

South Hams Salcombe Harbour Board



Title:	Agenda										
Date:	Monday, 26th September, 2022										
Time:	2.30 pm										
Venue:	Cliff House, Salcombe										
Full Members:	<p style="text-align: center;">Chairman Cllr Brazil</p> <p style="text-align: center;">Vice Chairman</p> <p><i>Members:</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Cllr Brown</td> <td style="width: 33%;">Mr C Plant</td> </tr> <tr> <td>Cllr Foss</td> <td>Mr A Owens</td> </tr> <tr> <td>Cllr Long</td> <td>Mr I Shipperley</td> </tr> <tr> <td>Ms A Jones</td> <td>Mr I Stewart</td> </tr> <tr> <td>Mr P Brown</td> <td></td> </tr> </table>	Cllr Brown	Mr C Plant	Cllr Foss	Mr A Owens	Cllr Long	Mr I Shipperley	Ms A Jones	Mr I Stewart	Mr P Brown	
Cllr Brown	Mr C Plant										
Cllr Foss	Mr A Owens										
Cllr Long	Mr I Shipperley										
Ms A Jones	Mr I Stewart										
Mr P Brown											
Interests – Declaration and Restriction on Participation:	Members are reminded of their responsibility to declare any disclosable pecuniary interest not entered in the Authority's register or local non pecuniary interest which they have in any item of business on the agenda (subject to the exception for sensitive information) and to leave the meeting prior to discussion and voting on an item in which they have a disclosable pecuniary interest.										
Committee administrator:	Democratic.Services@swdevon.gov.uk										

1. Apologies for Absence

2. Urgent Business

brought forward at the discretion of the Chairman

3. Division of Agenda

to consider whether the discussion of any item of business is likely to lead to the disclosure of exempt information

4. Declarations of Interest

In accordance with the Code of Conduct, Members are invited to declare any Disclosable Pecuniary Interests, Other Registerable Interests and Non-Registerable Interests including the nature and extent of such interests they may have in any items to be considered at this meeting;

5. Public Question Time

a period of up to 15 minutes is available to deal with questions from the public

6. Feedback from Harbour Community Forums

to receive verbal reports from Board Members who attend the Harbour Community Forums on behalf of the Board

7. 2023/24 Budget and Fees & Charges

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8. Harbour Master's Report

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Agenda Item 7

Report to: **Salcombe Harbour Board**

Date: **26 September 2022**

Title: **2023/24 Budget and Fees & Charges**

Portfolio Area: *Salcombe Harbour*

Wards Affected: **All**

Relevant Scrutiny Committee: Overview & Scrutiny Committee

Urgent Decision: **N** Approval and clearance obtained: **Y**

Date next steps can be taken: **N/A**
(e.g. referral on of recommendation or implementation of substantive decision)

Author: **Cameron Sims-Stirling** Role: **Harbour Master**
Pauline Henstock **Head of Finance Practice**

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Recommendations:

1. The Board RECOMMENDS to Council that the proposed 2023/24 budget set out within the report is approved.
2. The Board RECOMMENDS to Council that the proposed 2023/24 fees and charges as set out in Appendix C are approved for implementation from 1 April 2023.

1. Executive summary.

1.1 This report proposes the Salcombe Harbour Authority budget for 2023/24 and provides a forecast for 2022/23. In addition the report also proposes the fees and charges for 2023/24 which will ensure that the Harbour achieves a balanced revenue budget for 2023/24.

2. Background.

2.1 The Salcombe Harbour Strategic Business Plan 2017-2022 sets out the challenges and opportunities facing the Harbour. The proposed budget – attached to this report – continues to be based on the assumptions and strategic direction contained within the Business Plan.

Key drivers for the proposed budget include:

- compliance with the Port Marine Safety Code
- supporting the retention of a competent and engaged workforce
- enhancing safety, awareness and educating harbour users
- providing quality facilities at a fair price
- improving reserve funding to help serve the replacement programme and reduce future borrowing

3. Outcomes/outputs

3.1 The preparation of a detailed and balanced harbour budget ensures that adequate resources are in place to deliver the services identified in the business planning process, and that the Harbour remains financially viable and sustainable in the medium to long term.

3.2 The Harbour's enabling legislation empowers the Harbour Authority to levy fees and charges to meet running costs, repay any capital debts and establish reserves to renew, extend or improve the Harbour.

4. Issues for consideration:

Forecast 2022/23

4.1 Gross expenditure is set at £1.30 million in the 2022/23 balanced budget. As at 3 September 2022 a surplus of £90,200 (6.9%) is

forecast for 2022/23 as detailed in Appendix A. This is mainly due to additional income from resident Harbour Dues and Casual Foreshore moorings. The above is offset in part by additional rent payable to the Duchy estimated at £11,800.

4.2 A detailed budget monitoring report for 2022/23 will be brought to the Board in November.

Budget 2023/24

4.3 The forecast position for 2023/24 is shown at Appendix A, with the 2022/23 budget used as a baseline position. Variations from this baseline, both in terms of the additional resource requirements and identified efficiencies are discussed in detail below, grouped by category of budget head.

a) Employee costs

Staff costs are the single largest area of expenditure. The 2023/24 budget is based on the current staffing structure and assumes:

- a 3% pay increase for 2023/24
- movement of staff through spinal column points where appropriate

	£	£
Staffing Budget 2022/23		478,700
Additional requirements & inflationary pressures:		
Salaries and wages	40,400	
NI and superannuation	14,700	
Call Out and Standby allowances	700	
Employers Liability Insurance	300	
Total additional requirements		56,100
Savings:		
Recharge to Headquarters	(27,300)	
Total savings		(27,300)
Net additional requirements/(savings)		28,800
Staffing Budget 2023/24		507,500

b) Premises related expenditure

The main pressure in Premises related expenditure for 2023/24 relates to an increase in the tools and materials budget (£13,000) alongside inflationary pressures for areas such as utilities. In addition the budgeted amount payable to the Duchy has increased by £6,800 following a review of income targets for 2023/24. This is partly offset by a reduction in next year's budget for chain and shackles (£5,000).

	£	£
Premises Budget 2022/23		388,500
Additional requirements & inflationary pressures:		
Tools & Materials	13,000	
Rent to Duchy	6,800	
Business Rates	2,900	
Trade Waste recharges	2,500	
General R & M	2,000	
Utilities	2,800	
Navigation Aids	1,000	
Total additional requirements		31,000
Savings:		
Chain & Shackles	(5,000)	
Total savings		(5,000)
Net additional requirements/(savings)		26,000
Premises Budget 2023/24		414,500

c) Supplies and services

The Supplies and Services budget for 2023/24 has increased by £6,700. This mainly relates to an increase of £5,000 on the budget for consultancy fees to facilitate the Designated Person delivering structured PMSC compliance updates to the Harbour Board and the rewrite of the Harbour's Marine Safety Management System.

	£	£
Supplies & Services Budget 2022/23		82,700
Additional requirements & inflationary pressures:		
Consultancy fees	5,000	
Legal fees	1,800	
Miscellaneous including the AONB Estuary Conservation Programme	400	
Total additional requirements		7,200
Savings:		
Postage	(500)	
Total savings		(500)
Net additional requirements/(savings)		6,700
Supplies & Services Budget 2023/24		89,400

d) Transport

The main additional requirement within transport relates to an increase in the insurance budget of £6,900 for 2023/24. This is to bring the insurance budget both for transport and marine liability in line with expenditure and to meet rising market costs. In addition the fuel budget has been increased to reflect the current inflationary pressures.

	£	£
Transport Budget 2022/23		69,000
Additional requirements & inflationary pressures:		
Transport & Marine Liability Insurance	6,900	
Fuel	2,500	
Crane R & M	1,000	
Total additional requirements		10,400
Transport Budget 2023/24		79,400

e) Central support and HQ costs

	£	£
Central Support & HQ Budget 2022/23		56,800
Inflation	2,900	
Total additional requirements		2,900
Central Support & HQ Budget 2023/24		59,700

f) Contributions to Harbour reserves

The Harbour holds 3 reserves:

- **General Reserve** – comprising the accumulation of generated trading surpluses;
- **Renewals Reserve** – for the replacement of the Harbour’s infrastructure assets, excluding pontoons;
- **Pontoon Reserve** – for the replacement of pontoons;

The principle adopted in the Business Plan is that, wherever possible, sufficient funds are set aside on an annual basis to provide for the replacement of harbour assets, augmented by borrowing if necessary. A summary of Harbour Reserve balances and proposed contributions for 2023/24 is shown in Appendix B.

Taking into account the budgeted reserve contributions for 2023/24, total reserve balances are anticipated to increase from £962,998 at 31 March 2023 to £1,067,098 as at 31 March 2024.

g) Contribution to a Council reserve

The Harbour contributes to the Council’s Marine Infrastructure reserve. The contribution to this reserve is proposed to increase by £5,000 to £63,000 in 2023/24.

h) Capital charges

Capital charges refer to the cost of servicing loans which have been provided by the District Council for the purchase of Harbour assets. Currently there is one loan outstanding in respect of the Pontoons Project which commenced on 1 October 2018 with an annual repayment of £12,800 as shown in

Appendix B. In addition a further loan has been taken out in 2022/23 to fund the Harbour Depot project. Further information regarding this project can be found in the exempt report presented to the Harbour Board on 15th March 2021. An annual loan repayment of £36,500 has been included in the 2023/24 budget.

i) Items to be met from reserves.

In 2023/24 one item of expenditure has been identified to be funded from Harbour reserves. This relates to the purchase of an engine up to £15,000 as shown in Appendix B. The specific nature of the engine will depend on operational demand in 2023/24.

j) The overall expenditure position 2023/24

	£
Total Expenditure Budget 2022/23	1,303,000
Net additional requirements/(savings)	94,800
Total Expenditure Budget 2023/24	1,397,800

k) Income 2023/24

Income targets have been reviewed in 2023/24 prior to the proposed changes to fees and charges for next year.

	£
Total Income Budget 2022/23	(1,303,000)
Review of income budgets	
Harbour Dues - Annual	(25,000)
Mooring Hire - Casual Foreshore	(17,600)
Mooring Hire - Casual Deep Water	(12,800)
Whitestrans Pontoon July/August	(4,900)
Pontoons - Shadycombe Creek	(2,200)
Overnight berthing fees - Town Landings	(1,000)
Miscellaneous income	(3,000)
Increase in reserve contributions	(5,000)
Interest - increase in interest rates	(2,300)
Total Income Budget 2023/24	(1,376,800)

I) Budget deficit 2023/24

	£
Total Expenditure Budget	1,397,800
Total Income Budget	(1,376,800)
Budget Deficit 2023/24	21,000

5. Payments between Salcombe Harbour and South Hams District Council

5.1 To aid transparency an analysis of the budgeted payments between Salcombe Harbour and the District Council is shown in Appendix C. This compares the movement in the budgets from 2022/23 to 2023/24.

5.2 The net amount payable to the Council in 2023/24 is anticipated to reduce by £16,200 to £25,400. This mainly relates to an increase in the budgeted Harbour salary recharges to the Council for 2023/24 of £27,300. Of this amount £13,600 relates to the estimated pay award and annual increments for 2023/24.

6. Proposed Way Forward.

6.1 It is proposed that the fees and charges are reviewed to reduce the deficit identified above to £0 and balance the 2023/24 budget. The proposals are as follows:

- a) It is proposed that restructuring Resident Harbour Dues can meet the majority of the budget deficit. Increasing the horsepower charge from £0.90 to £1.00 inc VAT per horsepower targets the majority of harbour users whilst leaving sailing and paddled craft Harbour Dues static. This would mean that annual mooring prices remain static, which do not pertain to all harbour users but which have been used to regularly meet budget deficits in the past.
- b) Whitestrand pontoon monthly July and August permits, are raised from £45 per month to £50 per month inc VAT. Historically this permit has seen £5 annual rises but has not been adjusted since 2020. This facility charge (not applicable for 10 months of the year) represents the additional pontoon capacity and manpower to manage it for all the tenders that

use this area as a permanent overnight berth/home during July and August.

- c) Visitor Harbour Dues and Moorings (including Town Landings) are frozen retaining a uniform pricing structure, as per the previous year.
- d) A 5% price increase has been added to all SHDC income streams that are managed by Salcombe Harbour Authority, as listed in Appendix D but which have not impacted on this paper.

Item	Proposed amendment	Comment
Harbour Dues: Annual dues (residents)	£9.50 p/m (unchanged) £1.00 p/hp	Applied to Horsepower without affecting smaller sail and paddle powered craft
Mooring Hire: Annual Deep Water (residents) Annual Foreshore (residents) Whitestrand monthly permit (July and August)	0.0% 0.0% 11%	 Raised from £45 to £50 per month
Annual pontoons: Shadycombe Creek V Quay, Batson & Kingsbridge Fish Quay pontoon	0.0% 0.0%	
Foreshore/ Deepwater Mooring Licences: All Areas	0.0%	

7. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	The Pier and Harbour (Salcombe) Confirmation Order 1954.
Finance	Y	The report identifies a funding gap of £21,000 for 2023/24 and the proposed changes to fees and charges will raise additional net income of £21,000 thereby addressing the current shortfall and balancing the 2023/24 budget.
Risk	Y	The Harbour maintains three different reserves, one for replacement of plant and vessels, one for the replacement of pontoons and a general reserve. In the event of the budget not balancing at the end of the Financial year any surplus is transferred into the General Reserve and any shortfall would be funded from this reserve.
Supporting Corporate Strategy		Salcombe Harbour supports the priority of protecting our Built and Natural Environment within the Council's strategic vision 'Better Lives for All'
Climate Change – Carbon / Biodiversity Impact		None directly arising from this report.
Comprehensive Impact Assessment Implications		
Equality and Diversity	N	None
Safeguarding	N	None
Community Safety, Crime and Disorder	Y	The proposed budget includes a continuation of the Night Security Patrol, the aim of which is to reduce crime.
Health, Safety and Wellbeing	N	No adverse impacts.
Other implications	N	

Supporting Information

Appendix:

- A. Salcombe Harbour Budget 2023/24
- B. Salcombe Harbour Balances and Loans
- C. Budgeted Payments between Salcombe Harbour and SHDC for 2023/24
- D. Proposed Fees and Charges 2023/24

Background Papers:

None

Approval and clearance of report

Process checklist	Completed
Portfolio Holder briefed	Yes
SLT Rep briefed	Yes
Relevant Exec Director sign off (draft)	Yes
Data protection issues considered	Yes

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SALCOMBE HARBOUR REVENUE BUDGET 2023/2024

APPENDIX A

Actual 2020/2021	Actual 2021/2022	Forecast 2022/2023 At 3/9/22		Budget 2022/2023 (At outturn prices)	Budget 2023/2024 (At outturn prices)	Variance Budget to Budget
£	£	£		£	£	£
			Employees:-			
428,960	477,201	496,300	Harbour	478,700	507,500	28,800
			Premises-Related Expenditure:-			
30,011	46,849	35,500	General Repairs and Maintenance	27,500	42,500	15,000
65,563	65,439	65,600	Security Costs	65,600	65,600	0
70,462	102,419	97,000	Moorings	103,000	99,000	(4,000)
325	528	1,000	Insurances	1,000	1,000	0
22,400	28,033	30,000	Utility Charges	27,100	32,800	5,700
7,059	10,000	10,000	Public Conveniences contribution	10,000	10,000	0
147,239	163,095	150,600	Rents	138,800	145,600	6,800
11,797	12,072	14,000	Refuse Collection /Cleaning	15,500	18,000	2,500
354,856	428,435	403,700		388,500	414,500	26,000
			Supplies and Services:-			
8,988	6,515	12,500	Equipment	12,600	12,600	0
6,202	11,845	7,800	Printing, Stationery and Advertising	7,800	7,800	0
5,272	4,142	5,000	Communications (Radios, Telephones, Postage etc.)	6,300	5,800	(500)
3,541	9,664	5,000	Protective Clothing	5,000	5,000	0
12,438	14,924	16,000	Credit Card Handling Charges	16,000	16,000	0
21,842	31,832	44,400	Miscellaneous	35,000	42,200	7,200
58,283	78,922	90,700		82,700	89,400	6,700
57,404	66,616	74,300	Transport-Related Expenses (Launches etc.)	69,000	79,400	10,400
54,200	55,700	56,800	Central Support Services	56,800	59,700	2,900
40,000	40,000	40,000	Contribution to Renewals Reserve	40,000	45,000	5,000
65,000	65,000	65,000	Contribution to Pontoon Reserve	65,000	70,000	5,000
58,000	58,000	58,000	Contribution to Marine Infrastructure Reserve	58,000	63,000	5,000
3,524	7,089	5,000	New Projects Funded From Revenue	5,000	5,000	0
44,068	35,612	16,000	Revenue Items Being Met From Reserves	10,000	15,000	5,000
12,800	12,800	49,300	Capital Charges (Net)	49,300	49,300	0
1,177,095	1,325,375	1,355,100	TOTAL EXPENDITURE	1,303,000	1,397,800	94,800
(341,630)	(449,605)	(466,900)	Harbour Dues	(411,100)	(436,100)	(25,000)
(473,779)	(552,246)	(557,200)	Mooring Hire	(500,500)	(531,900)	(31,400)
(190,919)	(203,197)	(222,400)	Small Boat Pontoon Systems	(210,100)	(217,200)	(7,100)
(23,957)	(42,829)	(40,300)	Water Taxi Service	(36,000)	(36,000)	0
(23,436)	(23,299)	(24,100)	Mooring Licences	(25,600)	(25,600)	0
(65,752)	(70,110)	(69,800)	Security Fees	(69,200)	(69,200)	0
(68,588)	(67,703)	(47,100)	Miscellaneous	(40,200)	(43,200)	(3,000)
(44,068)	(35,612)	(16,000)	Contribution from Reserves	(10,000)	(15,000)	(5,000)
(200)	(300)	(1,500)	Interest	(300)	(2,600)	(2,300)
(1,232,329)	(1,444,901)	(1,445,300)	TOTAL INCOME	(1,303,000)	(1,376,800)	(73,800)
(55,234)	(119,526)	(90,200)	(SURPLUS) / SHORTFALL ON TRADING ACTIVITIES	0	21,000	21,000

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Pontoons Reserve		£
Balance 1st April 2022		291,966
ADD		
Contribution 2022/2023	65,000	
Interest 0.7%	2,000	
	<u>358,966</u>	
Less anticipated expenditure		
Estimated Balance as at 1st April 2023		358,966
ADD		
Contribution 2023/2024	70,000	
Interest 0.7%	2,500	
	<u>431,466</u>	
Less anticipated expenditure	-	
Balance as at 31st March 2024		431,466

General (Revenue Account) Reserve		£
Balance 1st April 2022		296,456
ADD		
2022/23 surplus forecast as at 3/9/22	90,200	
	<u>386,656</u>	
Less anticipated expenditure		
Merit pay - relating to 2021/22	(6,000)	
Estimated Balance as at 1st April 2023		380,656
Less anticipated expenditure		
	<u>380,656</u>	
Balance as at 31st March 2024		380,656

Renewals Reserve		£
Balance 1st April 2022		192,076
ADD		
Contribution 2022/2023	40,000	
Interest 0.7%	1,300	
	<u>233,376</u>	
Less anticipated expenditure		
Replacement engine	(10,000)	
Estimated Balance as at 1st April 2023		223,376
ADD		
Contribution 2023/2024	45,000	
Interest 0.7%	1,600	
	<u>269,976</u>	
Less anticipated expenditure		
Replacement engine	(15,000)	
Balance as at 31st March 2024		254,976

A summary of loans outstanding with SHDC		
	Pontoons	Harbour
	Project	Depot
Start date	1.10.18	1.4.22
Repayment period	25 years	50 years
Maturity date	30.9.43	31.3.72
Original advance	£230,000	£1,225,000
Interest rate	2.73%	1.50%
Annual repayment		
Interest	£3,600	£18,200
Principal	£9,200	£16,500
R & M (5%)	-	£1,800
Total	£12,800	£36,500
Total repayment due - principal & interest	£320,000	£1,735,000
Total outstanding 31.3.2023	£275,200	£1,700,300
Total outstanding 31.3.2024	£262,400	£1,665,600

Total Reserves Balances as at 31st March 2022 £780,498

Estimated Total Reserves Balances as at 31st March 2023 £962,998

Estimated Total Reserves Balances as at 31st March 2024 £1,067,098

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Payments between Salcombe Harbour and South Hams District Council			APPENDIX C	
2023/24 Budget	Budget 2022/23	Budget 2023/24	Variance	
	£	£	£	
Amounts chargeable to SHDC				
Harbour salary recharges (e.g. car parks, beach & water safety)	(152,900)	(180,200)	(27,300)	
Contribution to the Security Patrol & Waste Collection	(4,800)	(4,800)	0	
Interest payable	(300)	(2,600)	(2,300)	
	(158,000)	(187,600)	(29,600)	
Amounts payable to SHDC				
Contribution to the Marine Infrastructure reserve (an SHDC earmarked reserve)	58,000	63,000	5,000	
Officer time recharges (e.g. Finance, HR, Legal, Assets Committee support)	56,800	59,700	2,900	
Rent for Harbour Office	10,000	10,000	0	
Business Rates	15,100	18,000	2,900	
Loan repayments	49,300	49,300	0	
Trade Waste Collection	7,500	10,000	2,500	
Chairman - Harbour Board	2,900	3,000	100	
	199,600	213,000	13,400	
Net amount payable to SHDC	41,600	25,400	(16,200)	

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SOUTH HAMS DISTRICT COUNCIL
SALCOMBE HARBOUR AUTHORITY RATES AND CHARGES 2023-2024

The Salcombe Harbour Order 1954 - The Harbour Act 1964
 (which includes the Kingsbridge Estuary and all the creeks adjoining)
 Charges from 1st April 2023 - 31st March 2024
 Proposed changes to : **Salcombe Harbour** - **Car Parks Recreation**



Ex VAT Inc VAT

Harbour Dues are payable by all vessels moored/launched within the Salcombe-Kingsbridge Estuary INCLUDING THOSE VISITORS ARRIVING BY LAND. All boats to be registered at the Harbour Office or Batson Boatpark. PLEASE DISPLAY YOUR PLAQUE.

ANNUAL Harbour Dues: All vessels (apart from those rowed/paddled, see below)		
Per Metre of registered vessel	£7.92	£9.50
plus the below charge when an engine is present		
Per Horsepower (supplement for all motorised vessels charged per individual Hp, capped at 1000 Hp)	£0.83	£1.00

ANNUAL Harbour Dues: Canoes, kayaks, paddle boards, & row boats	£5.00	£6.00
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DAILY Harbour Dues: Applicable to any 24h period		
Per Metre of registered vessel	£0.88	£1.05
plus the below charge when an engine is present		
Per Horsepower (supplement for all motorised vessels charged per individual Hp, capped at 1000 Hp)	£0.09	£0.11

Annual Resident Foreshore (including South Sands-reduced timescale)		
All Areas (charged per metre) (min 4.5 metre £253.58 inc VAT)	£46.96	£56.35
All Areas BOATYARD (charged for max size of berth)	£70.44	£84.53

Annual Resident Foreshore Mooring Licences (non SHA gear) (including Running Moorings)		
All Areas (charged per metre) (min 6.0 metre £49.68 inc VAT)	£6.90	£8.28
All Areas BOATYARD (charged for max size of berth) (min 6.0 metre £74.52 inc VAT)	£10.35	£12.42

Annual Resident Deep Water Mooring		
Deep Water Above Tosnos (charged per metre) (min 7.5 metre vessel £589.43 inc VAT)	£65.49	£78.59
Deep Water (charged per metre) (min 7.5 metre vessel £701.25 inc VAT)	£77.92	£93.50
Deep Water BOATYARD (charged for max size of berth) (9m berths £1262.34 inc VAT)	£116.88	£140.26

Annual Resident Deep Water Mooring Licences (non SHA gear) (also including store box mooring licenses)		
All Areas (charged per metre) (min 6.0 metre vessel £82.62 inc VAT)	£11.47	£13.77
All Areas BOATYARD (charged for max size of berth) (min 6.0 metre vessel £103.62 inc VAT)	£14.39	£17.27

Annual Resident Pontoon Berths: Shadycombe, Kingsbridge, (Batson and Victoria Quay reduced timescale)		
2.0 metre max width berth (charged per berth)	£295.82	£354.99
2.3 metre max width berth (charged per berth)	£377.48	£452.97
2.0 metre max width BOATYARD (charge per berth)	£443.72	£532.46
2.3 metre max width BOATYARD (charge per berth)	£566.22	£679.47

Whitstrand Pontoon Charge (also applicable to those tenders on the slipway and remote pontoon)		
Per month, All vessels, maximum 4.2 metre length, July and August only	£41.67	£50.00

Annual Resident Crime Prevention Charges (additional charge attached to annual mooring allocations)		
Category 1 All permanent mooring holders	£7.56	£9.07
plus		
Category 2 Deep Water permanent mooring holders	£49.60	£59.52
Category 3 Foreshore and drying pontoon permanent mooring holders	£21.02	£25.22

Annual Resident Facility Retention (per facility, invoiced each November and credited in annual invoice)

Facility Retention Fee, (per mooring and resident compound)	£104.17	£125.00
Facility Retention Fee (per dinghy rack/space and fish quay pontoon)	£41.67	£50.00

One-Off Waiting List Registration Fee (refundable or credited at first payment, SHDC Council Tax required)

Resident Deep Water Waiting List Retention Fee	£166.67	£200.00
Resident Drying Pontoon Waiting List Retention Fee	£41.67	£50.00
Resident Foreshore Waiting List Retention Fee	£41.67	£50.00

Annual Resident Store Boxes

Mooring Rental (Castle Bay / Ditchend)	£147.42	£176.90
Registration Fee	£10.71	£12.85

Annual Resident Hard Standing Facility Hire

Newbridge Boat Park (Boat only NOT CAR)	£100.00	£120.00
Whitestrand Boat Park (Boat only NOT CAR)	£150.00	£180.00
Kingsbridge Boat Park (Boat only NOT CAR)	£100.00	£120.00
Newbridge Dinghy Rack	£79.17	£95.00
Batson Dinghy Rack	£87.50	£105.00
Whitestrand Dinghy Rack	£87.50	£105.00

Annual Whitestrand Pontoon Landing Licence (Commercial)

Category A (craft carrying < 12 passengers landing < 10 times per day)	£222.35	£266.82
Category A1 (Category A landing > 10 times but < 20 times per day)	£444.68	£533.62
Category A2 (Category A landing > 20 times per day)	£1,778.68	£2,134.42
Category B (craft carrying > 12 but < 50 passengers landing < 10 times per day)	£444.68	£533.62
Category B1 (Category B landing > 10 times but < 20 times per day)	£889.34	£1,067.21
Category B2 (Category B landing > 20 times per day)	£3,557.36	£4,268.83
Category C (craft carrying > 50 passengers landing < 10 times per day)	£889.34	£1,067.21
Category C1 (Category C landing > 10 times but < 20 times per day)	£1,778.68	£2,134.42

Annual Ferry Landing Licence (Jubilee Pier and Kingsbridge)

Category A2 (Category A landing > 20 times per day)	£1,778.68	£2,134.42
Category C (craft carrying > 50 passengers landing < 10 times per day)	£889.34	£1,067.21

Commercial passenger vessels

For every ship or vessel which shall enter the harbour per metre or part thereof	£0.96	£1.15
Additionally, per passenger landed	£0.58	£0.70

Merchant Vessels

For every ship or vessel which shall enter the harbour Under 100 tonnes (per tonne N.R.T.)	£0.53	£0.64
Of and over 100 tonnes (per tonne N.R.T.)	£0.63	£0.76

Tugs

Per day or part thereof	£26.86	£32.23
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On goods shipped, unshipped or transhipped within the harbour:

(Provided that no rates or charges are payable on shellfish) Per tonne	£1.51	£1.81
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Marine Contractors

Daily charge for on Quays and Slipways (not including Parking)	£12.50	£15.00
Annual charge for on Quays and Slipways (not including Parking)	£166.67	£200.00

Annual Marine Advertising Boards (VAT Exempt)

Whitestrand	£51.47	£51.47
Whitestrand (Small Front Space)	£30.70	£30.70
Ferry Pier Notice Boards and East Portlemouth	£51.47	£51.47
Ferry Pier Notice Boards and East Portlemouth (Double Sized)	£102.94	£102.94

Licensing

Pleasure Boat Licence (per vessel per annum) South West Cat 1: Hire Boats (VAT Exempt)	£49.00	£49.00
Pleasure Boat Licence (per vessel per annum) South West Cat DTp: Passenger Certified Boats (VAT Exempt)	EXEMPT*	EXEMPT*

*Exemption applies on production of current relevant DTp certification

A reduction of 20% will be made in the case of hire boat operators presenting a minimum of six boats for examination at any one time.

Boatman / Operator Licence Initial (VAT Exempt)	£105.00	£105.00
Boatman/ Operator / Assistant Boatman's Licence (per person per annum) (VAT Exempt)	£35.00	£35.00

A charge of 50% of the appropriate fee will be made in the case of re-examination. (VAT Exempt)

Harbour Authority Service Charges

Barge Hire (Min 4 hours)	£600.00	£720.00
Barge Hire per day	£1,200.00	£1,440.00
Barge Hire per week	£6,000.00	£7,200.00
Launch Hire per hour (1 hour min)	£70.00	£84.00
Launch Hire per day	£500.00	£600.00
Launch Hire per week	£2,500.00	£3,000.00
Launch Routine Towage (< 30 mins)	£30.00	£36.00
Fork Lift Truck Hire per hour	£70.00	£84.00
Fork Lift Truck Hire per day	£500.00	£600.00
Fork Lift Truck Hire per week	£2,500.00	£3,000.00
Fork Lift Truck Hire (< 30 mins)	£30.00	£36.00
Crane Hire per hour (1 hour min)	£100.00	£120.00
Crane Hire per day	£700.00	£840.00
Crane Hire per week	£3,500.00	£4,200.00
Additional member of staff per hour	£33.65	£40.38
Towage Penalty Fee	£83.33	£100.00

Winter Storage on Batson Boatpark

Winter Storage Temporary, per metre per week. December / January / February only	£3.50	£4.20
Winter Storage Salcombe Zone 1 (per metre, 1st October-31st March or part thereof)	£52.50	£63.00
Winter Storage Salcombe Zone 2 (per metre, 1st October-30th April or part thereof)	£74.38	£89.25
Hire Powerboat Props per month	£35.00	£42.00
Hire Powerboat Props per season	£175.00	£210.00
Hire Yacht Cradle per month	£43.75	£52.50
Hire Yacht Cradle per season	£227.50	£273.00
Slipway Hoist, per metre per lift (Minimum charge £126/8m craft)	£13.13	£15.75
Scrubbing Grid Environmental charge, per metre	£1.32	£1.58
Repair berth (daily)	£10.50	£12.60

Fish Quay Commercial

Annual Spur charge for Fishing vessels, per registered metre	£59.53	£71.44
Daily Spur charge for visiting Fishing vessels	£41.82	£50.18
Overnight berthing alongside Fish Quay, per registered metre of vessel	£2.09	£2.51
Fish Quay Pontoon maximum length 5.5m	£68.25	£81.90
Temporary laying up on slipway over tide by agreement	FOC	FOC
Annual Parking Permits for reserved spaces - Fishermen	£496.88	£596.26
Annual Charge for loading/unloading catch on quay for Commercial Vehicles from 20-40 tons unladen weight.	£1,666.67	£2,000.00
Annual Charge for loading/unloading catch on quay for Commercial Vehicles from 2-20 tons unladen weight. Inc Fuel	£916.67	£1,100.00
Annual Charge for loading/unloading catch on quay for Commercial Vehicles up to 2 ton unladen weight.	£484.17	£581.00
Use of Quays for commercial cars and vehicles up to 2 tons unladen weight, per working day or part**	£20.83	£25.00
Use of Quays for commercial vehicles from 2 -20 tons unladen weight, per working day or part to include fuel tankers**	£41.67	£50.00
Use of Quays for commercial vehicles from 20-40 tons unladen weight, per working day or part**	£83.33	£100.00
**does not include spur charge payers who pay for reserved parking spaces.		
Overnight parking for any commercial vehicles 1-40 tons	£25.00	£30.00
Temporary storage - yacht trailers, crab pots and other tackle, per square metre per day by agreement:	£0.42	£0.50
Lay-up berth on quay - Maximum 11 metres and 9 ton vessel - maximum stay to be agreed at booking, per 24 hours	£10.00	£12.00
Lay-up berth on quay - Maximum 11 metres and 9 ton vessel - maximum stay to be agreed at booking, per 7 days	£49.33	£59.20
Temporary laying up on any slipway or alongside any Harbour Quay (not launching or slipping), per metre per day or part:	£1.67	£2.00
Wet Fish, landing charge of 1.5% of the gross value of each catch declared on landing (i.e. £1000 landing = £15 fee)	FOC	FOC
Electricity, per Token	£0.83	£1.00

Batson Creek Boat Park

Resident's Compound (Creek Boat Park space 1st April-30th September)	£413.13	£520.00
Boat Park Daily	£8.33	£10.50
Boat Park Daily (LARGE SPACE)	£12.50	£15.75
Boat Park Weekly	£50.00	£73.50
Boat Park Weekly (LARGE SPACE)	£75.00	£110.25
Trailer Parking Daily (under 4.5m)	£5.00	£6.30
Trailer Parking Daily (over 4.5m)	£6.67	£8.40
Trailer Parking Weekly (under 4.5m)	£30.00	£44.10
Trailer Parking Weekly (over 4.5m)	£40.00	£58.80

Visitors Foreshore Mooring Hire (for those arriving from LAND) Max length 8m

Visitors Foreshore Mooring Hire per berth per day 1st April to 30th September	£13.33	£16.00
Visitors Foreshore Mooring Hire per berth per week 1st April to 30th September	£66.67	£80.00
Visitors Foreshore Mooring Hire per berth per day 1st October to 31 March	£6.67	£8.00
Visitors Foreshore Mooring Hire per berth per week 1st October to 31 March	£33.33	£40.00

Water Taxi Charges, there is no return ticket price (zero VAT rated)

Child Single Fare (under 16, when accompanied by an adult)	£0.50	£0.50
Adult Off Town Single Fare	£1.50	£1.50
Adult The Bag Single Fare and East Portlemouth	£2.00	£2.00
Adult Above Tosnos Point Single Fare	£3.00	£3.00

Discounted Water Taxi Tickets (x20 Books) (zero VAT rated)

Adult Off Town x20	£20.00	£20.00
Adult The Bag (and East Portlemouth) x20	£30.00	£30.00
Adult Above Tosnos Point x20	£40.00	£40.00

Visitors Deepwater Moorings and Dues (for all craft with or without an engine arriving from SEA)

N.B. Weekly rates are discounted to FIVE times the daily rate. Daily/weekly charges apply to the overall length of the vessel ROUNDED UP TO THE NEAREST METRE (excluding bowsprit) for each overnight stay. Rafting up (with multiple boats on a particular berth) should be expected when busy.

Charges for multihulled vessels (or vessels unsuitable to raft against) may be increased by 100% if such vessel requires single occupancy of a visitors berth. This is subject to availability and the agreement of the deputising Harbour Master.

Daily Dues only (mooring charges waived 1st Oct to 31st March) (per metre)	£0.83	£1.00
Weekly Dues only (mooring charges waived 1st Oct to 31st March) (per metre)	£4.17	£5.00
Daily Moorings and Dues APRIL, MAY & SEPTEMBER 25% DISCOUNT (per metre)	£1.25	£1.50
Weekly Moorings and Dues APRIL, MAY & SEPTEMBER 25% DISCOUNT (per metre)	£6.25	£7.50
Daily Moorings and Dues JUNE, JULY & AUGUST (per metre)	£1.67	£2.00
Weekly Moorings and Dues JUNE, JULY & AUGUST (per metre)	£8.33	£10.00
Part Day (per vessel, short stay-not overnight)	£4.17	£5.00

Visitors walk-ashore prebookable berths on Whitestrand Pontoon 19:00-08:00 ONLY, 24m of capacity ONLY (draught dependant)

*timescale, location and capacity may be adjusted during the winter period where no evening harbour taxi operates

Salcombe Town Landing Overnight - 1st October to 31st March (per metre)	£1.67	£2.00
Salcombe Town Landing Weekly - 1st October to 31st March (per metre)	£8.33	£10.00
Salcombe Town Landing Overnight - April, May & September (per metre)	£2.08	£2.50
Salcombe Town Landing Weekly - April, May & September (per metre)	£10.42	£12.50
Salcombe Town Landings Overnight - June, July and August (per metre)	£2.50	£3.00
Salcombe Town Landings Weekly - June, July and August (per metre)	£12.50	£15.00

Winter Storage Afloat

Deep Water Mooring (inc isolated pontoons) 1st Oct to 31 March (price per metre)	£65.63	£78.75
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Report to: **Salcombe Harbour Board**
Date: **26 September 2022**
Title: **Harbour Master's Report**
Portfolio Area: **Salcombe Harbour**
Wards Affected: **All Wards**

Urgent Decision: **N** Approval and clearance obtained: **N**

Date next steps can be taken: **N/A**
(e.g. referral on of recommendation or implementation of substantive decision)

Author: **C Sims-Stirling** Role: **Harbour Master**

Contact: **Tel: 01548 843791**

Email: cameron.sims-stirling@swdevon.gov.uk

RECOMMENDATION:

That the Board RESOLVES to note and endorse the content of the Harbour Master's report.

1. Executive summary

This report updates the Board on a number of recent issues affecting the Harbour.

2. Performance Indicators

The Harbour Board endorsed the introduction of a set of Performance Indicators (PIs) and to have them reported as a standing agenda item (SH 26/06).

See Appendix 1, 2 & 3

Appendix 1 contains seasonal PIs based around visitor income from the 2022 summer season. Following last year's COVID-19 staycation and relatively high turnover there was a question as to whether levels of trade would fall in 2022 back to a pre-covid 'normal.' Despite travel opening up the harbour continued to be busy but on a more consistent basis, probably

facilitated by a relative calm weather season. Income from visitors from sea with regard to both Mooring Fees and Harbour Dues is just up on last year and well above the recent average. Income for Visitor Foreshore moorings and the Boatpark are also substantially up, these are booked in advance and are less susceptible to the weather, with a portion of income needing to be re-coded from suspension in last year's account.

Town landings, used for overnight stays is up on last year, following recovery from covid, but is down on previous years, partly attributed to a re-coding of income. The Trailer Park, noticeable by its absence this year due to the Commercial Marine Units development was temporarily relocated to provide a minimal amount of space to store loose trailers, inevitably income from this area was down given its size and timescale.

Appendix 2 highlights the demand for various Harbour Authority and SHDC facilities. This forms a good baseline that can be used in future to plan further development. Following covid the demand for facilities has continued to increase. Whilst there is still no availability in Newbridge or Frogmore Creeks, which historically would have had some foreshore moorings unallocated, the number of people waiting for a foreshore mooring is the only location showing a reduction. This is likely due to the large number of facilities dotted around the Harbour that have a relatively higher turnover that are not our current clientele's preferred option, that being to be berthed on a walk ashore pontoon or the deep water. For the fourth year running we have more people waiting for the Batson Residents Compound and the Foreshore Pontoon facilities than the total number of spaces/berths that those facilities physically have, currently allocated.

2.1 Outcomes/outputs.

The Harbour Authority have created a more accurate way of obtaining "logged" information, see **Appendix 3**. The aim is to build a robust monitoring system that will give a greater insight into incidents throughout the harbour, which in turn will highlight areas for future consideration regarding running a safe and efficient harbour.

It is worth noting we are continually improving our methods of logging incidents via various means, in house, as editable electronic forms posted online and available to email and afloat with our staff via remote devices. This will naturally result in a more efficient reporting process and an increase in the number of events logged. It is therefore not surprising that most tallies of various incidents are steady or increased.

The table in Appendix 3 makes note of particular examples or breaks down particular types of incidents with some trends are noted below:

Collisions: In general we see an increasing trend but given the number of sailing dinghy incidences without damage some of this is partly down to the fleet being educated to record any instance of contact with a non-race craft in case of challenge. All dinghy racing incidents receive a reasonable response from the yacht club, an independent expert and ourselves in analysing damage and blame. That said we have seen an increase in

reported incidents at the Boatpark and still have a relatively high number of collisions between larger, predominantly visiting craft, unable to anticipate fast tidal flows.

Damage: As noted above the more severe collisions have resulted in damage, primarily yacht on yacht. Some instances include where our own craft have caused or received damage such as the taxi alongside a visiting yacht in foul weather, the boatman taking lines from an ill positioned or helmed visiting yacht or problems getting alongside the East Portlemouth slipway in a strong cross tide.

Navigational incident: Emma Jane report published and forwarded to the board.

MOB: Gig regatta capsized report published and forwarded to the board. Sailing dinghy MOB/Medical was efficiently dealt with by the actions of a doctor crewing on another dinghy, followed by an immediate response from rescue boats and SHA craft.

Near Miss: Loose trailer report published and forwarded to the board. Sailing dinghy conduct and incidents discussed in wash up meeting with Salcombe Yacht Club.

Speeding: Following an alteration in the currently contracted Night Security's patrol hours they have been afloat for longer periods in the evening where trips up and down the creeks have resulted in improved observation, education and logging of byelaw offences including speeding, nuisance and antisocial behaviour. Whilst the figures, relatively speaking, look bad our presence and enforcement has improved significantly over the busier evening hours.

2.2 Options available and consideration of risk.

Monitor and report; periodically review PIs for their utility.

2.3 Proposed Way Forward.

Continue monitoring PIs with regular reports back to the Board.

Report recommendations taken on board and communicated to the relevant parties to ensure more vigorous compliance and paperwork exercises, including the production of a new Maritime Event Request Form to set out the requirements for certain activities.

Continue to improve communication with Salcombe Yacht Club including pre and post season/event meetings, including where possible independent comment. SYC also reviewing, reinforcing and re-publishing their terms on competing in dinghy racing with a medical condition.

3. Procurement update.

3.1 Harbour Security

The current security contract will end April 1st, 2023. Before going to tender, and as referenced in previous board minutes and discussions there is an opportunity to mould the direction in which patrol, surveillance and enforcement is focussed within the harbour.

Action: To secure a date (mid-October) for a security/patrol workshop. Teams or in person preference.

Resulting decisions to be brought to the November board meeting.

3.2 Harbour Barge

Upon completion of Batson Commercial Units and Harbour Depot project.

4. Projects Update.

4.1 Commercial Units and Harbour Depot

Verbal update – Dan Field.

4.2 Harbour Office

Consider the key deliverables for improving visiting yacht facilities, including costs, opportunities and constraints.

5. Training / Staff

5.1 Staff Training update

- AHM
 - PMSC Compliance and the roles of the HM.
 - 4P Refresher Oil Spill Response.
 - SHDC Line managers development pathway.
- Forklift Truck refresher course for 4x staff.

6. Governance

6.1 Governance

SHDC's Executive has been identified as the Duty Holder for Salcombe Harbour Authority.

Ashfords LLP had been scheduled to conduct mandatory Duty Holder training for the Executive on Mon 19th Sept. This will now be rearranged for mid-October so as to not conflict with Her Majesty Queen Elizabeth II's State Funeral, which will be a national Bank Holiday.

7. Designated person

7.1 Audit

SHA Port Marine Safety Code compliance update from Designated Person

On 30th August I met with SHA management to confirm progress made against the recommendations following the DPs spring audit. The authority has made very good progress in improving compliance against the PMSC and a robust safety management system is taking shape which will serve well into the future.

Work undertaken so far includes:

- Full rewrite of the safety management manual and associated documents*
- Full rewrite and review of SHA risk assessment methodology*
- Rewriting of risk assessments against the new methodology*
- Review of the authority's duty holder function and placement*
- Consolidation of existing policies and procedures*

The next stages are to formalise the duty holder function, then to consult with stakeholders on the contents of the new safety management system and risk management strategies. These are anticipated to be progressed during the next quarter.

8. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	The Council is the Harbour Authority for the purposes of the Pier and Harbour Order (Salcombe) Confirmation Act 1954 and the Harbours Act 1964. As the Harbour Authority the Council is expected to follow the Ports Good Governance Guide. The Guide advises that Local Authority owned Statutory Harbour Authorities should generally operate in an open, transparent and accountable way, making a range of information available to stakeholders about their organisation and activities, subject to commercial and data confidentiality considerations. This report is one of the ways in which the Council seeks to meet the Guide's requirements.
Financial implications to include reference to value for money	N	
Risk	Y	The Harbour maintains three different reserves, one for replacement of plant and vessels, one for the replacement of pontoons and a general reserve. In the event of the budget not balancing at the end of the Financial year any surplus is transferred into the General Reserve and any shortfall would be funded from this reserve.
Supporting Corporate Strategy		Salcombe Harbour is part of the 'Enterprise Theme', creating places for enterprise to thrive and business to grow, contributing to the marine and tourism economy.
Climate Change – Carbon / Biodiversity Impact		None directly arising from this report.
Comprehensive Impact Assessment Implications		
Equality and Diversity	N	None
Safeguarding	N	None

Community Safety, Crime and Disorder	Y	None
Health, Safety and Wellbeing	N	No adverse impacts.
Other implications	N	

Supporting Information

Appendices:

- 1: Performance Markers, Summer 2022
- 2: Wait List 2022
- 3: Review of Incident Log, Summer 2022

Background Papers:

None.

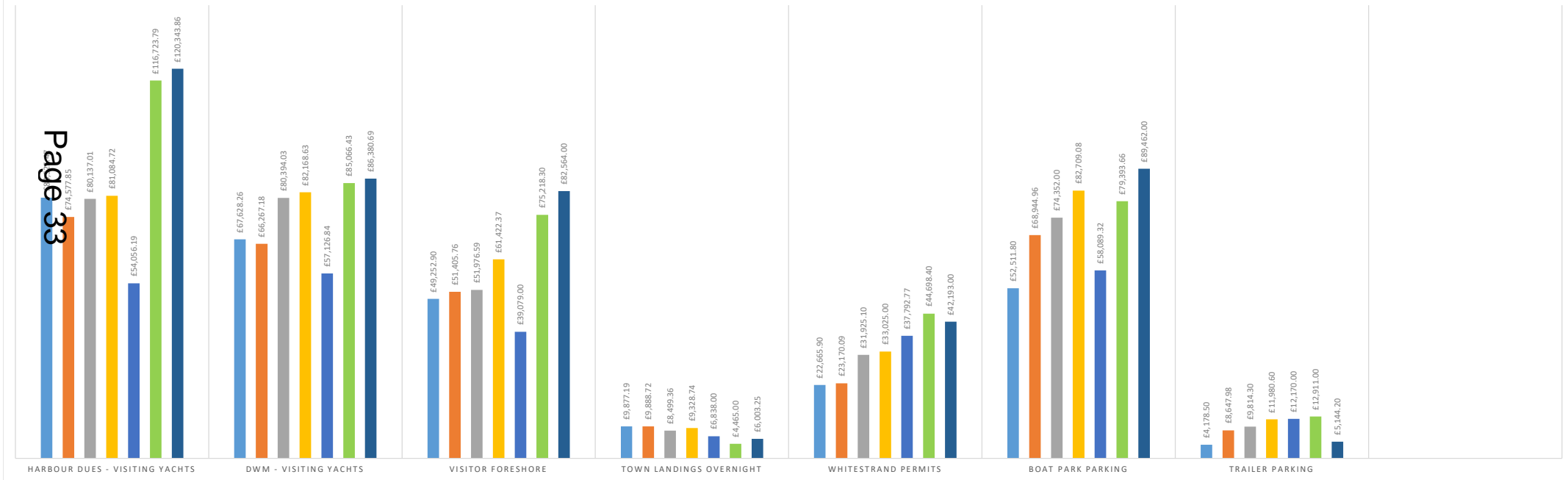
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Performance Markers 2022 - Appendix 1

All Including VAT	15/12/15 - 01/09/16	15/12/16 - 01/09/17	15/12/17 - 01/09/18	15/12/18 - 01/09/19	15/12/19 - 01/09/20	15/12/20 - 01/09/21	15/12/21 - 01/09/22	7 Year Average	Variance	
Harbour Dues - Visiting Yachts	£80,525.47	£74,577.85	£80,137.01	£81,084.72	£54,056.19	£116,723.79	£120,343.86	£86,778.41	£33,565.45	😊
DWM - Visiting Yachts	£67,628.26	£66,267.18	£80,394.03	£82,168.63	£57,126.84	£85,066.43	£86,380.69	£75,004.58	£11,376.11	😊
Visitor Foreshore	£49,252.90	£51,405.76	£51,976.59	£61,422.37	£39,079.00	£75,218.30	£82,564.00	£58,702.70	£23,861.30	😊
Town Landings overnight	£9,877.19	£9,888.72	£8,499.36	£9,328.74	£6,838.00	£4,465.00	£6,003.25	£7,842.89	£-1,839.64	😞
Whitstrand Permits	£22,665.90	£23,170.09	£31,925.10	£33,025.00	£37,792.77	£44,698.40	£42,193.00	£33,638.61	£8,554.39	😊
Boat Park Parking	£52,511.80	£68,944.96	£74,352.00	£82,709.08	£58,089.32	£79,393.66	£89,462.00	£69,333.47	£20,128.53	😊
Trailer Parking	£4,178.50	£8,647.98	£9,814.30	£11,980.60	£12,170.00	£12,911.00	£5,144.20	£9,263.80	£-4,119.60	😞

PERFORMANCE MARKERS 2021

2016 2017 2018 2019 2020 2021 2022



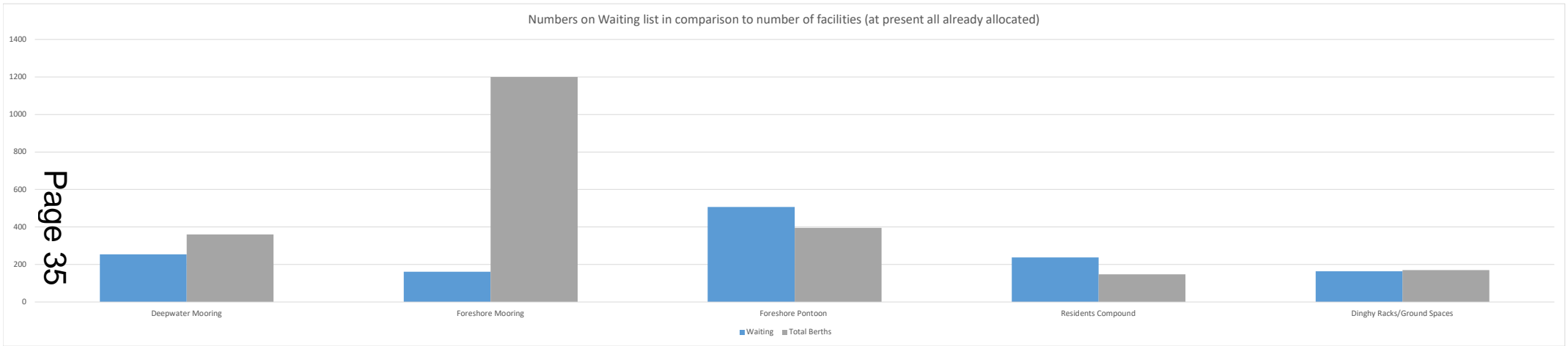
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Wait List 2021 - Appendix 2

Location	Number waiting 2022	Number waiting 2021	Number Waiting 2020	Number Waiting 2019	Total No of berths	2022% of demand	2021 % of demand	2020 % of demand	2019 % of demand	2018 % of demand	
Deepwater Mooring	254	235	212	198	360	71	65	59	55	57	☹️
Foreshore Mooring	161	166	133	126	1200	13	14	11	11	11	☹️
Foreshore Pontoon	506	470	404	397	396	128	119	102	100	85	☹️
Residents Compound	238	206	181	149	147	162	140	123	101	84	☹️
Dinghy Racks/Ground Spaces	164	153	119	97	170	96	90	70	57	38	☹️

Current Available Moorings

	2022	2021	2020	2019
Frogmore	0	0	14	20
Kingsbridge	0	0	0	5
Newbridge	0	0	18	10



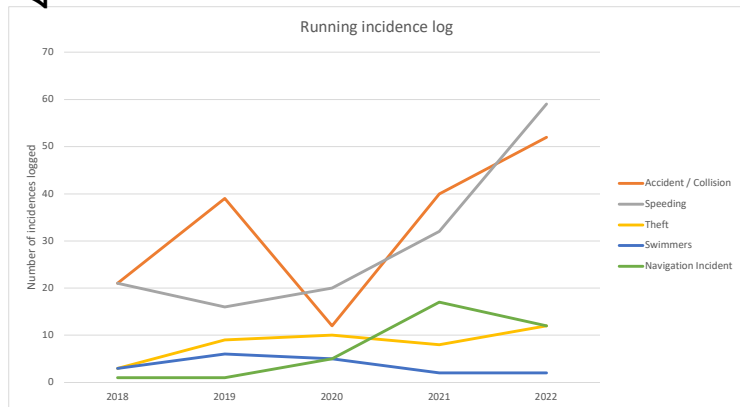
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Review of Incident Log Summer 2022 - Appendix 3

01/04/2022 - 01/09/2022

Type of Incident	2018	2019	2020	2021	2022	Average		Comments
Abusive Customer	1	2	0	1	2	1	☹️	Forwardly aggressive manner when approaching boatpark staff following both a disagreement regarding slipway procedure and a contractor questioning charges, Police informed of latter.
Accident / Collision	21	39	12	40	52	33	☹️	Majority being incidents involving sailing dinghy's, better reporting form the yacht club, many reports logged but with no visible damage. 2022- 33 dinghy racing. 7 boat park incidents
Breakdown (Towed in from Harbour Limits)	7	5	5	7	9	7	☺️	RNLI deal with any other incidents from sea but we often assist those capable of entering the harbour limit. 17 tows including within harbour
Capsize / Sunk	2	9	1	5	7	5	☹️	Primarily boats tied up incorrectly, taking on rain water, or taking up and becoming unstable/submerged/capsized. One Merlin Rocket Capsize resulting in medical emergency. Gig regatta capsize.
Complaint	5	2	2	3	4	3	☹️	Sailing dinghies not giving any leeway, Harbour Dues price increase, jet skis speeding at harbour entrance and one from the abusive customer at the boat park
Compliment	16	23	28	21	8	19	☹️	
Damage to Vessels	5	6	12	21	37	16	☹️	3 boatpark incidents, 7 incidents of damaged caused to harbour vessels or harbour vessels causing damage
Fire	1	0	1	1	0	1	☺️	
Harbour Truck	1	0	1	0	0	0	☺️	
Illegally Moored and Towed	62	75	65	61	22	57	☹️	Illegally berthed craft on pontoons overnight has generated over £2000, similar to 2021, this is now logged against individual profiles as opposed to the incident log.
Lost Boat	8	5	10	15	6	9	☺️	half of which went missing form shoreside storage, 2 tenders from visiting yachts later found at sea
Medical	5	16	4	8	12	9	☹️	6 minor, 2 on harbour launches, 1 slipway, 2 pontoon. 6 serious cuts, falls and unconscious instances aboard boats, often bought ashore, one of which was a sailing dinghy MOB
MOB	2	2	2	2	3	2	☹️	Gig capsize with all crew in the water, taxi driver tripping on pontoon, sailing dinghy medical emergency/capsize
Navigation Incident	1	1	5	17	12	7	☹️	2 inappropriate tows resulting in collisions from rescue boats, 3 concerns over sea room afforded by sailing dinghies, Emma Jane incident, 2 groundings, 2 fouled props
Near Miss	3	3	2	3	6	3	☹️	Speeding boats in close proximity to others, sailing dinghies and commercial operators assuming right of way, loose Trailer on Batson Slip
Pollution	1	1	1	2	1	1	☹️	Accidental discharge of Diesel from visiting motorboats bilge pump following maintenance, aggitated, dispersed and monitored by boatman
Speeding	21	16	20	32	59	30	☹️	Including reports from Night Security whose hours have been adjusted to police evening creek patrols, all followed up and noted for future reference
Swimmers	3	6	5	2	2	4	☹️	2 logged of particular concern in the centre of channels where we have assisted
Theft	3	9	10	8	12	8	☹️	3 thefts of fuel, kayaks from shoreside storage, shellfish from fish keeps, loose items stolen from on deck. Multiple additional reports of vandalism and tampering at Kingsbirdge/Newbridge
Vessel Adrift	20	29	12	19	18	20	☹️	Not including all Whitstrand or overflow pontoon boats adrift in the locality. Predominantly where owners gear has failed, 6 yachts dragging anchor off town on spring tides

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