

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	23 June 2017
Title:	Marine Director and Harbour Master's Report and Current Issues
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

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1. Summary

- 1.1. 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.

2. Patrols

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

3. Incidents and events

- 3.1. 21 Mar. Patrol conducted routine moorings check and towed a yacht to her new mooring.
- 3.2. 22 Mar. Patrol conducted routine moorings check. Nothing significant to report.
- 3.3. 23 Mar. Patrol conducted routine moorings check. Patrol gave verbal warning to two bait diggers digging underneath Warsash Sailing Club jetty.
- 3.4. 24 Mar. Patrol conducted routine moorings check. Nothing significant to report.
- 3.5. 25 Mar. Patrol conducted routine moorings check and assisted yacht in return to her mooring.
- 3.6. 26 Mar. Patrol conducted routine moorings check. Nothing significant to report.
- 3.7. 27 Mar. Routine moorings check. Lift out of Patrol Boat for routine maintenance.
- 3.8. 28 Mar. Routine moorings check. Commercial boat coding. Patrol towed yacht to 'G' pontoon. Replaced broken stern line on moored yacht. Patrol attended a report of an oil spill off a sailing club jetty. On arrival, light sheen of diesel from a bilge discharge. Sheen dispersed with propellor wash.
- 3.9. 29 Mar. Routine moorings check. Patrol conducted liaison visits to upper River yards.

- 3.10. 30 Mar. Routine moorings check. Visit to River Hamble Country Park (formerly Manor Farm Country Park) jetty. Litter pick. Patrol responded to report of speeding RIB – unable to locate.
- 3.11. 31 Mar. Patrol responded to a call of a yacht foul on her mooring. Attended and yacht freed. Routine moorings check revealed loose bolts on an 'L' pile. Contractors brought in to conduct defect rectification.
- 3.12. 1 Apr. Routine patrol and moorings check. Liaison visits to mid-River Marina. Patrol intervened with a number of yachts conducting practice berthing manoeuvres on private pontoons. Patrol conducted a liaison visit to Hamble Lifeboat.
- 3.13. 2 Apr. Routine patrol and moorings check. Re-secured a yacht with loose mooring lines. Planned maintenance on 'ROSE'. Routine liaison with Hamble Lifeboat.
- 3.14. 3 Apr. Routine patrol and moorings check. Assisted a visiting yacht to the midstream Visitors' Pontoon. Patrol recovered a large log afloat adjacent to no 5 channel marker. Patrol checked 'J' run for non-resident vessels following a report from a mooring holder. Nothing untoward found.
- 3.15. 4 Apr. Routine patrol and moorings check. Liaison with contractor on diving training exercise. Patrol completed crabbing advice leaflets and posters. Patrol locked and served notice on a yacht left on the midstream VP following non-payment of Harbour Dues.
- 3.16. 5 Apr. Routine patrol and moorings check. Routine maintenance work on 'CROWN'.
- 3.17. 6 Apr. Routine patrol and moorings check. Liaison visits to lower Hamble marinas. Returned a yacht from the midstream VP to her proper mooring following planned maintenance work. Owner informed on completion.
- 3.18. 7 Apr. Routine patrol and moorings check. Towed a yacht to a yard for lift out. Routine maintenance on 'CROWN'. Conducted a power wash of the Warsash pontoon. Patrol responded to a call from a marina near the A27 bridge regarding swimmers on pontoons.
- 3.19. 8 Apr. Routine Patrol and moorings check. Observed during patrol the 'FLYING SCOTSMAN' pass over the Hamble rail bridge. Continued routine maintenance work on 'CROWN'.
- 3.20. 9 Apr. Routine Patrol and moorings check. Patrol responded to a call from a member of the public concerning a man apparently stuck in deep mud North of Hamble Point Marina. On arrival, the man was stuck up to his waist in the mud, his tender having run aground. HLB, Hampshire Fire and Rescue mud rescue teams and Hampshire Ambulance Service attended and the man was recovered after an hour and taken to hospital with suspected Hypothermia. Follow-up, the gentleman had made a full recovery. Patrol assisted a tender, broken down North of the M27 bridge to her proper boatyard.
- 3.21. 10 Apr. Routine Patrol and moorings check. Patrol supported interview for new Patrol Officer. Patrol made routine enquiries in Clubs and Yards in support of Hampshire Marine Police. Patrol conducted routine liaison with an upper River marina.

- 3.22. 11 Apr. Routine patrol and moorings check. Further liaison with the Marine Police Unit. Patrol recovered an apparently abandoned kayak and RIB from Hook Spit. Further support to interview process for a replacement Patrol Officer. Patrol towed a yacht to the midstream VP. Patrol stopped and warned the helmsman of a motor boat for creating excessive wash in the vicinity of Salterns boatyard.
- 3.23. 12 Apr. Routine Patrol and moorings check. Further on-water practical assessment for Patrol Officer candidates.
- 3.24. 13 Apr. Routine Patrol and moorings check. Further on-water practical assessment for Patrol Officer candidates. Patrol assisted a yacht club on receipt of a report of a stolen tender.
- 3.25. 14 Apr. Routine patrol and moorings check. Responded to a call of a RIB speeding at the mouth of the River. Patrol unable to identify the RIB or to intercept it. Patrol warned 4 jet ski craft speeding at Port Hamble. Warning given and jet skis escorted out of the River to return to Totton.
- 3.26. 15 Apr. Routine patrol and moorings check. Patrol responded to a call from a mooring holder reporting a tender adrift in the River. Tender recovered adjacent to the Chinese Bridge and returned to its proper owner.
- 3.27. 16 Apr. Routine patrol and moorings check. Patrol towed a yacht to the midstream VP in preparation for planned maintenance on the 'V' run.
- 3.28. 17 Apr. Liaison with Hampshire Marine Police Unit. Patrol provided assistance to a yacht with a flat battery. Patrol stood by a yacht with an engine defect on her move to her marina. Patrol responded to a call from a member of the public regarding a speeding jet ski in the upper Hamble. Jet ski traced to a boatyard and the helmsman was given a formal written warning having admitted this first offence. Patrol towed a yacht from the midstream VP to her marina.
- 3.29. 18 Apr. Routine patrol and mooring check. Patrol towed a yacht from the midstream VP to her marina. Patrol intercepted a yacht exiting her marina at excessive speed and not keeping a proper lookout. Yacht passed a tender underway at close quarters. Skipper warned and reminded of the need to keep a proper lookout in accordance with IRPCS Rule 5.
- 3.30. 19 Apr. Routine Patrol and mooring check. Patrol stood by in a yacht move from a yacht club to Hamble Point Marina. Patrol assisted a motor boat with defective propulsion from the 'G' pontoon to the fuel berth at Mercury Marina.
- 3.31. 20 Apr. Routine patrol and mooring check. Patrol assisted large Dutch barge in mooring alongside Hamble Jetty. Patrol continued moving of yachts to and from the midstream VP to accommodate routine maintenance work on the 'V' run. Patrol assisted in the interview process of potential patrol officers.
- 3.32. 21 Apr. Routine patrol and mooring check. Patrol removed a dead fox from the water at Warsash slipway. Patrol moved further yachts from the 'V' run to the midstream VP to accommodate planned maintenance work. Patrol responded to a report from a river user of 2 jet skis speeding. Jet skis intercepted while not speeding and warned.
- 3.33. 22 Apr. Routine patrol and mooring check. Patrol towed a further yacht from the 'V' run to the midstream VP to accommodate planned maintenance work.

- 3.34. 23 Apr. Routine patrol and mooring check. Liaison with Crown Estate contractor regarding maintenance work. Responded to a report of 2 jet skis speeding following their launch at Hamble Point Marina. Not located.
- 3.35. 24 Apr. Routine patrol and mooring check. Patrol towed two yachts to their proper moorings from the midstream VP. Further liaison with the Crown Estate contractor regarding the planned maintenance on the 'V' run. Patrol searched for a missing mooring buoy. Not found.
- 3.36. 25 Apr. Routine patrol and mooring check. Patrol towed a yacht from the midstream VP to Deacon's boatyard.
- 3.37. 26 Apr. Routine patrol and mooring check. Patrol assisted the owner of a yacht stranded aboard with a defective mobile telephone. Owner taken to the Harbour Master's jetty. Patrol liaised with a piling barge regarding work on the 'L' run. Further liaison with the Crown Estate contractor regarding work on the 'V' run.
- 3.38. 27 Apr. Routine patrol and mooring check. Towed a yacht from the midstream VP to the Harbour Master's jetty at Warsash. Patrol conducted a search for a named power boat following a complaint from dinghy sailors of a close-quarters situation outside of the River. Vessel tracked down and contact made by the Harbour Master with her owner. Owner interviewed and given advice on the application of the IRPCS.
- 3.39. 28 Apr. Routine patrol and mooring check. Patrol towed a yacht from the 'J' run to Elephant Boatyard for lift out. Patrol supported the interview of a Patrol officer candidate. Patrol re-secured a yacht with a parted stern pile line. Reported to owner.
- 3.40. 29 Apr. Routine patrol and mooring check. Patrol towed a yacht from the midstream VP back to the 'V' run following completion of planned maintenance work. Patrol assisted in putting in touch owners following a minor berthing collision between yachts.
- 3.41. 30 Apr. Routine patrol and mooring check. Continued liaison with the Crown Estate contractor regarding maintenance work on the 'V' run. Patrol gave assistance to a yacht with a propulsion defect along with Hamble Lifeboat. Craft moored at Warsash Harbour Master's jetty for defect rectification. Patrol similarly assisted two further yachts to the midstream VP.
- 3.42. 1 May. Patrol took a report from a midstream mooring holder on board his yacht overnight who challenged a male walking over his deck. The male departed at speed in a blue Bayliner motor boat and crashed into an adjacent yacht. Patrol located the by now abandoned Bayliner motor boat adrift off Hamble Quay. Owner from a marina subsequently reported the boat missing to the Harbour office. Incident reported to the Police. Patrol towed a yacht with propulsion problems from the mouth of the River back to her proper mooring. Patrol towed a yacht from the midstream VP back to her proper mooring on the 'V' run following planned maintenance work.
- 3.43. 2 May. Routine patrol and mooring check. Patrol supported interview process for Patrol Officer candidates. Patrol towed a further yacht back to her proper mooring following planned maintenance work. Patrol cleared reeds from a pipe outfall near Botley. Patrol supported the annual Trinity House inspection of River Hamble Aids to Navigation.

- 3.44. 3 May. Routine patrol and mooring check. Patrol assisted the Crown Estate contractor in moving yachts on the 'V' run. Patrol towed a yacht from the 'L' run to the fuel berth at Swanwick. Patrol towed a yacht from the 'M' run to Stone Pier Yard.
- 3.45. 4 May. Routine patrol and mooring check. Patrol re-lashed a loose tiller on a yacht on a midstream mooring and reported that to the owner. Patrol responded to a report of bait digging adjacent to Stone Pier Yard. Bait digger unhappy being given advice and being reminded of Bye Laws, a copy of which was passed to him.
- 3.46. 5 May. Routine patrol and mooring check. Pontoon checks on the 'L' run. Assisted owner of a yacht on the 'G' run in replacing pile lines. Routine liaison visit to a yard towards the South of the River. Assisted a yacht in securing to her new mooring.
- 3.47. 6 May. Routine patrol and mooring check. Assisted a yacht with propulsion defects to her mooring.
- 3.48. 7 May. Routine patrol and mooring check. Responded to a VHF call from a yacht reporting receipt of three Man Overboard alarms. Reported to HMCG. No other reports received. No further support requested by HMCG.
- 3.49. 8 May. Routine patrol and mooring check. Nothing significant to report.
- 3.50. 9 May. Routine patrol and mooring check. Nothing significant to report.
- 3.51. 10 May. Routine patrol and mooring check. Responded to a call regarding bait digging at Badnam Creek. Bait diggers not digging in areas enforceable under RHHA Bye Laws.
- 3.52. 11 May. Routine patrol and mooring check. Routine liaison with Hampshire Marine Police Unit. Patrol conducted litter pick along the shore at the River Hamble Country Park. Patrol attended an unmanned motor boat on Hamble Town Quay. Payment sticker left.
- 3.53. 12 May. Routine patrol and moorings check. Preparation for the 2017 Hamble River Raid.
- 3.54. 13 May. Routine patrol and moorings check. Supported the 2017 Hamble River Raid. Towed a yacht with a propulsion defect to Badnam's Creek. Patrol responded to a call from a Marina requesting standby for defibrillator assistance. South Central Ambulance Service on scene before deployment. Stood down. Patrol responded to a call from a yacht with a foul propellor. Escorted to VP for defect rectification.
- 3.55. 14 May. Routine patrol and moorings check. Mooring holder informed about a missing pile line.
- 3.56. 15 May. Routine patrol and moorings check. Towed a yacht from 'Z' run to the midstream VP in advance of scheduled pile maintenance work. Patrol responded to a call from two River Users stranded without fuel near Bunny Meadows. On arrival, the River Users were safely ashore.
- 3.57. 16 May. Routine patrol and mooring check. Towed a further yacht from the 'Z' run to the midstream VP in advance of scheduled pile maintenance work.
- 3.58. 17 May. Routine patrol and mooring check. Routine liaison with the Crown Estate contractor regarding pile maintenance work.

- 3.59. 18 May. Routine patrol and mooring check. Patrol responded to a call for assistance from a yacht with a foul propellor. Lines cleared. Patrol took a call from a member of the public informing of a small rowing party departing from the Jolly Sailor.
- 3.60. 19 May. Routine patrol and moorings check. Patrol moved a further yacht from the 'Z' run prior to scheduled maintenance. Routine Marina liaison visits at the South of the River.
- 3.61. 20 May. Routine patrol and maintenance check. Patrol responded to a call reporting a sinking RIB on a midstream mooring. On arrival, the large RIB was down by the stern with her twin engine cowlings semi-submerged. RIB well secured and in a state of equilibrium. No hazard to navigation with considerable reserve of buoyancy remaining. Owner informed. RIB towed to Stone Pier Yard for defect rectification. Patrol recorded occasion of a collision between a sailing club Topper dinghy and a yacht moored on the Harbour Master's jetty at Warsash. Owners exchanged details.
- 3.62. 21 May. Routine patrol and maintenance check. Patrol attached a letter of advice to the windscreen of a Warsash Tender mooring holder for parking in the First Responder and Fishermen's access to the Harbour Authority path.
- 3.63. 22 May. Routine patrol and maintenance check. Assisted a yacht with a failed picking-up rope.
- 3.64. 23 May. Routine patrol and maintenance check. Routine liaison with Crown Estate contractor regarding planned maintenance work on the 'Z' run. Liaison between a sailing club and Hampshire Police regarding a stolen dinghy and fuel.
- 3.65. 24 May. Routine patrol and maintenance check. Planned maintenance on the 'Z' run complete. Seal observed at Land's End.
- 3.66. 25 May. Routine patrol and maintenance check. Towed vessels back their proper mooring following completion of planned maintenance.
- 3.67. 26 May. Routine patrol and maintenance check. Patrol responded to a call from a River User who had observed a Wanderer dinghy capsized near Mercury Marina. On arrival, the dinghy had been righted but the helm and his daughter were suffering from the cold. Foil blankets were issued and the pair were recovered to their sailing club and medical treatment. Liaison with Hampshire Police regarding swimmers jumping into the water from the A27 Bridge.
- 3.68. 27 May. Routine patrol and maintenance check. Patrol fixed a number of 'non-payment- stickers to vessels moored on the Warsash Harbour Master's Jetty. Patrol monitored the departure and return of those involved in the Itchen 'Parade of Sail'. In attempting to take Harbour Dues payments, Patrol faced abusive behaviour from two young males at Warsash Slipway. This is the subject of ongoing work in conjunction with Hampshire Police.
- 3.69. 28 May. Routine patrol and maintenance check. Routine liaison with Hampshire Marine Police Unit and UK Border Force. Monitoring of bait digging – not in the vicinity of navigational or fixed structures.
- 3.70. 29 May. Routine patrol and maintenance check. Patrol recovered a River User who had fallen from his boat while attempting to moor mid-stream. Fortunately, the he had only been in the water for a moment and was in good spirits, dried

quickly and returned to his yacht. Patrol responded to a report of a minor berthing collision at Swanwick. Light damage to gunwhales witnessed. Owners placed in touch with one another to resolve.

- 3.71. 30 May. Routine patrol and moorings check. Patrol liaised with Calshot Lifeboat to escort a yacht to a safe berth for the removal of a lobster pot caught around her propellor.
- 3.72. 31 May. Routine patrol and moorings check. Patrol put finishing touches to a display board about the River Hamble for Warsash Historical Society. Patrol responded to a call from a River User regarding possible pollution in the River. On arrival at the scene, a film of fibreglass sandings was seen and traced to operations within a yard. Incorrect procedures being followed – corrected and recorded.
- 3.73. 01 June. First day of extended Summer Patrol routines (0630-2230). Routine patrol and moorings check. Assisted a River User searching for a lost rudder. Rudder located and returned to owner. Monitored bait digging in the vicinity of the Pink Ferry to ensure no digging within 6 metres. Patrol attended a yacht with her bows lower in the water to discover a trapped pile line – freed. Patrol responded to a call regarding a speeding motor boat in the upper Hamble. Helm warned. Liaison with Police regarding bad behaviour and potential public order offences at Land's End. This is the subject of an ongoing police investigation.
- 3.74. 02 June. Routine patrol and moorings check. Patrol assisted a large yacht in mooring alongside Hamble Jetty. Patrol placed payment notice on a visiting yacht, unmanned on the midstream Visitors' Pontoon. Patrol supported the BLAZE class dinghy open meeting at Warsash Sailing Club.
- 3.75. 03 June. Routine patrol and moorings check. Patrol attended a visiting fancy dress yacht rally at the midstream Visitors' Pontoon. Assisted in recovering a RIB aground on Hook Spit to safety. Routine liaison with Hampshire Marine Police Unit. Assisted a River User with wheels stolen from his launching trolley in launching his boat.
- 3.76. 04 June. Routine patrol and moorings check. Patrol took a report from a River User regarding the theft of some oars and fuel from a tender.
- 3.77. 05 June. Routine patrol and mooring check. Patrol re-secured loose piling lines on a yacht moored mid-stream. Patrol re-secured a loose jib flogging in the breeze. Liaison with Hampshire Police regarding the ongoing investigation into recent activity at Land's End.

4. Designated Person

- 4.1. Following a competitive tender guided by Hampshire County Council procurement regulations, Mr Andrew Langford will continue as the RHHA Designated person under a new, three year contract, commencing 01 July 2017. Mr Langford's new company, NAUTX, was awarded the contract based on quality of service, relevant experience and cost, saving the Harbour Authority around 15% over the contract term. Full details of the contract award will be found on the Government Contract Website.

5. Annual Trinity House Light Inspection

- 5.1. The Annual inspection of Aids to Navigation was conducted by Trinity House on 2 May and these were found to be in good and efficient working order, with the exception of two minor defects which have been rectified. Trinity House has been informed. The report is at Appendix C.

6. Crown Estate Contract

- 6.1. The Management Contract for the Crown Estate is in the course of renewal for a further three year period.

7. Asset Register and Implications for the setting of Harbour Dues

- 7.1 The report on RHHA supporting infrastructure has been completed by Opus Engineering. The Asset Review process will become routine activity and will be used to reassure the Harbour Board that our income levels are sufficient to accommodate necessary maintenance of essential operational components.
- 7.2 The initial professional engineering review has revealed no immediate requirement for large-scale expenditure and that our structures in general are in a sound condition. The Review has highlighted some assets which require husbandry in the short term to optimise their longevity. It also gave an indicative cost of the likely annual level of funding necessary to sustain their condition over time. These figures are consistent with the total amount set aside currently within our annual budgetary process. Assets needing husbandry in the short-term will be subject to a programme funded by capital accumulated in the Asset Replacement Reserve for that purpose.
- 7.3 Our significant operational supporting assets will be surveyed, as recommended by our professional contractor, every five years, with the next survey taking place in 2022. In the mean time, our asset review work will be set before the Management Committee and Board each year and include annual rates of expenditure on asset maintenance to monitor any developing trends. This will inform ongoing judgement on the need to increase Harbour Dues.
- 7.4 In the light of the 2017 Review, there is no immediate requirement to increase Harbour Dues in 2018. This issue is addressed under a separate paper at Item (TBI). The updated Asset Register is at Appendix D.

8. Leisure Co-ordination Paper

- 8.1. Following a suggestion by a member of the Harbour Board, the Harbour Master was tasked with writing a paper to explore whether the Harbour Authority should co-ordinate formally all Leisure activity on the River Hamble. This paper is at Appendix E. The paper sets out our statutory requirements and concludes that the RHHA is adequately manned to deliver those safely. It sets out the breadth and depth of current formal and informal engagement with River actors which have led to the successful delivery of a number of improvement projects over the past two years. The paper goes on to explore the duties of authorities charged with leisure co-ordination responsibility and examines the needs of River users. In doing so, it concludes that more work is required to improve certain RHHA facilities; this is the subject of routine ongoing work of the sort that delivered recent projects in Warsash. It also concludes that no requirement

is established for taking on public leisure co-ordination responsibilities, the appropriate funding and additional resource for which would need to be decided. In outline, the paper recommends

- a. that the priority for the RHHA must be the maintenance of its marine safety, environment and development responsibilities;
- b. maintenance of the current strategic vision and business plan documents, allowing Harbour Authority staff to engage informally and formally with River Users in the way that it does now;
- c. not co-ordinating more formally recreational or leisure activity where no requirement is demonstrated but to continuing to facilitate the safe delivery and coordination of such marine leisure activity as River Users may require;
- d. driving a programme of improvement of RHHA leisure facilities around the River for the benefit of River Users, using the proven method of consultation that has delivered successful outcomes at Warsash over the last two years. Currently, priorities are for work at Swanwick and Hamble;
- e. Not to use Harbour Authority resources for the delivery of outcomes which are general municipal responsibilities and not likely to benefit River Users directly.

6. Recommendations

6.1. It is recommended that the River Hamble Harbour Management Committee:

- a. Notes paragraphs 3, 4, 5 and 6.
- b. Notes that the Asset review process as outlined in Section 7 has revealed no evidence to support an increase in Harbour Dues for 2018.
- c. Recommends to the River Hamble Harbour Board that the proposals set out in Section 8, paragraphs a to e are supported.

**CORPORATE OR LEGAL INFORMATION:
Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

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.)

Document

Location

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. This report includes an Equalities Impact Assessment within the draft Strategic Plan.

2. Impact on Crime and Disorder:

2.1. This report does not deal directly 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.



Trinity House

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Please Quote P1274 in all correspondence.

CC for Information

Harbour Master
 Hampshire County Council
 River Hamble Harbour Authority
 Shore Road
 Warsash
 Hants
 SO31 9FR

10/05/2017

Dear Sir,

Inspection of Local Aids to Navigation, Merchant Shipping Act, 1995, Section 198(1)

We wish to advise you that the local aids to navigation at River Hamble, under the management of Hampshire County Council, were inspected on 04/05/2017 by an Officer of Trinity House and found to be in good and efficient order, except for the following: -

Place	AtoN No	Aid To Navigation	Aid Type	Defect
P1274	N02098	Warsash Ferry Hard	Unlighted Beacon	Requires Painting
P1274	N17726	Eastlands Boatyard Pontoon Downstream	Lighted Beacon	Light Character Incorrect – upper unlit.

We would be grateful if you would arrange for the aforementioned to be rectified as soon as possible.

After rectification please ensure that this office is notified. If there are any problems with rectifying any of the above, please let us know.

Yours faithfully,

Stephanie Banner

Stephanie Banner - Local AtoN Officer
 E-Mail: seamarks@trinityhouse.co.uk
 Direct Dial: 0207 4816925

Cc: Jason Scott - Marine Director & Harbour Master

River Hamble Fixed Assets Register

Asset	Year of purchase	Purchase cost £	Life expectancy (years)	Replacement Due	Depreciation charge for 2016/17 £	Cumulative depreciation to 31/3/17 £	Net book value at 31/3/17 £	Annual Maint- budget £	Replace- ment Cost £
Marks, beacons, lights, piles & buoys									
Cardinal mark at river entrance – piling only	2000	3,000	30	2030	100	1,700	1,300	As req'd	3,500
Superstructure and cardinal top mark	2000	1,000	20	2020	67	1,000	0	A/R	1,500
9 beacons at river entrance, plastic piling	2000	30,000	30	2030	600	10,200	19,800	A/R	34,500
Sector lights – Hamble Point / Warsash superstructure	1997	30,000	30	2027	1,500	30,000	0	A/R	40,000
2 sector lights	2006	12,000	15	2021	800	8,800	3,200	A/R	15,000
5 port & starboard navigation marks / piles	1977	20,000	45	2022	500	20,000	0	A/R	25,000
Maintenance piles – Warsash	2002	33,000	30	2032	1,320	19,800	13,200	A/R	35,000
Maintenance piles – Hamble	1989	15,000	30	2019	0	15,000	0	A/R	16,000
Maintenance piles – Lands End	1988	15,000	30	2018	0	15,000	0	A/R	16,000
5 navigation buoys	2006	16,000	20	2026	800	8,800	7,200	A/R	18,000
Navigation lights at harbour entrance	2015	5,068	10	2025	507	1,521	3,547	A/R	5,500
Total		180,068			6,194	131,821	48,247		210,000
Bridges, walkways, jetties									
Bridge to Hamble jetty	1988	40,000	40	2028	1,333	38,666	1,333	2,000	50,000
Bridge to Warsash jetty	1990	40,000	40	2030	1,333	33,333	4,000	3,000 ¹	50,000
Walkway to Warsash jetty	1982	50,000	50	2032	1,000	35,000	15,000	Note 1	50,000

¹ For total Warsash jetties and piles.

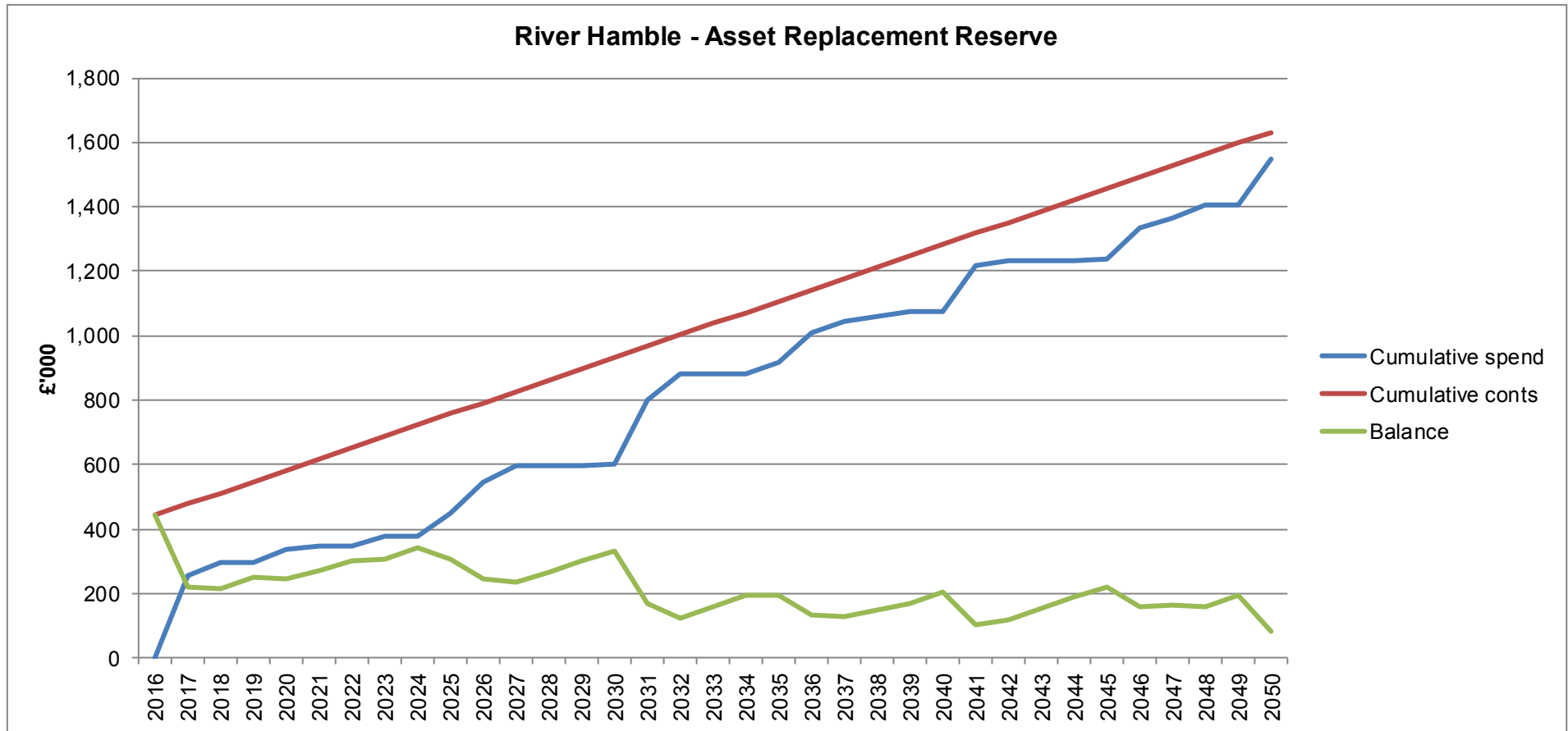
Integral Appendix D

Asset	Year of purchase	Purchase cost £	Life expectancy (years)	Replacement Due	Depreciation charge for 2016/17 £	Cumulative depreciation to 31/3/17 £	Net book value at 31/3/17 £	Annual Maint-budget £	Replacement Cost £
10 support piles for Warsash walkway	1982	36,000	50	2032	720	23,760	10,800	Note 1	30,000
Warsash jetty – piling, pontoons, services, lighting etc	2006	170,000	35	2041	6,800	61,200	95,200	Note 1	190,000
Warsash connecting pontoon	2016	55,000	35	2051	1,570	393	54,607	1,000	55,000
Hamble jetty – piling, pontoons, services, lighting etc	1991	140,000	35	2026	5,600	145,600	0	2,000	160,000
Fisherman's pontoon / jetty	2006	48,000	20	2026	2,400	26,400	21,600	1,000	55,000
Visitors' pontoon and piles	2000	60,000	25	2025	2,400	38,400	19,200	2,000	65,000
River Hamble Country Park Jetty	2014	Est 55,000	25	2039	1,000	3,000	52,000	1,000	55,000
Total		694,000			24,156	405,752	273,740		760,000
Boats									
2 patrol boats	2011	40,000	12	2023	3,333	20,000	26,666	2,000	30,000
RIB	2012	15,000	15	2027	1,000	5,000	10,000	500	15,000
Engines ²	2015/6/7	45,000	2.5	2017/8/9	10,830	15,164	33,100	Contract ³	45,000
Total		105,000			15,163	40,164	69,766		90,000
Maintenance Dredging (Not included in asset calc)	2006	20,000	10	A/R	N/A	N/A	N/A	A/R	25,000
Total		20,000							25,000
Grand Total		999,068			45,513	577,737	391,753	14,500	1,085m

² Staggered purchases for 5 engines in 3 boats. Trade in value for each engine of around £2500 against new purchase at 2.5 year intervals.

³ Within engine contract.

Annex B to
RHA Asset Register Report



Indicative profiling of additions to Asset Replacement Reserve, expenditure on asset replacement and the resulting annual balance held in reserve. This assumes expenditure occurs at the replacement values and dates described in the schedule above and that anything with a replacement outstanding and due prior to 2017 happens during 2017. Based on annual ARR contribution of £35,000 and balance at the end of 2016/17.

River Hamble Harbour Authority – Leisure and Recreation Co-ordination

Background

1. The Marine Director has been tasked by the Chairman of the Harbour Board to explore the requirement and options for the coordination of leisure and recreational activity on the River Hamble following a suggestion by a member of the Harbour Board.

Scope

2. Any study focusing on change must first concentrate on the requirement. Any pursuant change in policy or the scoping of additional resource that may be needed will not be considered in detail here but will be the subject of further work, if directed. This short paper will therefore explore the requirement for leisure and recreational co-ordination on the River by examining the planning policies of Hampshire County, Borough and Parochial Councils against the needs of River Users and the general public. It will examine the existing duties and activities of the Harbour Authority in supporting River Users within that context and make recommendations on any next steps.

The Requirement

3. The co-ordination of public leisure and recreational activity within Hampshire is a municipal responsibility. Bounding the River are three Borough Councils, each of which holds responsibility for the co-ordination of recreation and leisure activity within their respective areas. Analysis of the respective Borough's policies for leisure and recreation is therefore important in defining any requirement for the co-ordination of activity afloat within the River Hamble.

4. Borough Councils set their own local policy for leisure and recreation:

- Fareham Borough Council's Leisure Policy⁴ derives from a core strategy statement to 'encourage healthy lifestyles' and a major part of that declared strategy is to 'ensure that people have access to suitable indoor and outdoor sports facilities. The current FBC Leisure Plan led to the conduct of studies to identify the needs of both indoor and outdoor sports facilities. None of these studies talk about a requirement on the River Hamble.
- Eastleigh Borough Council's Sport and Recreation Policy identifies the needs of the Borough as a whole. Section 9.38 of the plan comments on the recreational opportunities provided by the River but establishes no requirement to co-ordinate leisure or recreational activity on the Hamble.
- Winchester City Council's policy derives from a comprehensive review of the leisure and recreation environment conducted jointly with East Hampshire District Council in 2008. Key findings drawn from focus groups made no reference to the Hamble. The general tenet was of ensuring general accessibility to open spaces⁵.

⁴ Fareham Borough Council Local Plan Part 2, Dated June 2015. DSP 52, DSP 53, DSP 54.

⁵ Winchester City Council Study into Open Space, Sports and Recreation (2008)

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While maintaining accessibility to spaces is a priority for each Council, the requirement for formal co-ordination of leisure and recreation on the Hamble by the authorities holding that responsibility is not demonstrated.

5. How the River is used and by whom helps build a sense of what RHHA facilities may be required by those who use it. The River Hamble is a Municipal Harbour Authority with 8.5 miles of water stretched between Southampton Water and the parishes of Botley and Curbridge. The River is used for a wide range of activities throughout the year, organised by either larger institutions (such as clubs or societies) or private individuals. While yacht sailing is the major activity, the River plays host to other recreational activities, from dinghy sailing, paddle boarding, canoeing, gig racing and swimming at one end of the spectrum, to crabbing at the other. Four sailing clubs have premises towards the mouth of the River and a range of other clubs enjoy organised sailing and other water-borne leisure activities throughout the River to meet their own members' needs. Additionally, Regattas and other organised events, such as the River Hamble Games take place throughout the Summer Season, organised voluntarily by members of the public for public benefit. These activities are user led and driven, with the Harbour Authority's role being one of engagement and co-ordination to ensure that events are not mutually exclusive and conducted safely within the guidance given in the Port Marine Safety Code (PMSC).

6. Among the duties of a Harbour Authority under the PMSC is to take such action as may be necessary or desirable for the maintenance, operation, improvement or conservancy of the Harbour⁶. This includes the delivery of essential responsibilities and the provision of certain facilities. Some institutions enjoy the use of their own organic facilities tailored to their needs. Other organisations and the public make use of facilities provided by the RHHA to enjoy the River. These latter facilities are under standing review by the Harbour Authority to ensure that they continue to meet the needs of River Users. The Authority has, over the past two years, completed two programmes of work to provide improvements to the facilities at Warsash following formal and informal consultation with various groups and communities. These programmes of work were executed smoothly and, unusually, the manner of that execution earned public praise. A plan for work in Hamble was turned down in 2015 as consensus was not reached on its design. Other options for improvement of RHHA facilities around the River are being pursued and these will follow a similar consultation process to that which took place in Warsash.

7. The funding of any additional service or facility by the RHHA will be derived from the payment of Harbour Dues and income from managing the Crown Estate's moorings. Harbour Authority capital is not drawn from taxpayers' money per se. The use of income drawn from Harbour Dues for services or facilities which do not benefit those who contribute will also be a factor in deciding on what additional services or facilities are appropriate.

⁶ PMSC 2016 – Article 3.3. General Duties.

The River Hamble Harbour Authority – Responsibility

8. The role of the River Hamble Harbour Authority follows the Port Marine Safety Code direction and is set out in its current Strategic Vision. It is:

‘to manage, maintain and improve the River Hamble Harbour’.

It is worth noting a statement in that vision. That:

‘for clarity, the Board has no desire to extend either its statutory jurisdiction or statutory responsibilities’.

9. Whereas secondary duties can be set and amended, the primary function of a Harbour Authority is set out in the Port Marine Safety Code (November 2016) and the associated Guide to Good Practice. The River Hamble Harbour Authority Duty Holder(s) have a statutory obligation to meet this requirement, both collectively as a Harbour Board and as individual members. The Duty Holder(s) must ensure by law that sufficient resources are available to discharge its marine safety obligations and set the level of dues accordingly⁷.

10. The Harbour Authority is established and currently adequately resourced in terms of policy, funding and capability to deliver its core safety and environmental responsibilities. Any additional requirement placed upon the Authority would bring with it the need for additional resource, as well as a change in policy. In that event, consideration would need to be given to the most appropriate source of such funding for a role which, if justified as being necessary, would be designed to provide an enhanced leisure service for the benefit of the general public. Whether Hampshire County Council or Borough Council financial or other support would be available is not considered here but given the prevailing financial climate, appetite would need to be gauged.

11. The Harbour Authority already contributes capital and coordinating resource for the benefit of River Users, supporting a range of initiatives and activities and providing facilities for local and visiting sailors. Among these initiatives, the River Hamble Handbook, funded by the Authority, is produced annually and has been developed in conjunction with and to meet the needs of River Users. It has been recognised publically as ‘best practice’. The Authority’s financial and material support to regular annual events such as the Bursledon Regatta, the River Hamble Games and the Hamble River Raid are also examples of ongoing engagement to meet the needs of those who pay Harbour Dues.

12. The way in which similar harbours act in respect of co-ordinating leisure and recreational activity merits analysis to see whether the RHHA may be out of step. Scrutiny of a number of South Coast Harbours⁸ has revealed that Harbour Authorities engage through formal Port User and Management Groups, as well as by less formal means to remain aware of the needs of those who operate in their areas of responsibility. This is consistent with the way in which the RHHA operates. The transparency offered by HCC Democratic Services’ support to quarterly Board and Management Committee meetings, as well as the Annual Forum, when added to Harbour Authority membership

⁷ Harbours Act 1964, Section 26. PMSC 2016 Article 3.4.

⁸ Poole, Cowes, Chichester.

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of representative groups such as the Boatyard and Marina Operators', as well as the Combined Sailing Clubs and other interest groups,⁹ means that the Harbour Authority maintains strong levels of insight into the needs of those organisations which use the River on a regular basis, as well as of the needs of members or the public who use the River on a more ad hoc basis.

13. The Harbour Authority facilitates the Hamble Estuary Partnership (HEP); a grouping of representatives from a wide range of interested parties including harbour users and those with either a statutory or voluntary interest in the Hamble Estuary and the surrounding area, with an aim of enhancing mutual understanding of other parties' points of view, and of facilitating and co-ordinating joined-up management of the Estuary. The HEP:

- Organises a minimum of two partnership meetings per year, plus project workshops and topic groups as required;
- Distributes electronic updates/news letters on a needs basis;
- Identifies and facilitates the delivery of Priority Projects identified by partners that might require the combined resources and efforts of two or more organisations, and which without HEP input will be less likely to happen;
- Manages a website with information about the partnership, its members' areas of responsibility, meetings and minutes, project information and links to other relevant websites;
- Sponsors a student research fund to encourage academic research into topics directly relevant to the Hamble Estuary;
- Provide a consultative role to the Hamble Harbour Board.

Engagement with the HEP and other organisations is reported on formally to the Harbour Board.

14. The River Hamble Harbour Authority uses the strategic guidelines set out in its Strategic Vision and subordinate Business Plan to engage with River Users as part of its routine business. These guidelines shape that engagement and mean that staff effort is focussed on what matters most to those using the River.

15. Engagement with those having an interest in the River ranges from formal membership of committees to less formal written, verbal and financial support to interest groups and informal meetings with groups and individuals in their communities. This engagement is routine activity and takes place on a daily basis. It is not routinely reported at Governing Committees unless there are strategic implications. This support and engagement allows the Harbour Authority to understand the needs and appetite of River Users for improvement projects on the River and to channel staff

⁹ Including Parish Councils, Sea Scouts, the YMCA, disability groups, kayak, paddleboard and canoeing clubs, swimming clubs, model yacht clubs and wildlife institutions, formal membership of the UK Harbour Masters Association, the Solent and Southern Harbour Masters' Association, Marina and Boatyard Operators Association, the River Hamble Combined Clubs, the Hamble Estuary Partnership and the River Hamble Games. Attendance at and written support to Residents' Associations, Hamble River Valley Forum, River Hamble Mooring Holders' Association.

effort to meet those requirements, using the established planning and approval processes. Measuring the effectiveness of this technique through documented favourable reports from the Annual Forum and in response to recent River developments¹⁰ indicate that this approach is bearing fruit.

Conclusions

16. The following conclusions are drawn:

- a. The Duty Holder is accountable for safe and efficient marine operations within the River Hamble. Port operations within the Hamble are conducted in accordance with the current strategic vision set out by the Harbour Board. This primary accountability cannot be compromised.
- c. The Harbour Authority is resourced adequately to deliver a safe marine operating environment within the meaning of the Port Marine Safety Code. It is not resourced currently to take on additional duties. The existing Harbour Board Vision makes it clear that there is no appetite to take on additional responsibilities. Any additional responsibility will require both additional resource and a change in policy.
- d. The Harbour Authority engages successfully with River Users in a broad and deep range of fora within the strategic guidelines set by the Harbour Board. The current style and frequency of engagement allows the Harbour Authority to remain alive to opportunities to deliver improvements which match River Users' needs.
- e. Following analysis of Council Policy and feedback from River Users, no requirement is established for formal enhanced coordination of leisure activity. Associated additional resource would need to be brought to bear and consideration given to where that should come from.
- f. The strategic guidelines and priorities agreed by the Board allow the Harbour Authority the operational freedom to engage with River Users to deliver improved River facilities.
- g. Recent examples at Warsash indicate that this approach has been effective. Empirical evidence confirms that the Harbour Authority's engagement is delivering the services expected.
- h. There are a number of facilities requiring improvement around the River. Certain RHHA owned facilities continue to require improvement – this is ongoing and Routine business.

Recommendations

17. The following recommendations are made:

¹⁰ The Warsash slipway and subsequent Warsash pontoon connection.

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- a. To agree that the priority for the RHHA must be the maintenance of its marine safety, environment and development responsibilities, for which it is adequately resourced.
- b. In the light of the level of broad and deep public engagement that exists at tactical and operational levels, to maintain the current strategic vision and business plan documents, allowing Harbour Authority staff the freedom of manoeuvre to engage informally and formally with River Users in the way that it does now.
- c. Not to co-ordinate more formally recreational or leisure activity where no requirement is demonstrated but to continue to facilitate the safe delivery and coordination of such marine leisure activity as River Users may require.
- d. To drive a programme of improvement of its own leisure facilities around the River for the benefit of River Users, using the proven method of routine consultation that has delivered successful outcomes at Warsash over the last two years. Currently, priorities are for work at Swanwick and Hamble.
- e. Not to use Harbour Authority resources for the delivery of outcomes which are general municipal responsibilities and not likely to benefit River Users directly.

J A SCOTT

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