

Report to: **Salcombe Harbour Board**
Date: **20 March 2023**
Title: **Harbour Master's Report**
Portfolio Area: *Salcombe Harbour*
Wards Affected: **All**
Relevant Scrutiny Committee: **Overview and Scrutiny Panel**
Urgent Decision: **N** Approval and clearance obtained: **Y**

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RECOMMENDATION:

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

1. Executive summary

- 1.1 This report updates the Board on a number of recent issues affecting the Harbour. The report updates on a service performance, major projects and any other issues which impact upon the Harbour.
- 1.2 To align this report with the Salcombe Harbour Strategic Business Plan, the standard titles will fall under Customer Excellence, Safety and the Environment. Draft 5 year Strategic Business Plan to be distributed to board members via email for member feedback ahead of stakeholder consultation and ratification in June.
- 1.3 Annual inspection, harbour board meeting and workshop/depot opening will be held (all day) on Wednesday, 12th June.

2. Customer Excellence

- 2.1 **Feedback from Harbour Forums** – agenda item 12 refers.
 - 2.1.1 **Salcombe-Kingsbridge Estuary Conservation Forum**

2.1.2 Kingsbridge Estuary Boat Club

(Club meeting held on 21 February 2024 attended by Senior Mooring Officer)

2.1.3 South Devon and Channel Shell Fishermen

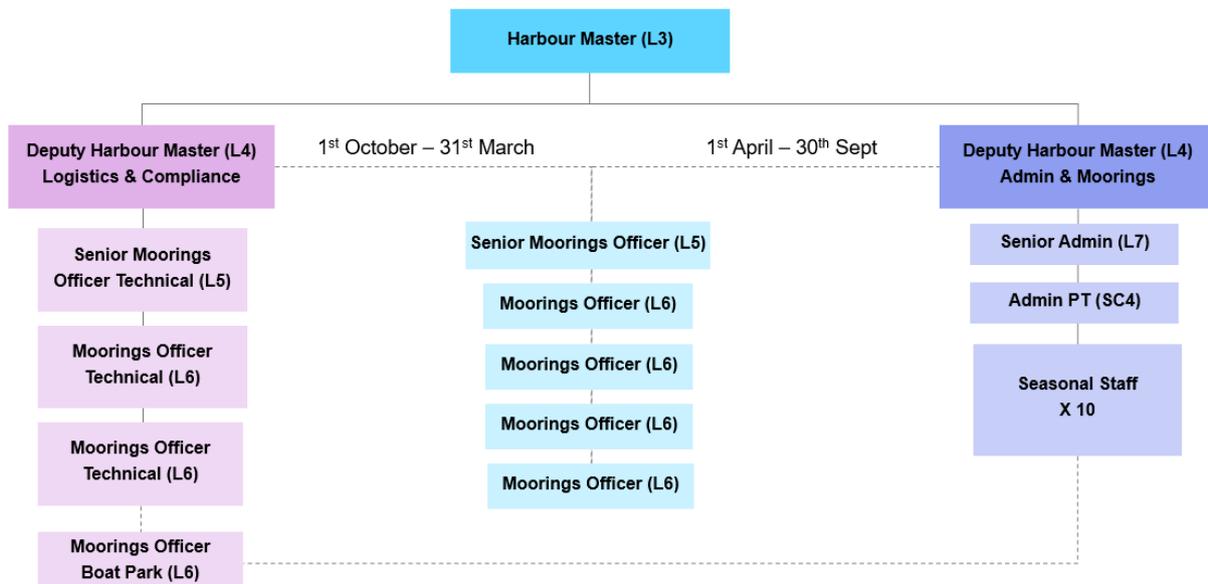
IFCA investigating reports of illegal fishing (netting) within the harbour in early March.

Following extensive consultation IFCA have voted to maintain the current Ban on Netting in Salcombe Harbour.

2.1.4 Kingsbridge and Salcombe Marine Business Forum

2.2 Staff structure

The below structure is retained as had been formalised last year. Following the resignation of our most recent Mooring Officer appointment in December we have since conducted a new recruitment process and have appointed Chris Roberts, who has already started work.



2.3 Commercial Units

Now fully occupied and offering valuable boatyard, rigging and engineering services.

2.4 **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). The Performance Indicators (PI's) are presented in a seasonal format and will expand and demonstrate patterns going forward with both our summer and winter PI's.

(Please see Appendix 1 and 2)

2.4.1 **Winter Performance Indicators** – Appendix 1

Appendix 1 shows the harbour has satisfied most of its normal winter performance markers. Mooring maintenance is now in the spring cleaning and seasonal facility installation stage as opposed to the physical checking and changing of mooring components. The workshop team are currently focussing on launching Zone 1 boats before the early Easter holidays, handing back the majority of the car park and boat park to normal operations. Refitting of the harbour launches will continue in the background to enable the staggered deployment of vessels as the season progresses.

2.4.2 **Facility Turnover** – Appendix 2

Appendix 2 reflects in what areas our facilities are being given up and reallocated and should aid us in the future to make informed decisions on any further projects. Of particular note, as per previous years, a number of facilities have been removed for non-payment of SHDC Council Tax, misuse or where vessels have been deemed unsafe to continue to berth, as opposed to having been relinquished as no longer required. With an almost exact average over the moorings given up as last year, turnover is stable. The only notable point is that 20 pontoon berths at Batson were relinquished which is high but this was balanced by a very small numbers on the other shore connected pontoons. For the first time in 4 years there are unallocated moorings at the head of Frogmore Creek but this may change over the course of the season.

2.4.3 **Options available and consideration of risk**

Monitor and report; periodically review PIs for their utility.

2.4.4 **Proposed Way Forward**

Continue monitoring PIs with regular reports back to the Board.

3. Safety

3.1 **Safety moment**

(New standing agenda item 7).

- 3.1.1 06/03/24 Navigation buoy damaged and temporarily unlit, reported to Trinity House via LARS system, LNTM published. Rectified 07/03/24.

3.2 **Project/Procurement update**

3.2.1 **Harbour Depot**

Now fully moved in having vacated the first floor of the old workshop at Island Square, Island Street. Currently working through new compliance, SOP's and RAMS's with external shoreside H+S consultant Peninsular.

3.2.2 **Harbour Barge**

Looking to start procurement in new financial year.

3.2.3 **Harbour Office**

Re-engage with SHDC assets.

3.3 **Designated person**

The Harbour Master to bring report to and be in attendance at the next Board Meeting, 12th June. DP Audit date TBC.

3.4 **Internal Audit** – Appendix 3 refers

Internal SHDC audit recently undertaken and the Executive Summary is attached at Appendix 3. A full copy of the audit report is available by request.

3.5 **Training**

- 3.5.1 Mooring Officer James Maltby registered for PMSC IDG Course as part of enrolment requirement for HM Diploma.
- 3.5.2 SWRPA mooring workshop attended 13/03/24 covering mooring configuration, component and material discussions including external legal and insurance advice on responsibility and policy.
- 3.5.3 2 members of staff completed VHF/DSC licence course.

4. Environment

4.1 Response

- 4.1.1 Oil Pollution Prevention Preparedness, Response and Cooperation OPRC annual compliance submitted.
- 4.1.2 3 yearly Incident Management Exercise completed last in 2023.
- 4.1.3 4P refresher training completed by HM.
- 4.1.4 2P course training requirement for new boatman.

4.2 Carbon neutral

SHDC's Climate and Biodiversity target includes for carbon emissions to hit net zero for the organisation by 2030. Projects looking to tackle SHA emissions are being resourced through the Council's UKSPF programme. Progress on projects to improve our carbon footprint updated below.

- 4.2.1 The carbon footprint of SHA marine assets has been assessed by the Carbon Trust, reported in last year's March paper.
- 4.2.2 Work has now begun to analyse all other harbour users carbon footprints via the analysis of Harbour Dues and associated data.
- 4.2.3 In 2023 the Environment Agency EA conducted their 5 yearly seagrass survey, results yet to be published, to be summarised in a future paper.
- 4.2.4 Recently we have facilitated the commissioning of an Unmanned Survey Vessel USV which has also surveyed our seagrass beds using AI to recognise distinct sonar returns.
- 4.2.5 Various stakeholders and funding partners are working toward the re-establishment of reinstall Advanced Mooring Systems to help protect areas of the seabed from the working scope of a traditional

chain arrangement. Funding offered to help facilitate installation and ongoing maintenance.

4.2.6 As part of our Batson Depot development SHA has invested in a new white diesel bowser to facilitate ashore plant (that can no longer utilise red diesel) and boats where necessary. This reduces the chance of spills in comparison to using 20l cans. We are now trail running HVO to assist with the reduction of our emissions.

4.3 **Zero emissions workboats** – Appendix 4

The ZENOW project, led by RS Electric Boats with 15 UK marine entities, plans to introduce twenty electric workboats with £5.4 million funding, including a £4.1 million UK SHORE and Innovate UK grant. Set for delivery by March 2025 to ten UK locations, the fleet features Pulse 63s and Cheetah Marine models with RAD Propulsion electric drives. A three-year demonstration will collect data to optimise electric boat operations and promote global electric adoption in small harbours and marinas. This initiative aims to reduce emissions, offer a model for electric transition in maritime operations, and position the UK as a leader in green maritime technology.

Appendix 4 shows a rendered image of the Pulse patrol rib scheduled for delivery in 2024.

4.4 **Water Quality**

(Agenda item 10 refers).

5. **Implications**

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	The Pier and Harbour (Salcombe) Confirmation Order 1954.
Financial	Y	Any financial implications arising from this report will be funded from the General (Revenue Account) Reserve under delegated authority.
Risk	N	None directly arising from this report.
Supporting Corporate Strategy		None directly arising from this report.
Climate Change – Carbon / Biodiversity Impact		None directly arising from this report.

Comprehensive Impact Assessment Implications		
Equality and Diversity	N	None directly arising from this report.
Safeguarding	N	None directly arising from this report.
Community Safety, Crime and Disorder	N	None directly arising from this report.
Health, Safety and Wellbeing	N	None directly arising from this report.
Other implications	N	None directly arising from this report.

Supporting Information

Appendices:

- 1 – Winter Performance Measures;
- 2 – Facility Turnover;
- 3 – Internal Audit report; and
- 4 – Zero emissions workbooks.

Background Papers:

None