

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Board
Date:	6 April 2018
Title:	Marine Director and Harbour Master's Report and Current Issues
Report From:	Director of Culture, Communities and Business Services

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1. Recommendations

1.1. That the River Hamble Harbour Board approves:

- i) The publication of the revised Strategic Vision and Plan as outlined in paragraph 5.
- ii) That the towing charge be increased to £79.00 (ex VAT) as outlined in paragraph 7.

1.2. That the River Hamble Harbour Board notes the remainder of the report.

2. Summary

2.1. This report combines the reports of the Harbour Master and Marine Director, summarises the incidents and events in the harbour and covers any issues currently under consideration by the Marine Director.

3. Patrols

3.1. The harbour has been patrolled by the Duty Harbour Master at various times between 0700 and 2230 daily.

4. Incidents and Events

4.1. The reporting period has seen the following trends. No graph is presented on this occasion as any difference from the figure previously presented is too minor to be noticeable:

- a. Poor weather leading to damage to some moorings and signage around the River.
- b. A spate of outboard motor thefts, across the River but most notably in the Warsash area.

4.2. 12 Jan. Routine patrol and moorings checks. Liaison with HM Coast Guard and Southern IFCA regarding an abandoned kayak recovered off Solent Breezes holiday camp. Liaison with a private mooring holder at Land's End

regarding a failed pontoon caused by a combination of high water and storm surge. No risk to River users generally but owner's boat towed to an alternative mooring pending defect rectification.

- 4.3. 13 Jan. Routine patrol and moorings checks. Collection and return of broken HCC Countryside signage to Upper Hamble Country Park.
- 4.4. 14 Jan. Routine patrol and moorings checks. Pump-out of inundated dinghies at Warsash. Yard clearance.
- 4.5. 15 Jan. Routine patrol and moorings checks. Severe weather warning. Routine boatyard liaison visit. Observed a yacht sitting lower than usual on a midstream mooring. On investigation, bilges awash. Pumped out yacht and liaised with owner.
- 4.6. 16 Jan. Routine patrol and moorings checks. Routine liaison with Marina. Liaison with mid-stream mooring holder regarding evidence of non-compliance with lease.
- 4.7. 17 Jan. Routine patrol and moorings checks. Liaison with Crown Estate mooring contractor regarding programmed pile maintenance works.
- 4.8. 18 Jan. Routine patrol and moorings checks. Overnight strong winds. Nothing significant to report. Liaison with a marina boat owner and the Police regarding a possible break-in in the Bursledon area of the River. Liaison with HMCG regarding a member of the public, temporarily stuck in the mud off Warsash Sailing Club while attempting to rescue a trapped deer. Member of the public managed to make own way to safety. HMCG rescue team attended.
- 4.9. 19 Jan. Routine patrol and moorings checks. Further liaison with boat owner (4.8). Evidence of tampering with a lock on the boat but no evidence of theft.
- 4.10. 20 Jan. Routine patrol and moorings checks. Liaison with the Crown Estate contractor regarding programmed pile maintenance work.
- 4.11. 21 Jan. Routine patrol and moorings checks. Routine liaison with UK Border Force.
- 4.12. 22 Jan. Routine patrol and moorings checks. Replacement of No 2 Beacon light (faulty). Patrol towed two yachts to the midstream Visitors' Pontoon in advance of programmed maintenance work. Liaison with a local sailing club regarding theft of fuel.
- 4.13. 23 Jan. Routine patrol and moorings checks. High winds. Nothing significant to report.
- 4.14. 24 Jan. Routine patrol and moorings checks. Made enquiries with a yard about rubble deposited below Mean High Water Springs. Rubble in course of removal. Replaced and re-positioned a number of fenders on mid-stream moored yachts. Liaison between a mid-stream moored boat owner and the Crown Estate contractor regarding a failed horse rail bolt.
- 4.15. 25 Jan. Routine patrol and moorings checks. Towed two boats from their moorings to the mid-stream Visitors' Pontoon prior to planned maintenance work.
- 4.16. 26 Jan. Routine patrol and moorings checks. Staff briefing on potential replacement software for the Harbour Management System. Liaison with a

River user regarding theft of an outboard engine. CCTV footage showed the time of the theft to be in the early evening - passed to the Police.

- 4.17. 27 Jan. Routine patrol and moorings checks. On passing a yard North of the A27, hailed by a River user who reported the theft of an outboard motor.
- 4.18. 28 Jan. Routine patrol and moorings checks. Further report of an outboard motor theft from Warsash. Tow of a further two yachts from their moorings to the mid-stream Visitors' Pontoon prior to planned maintenance work.
- 4.19. 29 Jan. Routine patrol and moorings checks. Underwater escape training. Jet wash of mid-stream Visitors' Pontoon. Patrol assisted a motor vessel aground off Hook Spit.
- 4.20. 30 Jan. Routine patrol and moorings checks.

5. Review of the River Hamble Harbour Board's Strategic Vision and Plan Documents

- 5.1. These two mature papers set the top-level strategic guidelines for the Harbour Authority and are reviewed at three yearly intervals as part of the PMSC management process. Members of the Board along with two Members of the Management Committee met in January to refine both documents, which are included as Appendices to this report. These revised papers will serve the Harbour Authority until 2021.
- 5.2. While the Vision sets the context for the Harbour Authority's effort, the strategic objectives set out in the Plan provide headmarks against which progress can be measured. Although more remains to be done, advancement has been made towards each of the seventeen objectives. Progress against each has been reported 'in stride' over the past three years but a number of examples are given here:
 - a. In terms of Governance, the Harbour Authority continues to conform with and anticipate Department for Transport best practice for Municipal Ports, given in September 2017¹.
 - b. The recent revision of the Harbour's Marine Safety Management System has afforded the Chairman of the Harbour Board the independent reassurance necessary to certify to the Maritime and Coastguard Agency that the River Hamble Harbour Authority remains compliant with the Port Marine Safety Code as the central pillar of what we do.
 - c. The Harbour Authority has ensured compliance, both as a planner and a regulator, with the Habitats Regulations and other relevant environmental legislation. It has played a leading role in a wide range of fora² and supported a number of academic and practical studies into issues including salt marsh loss and the degradation of anodes.

¹ DfT Consultation on draft Ports' Good Governance Guidance dated September 2017.

² Perhaps most notably the Hamble Estuary Partnership.

- d. The Harbour Authority has focused on improving the public understanding of its business by broad and regular formal and informal engagement with those having an interest in the River³.
- e. Routine, regular and positive engagement with the Crown Estate and its Agents has seen a renewal of the RHHHA Management Agreement in March 2017, as well as Crown Estate agreement for the development of moorings in a way that meets the needs of River Users⁴.

5.4 The key evolutionary amendments made are summarised as follows:

a. Vision

- (i) In the overall statement, to add 'now and for succeeding generations';
- (ii) In paragraph 4.2, similarly;
- (iii) In paragraph 5.2.1, to add 'The Board will seek, where practicable, to support initiatives that will enhance the environment';
- (iv) In paragraph 5.3.1, to acknowledge the use of Stand Up Paddleboards (SUP);
- (v) In paragraph 5.4.1, to add 'This will include sustaining pro-actively the Asset Enhancement Reserve';
- (vi) In paragraph 6.1, to review the Vision every three years.

b. Plan

- (i) In paragraph 1.1, to review the Plan annually within the Vision context;
- (ii) In paragraph 2.1, to acknowledge the use of Stand Up Paddleboards (SUP);
- (iii) In paragraph 6.1, to add: 'through conserving and where practicable enhancing the environment';
- (iv) In paragraphs 7 and 8, to exchange 'Pressures' for 'Constraints';

6. Association of River Hamble Yacht Clubs – Code of Practice for Events in the River Hamble

6.1. This document forms part of the River Hamble Marine Safety Management System and is aimed at helping those who plan races, events and regattas on the River Hamble to build risk assessments to ensure that risks are reduced to levels that are As Low As Reasonably Practicable. The document was refreshed and renewed following engagement with the Association of River Hamble Yacht Clubs on 26 January 2018.

³ Examples include Parish Councils, Sea Scouts, YMCA, disability groups, kayak, paddleboard and canoeing clubs, swimming clubs, model yacht clubs, school presentations, sailing club presentations, Borough Council presentations, U3A and WI presentations, membership of professional organisations (UKHMA, SASHMA, BPA, RYA, the Nautical Institute), Association of River Hamble Yacht Clubs, River Hamble Marina and Boatyard Operators' Association, RHHHA Annual Forum, Hamble Estuary Partnership, Hamble River Valley Forum, River Hamble Mooring Holders' Association, River Hamble Games Committee, Bursledon Regatta Committee.

⁴ 'L' Run as well as in the co-ordination of the annual CE pile maintenance programme.

7. Towing Charges

- 7.1. The Harbour Board asked for a best-endeavours breakdown of the cost to the Authority of towing before agreeing to commit to an increase in charges for this service. Establishing the precise cost of a tow cannot be exact, as commitment to a tow brings in a number of hidden costs which must be borne by a commercial organisation but not by the River Hamble Harbour Authority per se: The cost of any insurance is, for example, covered under Hampshire County Council's policy to self-insure; any risk of or requirement to re-task alternative patrol craft capability to cover safety duties is not included; excluded too is the cost of any wear and tear on ancillary equipment such as ropes and fenders.
- 7.2. In breaking down the cost of a tow, the following measurable factors are taken into account:
- a. The capitation rate for two patrol staff for one hour or part thereof (£50.37)⁵;
 - b. The maintenance cost per hour, applied to a single, twin-engined Cheetah catamaran (£12.54)⁶;
 - c. The approximate fuel cost per hour for a single, twin-engined Cheetah catamaran (£2.51)⁷;
 - d. Administrative support (£6.76)⁸;
 - e. Management overhead costs (£7.22).⁹

The total outline cost for a single, non-emergency tow is therefore £79.39 (ex VAT).

- 7.3. In the light of Board guidance that the Harbour Authority should cover its costs, it is recommended that the cost of towing be increased to £79.00 (ex VAT).

8. Asset Enhancement Reserve – Expenditure Since Inception

- 8.1. The Harbour Board asked for a summary of those projects that had been funded by the Reserve since its inception. That report is at Appendix 3 and gives a strategic sense of the rate at which projects have been commissioned. This is provided in order to frame future discussion on how best to prepare to take advantage of development opportunities for the benefit of River users.

⁵ 2x Patrol (mid F grade) Officer's salary including on-costs assuming 6 weeks leave and 2 weeks bank holidays (44 weeks per year) working 37 hours per week.

⁶ Based on two engines maintenance and replacement costs per annum at £10k each (based on 1.5 engines, 0.5 for contingency for one engine breaking down).

⁷ Based on £3000 fuel cost per annum with the engine working 23 hours per week.

⁸ Figure based on C grade with 6 weeks leave per annum, 2 weeks bank holidays, spending 30 minutes organising the tow and invoicing for each towing hour.

⁹ Management overhead costs. 10% management overhead for overseeing operations and compliance with regulations and Health & safety.

9. Annual Forum

- 9.1. The Annual Forum and Tender Ballot for midstream mooring holders at Warsash and Hamble took place at Warsash Sailing Club at 1900 on Monday 26 March. A full report will be presented at the next Board meeting.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code (including environmental responsibilities) has been carried out and this report does not raise any issues not previously covered by that Assessment.

2. Impact on Crime and Disorder:

2.1. This report does not deal with any issues relating to crime and disorder.

3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption
- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.