



Meeting: Harbour Committee

Date: 21st December 2015

Wards Affected: All wards in Torbay

Report Title: Procurement of Harbour Workboat

Executive Lead Contact Details: Non-Executive Function

Supporting Officer Contact Details: Kevin Mowat
Executive Head of Business Services
Tor Bay Harbour Master
☎ Telephone: 01803 292429
✉ E.mail: Kevin.Mowat@torbay.gov.uk

1. Purpose

- 1.1 This report provides the Harbour Committee with the opportunity to consider the approval of a capital spend of approximately £45,000, required for the purchase of a new harbour workboat for Brixham Harbour.

2. Proposed Decision

- 2.1 **That the Harbour Committee approve the recommendation of the Tor Bay Harbour Master to purchase a coded workboat for use at Brixham harbour and;**
- 2.2 **That funding of approximately £45,000 is secured from the Tor Bay Harbour Reserve Fund for this necessary capital spend.**

3. Action Needed

- 3.1 For the Harbour Committee to consider the request for funding for a coded workboat.
- 3.2 If funding is approved the Harbour Master will seek several quotations, in line with Financial Regulations, against the specification set out in Appendix 1.

4. Summary

- 4.1 A coded workboat is required for use at Brixham harbour to ensure adequate seaborne operational management, not only within the enclosed harbour but also in the Bay. The Harbour Committee is requested to approve the necessary capital spend for the purchase of such a vessel.

Supporting Information

5. Introduction and history

5.1 In June 2015, the Brixham Harbour Liaison Forum unanimously agreed with the Harbour Master's recommendation that the Harbour Authority needed to acquire a coded workboat for Brixham Harbour.

5.2 Current Workboat

The current harbour workboat "Lord Haldon" was thought to have been built in the early 1970's. The vessel is a GRP hulled 'Plymouth Pilot' style of open workboat, measuring 16 feet in length with a 6-foot beam; powered by a 10HP YANMA inboard diesel engine.

Brixham harbour acquired 'Lord Haldon' in the early 1990's from Torquay Harbour and since this time, the boat has been used on a daily basis, engaged in harbour operations such as; rubbish removal / harbour cleansing; towing of vessels; salvage of vessels; harbour maintenance; mooring maintenance; harbour inspections, etc.

5.3 Reasons for replacement

Due to the age of this vessel and its daily use, "Lord Haldon" is understandably wearing out. The low engine capacity of 10HP and small size of vessel makes it extremely difficult to carry out safe harbour operations.

The fibreglass hull is suffering from osmosis due to the constant chipping and scuffing of the gel coat cover over the years.

The YANMA diesel engine sits within a non-sealed engine compartment, thereby subjecting the mechanics to salt-water ingress.

5.4 Upkeep of existing workboat

Maintenance and servicing costs have been greater than expected over the past five years due to engine and gearbox problems. The daily use of the workboat within the enclosed harbour exerts unusually high amounts of wear and tear to the transmission and gearbox components, constantly being in and out of gear, both forward and astern. An expected engine replacement will be required in the next year due to continual engine unit failures.

5.5 Current Inventory

There are no accessories to aid harbour operations that are inbuilt on the 'Lord Haldon'.

5.6 Operational Challenges

Deck space is very important on any workboat and the 'Lord Haldon' has a bulky engine box, which is positioned amidships and commands the centre of the small working area. The engine power is insufficient for many of the tasks that are required to be undertaken.

The workboat is neither equipped nor certified (coded) for use outside of the enclosed harbour, which limits its operational usefulness, as it cannot go into the Bay. Due to the age and size of the 'Lord Haldon', it is highly unlikely that this vessel could be coded for such use.

5.7 Market Value

Assuming that the 'Lord Haldon' is cleaned, painted and well presented it is thought that a price in the region of £1,000 could be achieved. This valuation is somewhat low but this is due to the poor condition of the engine.

6. Possibilities and Options

6.1 Steps taken to procure new replacement workboat

Torquay harbour currently has a coded workboat called "Our Fortune", she has proved more than capable of completing the necessary harbour operations, and she has the right equipment to undertake the essential tasks of towage and salvage.

A detailed specification for a similar workboat has been drawn up based on the vessel used at Torquay harbour (See Appendix 1). This specification has been circulated to four South West boat builders, giving them opportunity to tender to build such a craft and the initial quotations are pending.

Ideally, a new workboat needs to be of sturdy GRP construction throughout, offering good working deck space with a centre console. The hull has to be inherently stable especially when the crew will often be working from the same side of the boat at the same time. The engine must be powerful enough to cope with harbour operations yet remain economical. Any replacement workboat has to be fully 'coded' for use within Tor Bay Harbour.

6.2 To continue to use 'Lord Haldon' as a workboat is not sustainable and the vessel is no longer fit for purpose.

6.3 A second hand workboat was considered as an option but the Harbour Authority's needs are quite specific and there are significant benefits in having two very similar craft with identical equipment and handling characteristics. A new build was selected as the preferred option mainly because of the success of the Torquay based workboat.

7. Preferred Solution/Option

7.1 The preferred solution/option is a replication of the 'Our Fortune' workboat, currently located at Torquay harbour, but with minor amendments/improvements as recommended by the operational staff at Torquay harbour.

8. Consultation

8.1 Consultation with the Brixham Harbour Liaison Forum has been ongoing for some time but was formally supported in June 2015.

9. Risks

- 9.1 The major risk associated with the failure to procure a suitable replacement workboat for Brixham harbour is the inability for the harbour authority to undertake the routine day-to-day management of a significant and valuable fishing port.
- 9.2 Continued use of an inadequate workboat will undoubtedly lead to reputational damage for the Council and the Harbour Authority.

Appendices

Appendix 1 – Draft Specification for Harbour Workboat

Appendix 1

TOR BAY HARBOUR AUTHORITY PROPOSED NEW CODED WORK BOAT Draft Specification

The following information provides the detailed specification for a coded workboat that is required by the Harbour Authority. This document will be used as part of the Council's procurement process and approved Companies will be invited to tender to supply a coded workboat that meets this specification.

The workboat is to be used in the Brixham harbour area, with occasional use in the outer limits of the harbour (Tor Bay).

Decks and Hull

The following hull is required :-

ATLANTIC FISHER / FIBRAMAR 680

HULL-TYPE APPROVED

Compromising an open hull with GRP gunwales and forepeak.

- Closed sealed decks of commercial grade construction GRP laid with non-slip additive and Flow coated in grey flow-coat C6
- GRP gunwales with HD black plastic all round capping for damage prevention caused by ropes and chains.
- Integrated forepeak with Large Access Hatch. Reinforced Foredeck with Pad to allow installation of Hydraulic Capstan.
- HD aluminium inspection hatches to be fitted over key aspect points. (See bilge section) C6
- Smaller round HD inspection hatches to access service points and isolators
- Access hatch over Rudder gear area, with emergency tiller facility.
- 6" Bilge keels
- Stainless steel protective Skeg with integrated heel plate for rudder.
- Protective stem band with H/D S/S D ring
- Rear drainage ports through Transom with flexible hoses and lanyards suggest a small well in front of Ports for better drainage C6
- Ballast SS punching's encased in resin (specified by manufacturer)

Centre Console

- GRP HD Centre consul with SS protective rail. Hinged on front end
- Raised comings to prevent water ingress. Code 6
- Foam gasket under consul for watertight seal. With hold-down toggles
- GRP socket to accommodate Fire extinguisher

- Hydraulic steering wheel
- Single lever Morse control
- Hydraulic remote lever
- 3 way bilge rocker switch
- 12V switch panel. Lights etc.
- VHF with speaker and mounted mic
- Access for servicing main engine and pumps

Engine and Gearbox

- 38 to 49 HP Marine diesel engine
- HD hydraulic gearbox
- Wet exhaust, water lock box and loop through Transom outlet C6
- HD split coupling + 30 mm Shaft
- HD Rubber stern gland with water injection
- 4 bladed propeller Max speed 8 Knots with Towing capability
- Seawater inlet valve with bulkhead strainer C6
- 60L Vetus diesel tank located under FWD main deck with access hatch and service plate with soft patch facility in deck for tank removal C6
- Racol HD fuel filter with SS isolators for servicing C6
- Protective shield plates on front end of engine over pulleys and any other potential hazards etc.

Steering

- Stainless steel fabricated rudder with internal Rudderstock and seawater gland. Rudder construction must be robust and designed for good manoeuvrability whilst working in confined areas. A register plate should be incorporated to allow simple removal of rudder blade.
- Hydraulic ram assembly on Rudderstock, with machined top to accept emergency tiller, use change over valve to relieve steering pump.

Hydraulics

- Hydraulic Capstan mounted onto Foredeck with control lever mounted on Forepeak bulkhead
- Hydraulic low pressure tank mounted under main deck with access
- Hydraulic pump mounted on front of engine with remote isolator control on Consul
- Pipe work to be in flexi with SS fittings where appropriate and taped
- Adjustable pressure control valve to be installed in forepeak
- In-line Hydraulic filter under main deck

Salvage Pump / Fire hose facility

- HD Jabsco belt driven pump mounted in front of engine with electro-magnetic clutch, switched in Consul panel
- 1 ½" Salvage pump with strainer
- 1" Deck wash / fire hose
- 2x Change over valves with access hatches
- 1 ½" Inlet sea valve

Bilge pumps

- 12V bilge pump with float switch, 3-way switch in Consul. In line strainer and outlet through transom C6.
- Manual bilge pump. Through bulkhead mounted inside consul C6.

Electrics

- 2 x HD 110 Batteries mounted under main deck. HD cables with 3 way Isolator in Consul
- 12V panel in Consul with 12V buss bars and Marine fuse
- Nav lights, all-round white and tri colour if required
- 12V socket in Consul
- All engine and other components to be earth bonded where applicable

Gantry

- Rear up and over HD rear gantry
- Deck flood lights
- VHF Aerial / GPS antenna
- Life ring facility
- Possible Life raft facility

Safety rails

- HD SS hand rails mounted onto gunwales with access gates C6 height restrictions from deck

Workboat Coding's C6

- C6 coding for workboat mainly working inside the harbour area with occasional use outside, but within the 3-mile limits.
- Marine inspectors i.e.; MECAL or MCA to oversee build and sign off key stages of build and key requirements to C6 coding
- Stability and sea trials to be included in the price, as well as the overall cost of the Inspectors costs.

- The builder must liaise with all parties to ensure information is clearly understood and that the correct criteria's are followed

General notes

- Hull Polar white topsides
- Blue antifouled bottom on antifoul primer coats
- Anodes to be bonded to external SS fittings and rudder as well as internal engine and battery earth bonding
- GRP tunnel to be allocated over the propeller with blank insert to allow prop access for rope fouling etc.
- HD sausage type fenders to be installed all round with HD SS eyelets.
- Bow fenders and rear quarter fenders
- HD SS cleats to be mounted on to the gunwales at FWD and AFT quarters.
- General Life saving equipment such as Flares, Life jackets etc to be supplied by the Harbour Authority

KEY

HD = Heavy Duty

SS = Stainless steel 316 Marine grade

C6 = refer to Workboat codings