

Meeting Title

Brixham Harbour Liaison Forum

Venue

Brixham Yacht Club

Date

25th November 2009 at 10.30

Present

Capt P Labistour (PL)	Mr N Wright (NW)	Mr D Saunders (DS)
Capt K Mowat (KM)	Mr D Hamm (DH)	Mr A Lloyd (AL)
Mr D Bartlett (DB)	Mr S Smith (SS)	Mr C Bedford (CB)
Miss K Annis (KA)	Mr R Horne (RH)	Mr B Curtis (BC)
Miss S Clarke (SC)	Mr R Smith (RS)	

Agenda Items

1. Apologies for absence
2. Minutes of the last meeting
3. Matters Arising
 - a) BYC Slipway
 - b) Capital Works - Victoria Breakwater
 - c) Electricity Recharges
 - d) Problem Boats
4. Moorings
5. Recruitment
6. Blackball Lane
7. Angling boat pontoons
8. Regeneration
9. Fish market cleaning – HAZCCP survey, hygiene audit
10. Port Marine Safety Code – audit
11. Shoreline Management Plan Review (SMP2)
12. Commissioning of the Council's Harbour Authority function
13. Harbour Assets Review Working Party
14. Harbour Budget Review Working Party
15. Harbour Committee – upcoming agenda

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| 1. | Apologies for Absence |
| | Peter Bartlett, Paul Aggett |

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| 2. | Previous minutes |
| | It was agreed that the minutes of the meeting of 3 rd June 2009 were a true and accurate record of that meeting. |

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| 3. | Matters Arising |
| (a) | <p><u>Brixham Yacht Club (BYC) new slipway - safety issues</u></p> <p>KM reported that BYC had submitted a modification proposal for the Oxen Cove slipway which now needed to be costed. Funding will need to be identified but the estimate of £60,000 had now been included in the Council's capital plan. A FEPA licence and/or CPA consent may also be needed for the works to be carried out.</p> |

(b)	<p><u>Capital Works - Victoria Breakwater</u></p> <p>PL stated remedial work is needed for the bull nose end of the Victoria Breakwater and this is expected to cost approximately £150,000. A report covering this issue would go for approval before the special Harbour Committee meeting in January 2010.</p>	
(c)	<p><u>Electricity Recharges</u></p> <p>PL reported that he had feedback from a metering company with regard to remote metering which worked alongside the harbour's existing database system to enable electrical recharge of the MFV basin. The quote given for the system was approximately £10,000.</p> <p>PL is seeking to have the electrical recharge of the MFV basin up and running by spring 2010.</p> <p>BC enquired as to what sort of response was given by the fishing industry.</p> <p>PL replied that although the fishing industry was not happy they realised that a great deal of money had been spent on revamping the electricity outlets and that energy costs remained high. Many stakeholders accepted that the harbour authority could not continue to subsidise their electricity supply.</p> <p>RS commented that when the recharge is in place there is danger that they will run their generators which will cause a great deal of noise pollution.</p> <p>PL agreed that there would be a downside to recharging but that the harbour authority could look at issuing instructions regarding the use of generators within the port. He added that we are not seeking to make money from the recharge just recover our costs and that the charges would be transparent.</p> <p>KM said that by linking up with the Carbon Trust we will hopefully be able to make our supply of electricity cheaper than using an onboard generator.</p> <p>PL to gather more quotes, to put together costs and he will write a consultation letter to relevant stakeholders.</p>	PL
(d)	<p><u>Problem Boats</u></p> <p>PL reported that the 'PEACE AND PLENTY' had now had its detention order lifted by the MCA. It had been bought by a London based company and has now left Brixham Harbour.</p> <p>'LUCY LOU' had been served a Notice under section 23 of the Tor Bay Harbour Act 1970 no response was given by the owner, a new letter has been sent out informing the owner that the vessel was to be dismantled by the harbour authority and any costs incurred would be passed to the owner. The cost was expected to be in the region of £3,500. There is however a significant risk that the debt will not be recovered. The owners' facility has now been cancelled and vessel is now under detention by the MCA.</p> <p>'GREITJE', the abandoned steel trawler, had now had two surveys carried out on her and would hopefully be sold under a sealed bid process. The notice of sale is now in the Fishing News.</p>	

	<p>BC wondered how much the 'GREITJE' was going to cost.</p> <p>PL reported that if sold on a sealed bid with the new owner obtaining a Load Line Exemption; there would be no cost to the harbour authority. However, if that does not work and we have to pay for a Load Line Exemption and the cost of towage for scrapping, then costs could be in the region of £20,000.</p> <p>PL to report 'GREITJE' income figures at the next meeting.</p>	PL
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4	<p>Moorings</p> <p>PL reported that the current moorings contract with Quest, which ran for three years (April 2007 – April 2010) with the maintenance occurring over the spring period, had encountered problems. There had been a number of failures due to the wearing of swivels, shackles and chains. Therefore a proportion of the moorings had not been indemnified this season. The harbour authority held a meeting with Quest and it has been agreed that further work was now needed to enable the contractor to indemnify the remaining moorings. This work is scheduled to be completed by the end of December.</p> <p>BC asked how this affected the customers insurance.</p> <p>KM stated that the harbour authority would be at fault if the moorings were not indemnified.</p> <p>CB said that customers have little faith in the moorings and have problems gaining insurance for their boats, although he understood that most of the problems came from owners shackle failure. Also, high rates of electrolysis remained a problem which he felt was due to the amount of redundant chain on the seabed.</p> <p>PL reported that there would also be changes to the specification of each Class of mooring to improve the overall situation. These changes included chain size and swivel location.</p> <p>KM stated that when it was time to renew the contract a way forward to ensure the quality of materials used would be for the harbour authority to procure the materials for use by a future contractor.</p>	
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5	<p>Recruitment</p> <p>PL reported that administration capacity had been reduced following the departure of two officers in the last year. Brixham harbour was not coping with one Office Administrator and further support was now required. The post of a part time Administration Assistant has now been advertised. This post is funded within the existing budget.</p> <p>A Dockmaster post is also being advertised to cover a gap in the 24/7 security cover. This post will be full time and is allowed for in the budget.</p> <p>KM said that security would be a big theme on the new site once it was completed.</p> <p>DB commented that from Monday 30th November 2009 Dean & Dyball would be providing a gateman to help cope with all the extra transport coming in and out of the site now that they were starting to demolish the old office block.</p>	
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6	Blackball Lane	
	<p>PL stated that a secure site on Blackball Lane had been created to store various items of harbour equipment. The cost of approximately £10,000 included premises and hard standing.</p> <p>CB said that there would be a need to expand the road along Blackball Lane and wondered whether they would need to expand where the new secure site was situated.</p> <p>KM said that advice from the Highway engineers would indicate that the harbour's site would not be affected.</p> <p>PL reported damage to an area of fencing along Blackball Lane which fell outside the harbour estate but was also not an adopted part of the highway. KM had raised concerns with the TDA that this safety issue needed to be resolved by Torbay Council ASAP and regardless of departmental responsibility. He also said that a significant amount of money is needed to sort out the problem and this may well speed up the widening of the road. KM talked to Kevin Atkinson regarding this matter and it was felt that it is of real importance to get the work done and then decide who is liable for it afterwards.</p>	
7	Angling Boat Pontoons	
	<p>DS suggested that a small pontoon was needed to help the Sea Angling charter boat community load and unload their fishing gear from boats. Also, the Dive Boats would benefit from the use of such a facility.</p> <p>PL commented that he did not mind making space on the Town Pontoon. There were various places that could be identified as prime pontoon places but most of them needed the Northern Arm to protect them. Funding would also be an issue as there is not enough reserve money at the moment.</p> <p>CB felt that it would be of value to the overall economy of the Bay.</p> <p>PL said that after the current fish market redevelopment project (one year from now), he and DB would have more time to look at this type of project.</p> <p>RH said that the Council were trying very hard to increase the market value around the harbours and suggested that a business plan would be a good idea for the smaller projects.</p> <p>SS reported that MDL could create an area for loading/unloading for the Angling boats, which could include the use of the marina trolleys creating an angling pass for a fee.</p> <p>KM agreed with the suggestion from SS as he felt that it was a more cost effective solution for MDL to set up a passenger facility which the Sea Anglers could use.</p>	
8	Regeneration	
	<p>PL stated that there had been issues with the fish market floor and the chiller floor but solutions had been found. He went on to say that the first part of the new fish market had been completed and had been opened for use today.</p> <p>All the old offices had now been vacated with the exception of BTA who were</p>	

	<p>due to move out in March 2010. Knocking down of the canopy had commenced and the demolition of the main building would start imminently. There had been some health & safety issues with the pilots in the new offices. Two out of the four completed employment units had been filled. The remaining tenants are now temporarily located in Oxon Cove. The two new berths had a few minor problems but were now fully operational.</p>	
9	<p>Fish Market Cleaning</p> <p>PL reported that under the new BTA management agreement the harbour authority were still liable for cleaning of the fish market. A consultant had been employed to draw up a cleaning regime to enable the harbour authority to comply with food safety requirements relating to the Hazard Analysis & Critical Control Point (HAZCCP) assessment, at an approximate cost of £2,500.</p> <p>PL said he would look into the option of an outside contractor being responsible for the cleaning of the fish market. Harbour staff currently undertake this task.</p> <p>RS stated that BTA would support the harbour authority with HAZCCP so that food safety requirements were being properly met on all operation aspects of the new fish market.</p>	
10	<p>Port Marine Safety Code – Audit</p> <p>PL reported that the recent audit had been satisfactory and that the total number of accidents/incidents/near misses had been reduced compared with last year. Performance measures were on track and a full report would be submitted to the Harbour Committee in December.</p>	
11	<p>Shoreline Management Plan Review (SMP2)</p> <p>KM reported that the Shoreline Management Plan (SMP) for South Devon and Dorset was being redrafted into a new document called SMP2. The policy for Torbay over the next 100 years was to hold the line except for Broadsands and Goodrington where there was a possible need for beach realignment or managed retreat, within that period. KM did not feel this would have any adverse affect on plans for a watersports centre at Broadsands. More info is available at www.sdadcag.org</p>	
12	<p>Commissioning of the Council Harbour Authority Function</p> <p>KM reported that the Council would like to see the harbour function commissioned via the Harbour Committee and that he would be preparing a report for consultation. The reporting line would continue through the Harbour Committee which would remain as a decision making body. KM stated that it was important to get the governance right and that the arrangements should look and feel like a harbour authority. The plan was to deliver a commissioned harbour service by April 2010. KM would circulate the proposals for comment.</p>	
13	<p>Harbour Assets Review Working Party</p> <p>KM reported that the Brixham harbour assets are in a reasonable state of health, there are no immediate repair liabilities except the Victoria Breakwater, no assets surplus to requirements and no purchases of land needed.</p>	
14	<p>Harbour Budget Review Working Party</p> <p>KM reported that as a result of the work of the Harbour Committee's Budget Working Party, the recommendation for next year would be for an average increase of 5% on harbour charges. The recommendations would also include</p>	

	<p>a proposal to equalise the harbour dues between all three harbours over a 3 year period.</p> <p>KM continued that without these increases the Torquay/Paignton account would have a deficit of £16k and Brixham's deficit would be £37k. KM also stated that he did not intend to continue the practice of writing directly to the harbour user groups on the subject of harbour charges. He pointed out that the consultation had effectively started with the Liaison Forums back in September. KM felt that consultation via the Liaison Forum, which was attended by the Chairmen of both harbours user groups, would be more productive.</p> <p>KM said that the recommendations of the Harbour Budget Review Working Party were critically important to address the problem of ongoing forecast deficits with the Brixham harbour account.</p>	
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15	Harbour Committee-Upcoming Agenda	
	PL ran through the various Agenda items for the forthcoming Harbour Committee meeting which will be held on 7 th December in Torquay.	

16	Any Other Business	
	<p>NW reported that a formal consultation had now started on proposed Special Areas of Conservation (SACs) that would apply to sea areas within Tor Bay Harbour. He said that this could affect future developments of the harbour authority including the Northern Arm. More details can be found at :- http://www.naturalengland.org.uk/ourwork/marine/sacconsultation/</p> <p>The closing date of the formal consultation is 26th February 2010.</p>	
	<p>PL thanked the Forum members for their attendance and for their valued contribution.</p> <p>The meeting closed at 1215pm.</p>	

Next Meeting

Venue

Future Meetings

Wednesday 3rd March 2010 at 10.30

Brixham Yacht Club

9th June 2010

8th September 2010

Dates of future Harbour Committee Meetings

7 th December 2009	5.30pm Torquay
15 th March 2010	5.30pm Brixham
21 st June 2010	5.30pm Paignton
20 th September 2010	5.30pm Torquay