



Complete Agenda

Democracy Service
Swyddfa'r Cyngor
CAERNARFON
Gwynedd
LL55 1SH

Meeting

BARMOUTH HARBOUR CONSULTATIVE COMMITTEE

Date and Time

2.00 pm, TUESDAY, 24TH OCTOBER, 2023

Location

**Virtual Meeting - Zoom
For Public Access, Please contact Einir Davies**

Contact Point

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(DISTRIBUTED 16/10/23)

MEMBERSHIP:

Gwynedd Council:

Eryl Jones-Williams
Louise Hughes
Rob Triggs

Co-Opted Members:

Coun Robert Williams
Dr John Smith
John Johnson
Mark James
Martin Parouty
Ashley Field
Robert A Williams

Barmouth Town Council
Meirionnydd Yacht Club
Cardigan Bay Sea Fisheries Association
Royal National Lifeboat Institution
Barmouth Harbour & Estuary Users Group
Three Peaks Yacht Race
Brig

Observers:

Councillor Matthew Harris
Ian Sadler
Councillor Brian Woolley
Peter Appleton
Stephen Tudor
Desmond George
June Jones

Representing Pwllheli Harbour Committee
Representing Aberdyfi Harbour Committee
Representing Porthmadog Harbour
Committee

A G E N D A

1. ELECTION OF CHAIR

To elect a Chair for 2023/24

2. ELECTION OF VICE-CHAIR

To elect a Vice-Chair for 2023/24

3. APOLOGIES

To receive any apologies for absence.

4. DECLARATION OF PERSONAL INTEREST

To receive any declaration of personal interest.

5. MINUTES OF THE PREVIOUS MEETING

4 - 8

To confirm the minutes of the previous meeting of the Barmouth Harbour Consultative Committee held on 28th March, 2023

6. UPDATE ON HARBOUR MANAGEMENT MATTERS

9 - 22

To submit a report by the Senior Harbours Officer.

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

To consider matters at the request of the Members

8. DATE OF NEXT MEETING

To note that the next meeting of the Barmouth Harbour Consultative Committee will be held on 19th March, 2024

Agenda Item 5

BARMOUTH HARBOUR CONSULTATIVE COMMITTEE, 28 MARCH 2023

Present:

Members:

Councillor Eryl Jones-Williams ((Cyngor Gwynedd) Chairing), Councillor Robert Williams (Barmouth Town Council), Dr John Smith (Barmouth Viaduct Access Group), Ashley Field (Three Peaks Race, Barmouth to Fort William Race), Ian Sadler (Barmouth 10k Race).

Officers:

Bryn Pritchard-Jones (Maritime Service Manager), Liŷr B Jones (Assistant Head of Economy and Community Department), Kane A Triggs (Barmouth Harbour Assistant), Einir Rh Davies and M Eirian Roberts (Democracy Services Officers) and E Mererid Watt (Interpreter).

Also in Attendance: Councillor Nia Jeffreys (Cabinet Member - Economy and Community), Councillor June Jones (Observer, Porthmadog Harbour Consultative Committee), Desmond George (Observer, Aberdyfi Harbour Consultative Committee).

1. APOLOGIES

Apologies were received from Councillor Rob Triggs (Cyngor Gwynedd) and Councillor Louise Hughes (Cyngor Gwynedd) as well as Daniel A Cartwright (Barmouth Harbourmaster), Arthur F Jones (Senior Harbours Officer) and Mark James (RNLI).

2. DECLARATION OF PERSONAL INTEREST

No declarations of personal interest were received.

3. MINUTES

The Chair signed the minutes of the previous committee meeting held on 8 November 2022, as a true record.

4. UPDATE ON HARBOUR MANAGEMENT MATTERS

Report of the Senior Harbours Officer and the Harbourmaster

Everyone was welcomed to the meeting, and it was noted that many were attending for the first time, and the opportunity was taken for everyone to introduce themselves. In addition, it was noted that many were off sick, and it was agreed to send a message to wish them a speedy recovery.

Due to the sickness absence of the Senior Harbours Officer, the report was presented by the Maritime Services Manager. The Maritime Services Manager took the opportunity to remind the Committee that Barry Davies, the former Maritime

Services Manager, would be retiring on 31/3/23 after 27 years' service to the Council. Barry Davies was thanked for his work and guidance.

Barmouth Moorings and Boat Registration

It was confirmed that maintenance work had been undertaken to the trots moorings and the condition of the equipment was acceptable. A Local Mooring Contractor had confirmed that 2 out of 3 visitors' moorings had been raised as they stood on a sandbank, however the contractor had found it difficult to raise the mooring nearest to the railway bridge.

The on-line registration system for powerboats was now in operation, and this was a great help with GDPR regulations. It was confirmed that the teething problems had been resolved and generally the system ran smoothly.

Port Marine Safety Code

Reference was made to the New Act for Powerboats that would be operational from 31/3/23 namely, the Merchant Shipping (Watercraft) Order 2023, and it was noted that further guidance was needed, although an initial meeting had taken place with the Police.

It was confirmed that the Senior Harbours Officer was leading on the Safety Code, and that improvement work had been undertaken to ensure that the Harbour was as safe as possible, in collaboration with Captain Matt Forbes, Conwy Harbourmaster.

Staffing Matters

It was reported that Kane A Triggs had been appointed as Assistant Harbourmaster and he was welcomed to his first meeting. The intention to appoint five beach officers was confirmed, with two of these commencing in post before Whitsun, and the officers would continue with the maintenance work, and there was no intention to employ more staff in the Harbour.

Members were invited to offer observations on the above, and it was noted as follows:

The on-line registration system was in operation, and any concerns had been resolved.

A request had been received for the Seasonal Beach Officers to receive further first aid training. It was expanded that the time for training last year was insufficient, however prior to Covid advanced first aid training was part of the induction training, and this was something that had slipped, but it was intended to organise training this year. It was noted that the Police and the RNLI had also raised the same point. It was reported that there was good cooperation on the beaches with the Coastguard, the RNLI and the Police and that they all appreciated each other. The Assistant Head of Economy and Community reinforced the comment regarding the change in Legislation for personal Watercraft, particularly the concern that they did not fall into the boats category, and he confirmed that they were still awaiting guidelines and it would take time to receive the operational arrangements, however he agreed to circulate the information once it comes to hand.

The Chair asked whether it would be possible for the Officers to visit caravan parks in the area to highlight the new Act and it was confirmed that this work was afoot to remind people of their responsibilities.

Financial matters: Financial Situation of Barmouth Harbour

Reference was made to the table and a further explanation was given:

Staffing Costs - underspend of £12,948 - as a result of the previous Harbourmaster leaving and the delay before making a new appointment.

Land and Property - nearly in agreement.

Boat and Vehicles - (alternative budget) - expenditure of £90 on petrol for the boat. The boat had not been launched a great deal as it had been out of use for a while.

Equipment & Tools - it was reported that there was expenditure of £20,004 with investments in additional buoys, chains, new lights together with a trailer for the Harbour boat.

Harbour Income - £30,760 was the target and £30,869 had been received.

Therefore, the budget total was £52,950 with the expenditure total at £45,964, and an underspend of £6,986 - this was based on discussions with the Finance Unit in November 2022. The Committee was informed that the £6,986 underspend was likely to be reduced by the end of the month.

The Members noted their pride in seeing that the income was increasing, and it was noted that Barmouth was a busy place, however concern was noted that the Harbour would be criticised for making a profit.

Fees and Charges 2023/24 - Mooring Fees

It was confirmed that mooring fees had been increased by 8.5%, and that some fee headings had been raised higher than inflation, and the details were given as follows:

Powerboats	previous fee £50 Now £60
Launching	previous fee £150 Now at £170

It was suggested that the launching fee should be frozen at £20 this year, with boats smaller than 30hp increasing from £30 to £35.

It was noted that every income source had to be looked at, however the service was of course dependent on tourism and good weather.

The Chair noted that the fees were quite reasonable.

HARBOURMASTER'S REPORT

Navigation Matters

It was confirmed that the channel was dynamic and had moved. It was expected that the contractor would move the aid to navigation before Easter. Two notices to mariners were currently in operation due to the sand - (5/22 and 2/23), while the fairway buoy had been taken out of the water ready to be re-stationed once the contractor is available. It was confirmed that the inspection by Trinity House of the aids to navigation had confirmed that everything reached the expected standard. It was noted that encouragement was given to mariners to contact the Maritime Office directly with or for any information.

Operational Issues

Reference was made to the need to buy a new trailer, with finance coming from the alternative budget, and the boat would be launched next week. The Service has four working boats, and it was confirmed that the statutory requirements to code the boats had changed and the investment work had been undertaken to conduct a structural survey, label the wires etc,.

Maintenance

It was reported that staff had undertaken and continued to undertake a great deal of work on the moorings and had commenced the work of numbering each mooring.

Staff had been sharing good practice in other Harbours so that it was possible to share staff should the need arise.

Good work had been undertaken to install the moorings, new doors, work on the SS Dora store and the Diesel Store and tidying-up, and it was noted that the Harbour was looking good. Staff were thanked for their work.

Members were invited to offer observations, and in response the following was noted:

The representative of the Barmouth Viaduct Access Group referred to the work on the bridge, and specifically access to water users, and it was noted that the area between the central span had been restricted. The Maritime Service Manager was not aware of this, however, he noted that they worked closely with Network Rail, and had a contact point at Network Rail regarding any work on the bridge. The Harbour Assistant confirmed that he had spoken with the contractor, and he was awaiting further information and would make arrangements to share any information he received. In addition, it was noted that there was wire and debris on the estuary bed in the area and it would be problematic for swimmers or canoeists, and it was asked if it was intended to address this? It was agreed that the Representative of the Barmouth Viaduct Access Group would send photographs for the Harbour staff to act appropriately.

Other matters

It was reported that the company who were renewing the Bridge were eager to remove the irons and transport them off the site. It was reported that a couple of suggestions had been made but it was agreed that transporting them on a barge to Pwllheli or Aberystwyth would be the most convenient way. The Chair noted that this was of course dependent on the course of the channel, and it may be necessary to remove some moorings.

The Chair noted that he had heard a rumour regarding a date for the bridge closure, and he noted concern regarding the date, as it was very close to the beginning of September. The Maritime Service Manager confirmed that he had not received a date from Network Rail, and unfortunately, he had no influence regarding the date.

At a previous meeting there was a reference to the wish to install an electronic barrier on the Compound Road, however, unfortunately it was noted that the cost was over £5,000 and there was currently no intention to buy a barrier, however, bollards would be installed in specific parking areas.

It was confirmed that sand together with timber fences had been erected, and it was assumed that this was very successful as it was a natural barrier and it was confirmed that the YGC department would clear the sand before Easter and the causeway.

It was noted that several events applications had been received, and he would communicate these with Local Members and Town Council Members.

Members were invited to offer observations, and in response the following was noted:

It was noted that it was good news about the clearance before Easter, however it was noted that many concerns had been raised regarding the fence, although signage had been erected regarding safety. The Maritime Service Manager felt that the fences were prominent, and signage had been erected but unfortunately it was not possible to close the beach. A representative from Barmouth Town Council noted that a great deal of concern had been noted, especially by those who walked along the beach in the evening.

There was an enquiry about the Coronation Celebrations (7/8 May), and it was confirmed that specific details had not been received from Katie Price, although there was a suggestion that the Town Council was looking to organise a street event on 8 May, with a request to possibly use the beach.

As the discussion on this item came to a head, the Assistant Head of Economy and Community Department reminded all should they have any concerns, they should contact the Harbourmaster's Office in Barmouth.

Everyone was thanked for their contribution.

RESOLVED

To note and accept the reports.

5. MATTERS TO BE CONSIDERED AT THE REQUEST OF THE CONSULTATIVE COMMITTEE MEMBERS

None to note

6. DATE OF NEXT MEETING

It was confirmed that the next meeting would be held on 24 October 2023.

The meeting commenced at 3.00pm and concluded at 4.05pm

(Chair)

Agenda Item 6

MEETING	Barmouth Harbour Consultative Committee
DATE	24th October 2023
TITLE	Update on Harbour Management Matters
AUTHOR	Senior Harbours Officer

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 to receive Member's observations on matters relating to Barmouth 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 2023 to October 2023, in order to receive feedback from the members on safety matters and the operational matters of the Harbour.
- 1.3 The Harbour Committee's of Abermaw, Aberdyfi and Pwllheli were established under section 102(4) of the Local Government Act of 1972. The Porthmadog Harbour Committee is a statutory Harbour Committee, set up in accordance with Section 6(2) (a-j) of the Porthmadog Harbour Revision Order 1998.

2. Barmouth Moorings and Boat Registration.

- 2.1 There have been 71 boats on annual moorings within the harbour of Barmouth in 2023. This compares with 64 boats on moorings in 2022.
- 2.2 It is pleasing to report that the number of mooring customers at Barmouth harbour has increased by 11% on last year. It is hoped that this upward trend will continue in 2024. However, the prevailing economic situation and in particular, the current cost of living, remains a factor in attracting customers to the harbour.
- 2.3 With a small number of exceptions, most of the public wishing to launch powered craft into the waters of the Gwynedd Coast now register their powered craft on-line, through the Cyngor Gwynedd website. Including those registered on paper, 1269 power boats and 1240 personal watercraft were registered in Gwynedd this season.

3. Port Marine Safety Code.

- 3.1 The Port Marine Safety Code ('PMSC') sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the port marine environment. It applies to all Statutory Harbour Authorities.

The Code represents good practice as recognised by a wide range of industry stakeholders and Gwynedd Council understands that a failure to adhere to good practice may be indicative of a harbour authority being in breach of certain legal duties.

- 3.2 The Service regularly reviews the Port Marine Safety Code for the harbours under its jurisdiction in order to remain in full compliance with the current requirements of the Code. As part of the review process, it is necessary to receive the comments and views of Consultative Committee Members on the suitability of the Port Marine Safety Code and to regularly receive observations on its contents, particularly with relevance to the harbour activities, navigational aids, suitability of by-laws, safety matters and general day to day work at Barmouth Harbour.

4. Staffing Matters.

- 4.1 The staffing level at the harbour of Barmouth has remained unchanged since the previous report to the Committee, with the Harbourmaster Mr Daniel Cartwright supported by his assistant Mr Kane Triggs. During what has been a busy summer, harbour staff have also assisted and worked alongside staff at Tywyn, Aberdyfi harbour, Porthmadog harbour and on the beach at Morfa Bychan.
- 4.2 The Service is also able to call upon staff based at the harbours of Aberdyfi and Porthmadog to assist with any work in the harbour of Barmouth if required.
- 4.2.1 The Service have greatly appreciated the work undertaken by the seasonal beach wardens based on the main beach at Barmouth throughout the busy summer period.

5. Financial Matters.

- 5.1 A brief summary of the harbour budget and current financial situation up to the end of the quarter will be provided by the Principal Maritime Officer.
- 5.2 During this period it was necessary to commit financial resources for the following;
- Maintenance of navigational aids and beacons
 - Purchase and Maintenance of harbour tools and equipment
 - Inspection and maintenance of Council moorings
 - Maintenance and operation of the of Harbour Powercat patrol vessel, including Investment to maintain the boat in order to meet the Maritime and Coastguard Agency Code of Practice requirements
 - Maintenance of lands and benches

5.3 Fees and Charges. 2024/25.

With regard to the prospective fees and charges for Barmouth Harbour together with the Powerboat and Personal Watercraft launching fees for 2024/2025 season, on previous occasions the Service has adjusted fees in line with the prevailing rate of inflation at the time. However, no decision has yet been made with regard to the level of fees to be applied next season.

- 6. Harbourmasters Report.** The Harbourmaster at Barmouth will provide a summary of the Navigational and Operational matters undertaken and encountered during the period March 2023 - October 2023 inclusive, including maintenance issues. A copy of his report is attached.

MEETING	Barmouth Harbour Consultative Committee
DATE	24th October 2023
TITLE	Harbourmasters Report
AUTHOR	D.A.Cartwright Barmouth Harbourmaster

H 1 Navigational Issues

- 1.1 Prior to the start of the busy summer period, a newly refurbished 'Fairway' buoy was placed into its correct charted position on the approach to the navigable channel from seaward. The buoy provides an identification of safe, deep water to mariners prior to entering the navigable channel to the harbour.
- 1.2 Due to the dynamic nature of the river Mawddach and the associated shifting sandbanks in the estuary, it is necessary for harbour staff to conduct regular surveys of the navigable channel to the harbour, to ensure the aids to navigation are correctly positioned.
- 1.2.1 In monitoring the navigable channel during the summer, harbour staff identified the need to alter the positions of the Port and Starboard hand aids to navigation, forming what is known locally as the channel gate, at the seaward entrance of the buoyed channel. A local mooring contractor was then requested to undertake the work.
- 1.3 Harbour Staff will continue to monitor the movement of the sandbanks in the navigable channel and make changes to the positions of the aids to navigation as and when required. Up to date navigational information concerning the harbour of Barmouth and the channel approaches is published in Local Notice to Mariners issued by the harbour staff.
- 1.4 There are currently three Local Notice to Mariners in Force at Barmouth harbour:
- 1.4.1 Local Notice to Mariners 06/23. This Notice provides information to mariners of the restoration works currently being undertaken on the rail bridge across the estuary.
- 1.4.2 Local Notice to Mariners 07/23. Position 52°42.796'N 004°04.906'W. The light on the starboard hand aid to navigation, No 1 buoy, is currently unlit.
- 1.4.3 Local Notice to Mariners 08/23. Position 52°42.767'N 004°03.760'W. The light on the port hand aid to navigation, No 8 buoy, is currently unlit.
- 1.4.4 The Service await the imminent return of the navigation lights referred to above, which are being repaired under the manufacturer's warranty. Once received the lights will be re-fitted at the first opportunity.

H 2 Operational Issues

- 2.1 It is pleasing to note, that the harbour received many visiting vessels throughout the summer period. The vessels were accommodated on the visitors' moorings, which are in deep water within the main channel running through the harbour.
- 2.2 The Harbour 'Powercat' patrol vessel has been well used this season having had new Honda 40 hp engines at a net cost to the Service of a net cost of £12,293. A light bar and bilge alarms have also been fitted to the vessel at a net cost to the Service of £1393.54
 - 2.2.1 In conducting a patrol around the harbour aboard the vessel, staff have been communicating with mooring holders to locate abandoned moorings within the harbour. Any abandoned moorings identified have thereafter been lifted, providing capacity for new harbour customers.
 - 2.2.2 For ease of reference, harbour staff are continuing to liaise with harbour customers to number all moorings.
- 2.3 Work has been undertaken on the maritime road vehicle to effect repairs to the rear tailgate and reversing camera. The vehicle, which is essential for beach patrol duties during the summer months, is subject to regular safety checks undertaken by the fleet department of the Council.
 - 2.3.1 All road trailers used by the harbour staff have also been subject to safety inspection to ensure a high level of maintenance.
- 2.4 After experiencing communication difficulties with the harbour office VHF radio set, it became necessary to purchase a new radio base set and associated cabling at a net cost to the service of £286.45.

H 3 Maintenance

- 3.1 Continued maintenance and daily inspection of the Harbour is carried out by Harbour Staff. Items that need urgent attention are addressed quickly and other items are added to our winter works plan.
- 3.2 Prior to the start of the busy period, the aids to navigation were maintained in addition to the visitors' moorings located in the harbour. It was necessary to purchase a new No 2 port hand aid to navigation at a net cost to the Service of £3338.00, due to the existing buoy having been destroyed beyond repair by strong waves.
 - 3.2.1 The maintenance work required the purchase of new mooring chains and anchors at a net cost of £3999.58, with the labour work carried out by a local mooring contractor at a net cost to the service of £4870.00.
- 3.3 To assist in preventing damage to a vessel and to protect the structure of the harbour quayside, staff have installed additional large rubber tyres on the quay wall. The tyre fenders have proved popular with harbour customers during the summer,

and they afford better protection to larger vessels moored against the quay wall during the winter period.

- 3.4 New parking bollards have been fitted to the compound road parking bays, to replace those originally installed which had been worn and damaged. The parking bays allow water based commercial operators an area to park during the busy summer months when parking spaces in and around the harbour are scarce.
- 3.5 Unseasonal weather amounting to strong winds in association with high tides, caused damage to warning signs located around the harbour structure which required immediate replacement. The warning signs provide important advice to both harbour and beach users and form an integral part of the harbour risk management strategy.
- 3.6 The Service has purchased new benches for the harbour frontage to replace those that were beyond repair. The new benches which have cost in excess of £2000, are made from recycled plastic and have a longer life span with less maintenance required.

H 4 Other Matters

- 4.1 **Barmouth Rail Bridge Restoration Works:** The final phase of the Barmouth Viaduct Restoration Project began at the beginning of September. The work involves the removal and replacement of the old side spans of the rail bridge. The old side spans are being removed in sections and lowered onto a barge, they are then transported to the Bath House beach for subsequent further cutting and ultimate disposal by road.
 - 4.1.1 Due to the nature of the work processes involved and primarily for safety reasons, it has been necessary to prevent vessels from passing under the bridge from the upstream and downstream directions, until the work has been completed. In consequence, vessels moored in the old harbour had to be moved onto suitable moorings near the harbour office, to prevent any disruption to leisure activities.
- 4.2 **Harbour Compound:** Harbour staff have been working alongside compound plot holders, to tidy and clear unwanted items and rubbish from the compound. Multiple trailer loads have been taken to a local waste disposal site with unwanted trailers and other metal items scrapped.
- 4.3 **The Harbourmaster:** The harbourmaster would like to thank all persons who have helped him, and his assistant, to settle in their new roles at Barmouth harbour over the last 12 months. The harbour staff look forward to continuing to work with the harbour community to promote and develop the harbour in the future.
- 4.4 **Orielton Gardens:** Overgrown vegetation has been removed from around the harbour building located in the Orielton gardens. The building will next receive a new roof, once the existing asbestos roof has been removed by specialist contractors.

4.5 **Lifejacket Lockers.** The Service wish to thank the Royal National Lifeboat Institution (RNLI), and in particular, Mr Trevor Lewis, for their work in providing lifejacket lockers on the harbour frontage.

4.5.1 Working together with the Service, the lockers have been conveniently located near the pontoon facility and are free to use. In providing a temporary place to store a lifejacket for the convenience of harbour users, they are the first to be installed on the Welsh Coastline.

H5 Events

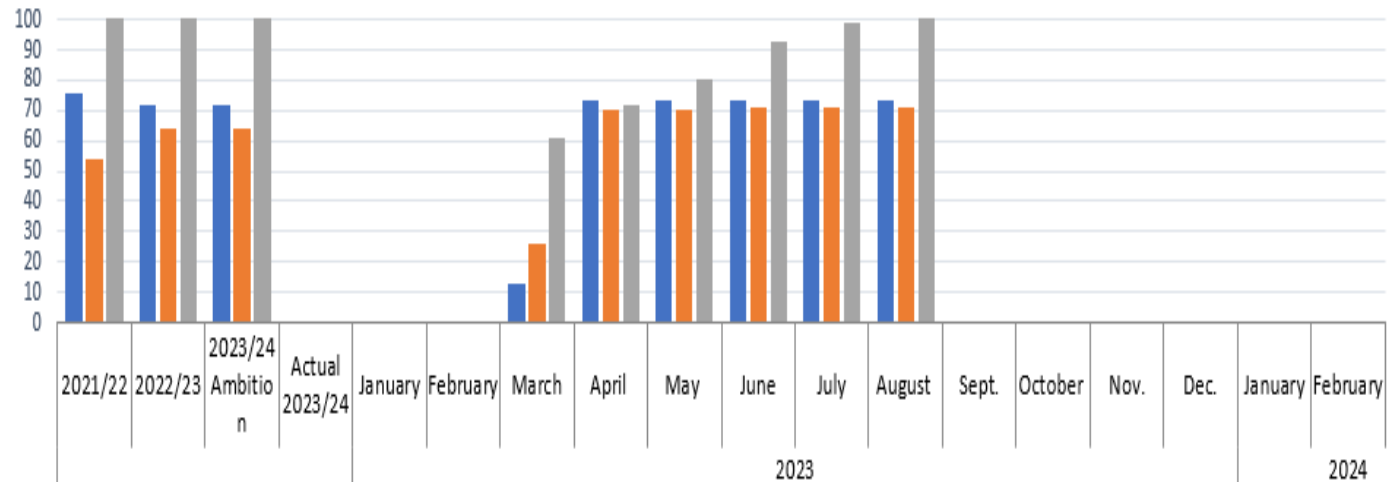
5.1 The harbour staff have welcomed the following events which have taken place this period in and around the harbour of Barmouth.

- Coronation weekend
- Barmouth music festival
- Three Peaks yacht Race
- Road race (10 km)
- Kite festival
- Food festival
- Vintage rally
- Motorcross event

5.2 The Service wish to advise organisers of proposed events of the need to provide early notification to the harbour office. This is to ensure that all safety protocols, staffing and administration processes can be assessed before an event. Events will not be permitted to take place unless written permission has been obtained from the Service.

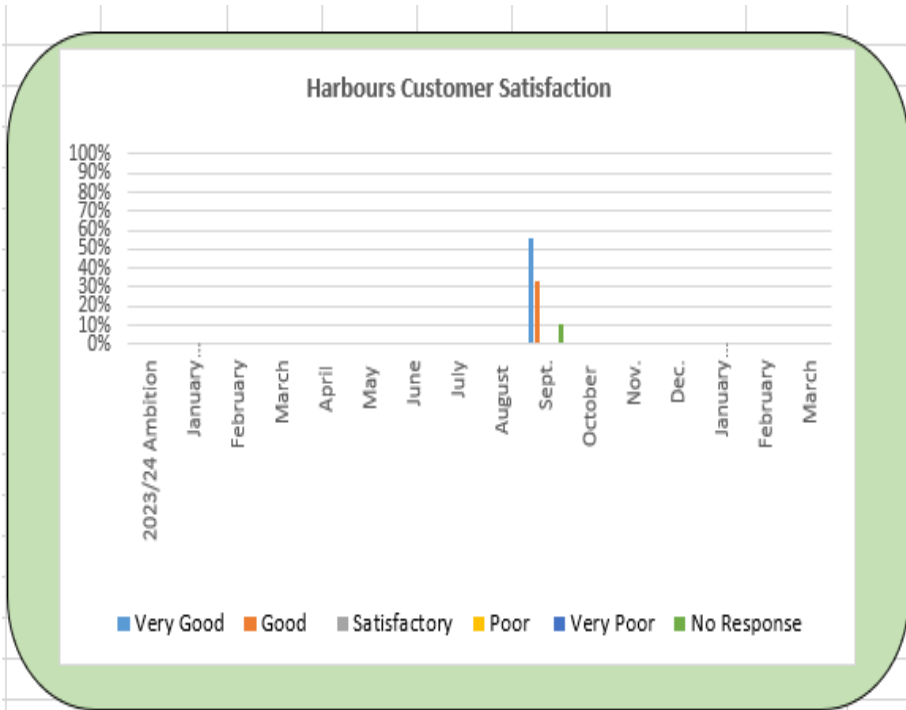
Economy and Community Performance Management Dashboard

Total number of customers (annual contracts) on Gwynedd harbour moorings

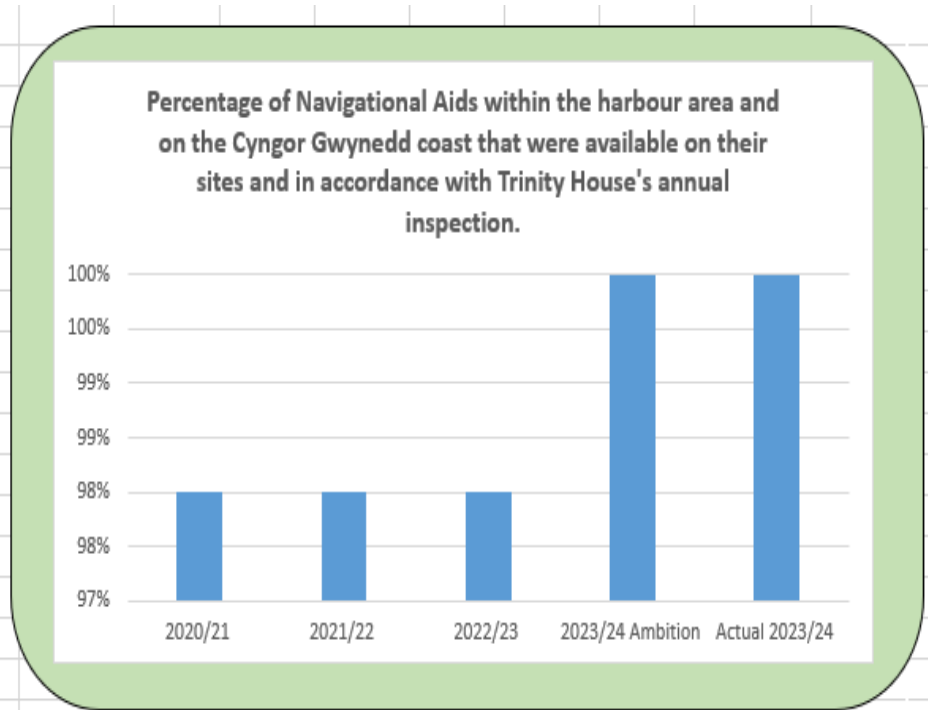


Observations: The aim and objective is to try to maintain the number of customers and ensure customer support and loyalty to continue mooring in Gwynedd. The financial squeeze means that many customers have been attracted to Gwynedd as the cost is lower in general. Some customers have also returned following the end of Covid restrictions. The online system to apply for a mooring has been operational since April 2023.

Economy and Community Performance Management Dashboard



Observations: The online questionnaire was 'live' from July 2023. 89% of respondents considered their experience of the harbours to be 'Very Good' (56%) or 'Good' (33%) with a majority stating that the harbours were clean and tidy and that the staff were pleasant, professional and knowledgeable. No one thought the harbours were 'Poor' or 'Very Poor'. Unfortunately the number of respondents was low and therefore in order to get a more accurate and detailed picture we would be sending a link to the questionnaire to all mooring holders when we correspond



Observations: The aids are within Category 3 National Navigational Aids. The Tywyn breakwater navigational aid has been re-positioned since March 2023 and the Abersoch beach groyne 1 navigational marker was replaced during May 2023.



Observation Three quarters of the respondents (75%) considered their experience of the beaches to be 'Very Good' (59%) or 'Good' (16%), and of the 177 respondents 53 (or 30%) indicated that Beach Wardens were helpful, professional and knowledgeable. Positive comments were also received about the safety of the beaches, specifically effective management of powerboats, accessibility, cleanliness and quality of bathing water. Some noted that dogs on beaches were a problem, that there was a lack of litter bin provision in some locations and that the quality of cleanliness and the condition of some public toilets needed to be improved. Some of the respondents were also of the opinion that the beaches were "too busy" with many

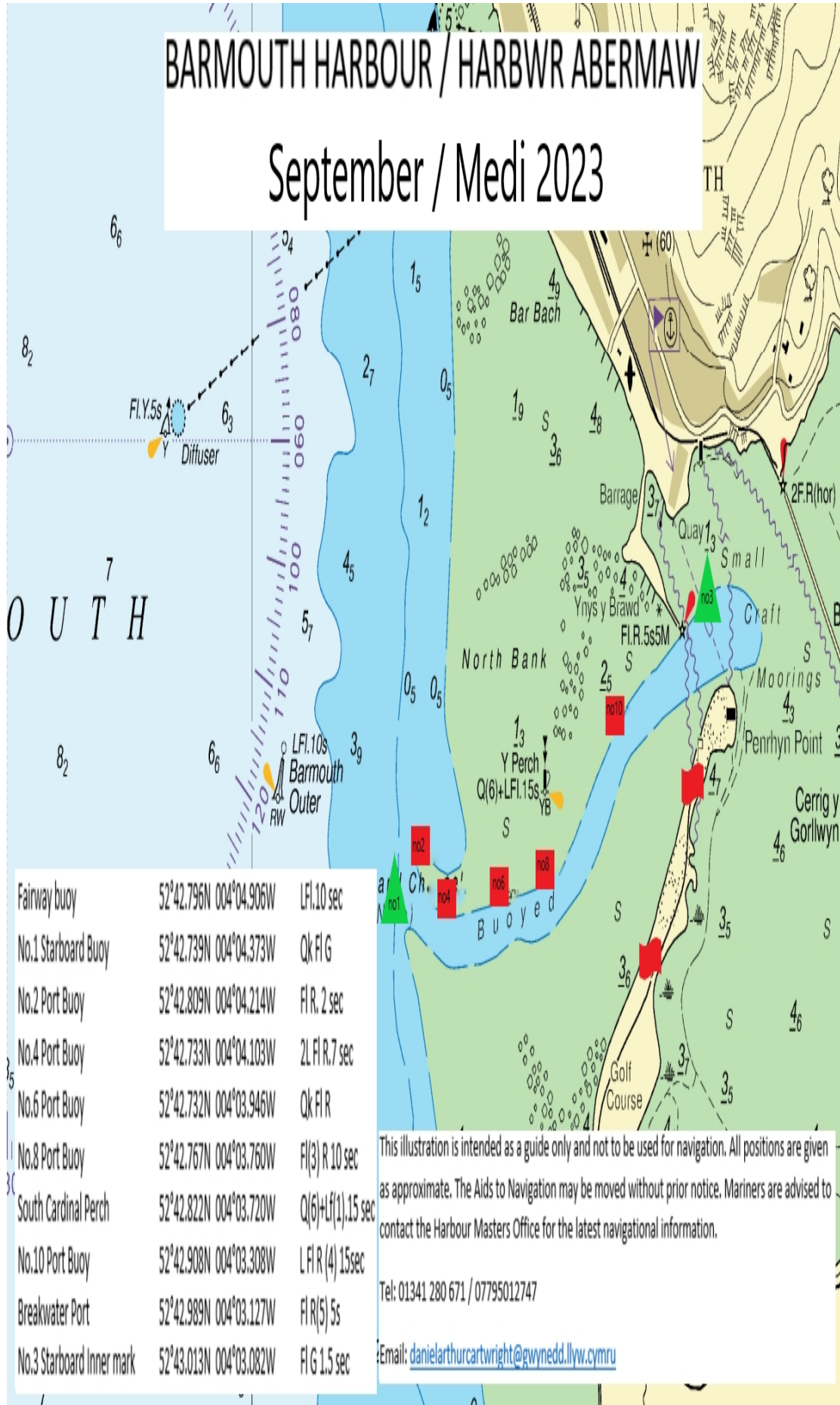
Economy and Community Performance Management

Reference	Measure	Report on the Law of	Frequency	2020/21	2021/22	2022/23	2023/24	Actual 2022/23	2023								Observations/Reasons for the performance	
				January	February	March	April	May	June	July	August	Sept.						
M1	Total number of customers (annual contracts) on Cynfor Gwynedd harbour moorings.	Department	Monthly				240	250										The aim and objective is to try to maintain the number of customers and ensure customer support and loyalty to continue mooring in Gwynedd. The financial squeeze means that many customers have been attracted to Gwynedd as the cost is lower in general. Some customers have also returned following the end of Covid restrictions. The online system to apply for a mooring has been operational since April 2023.
	Number of Aberdyfi customers	Department		47	76	72	72	73				13	73	73	73	73	73	A number of powerboat customers have decided to have a mooring instead of launching daily. This has contributed to keeping the number of moorings fairly stable. It has also managed to attract a number of new customers. A change in the channel and sand collection in the harbour means that there are fewer suitable places to locate moorings than in the previous year.
	Number of Barmouth customers	Department		31	54	64	64	71				26	70	70	71	71	71	
	Number of Porthmadog customers	Department		64	112	104	104	106				61	72	80	93	93	106	Stable numbers. The harbour has managed to attract a number of new customers, although a number of customers have given up their moorings due to age or health reasons. A number of customers continue to take a mooring on the Madog Yacht Club pontoon.
	Gwynedd Harbours Customer Satisfaction %	Service	Annual															
	<i>Very Good</i>																	56%
	<i>Good</i>																	33%
	<i>Satisfactory</i>																	0%
	<i>Poor</i>																	0%
	<i>Very Poor</i>																	0%
	<i>No Response</i>																	11%
M3	Number of licensed Powerboats / Personal Watercraft. Information to confirm that there is a specific registration system to identify each Powerboat or Personal Watercraft that launches in Gwynedd.	Service		1680	2,434	2,380	2,380	2,509				921	1,759	1,876	2,204	2,436	2,509	The aim and objective of registration is to ensure an increase in the number of powerboats registered in order to ensure that all boats on the Gwynedd coast display a Cynfor Gwynedd registration permit.
M4	Percentage of Navigational Aids within the harbour area and on the Cynfor Gwynedd coast that were available on their sites and in accordance with Trinity House's annual inspection.	Service		98%	98%	98%	100%	100%	98.00%	98.00%	98.00%	100.00%	100.00%					The aids are within Category 3 National Navigational Aids. The Tywyn breakwater navigational aid has been re-positioned since March 2023 and the Abersoch beach groyne 1 navigational marker was replaced during May 2023.
M5	Gwynedd Beaches Customer Satisfaction %	Department	Annual															
	<i>Very Good</i>																	59%
	<i>Good</i>																	16%
	<i>Satisfactory</i>																	12%
	<i>Poor</i>																	7%
	<i>Very Poor</i>																	5%
	<i>No Response</i>																	1%

BARMOUTH HARBOUR	Financial Performance for the Period 1 April 2023 to 31 March 2024 - August Review 2023		
	BUDGET FOR THE PERIOD 1/4/23 TO 31/3/24	EXPENDITURE FORECASTED 1/4/23 TO 31/3/24	OVER (UNDER)
Employees	65,264	66,098	834
Buildings	12,280	12,931	651
Transport	1,010	297	(713)
Supplies & Services	10,920	16,678	5,758
Income	(38,550)	(40,480)	(1,930)
Total	50,924	55,524	4,601

BARMOUTH HARBOUR / HARBWR ABERMAW

September / Medi 2023



Fairway buoy	52°42.796N 004°04.906W	LFI.10 sec
No.1 Starboard Buoy	52°42.739N 004°04.373W	Qk Fl G
No.2 Port Buoy	52°42.809N 004°04.214W	Fl R. 2 sec
No.4 Port Buoy	52°42.733N 004°04.103W	2L Fl R.7 sec
No.6 Port Buoy	52°42.732N 004°03.946W	Qk Fl R
No.8 Port Buoy	52°42.767N 004°03.760W	Fl(3) R.10 sec
South Cardinal Perch	52°42.822N 004°03.720W	Q(6)+LFI.15 sec
No.10 Port Buoy	52°42.908N 004°03.308W	L Fl R (4) 15sec
Breakwater Port	52°42.989N 004°03.127W	Fl R(5) 5s
No.3 Starboard Inner mark	52°43.013N 004°03.082W	Fl G 1.5 sec

This illustration is intended as a guide only and not to be used for navigation. All positions are given as approximate. The Aids to Navigation may be moved without prior notice. Mariners are advised to contact the Harbour Masters Office for the latest navigational information.

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