hyd / Average Length	7.54	7.11	7.98	7.62	7.56	7.32
Cyfanswm Dyfnder / Total Draught	96.65	62.72	55.54	53.58	49.11	47.52
Cyfartaledd Dyfnder / Average Draught	1.06	0.72	0.96	0.97	0.89	0.81

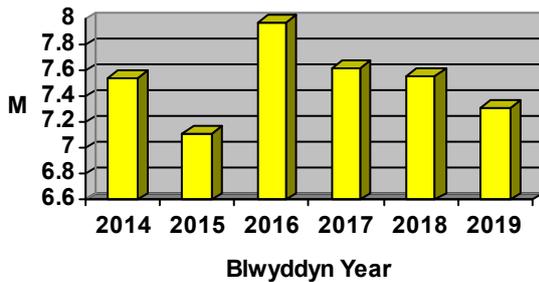
Nifer o Gychod / Number of Boats



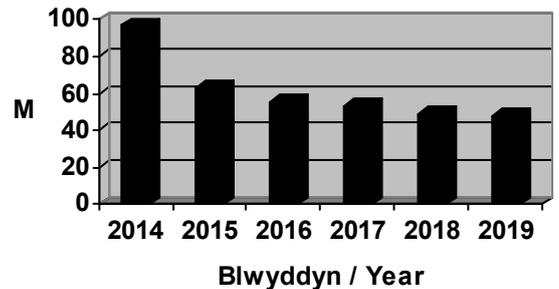
Cyfanswm Hydoedd / Total Length



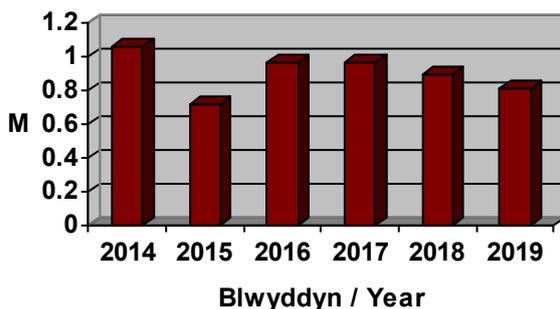
Cyfartaledd Hyd / Average Length



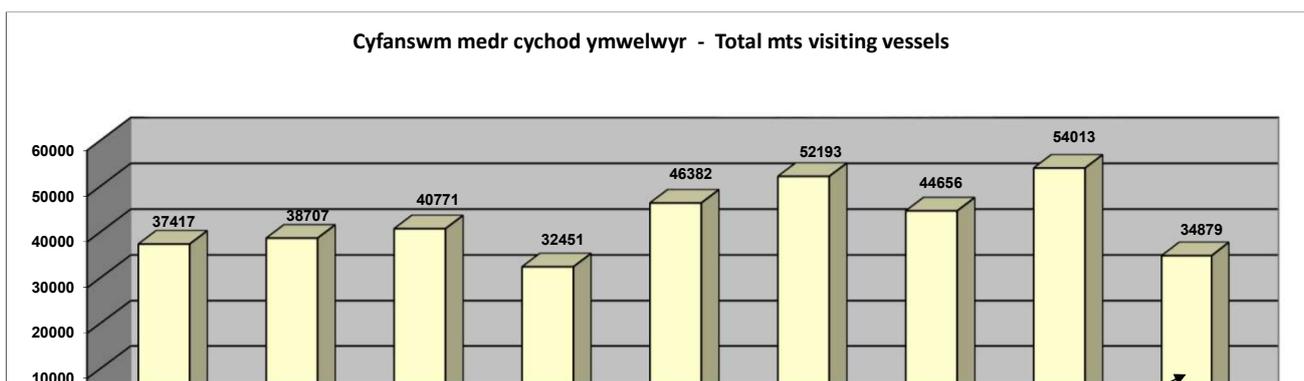
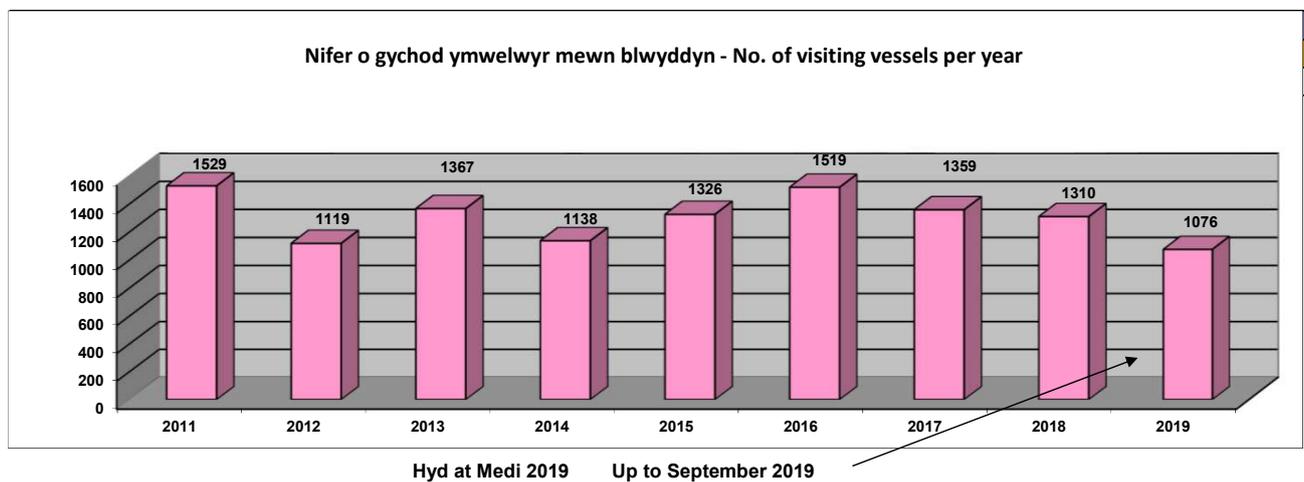
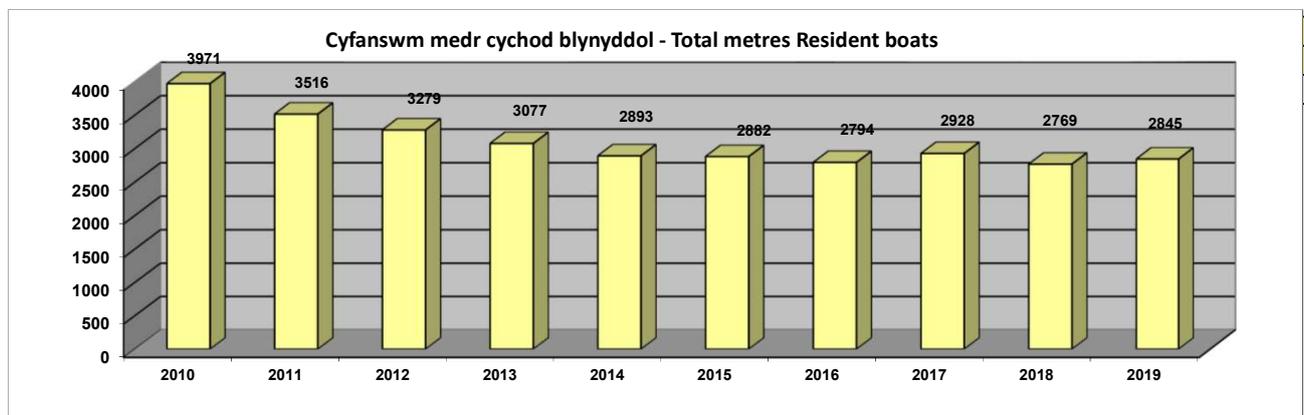
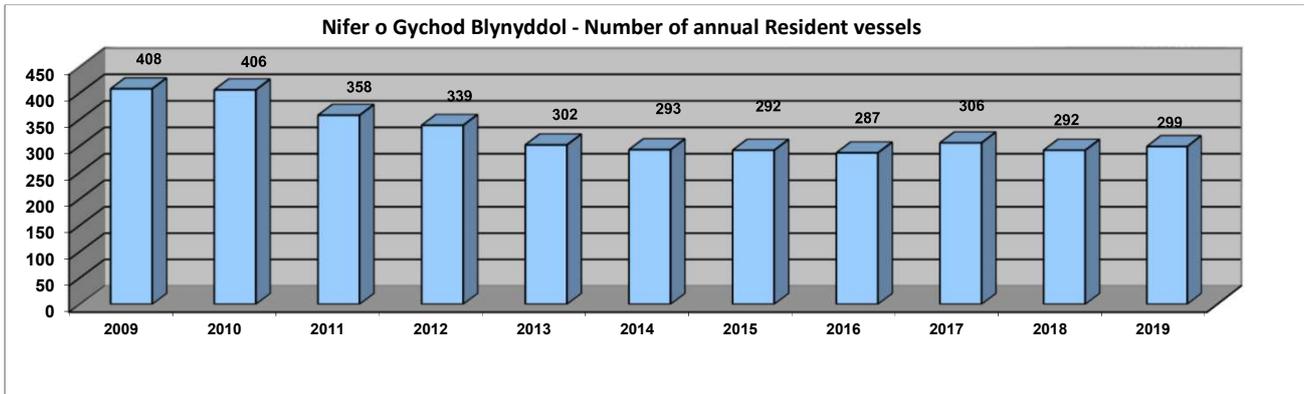
Cyfanswm Dyfnder / Total Draught

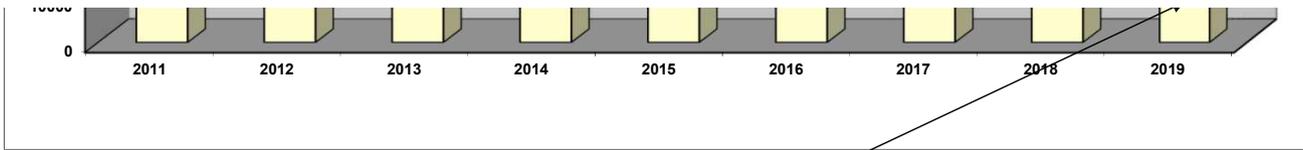


Cyfartaledd Dyfnder / Average Draught



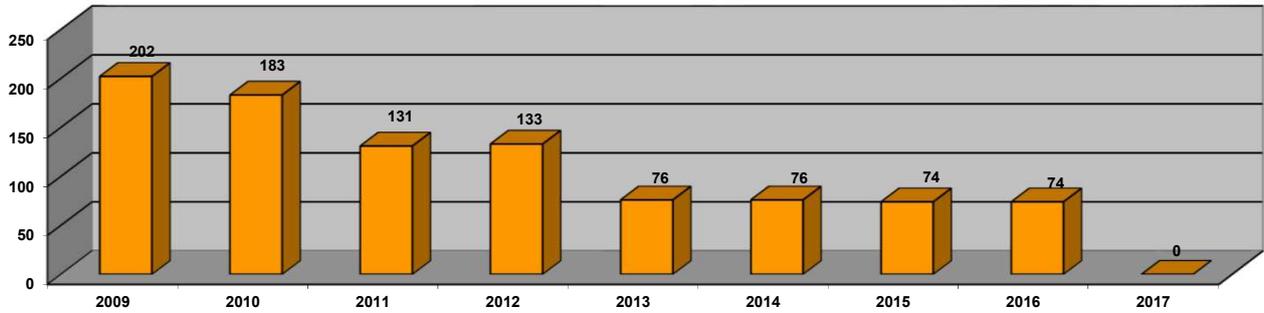
Ystadegau Blynyddol *Hafan Pwllheli* - i Medi 2019
 Annual Statistics for *Hafan Pwllheli* - to September 2019



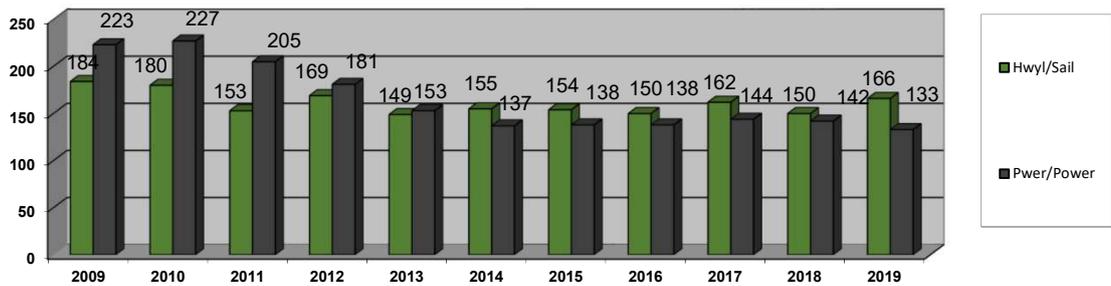


Hyd at Medi 2019 Up to September 2019

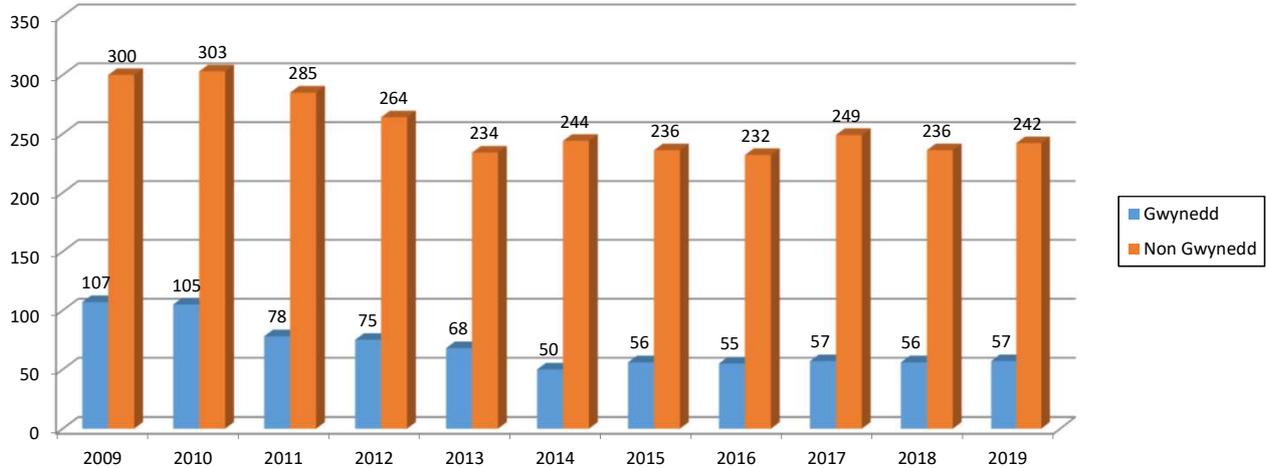
Nifer o gychod ar yr rhestr diddordeb mewn angorfa - No. of vessels on the Expressions of Interest



Nifer o gychod Hwyljo/Pwer yn yr Hafan - No. of sailing/power vessels in the Hafan

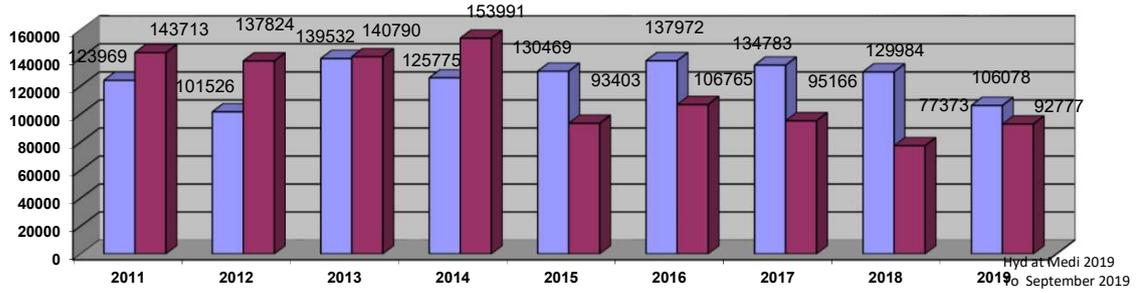


Preswyl yng Ngwynedd/Residing In Gwynedd



Gwerthiant Petrol/Disel - Petrol/Diesel sales





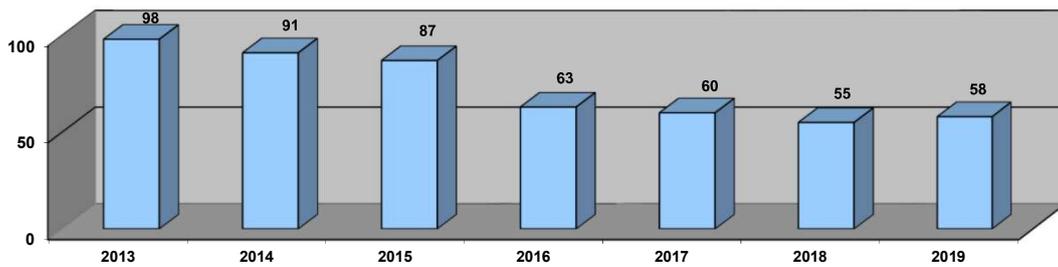
Dadansoddiad o pam fod perchennog doc yn gadel - 1taf Ebrill i 31ain o Fawrth
Analysis of why resident berthholders leave 1st April to 31st March

	2011	2012	2013	2014	2015	2016	2017	2018	2019
Wedi gwerthu cwch/sold boat	12	20	7	13	9	9	11	10	10
Ardal newydd/New Cruising Ground	12	26	8	7	5	8	3	2	2
Parcio a lansio/Park and Launch	2	0	3	4	1	2	0	0	0
Dim rheswm/No reason given	24	17	16	14	2	13	8	2	1
Rhu ddrud/Too expensive	2	3	1	1	3	0	0	0	0
Methdalwr/Bankrupt	0	2	2	0	1	0	0	0	0
Iechyd/III health	8	4	8	2	4	9	3	2	1
Blwyddyn allan/Year out	5	3	5	2	2	0	0	0	2
Carthu/Dredging	8	4	0	0	1	0	0	0	0
Cyfanswm/Total	0	79	50	43	28	41	41	16	16

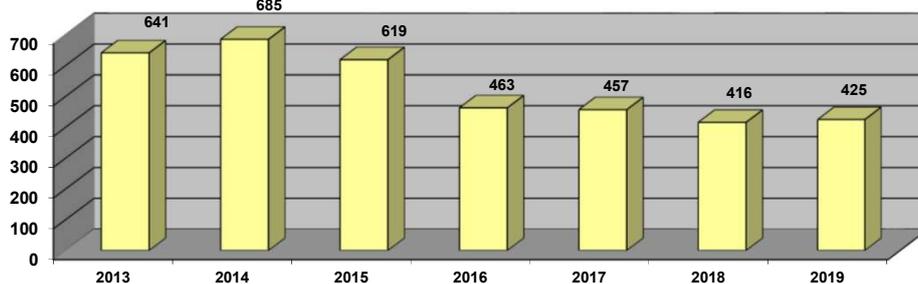
Hyd at Medi 2019
 Up to September 2019

Ystadegau Blynyddol Harbwr Pwllheli - i Medi 2019
Annual Statistics for Pwllheli Harbour - to September 2019

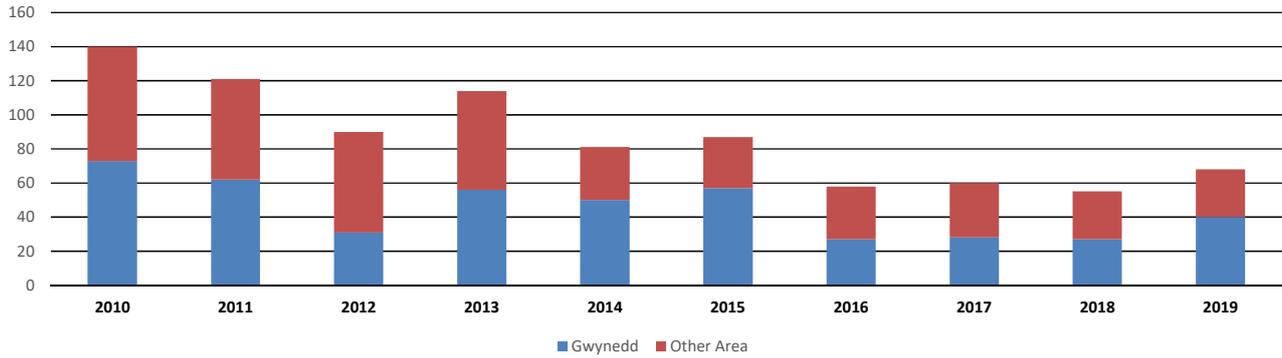
Nifer o Gychod Blynyddol - Number of annual Resident vessels



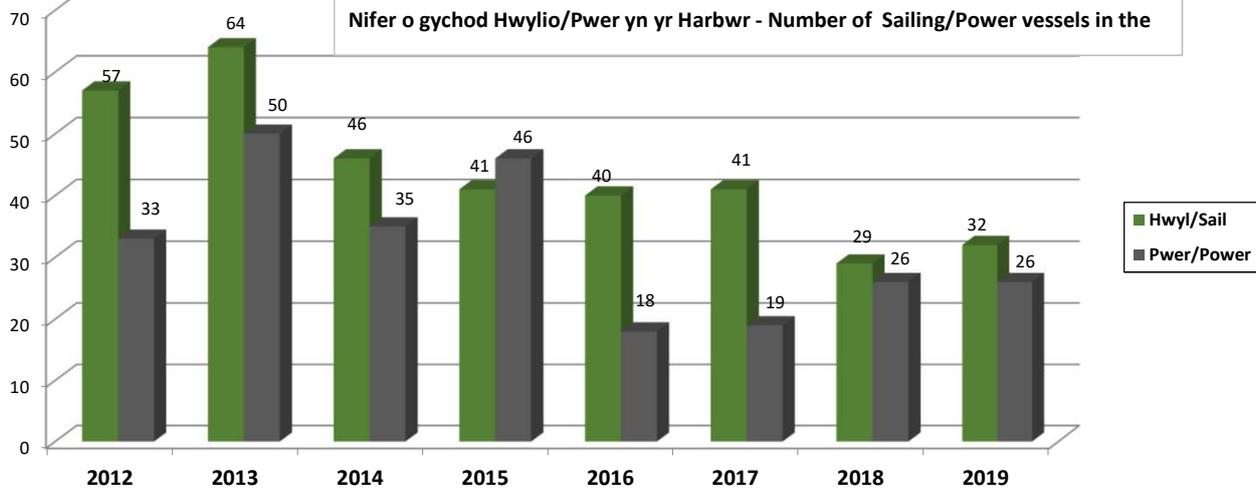
Cyfanswm medr cychod blynyddol - Total metres Resident boats



Preswyl yng Ngwynedd - Residing in Gwynedd



Nifer o gywod Hwyllo/Pwer yn yr Harbwr - Number of Sailing/Power vessels in the



Dadansoddiad o pam fod perchennog doc yn gael - 1af 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	1	
Ardal newydd/New Cruising Ground	0	0	17	1	0	0	0	
Parcio a lansio/Park and Launch	0	0	0	0	0	0	0	
Dim rheswm/No reason given	0	0	12	2	0	0	0	
Rhu ddrud/Too expensive	0	0	0	0	0	0	0	
Methdalwr/Bankrupt	0	0	0	0	0	0	0	
Iechyd/ill health	0	0	0	1	0	0	0	
Blwyddyn allan/Year out	0	0	0	0	1	0	0	
Carthu/Dredging	0	0	0	0	0	0	0	
Cyfanswm/Total	3	4	29	6	1	0	1	

Hyd at Medi 2019

Up to September 2019

Gwaith cynnal a chadw ac uwchraddio gan staff Harbwr/Hafan a chontractwyr yn ystod 2019

Lleoliad	Disgrifiad o'r gwaith	Nodiadau
Harbwr Pwllheli	Glanhau pontŵn pysgotwyr gyda "Powerwash"	
Harbwr Pwllheli	Cynnal arolwg o'r gwaith coed y pontŵn yma a newid a thrwsio fel bod angen	
Harbwr Pwllheli	Adolygu a phaentio stanciau mordwyo fel bod angen	
Harbwr Pwllheli	Tynnu allan golchi a pheintio'r bwi tramwyo	
Harbwr Pwllheli	Tynnu a golchi'r bwiau "Ort Hand" ac adnewyddu'r chaen os bod angen ac ail osod	
Hafan Pwllheli	Gosod "sensor" ychwanegol ar giât bont yr Hafan	
Hafan Pwllheli	Strimio glaswellt ar y tir tu allan i adeilad Plas Heli	
Hafan Pwllheli	Tynnu rhwyd a phaentio "railings" tu allan i adeilad yr Hafan	
Hafan Pwllheli	Paentio drysau toiledau/cawodydd yr Hafan	
Hafan Pwllheli	Newid ac uwchraddio'r ddyfais cau drws i'r toiledau a chawodydd yr Hafan	
Hafan Pwllheli	Ail wneud "Silicone" o gwmpas cawodydd yr Hafan	
Hafan Pwllheli	Arwyddion newydd ar ddrysau toiledau'r Hafan	
Hafan Pwllheli	Paentio pont i bontwns yr Hafan	
Hafan Pwllheli	Glanhau pontwns yr Hafan gyda "Powerwash"	
Hafan Pwllheli	Cynnal arolwg o'r gwaith coed y pontŵn yma a newid a thrwsio fel bod angen	
Hafan Pwllheli	Torri coed a llwyn o gwmpas meysydd parcio'r Hafan	
Hafan Pwllheli	Rhoi gwasanaeth cynnal a chadw i cryda'u a stanciau dal cychod yr Hafan	
Hafan Pwllheli	Ail paentio gwaith coed ar adeilad yr Hafan	
Hafan Pwllheli	Gosod coed newydd ar bont yr Hafan	
Hafan Pwllheli	Glanhau a phaentio ysgolion pontwns yr hafan	
Hafan Pwllheli	Glanhau llithrfa'r Hafan gyda "Powerwash"	
Hafan Pwllheli	Glanhau capiau gwyn peil's pontwns yr Hafan	
Hafan Pwllheli	Chwyn laddwr o gwmpas safle'r Hafan	
Hafan Pwllheli	Gosod drysau awtomatig newydd i adeilad yr Hafan	
Hafan Pwllheli	Paentio to tu mewn i ystafell cawodydd yr Hafan	
Hafan Pwllheli	Gosod pren newydd ar ymyl pontŵn tanwydd yr Hafan	
Hafan Pwllheli	Cynnal a chadw "Hoist" yr Hafan a phaentio a.y.b.	
Hafan Pwllheli		

GENERAL REPAIRS AND RENWALS CARRIED OUT BY THE HARBOR/HAFAN STAFF AND CONTRACTORS DURING 2019

Location	Description of Work	Notes
Pwllheli Harbour	Power wash pontoon Fisherman's Pontoon	
Pwllheli Harbour	Close inspection of decking replace as necessary on above Pontoon	
Pwllheli Harbour	Close inspection of the Navigational piles re-paint if required	
Pwllheli Harbour	Remove/clean/inspect and paint safe water mark	
Pwllheli Harbour	Remove/clean Port Hand Navigational buoys/inspect chains	
Hafan Pwllheli	Install an additional gate sensor on bridge gate	
Hafan Pwllheli	Strim and cut large mounds of grass by Plas Heli	
Hafan Pwllheli	De-rust and paint railing outside of Hafan Building	
Hafan Pwllheli	Paint Bertholder's Toilet/Shower main access doors	
Hafan Pwllheli	Replace closing mechanism to the Bertholder Toilet doors	
Hafan Pwllheli	Replace Silicone sealant around all shower trays	
Hafan Pwllheli	Fit new signs to Toilet doors	
Hafan Pwllheli	Paint the pontoon access bridge	
Hafan Pwllheli	Powerwash all the pontoon decking in the Hafan	
Hafan Pwllheli	Inspect the pontoon timber decking for defects renew where required	
Hafan Pwllheli	Cut overgrown trees/bushes around the Hafan car parks	
Hafan Pwllheli	Landscape border between North and South gates	
Hafan Pwllheli	Service boat cradles and boat stands	
Hafan Pwllheli	Re-paint timber frame and panelling around the skip compound	
Hafan Pwllheli	Renew worn timber decking on access bridge	
Hafan Pwllheli	Clean all safety ladders on pontoons/re paint as required	
Hafan Pwllheli	Power wash the Hafan slipway at low water	
Hafan Pwllheli	Clean white pile caps on pontoons	
Hafan Pwllheli	Weed kill around the Hafan site	
Hafan Pwllheli	New automatic front doors to the Hafan lobby area	
Hafan Pwllheli	Paint ceilings Bertholders toilet/shower areas	
Hafan Pwllheli	Re-paint Fuel Quay Bridge/repair fendering	
Hafan Pwllheli	Hoist Maintenance/paint etc	
Hafan Pwllheli		

Hafan Pwllheli		
Hafan Pwllheli		
Hafan Pwllheli		

Ffioedd - Hafan Pwllheli -Fees – 2019/20

	£ inc. VAT	
Angorfa Pontŵn Blwyddyn fesul medr (lleiafswm 7m) Blynyddol mewn 1 taliad (heb drydan) Blynyddol mewn 10 rhandal (heb drydan) Trydan fesul medr Blynyddol mewn 1 taliad (gyda thrydan) Blynyddol mewn 10 rhandal (gyda thrydan) +10% i gychod masnachol di breswyl yng Ngwynedd	392.28 411.90 20.97 411.76 432.34	Annual pontoon berthing per m (min 7m) Paid in 1 instalment (without electricity) Paid in 10 instalments (without electricity) Electricity per metre Paid in 1 instalment (including electricity) Paid in 10 instalments (including electricity) +10% for commercial vessels-non-resident in Gwynedd
Safle Blynyddol Cwch Dydd (mwyafrif 8m) Fynnu hyd at 6m (Taliad sefydlog) D33 – D52 Fynnu hyd at 8m (Taliad sefydlog) D01 – D32	1944.77 2239.94	Annual Day boat (max 8m) Up to 6m (Fixed charge) D33 – D52 Up to 8m (Fixed charge) D01 – D32
Blynyddol Cwch Dydd mewn 10 rhandal Fynnu hyd at 6m (Taliad sefydlog) D33 – D52 Fynnu hyd at 8m (Taliad sefydlog) D01 – D32	2041.99 2351.95	Annual Day boat paid in 10 instalments Up to 6m (Fixed charge) D33 – D52 Up to 8m (Fixed charge) D01 – D32

Ffioedd - Hafan Pwllheli - Fees – 2019/20

	£ inc. VAT	
Ymwelwyr Amser byr (uchafswm 4 awr) tal sefydlog-pob cwch yn cynnwys cychod siarter Tros nos fesul medr - lleiafswm 7m Wythnosol fesul medr (lliafswm o 5 noson i derbyn)	14.34 2.64 16.26	Visitor Berthing Short stay-load/unload (max 4 hrs) fixed charge- all vessels including charter vessels Overnight per m - min 7m Weekly per mt (min 5 nights stay to qualify)
Gaeaf fesul mis fesul medr yn unig (01 Hydref – 31 Mawrth)	23.03	Winter Per mt per calendar month (01 October – 31 March only)
Fesul mis Dalwyr Angorfa Cyngor Gwynedd yn unig (01 Hydref – 31 Mawrth yn unig)	79.56	Per calendar month Gwynedd Council Mooring Holders only (01 October – 31 March only)
Trydan (pontŵn) Cynnal a chadw blynyddol ac unedau ar dal wedi eu hysbysebu	Cynwysedig Included	Electricity (pontoons) Annual maintenance charge plus units at advertised unit rate
Cwch yr Hafan Fesul awr Lleiafswm	46.38 46.38	Marina Launch Charge per hour Minimum charge

	£ inc. VAT	
Peiriant codi cychod- fesul medr Codi Allan / Codi-Dal-Lansio i fyny i 7m 7.1m i 9m 9.1m i 10m 10.1m i 11m 11.1m i 12m 12.1m i 15m Dros 15m Lansio yn unig i fyny at 7m 7.1m at 9m 9.1m at 10m 10.1m at 11m 11.1m at 12m 12.1m i 15m Dros 15m Symud Cwch yn yr Iard fesul medr Scrwb amser cinio wedi ei disgowntio	 16.54 20.28 21.12 21.52 22.12 23.66 38.46 15.29 18.74 19.54 19.92 20.47 21.89 36.62 9.56 12.58	Travel Hoist – per metre Lift Out / Lift-Hold-Launch Up to 7 m 7.1m to 9 m 9.1m to 10m 10.1m to 11m 11.1m to 12m 12.1m to 15m Over 15m Launch only Up to 7 m 7.1m to 9 m 9.1m to 10m 10.1m to 11m 11.1m to 12m 12.1m to 15m Over 15m Yard Movement per m Discounted lunchtime scrub
Storio Storio ar y lan i berchennog doc fesul medr fesul dydd Storio ar y lan i ymwelwyr fesul medr fesul dydd	 .32 .47	Storage Annual contract holders per m per day Non-Annual contract holders per m per day
Storio crud/ôl cerbyd i ymwelwyr fesul dydd	1.72	Storage of cradles/trailers for non contract holders per day
Llogi crud Hafan fesul dydd	1.72	Hire of marina cradle/boat stands per day
Llafur ategu	44.88	Shoring labour charge

	£ inc. VAT	
Llithriad - Uchafrif 80 cwch fesul cwmni - Uchafrif 6 cwmni Defnydd masnachol yn cynnwys cofrestru	3778.62	Slipway – Maximum 80 vessels per company - Maximum 6 companies Commercial use including registration fee
Trydan ar y lan Perchennog doc blynyddol Defnydd dyddiol (cynnwys TAW) Peiriant pŵer dros dro Unedau ar gost fel arddangos yn y dderbynfa	Cynnwysedig/Included 3.62	Electricity onshore Annual contract holders Daily charge (inc VAT) Intermittent use for power tools Units used at unitary rates as displayed in reception.
Hwyllo Sych - Cwch Sbort 1tf o Fai - 30 o Dachwedd fesul lansio neu i godi'r cwch: 1720/707/J80 ayb Cwch "Dragon" fesul lansio neu codi	1114.00 75.25 100.00	Dry Sailing – Sports Boat 1 st May - 31 st October per launch or per lift sailing sports boat: 1720/707/J80/ etc "Dragon" per launch or per lift
Tir yr Hafan fesul m²	7.46	Land rental per m²
Wal y Marina tros nos fesul medr (cychod pysgota masnachol yn unig)	2.89	Marina wall berthing per m per night (commercial fishing vessels only)
Ffioedd glanio pysgod	2.89	Fish landing fees
Disel fesul lityr – cychod pleser	Pris y farchnad Market price	Diesel per litre- leisure craft
Disel Coch fesul lityr Defnyddwyr Masnachol Cofrestredig Pris Masnach +	+0.02c/p	Red Diesel per litre Registered/approved Commercial Users Trade Price +

Ffioedd - Harbwr Allanol Pwllheli Outer Harbour -Fees – 2019/20

Disgrifiad	Ffi leol Local Fee Inc 20% VAT	Eraill Other Inc 20% VAT	Description
Ffi angorfeydd fesul medr	+£0%	+£0%	Moorings per meter
Ardal 1 – Rhif Angorfa 01	66.12	89.36	Area 1 – Mooring Numbers 01
Ardal 2 – Rhif Angorfa 01- 13	81.22	108.58	Area 2 – Mooring Numbers 01- 13
Ardal 3- Rhif Angorfa 13 -34 (lleiaf hyd 7m)	155.15	167.77	Area 3 – Mooring Numbers 13- 34 (min 7m)
Ardal 3– Rhif Angorfa 13 – 34 (Pysgotwyr Llawn amser yn unig)	83.52	150.98	Area 3 - Mooring Numbers 13 -34 (Full time Fishermen only)
Ardal 4– Rhif Angorfa 01–10	18.36	19.18	Area 4 – Mooring Numbers 01–10
Ardal 5– Rhif Angorfa 01–09	87.31		Area 5 – Mooring Numbers 01–09
Wal yr Harbwr Llwytho/dadlwytho neu aros dros nos - fesul medr	2.72	2.72	Quay Wall Unloading/Loading or overnight stay - per metre
Compownd Diogel (llai 40% pysgotwyr Bona fida cofrestredig llawn amser yn unig-gwelir diffiniad)	845.89	854.38	Secure Compound (less 40% for registered Bona fida full time fishermen only-see definition)

Compound-discount applied to bona fida fishermen with annual mooring in Pwllheli. Compound License Holder must also be the skipper of the Fishing Vessel.

Ffioedd - Hafan Pwllheli -Fees – 2020/21

	£ inc. VAT	
Angorfa Pontŵn Blwyddyn fesul medr (lleiafswm 7m) Blynyddol mewn 1 taliad (heb drydan) neu yn Blynyddol mewn 10 rhandal (heb drydan) Trydan fesul medr Blynyddol mewn 1 taliad (gyda thrydan) neu yn Blynyddol mewn 10 rhandal (gyda thrydan) +10% i gychod masnachol di breswyl yng Ngwynedd	 400.1256 21.38 419.99	Annual pontoon berthing per m (min 7m) Paid in 1 instalment (without electricity) or Paid in 10 instalments (without electricity) Electricity per metre Paid in 1 instalment (including electricity) or Paid in 10 instalments (including electricity) +10% for commercial vessels-non-resident in Gwynedd
Safle Blynyddol Cwch Dydd (mwyafrif 8m) Fynnu hyd at 6m (Taliad sefydlog) D33 – D52 Fynnu hyd at 8m (Taliad sefydlog) D01 – D32	 1983.66 2284.74	Annual Day boat (max 8m) Up to 6m (Fixed charge) D33 – D52 Up to 8m (Fixed charge) D01 – D32
Blynyddol Cwch Dydd mewn 10 rhandal Fynnu hyd at 6m (Taliad sefydlog) D33 – D52 Fynnu hyd at 8m (Taliad sefydlog) D01 – D32	 1983.66 2284.74	Annual Day boat paid in 10 instalments Up to 6m (Fixed charge) D33 – D52 Up to 8m (Fixed charge) D01 – D32

Ffioedd - Hafan Pwllheli -Fees – 2020/21

	£ inc. VAT	
Ymwelwyr Amser byr (uchafswm 4 awr) tal sefydlog-pob cwch yn cynnwys cychod siarter Tros nos fesul medr - lleiafswm 7m Wythnosol fesul medr (lliafswm o 5 noson i derbyn)	14.63 2.69 16.58	Visitor Berthing Short stay-load/unload (max 4 hrs) fixed charge- all vessels including charter vessels Overnight per m - min 7m Weekly per m (min 5 nights stay to qualify)
Gaeaf fesul mis fesul medr yn unig (01 Hydref – 31 Mawrth)	23.49	Winter Per m per calendar month (01 October – 31 March only)
Fesul mis Dalwyr Angorfa Cyngor Gwynedd yn unig (01 Hydref – 31 Mawrth yn unig)	81.15	Per calendar month Gwynedd Council Mooring Holders only (01 October – 31 March only)
Trydan (pontŵn) Cynnal a chadw blynyddol ac unedau ar dal wedi eu hysbysebu	Cynwysedig Included	Electricity (pontoons) Annual maintenance charge plus units at advertised unit rate
Cwch yr Hafan Fesul awr Lleiafswm	47.31 47.31	Marina Launch Charge per hour Minimum charge

Ffioedd - Hafan Pwllheli - Fees – 2020/21

	£ inc. VAT	
Peiriant codi cychod- fesul medr Codi Allan / Codi-Dal-Lansio i fyny i 7m 7.1m i 9m 9.1m i 10m 10.1m i 11m 11.1m i 12m 12.1m i 15m Dros 15m Lansio yn unig i fyny at 7m 7.1m at 9m 9.1m at 10m 10.1m at 11m 11.1m at 12m 12.1m i 15m Dros 15m Symud Cwch yn yr Iard fesul medr Scrwb amser cinio wedi ei disgowntio	 16.87 20.69 21.54 21.95 22.56 24.14 39.23 15.59 19.12 16.94 20.32 21.54 24.14 35.31 9.74 12.83	Travel Hoist – per metre Lift Out / Lift-Hold-Launch Up to 7 m 7.1m to 9 m 9.1m to 10m 10.1m to 11m 11.1m to 12m 12.1m to 15m Over 15m Launch only Up to 7 m 7.1m to 9 m 9.1m to 10m 10.1m to 11m 11.1m to 12m 12.1m to 15m Over 15m Yard Movement per m Discounted lunchtime scrub
Storio Storio ar y lan i berchennog doc fesul medr fesul dydd Storio ar y lan i ymwelwyr fesul medr fesul dydd	 .33 .48	Storage Annual contract holders per m per day Non-Annual contract holders per m per day
Storio crud/ôl cerbyd i ymwelwyr fesul dydd	1.75	Storage of cradles/trailers for non contract holders per day
Llogi crud Hafan fesul dydd	1.75	Hire of marina cradle/boat stands per day
Llafur ategu	45.78	Shoring labour charge

Ffioedd - Hafan Pwllheli - Fees – 2020/21

	£ inc. VAT	
Llithriad - Uchafrif 80 cwch fesul cwmni - Uchafrif 6 cwmni Defnydd masnachol yn cynnwys cofrestru	7557.24	Slipway – Maximum 80 vessels per company - Maximum 6 companies Commercial use including registration fee
Trydan ar y lan Perchennog doc blynyddol Defnydd dyddiol (cynnwys TAW) Peiriant pŵer dros dro Unedau ar gost fel arddangos yn y dderbynfa	Cynwysedig/Included 3.70	Electricity onshore Annual contract holders Daily charge (inc VAT) Intermittent use for power tools Units used at unitary rates as displayed in reception.
Hwyllo Sych - Cwch Sborn 1tf o Fai - 30 o Dachwedd fesul lansio neu i godi'r cwch: 1720/707/J80 ayb Cwch "Dragon" fesul lansio neu codi	1136.28	Dry Sailing – Sports Boat 1 st May - 31 st October per launch or per lift sailing sports boat:1720/707/J80/ etc "Dragon" per launch or per lift
Tir yr Hafan fesul m²	7.61	Land rental per m²
Wal y Marina tros nos fesul medr (cychod pysgota masnachol yn unig)	2.99	Marina wall berthing per m per night (commercial fishing vessels only)
Ffioedd glanio pysgod	2.99	Fish landing fees
Disel fesul lityr – cychod pleser	Pris y farchnad Market price	Diesel per litre- leisure craft
Disel Coch fesul lityr Defnyddwyr Masnachol Cofrestredig Pris Masnach +		Red Diesel per litre Registered/approved Commercial Users Trade Price +

Ffioedd - Harbwr Allanol Pwllheli Outer Harbour -Fees – 2020/21

Disgrifiad	Ffi leol Local Fee Inc 20%VAT	Eraill Other Inc 20%VAT	Description
Ffi angorfeydd fesul medr			Moorings per meter
Ardal 1 – Rhif Angorfa 01	67.44	91.15	Area 1 – Mooring Numbers 01
Ardal 2 – Rhif Angorfa 01- 13	82.84	110.75	Area 2 – Mooring Numbers 01- 13
Ardal 3- Rhif Angorfa 13 -34 (lleiaf hyd 7m)	35.85	171.13	Area 3 – Mooring Numbers 13- 34 (min 7m)
Ardal 3– Rhif Angorfa 13 – 34 (Pysgotwyr Llawn amser yn unig)	85.18	154.00	Area 3 - Mooring Numbers 13 -34 (Full time Fishermen only)
Ardal 4– Rhif Angorfa 01–10	19.56	19.56	Area 4 – Mooring Numbers 01–10
Ardal 5– Rhif Angorfa 01–09	89.06	120.42	Area 5 – Mooring Numbers 01–09
Wal yr Harbwr Llwytho/dadlwytho neu aros dros nos - fesul medr	2.78	2.78	Quay Wall Unloading/Loading or overnight stay - per metre
Compownd Diogel (llai 40% pysgotwyr Bona fida cofrestredig llawn amser yn unig-gwelir diffiniad)	889.55	898.48	Secure Compound (less 40% for registered Bona fida full time fishermen only-see definition)

Compound-discount applied to bona fida fishermen with annual mooring in Pwllheli. Compound License Holder must also be the skipper of the Fishing Vessel.

Ffioedd – Hafan Pwllheli – Fees 2020/21

Prisiau yn eithrio TAW	2018/19	2019/20	2020/21	Prices exclude VAT
Angorfa Ymwelwyr				Visitor Berthing
Amser byr (uchafswm 4 awr) tal sefydlog-pob cwch cynnwys cychod siarter	11.60	11.95	12.18	Short stay-load/unload (max 4 hrs) fixed charge- all vessels inc Charter vessels.
Tros nos fesul medr - lleiafswm 7m yn	2.14	2.20	2.24	Overnight per m - min 7m
Wythnosol fesul medr (leiafswm o 5 noson i cymhwyso)	13.14	13.55	13.82	Weekly per mt (min 5 nights stay to qualify)
Misol (1 Ebrill – 30 Medi)				
Misol (1 Hydref i 31 Mawrth)	18.62	19.19	19.57	Monthly (01 October – 31 March)
Fesul mis Dalwyr Angorfa Cyngor Gwynedd yn unig (01 Hydref – 31 Mawrth yn unig)	64.31	66.30	67.62	Per calendar month Gwynedd Council Mooring Holders only (01 October – 31 March only)

Ffioedd – Hafan Pwllheli – Fees 2020/21

Prisiau yn eithrio TAW	2018/19	2019/20	2020/21	Prices exclude VAT
Trydan (pontŵn) Cynnal a chadw blynyddol ac unedau ar dal wedi eu hysbysebu	Cynwysedig Included	Cynwysedig Included	Cynwysedig Included	Electricity (pontoons) Annual maintenance charge plus units at advertised unit rate
Cwch yr Hafan Fesul awr Lleiafswm	37.49 37.49	38.65 38.65	39.42 39.42	Marina Launch Charge per hour Minimum charge

Prisiau yn eithrio TAW	2018/19	2019/20	2020/21	Prices exclude VAT
Peiriant codi cychod- fesul medr Codi Allan / Codi-Dal-Lansio i fyny i 7m 7.1m i 9m 9.1m i 10m 10.1m i 11m 11.1m i 12m 12.1m i 15m Dros 15m	13.37 16.39 17.07 17.39 17.88 19.13 31.09	13.78 16.90 17.60 17.93 18.43 19.72 32.05	14.05 17.23 17.95 18.28 18.79 20.11 32.69	Travel Hoist – per metre Lift Out / Lift-Hold-Launch Up to 7 m 7.1m to 9 m 9.1m to 10m 10.1m to 11m 11.1m to 12m 12.1m to 15m Over 15m
Lansio yn unig i fyny at 7m 7.1m at 9m 9.1m at 10m 10.1m at 11m 11.1m at 12m 12.1m i 15m Dros 15m	12.36 15.15 15.79 16.10 16.55 17.69 27.98	12.74 15.62 16.28 16.60 17.06 18.24 28.85	12.99 15.93 16.60 16.93 17.95 18.60 29.42	Launch only Up to 7 m 7.1m to 9 m 9.1m to 10m 10.1m to 11m 11.1m to 12m 12.1m to 15m Over 15m
Symud Cwch yn yr Iard fesul medr Scrwb amser cinio wedi ei disgowntio	7.24 9.53	7.96 10.48	8.11 10.68	Yard Movement per m Discounted lunchtime scrub

Ffioedd – Hafan Pwllheli – Fees 2020/21

Prisiau yn eithrio TAW	2018/19	2019/20	2020/21	Prices exclude VAT
Storio Storio ar y lan i berchennog doc fesul medr fesul dydd	.26	.27	.27	Storage Annual contract holders per m per day
Storio ar y lan i ymwelwyr fesul medr fesul dydd	.38	.39	.39	Non-Annual contract holders per m per day
Storio crud/ôl cerbyd i ymwelwyr fesul dydd	1.39	1.43	1.45	Storage of cradles/trailers for non contract holders per day
Llogi crud Hafan fesul dydd	1.39	1.43	1.45	Hire of marina cradle/boat stands per day
Llafur ategu	36.28	37.40	38.14	Shoring labour charge

Ffioedd – Hafan Pwllheli – Fees 2020/21

Prisiau yn eithrio TAW	2018/19	2019/20	2020/21	Prices exclude VAT
Llithriad - Uchafrif 80 cwch fesul cwmni - Uchafrif 6 cwmni Defnydd masnachol yn cynnwys cofrestru	3054.17	3148.85	6297.70	Slipway – Maximum 80 vessels per company - Maximum 6 companies Commercial use including registration fee
Trydan ar y lan Perchennog doc blynyddol Defnydd dyddiol (cynnwys TAW) Peiriant pŵer dros dro Unedau ar gost fel arddangos yn y dderbynfa	Cynwysedig Included 2.93	Cynwysedig Included 3.02	3.08	Electricity onshore Annual contract holders Daily charge (inc VAT) Intermittent use for power tools Units used at unitary rates as displayed in reception.
Hwyllo Sych - Cwch Sbort 1tf o Fai - 30 o Dachwedd fesul lansio neu codi: 1720/707/J80 Cwch “Dragon” fesul lansio neu fesul codi	900.42 60.83	928.33 62.71 83.33	946.89 63.96 84.99	Dry Sailing – Sports Boat 1 st May - 31 st October per launch or per lift :1720/707/J80 “Dragon” per launch or per lift out
Tir yr Hafan fesul m² (dim TAW)	6.04	6.22	6.34	Land rental per m² (No VAT)
Wal y Marina tros nos fesul medr (cychod pysgota masnachol yn unig)	2.35	2.41	2.45	Marina wall berthing per m per night (commercial fishing vessels only)
Ffioedd glanio pysgod	2.35	2.41	2.45	Fish landing fees
Disel fesul lityr – cychod pleser	Pris y farchnad Market price	Pris y farchnad Market price		Diesel per litre- leisure craft
Disel Coch fesul lityr Defnyddwyr Masnachol Cofrestredig Pris Masnach +	+0.02c	+0.02c	+0.02c	Red Diesel per litre Registered/approved Commercial Users Trade Price +

Ffioedd - Harbwr Allanol Pwllheli Outer Harbour -Fees – 2020/21

Prisiau yn eithrio TAW	Ffi leol Local 2019/20	Eraill Other 2019/20	Ffi leol Local 2020/21	Eraill Other 2020/21	Prices exclude VAT
Ffi angorfa fesul medr					Mooring per meter
Ardal 1 – Rhif Angorfa 01	55.10	74.47	56.20	75.95	Area 1 – Mooring Numbers 01
Ardal 2 – Rhif Angorfa 01- 13	67.68	90.48	69.03	92.28	Area 2 – Mooring Numbers 01- 13
Ardal 3- Rhif Angorfa 13 -34 (lleiaf hyd 7m)	129.29	139.81	29.87	142.60	Area 3 – Mooring Numbers 13- 34 (min 7m)
Ardal 3 – Rhif Angorfa 13 – 34 (Pysgotwyr Llawn amser yn unig)	69.59	125.82	70.98	128.33	Area 3 - Mooring Numbers 13 -34 (Full time Fishermen only)
Ardal 4 – Rhif Angorfa 01–10	15.30	15.98	16.29	16.29	Area 4 – Mooring Numbers 01–10
Ardal 5 – Rhif Angorfa 01–10	72.76	98.38	74.21	100.34	Area 5 – Mooring Numbers 01–09
Wall yr Harbwr Llwytho/dadlwytho neu aros dros nos - fesul medr	2.27	2.27	2.31	2.31	Quay Wall Unloading/Loading or overnight stay - per metre
Compound Diogel (llai 40% pysgotwyr Bona fida cofrestredig llawn amser yn unig-gwelir diffiniad)	726.76	734.05	741.29	748.73	Secure Compound (less 40% for registered Bona fida full time fishermen only-see definition)

Compound-discount applied to bona fida fishermen with annual mooring in Pwllheli. Compound License Holder must also be the skipper of the Fishing Vessel.

Agenda Item 8

MEETING	Pwllheli Harbour Consultative Committee
DATE	15 October 2019
TITLE	Update on Safety Code and Dredging Matters
AUTHOR	Maritime and Country Parks Officer

1 Ports Marine Safety Code

The Consultative Committees asked that an item on the Safety Code be a standing item on the agenda of every meeting of the Consultative Committees. In November 2016, the Department for Transport published revisions to the Port Marine Safety Code. The Maritime and Country Parks Service reviews the Safety Code for Gwynedd municipal harbours regularly to ensure that all safety systems in our harbours comply with the requirements of the code and our customers' expectations, and with Health and Safety requirements.

Between 5 and 6 March 2019, the Coastguard Agency's Chief Inspectors carried out a thorough inspection of harbour safety systems. This meant thorough scrutiny of safety arrangements and systems in force at Gwynedd's municipal harbours. This is to ensure the Council's full compliance with the Ports Safety Code.

The Inspector has confirmed that the Council conforms to the requirements in a professional and orderly manner. A written report has been published and has already been circulated.

It is emphasised that no improvement notice was issued relating to serious safety issues or shortcomings at the harbours during 2019. In 2019, to date, Members of the Pwllheli Consultative Committee have not submitted any matters of concern.

Although the service regularly reviews the Ports Safety Code, it is inevitable that we have to remind Members of the Consultative Committee of their duty to submit observations on the suitability of the Safety Code and to receive observations on the work arrangements of the harbours. This is so that the Safety Code can be reviewed to ensure that it is relevant to harbour operations; to the propriety of the location of navigational aids, to general safety and to the day-to-day work of the harbour.

2 Dredging

Crib Breakwater - the work of preparing detailed designs for the Crib Groyne has been completed. The work has been advertised and the tenders submitted by companies have also been assessed.

The successful company was Jennings Building and Civil Engineering, following the submission of a price estimate of £225k to complete the work.

The application for a Marine Licence has already been submitted to Natural Resources Wales. Although we expected the result of this application on the 27 June 2019, there has unfortunately been considerable slippage and the licence has not yet been released.

The delay in the process of releasing the Marine Licence is due to concerns Natural Resources Wales has regarding the scheme.

The Council was required to submit an application for a Marine Licence as the footprint of the groyne extended beyond the existing groin. Natural Resources Wales is concerned about the environmental loss, as the footprint of the new groyne is 300 square metres larger than that of the existing groyne. This equates to less than 0.05% of the Special Area of Conservation feature. As it is understood, Natural Resources Wales policy requires a 0% loss of environmental features.

Natural Resources Wales has requested that the Council consider possible amendments to the groyne's design so as to avoid environmental loss. Re-design of the groyne would cause significant delays and costs to the Council. We sincerely hope that it will be possible to create an alternative habitat around the new groyne by looking at its design, and that this will be possible without having to face substantial costs.

It is not anticipated that the work of renovating the groyne will affect navigation in the Harbour. It is anticipated that work on renovating the groyne will commence in September 2019.

Distillation Lagoon - the distillation lagoon was emptied before the dredging and maintenance work commenced, and the work was completed at the end of January 2019. Around 18,000 cubic metres of material has now been dredged from the harbour basin and channel, and alternative methods of sediment disposal will need to be considered before the next campaign can begin.

Dredging Work The 'Royal Smals' company was appointed to undertake dredging work in the navigation channel and in the Hafan/Plas Heli basin. The work commenced in March 2019 and continued until the end of May 2019. The cost of the work was £140K.

Although the intention had been to 'trial' dredging work with the use of a suction machine, it had not been possible to commence with this work as it meant that the navigation channel would have to be closed at times while the dredger was at work in the channel. As the season had been busy, it was decided that this would not be trialled in 2019. Natural Resources Wales had given permission for the Council to dispose of sand on the far side of the main sea wall, as long as the sand was deposited above the high tide line.

It is a pleasure to note that this work has been extremely successful, and that it has not impacted upon the harbour's operations in any way.

During September, work was completed to dredge the area near the harbour entrance using land based plant. It is estimated that around 10,000 cubic metres of sand was dredged during the recent campaign. A further campaign is intended for March/April 2020.

Sand Mound - The sand mound near the mouth of the Harbour is almost at capacity. It is anticipated that it will be impossible to undertake further significant dredging work using land based plant until the sand and gravel have been moved from the site.

The Council is in the process of advertising opportunities for companies to purchase the sand, and the advertisement will appear on the Sell2Wales website during October 2019.

Agenda Item 9

MEETING	PWLLHELI HARBOUR CONSULTATIVE COMMITTEE
Date:	15 October 2019
Item:	Pwllheli Hafan and Harbour Review
Contact person:	Llyr Jones, Senior Manager Economy and Community

Background and context

1. You received a presentation back in March 2019 noting that there is a case for change for the Hafan in Pwllheli and therefore agree that the Council proceed to Stage 2, which is to complete detailed work on the following options:
 - Introduce improvements to existing arrangements
 - Management to remain within the Council with investment program
 - Create an arms-length company
 - Joint venture with private providers
 - Site leasing.
2. In order to progress with Phase 2, a multidisciplinary project team was established and external consultants appointed to develop the business case.
3. During the initial work with the external consultants, a decision was made to incorporate all the Council's assets in respect of the Harbour and Hafan site so that everything is considered in the further development of the above options.
4. The established Project Board comprises the Cabinet Member for Economic Development and Communities, local members and officers.
5. Since the appointment of the consultants earlier this year, the Project Board has worked closely with the consultants to look at a range of considerations relevant to the Hafan and Pwllheli Harbour; these include legal aspects, property, finance and maritime market trends.
6. A final report from the consultants is expected by mid-October.