

## **PWLLHELI HARBOUR CONSULTATIVE COMMITTEE 28/10/14**

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**Present:** Councillor Michael Sol Owen (Chairman)

David Dewsbury (Hafan Berth Holders' Association), W.A. Partington (Maritime Traders Association), Andrew Picken (Pwllheli Chamber of Commerce) and Stephen Tudor (Pwllheli Sailing Club).

**Cabinet Member:** Councillor John Wynn Jones (Cabinet Member - Economy)

**Also present:** Barry Davies (Maritime and Country Parks Officer), Wil Williams (Pwllheli Harbour Manager) and Bethan Adams (Member Support and Scrutiny Officer).

**Apologies:** Councillor Peter Read (Gwynedd Council) and Councillor Mici Plwm (Pwllheli Town Council).

### **1. DECLARATION OF PERSONAL INTEREST**

No declarations of personal interest were received from any members present.

### **2. MINUTES**

The Chairman signed the minutes of the Consultative Committee held on 19 March 2014, as a true record.

### **3. MARITIME SERVICE REPORT**

#### **(a) Harbour Consultative Committees**

It was reported that steps had been taken to confirm the membership of the Consultative Committees. It was noted that the minutes of the organisation's previous annual meetings, as well as their constitutions, needed to be received. It was explained that receiving the minutes was important to ensure that the information provided in the Committee was circulated by the organisation's representative.

Members were asked to confirm the details of their organisation's Secretary with the Members' Support and Scrutiny Officer so that the officer could contact the Secretary to receive a copy of the minutes of the organisation's previous annual meeting as well as their constitutions.

**RESOLVED that members inform the Members' Support and Scrutiny Officer of the contact details of their organisation's Secretary before the end of November 2014.**

#### **(b) Ports Marine Safety Code**

It was noted that the Code had been circulated to the members and no comments had been received between the previous meeting and this meeting. It was emphasised that members needed to contact the Maritime and Country Parks Officer or the Pwllheli Harbour Manager when the concern became apparent. It was added that the Caernarfon Harbour Master, as the 'Designated Person' under the code, would look independently at the code.

A member noted that he had sent Hafan Berth Holders' Association's concern regarding the quality of the red diesel provided in the Hafan, to the Maritime and Country Parks Officer as

well as to Morwena Edwards (Corporate Director) whom they had understood to be the Duty Holder. He noted his dissatisfaction with the fact that the matter had been dealt with as a Trading Standards matter rather than as a maritime safety matter, as well as the time it had taken to receive a response.

In response, the Maritime and Country Parks Officer explained that The Council's Cabinet was the Duty Holder, rather than Morwena Edwards (Corporate Director). He apologised for the delay in terms of replying.

A member noted that establishing a procedure in order to deal with matters raised under the Code should be considered.

**RESOLVED that the Chairman and the Maritime and Country Parks Officer consider establishing a procedure to deal with matters raised under the Port Marine Safety Code.**

**(c) Sailing Academy**

It was noted that the Sailing Academy's Works Programme was close to the timetable, though there had been some delay with producing the steel for the building.

The Maritime and Country Parks Officer noted that he was confident that this exciting development would create opportunities for other harbours as well as benefits for the wider area.

**(d) Dredging Pwllheli Harbour and the Dredging Strategy**

It was reported that the dredging works programme had been completed with every bay in the Hafan dredged to the appropriate level. A hydrographic plan showing the existing level of sediment at the Hafan and the Harbour was showed. It was noted that it was the sediment which came in after completing the dredging work that had led to the increase in the level of sediment in some places in comparison to the levels noted previously.

Members present at a workshop with Arup Associates relating to a new Dredging Strategy for Pwllheli, were thanked. It was noted that the company was in discussions with Natural Resources Wales (NRW) and aimed to complete a document in the near future. It was emphasised that the Dredging Strategy was essential for the future.

It was noted that the new bund had the capacity for one more dredging operation and that sufficient funds needed to be identified for the work. It was added that a disposal plan would be needed for the original bund, and the possibility of placing the sediment in Carreg y Defaid should be considered.

In a response to a comment made by a member regarding the level of sediment in the Harbour entrance, the Maritime and Country Parks Officer noted that the bed leveller had released the lumps in this area, and the situation would be reviewed at the beginning of the year.

A member noted that a clear Dredging Strategy was essential to the Hafan and Harbour's future.

**(e) Navigation and Moorings**

It was noted that Trinity House had undertaken a survey of the navigation aids and had given two warnings of a lack of compliance. It was explained that the warnings had been removed as a result of collaboration with Trinity House on a solution.

It was reported that Hafan Berth Holders' Association had made a request for the lights in the harbour to be improved; it was noted that the Maritime and Country Parks Officer and the Pwllheli Harbour Manager would consider the request.

It was reported that a further survey of the moorings was intended to take place early in 2015 with the work coinciding with the work in Porthmadog Harbour.

**(f) Maritime Unit Statistics**

It was reported that the number of boats in the Hafan had decreased; this was consistent with the trend in all of the harbours. It was noted that it was hoped that these trends were on the verge of changing.

It was noted, as a correction to the list of the length and draughts of the boats in the Hafan that was enclosed in the agenda, that the draught of the boat 'Han Solo' was 1.80 metres.

A member noted his concern that local boats were leaving the Hafan and drew attention to the fact that the number on the list of those with an interest in mooring this year and in the previous year was 76. In response, the Pwllheli Harbour Manager noted that these individuals did not take up the opportunity to have a mooring though wanted to be kept on the list of interest.

In response to a comment from a member regarding individuals' reasons for leaving the Hafan, it was noted that a low percentage of completed questionnaires had been returned by individuals who were leaving.

It was noted that consideration should be given to offering bargains in order to increase numbers in the Hafan. The Hafan Berth Holders' Association representative noted that the society was willing to hold discussions with the Pwllheli Marine Traders Association regarding this.

A member noted the importance of marketing the Hafan and the need to look at the fees and try to be competitive by offering deals. It was added that they were confident that the Hafan's full capacity could be reached.

It was added that there was a need to look for ways of marketing the Hafan together with events at the Sailing Academy.

Attention was drawn to an article in a magazine that had given the wrong impression that changes by Natural Resources Wales to the designation of the Aberdaron Coast and Bardsey Island Special Protection Area (SPA) prevented users from voyaging in this area. It was noted that individuals needed to be informed that this was not true.

**RESOLVED that the Maritime and County Parks Officer collaborates with the Economy and Community Senior Manager in order to use marketing resources more effectively by working with the Sailing Academy.**

**(g) Budgets**

The following documents were circulated at the meeting:

- Hafan Pwllheli 2013/14 Final Budget
- Pwllheli Harbour 2013/14 Final Budget
- Hafan Pwllheli end of September 2014 Budget
- Pwllheli Harbour end of September 2014 Budget

The Maritime and Country Parks Officer apologised that the documents had not been circulated before the meeting, and explained that he had not received the information from the Finance Department until the day before the meeting.

Members were guided through the budgets by the Maritime and Country Parks Officer.

A member noted his wish that a percentage of the Hafan's profits of £573,710 at the end of the last financial year would be invested back into the Hafan for the purpose of funding dredging and maintenance work. He added that a clear message that investment was necessary to improve the resource should be sent to the Cabinet.

In response, the Maritime and Country Parks Officer noted that the end of year profit contributed towards other services within the Council, but £120,000 of the Maritime and Country Parks budget was transferred yearly into a fund for dredging work and other improvements within the service.

In a response to a comment by a member, the Maritime and Country Parks Officer noted that he was confident it was possible to get closer to the income target for permanent moorings by the end of the current financial year.

**(h) 2015/16 Fees**

It was reported that it was intended to increase fees in 2015/16 in line with inflation.

It was noted that an application had been made by Hafan Berth Holders' Association to review the banding scheme; their wish was that annual and visitors fees of mooring be based on bands of ½ metres, rather than per 2 metres, especially on boats less than 11 metres. It was explained that there was no anticipated potential to move from the current banding scheme as it would mean that the LOA plan would run concurrently with the banding scheme.

**(i) Red Diesel**

It was recorded, further to the discussions at the previous Committee meeting, that Hafan Berth Holders' Association were still of the opinion that the red diesel supplied to the harbours controlled by Gwynedd Council was unsuitable for navigating boats.

The Maritime and Country Parks Officer noted that the documents that had been circulated to the members regarding the quality of the red diesel included confirmation from the supplier that the red diesel supplied to all the harbours controlled by Gwynedd Council complied with BS2869-A2.

It was noted that enquiries had been made to suppliers selling red diesel without FAME (Fatty-acid methyl ester) but as the minimum order was 22,000 litres of red diesel and the capacity in the tank was for only 20,000 litres, it was not possible.

It was added that the lifeboat used the same type of red diesel and it was assumed they would have raised the matter if they'd had any safety concerns.

A member noted that the matter should be considered as dealt with as the lifeboat used the red diesel and the supplier had confirmed that it complied with the requirements.

The Hafan Berth Holders' Association representative noted that it was the association's responsibility to bring the matter to the Council's attention as well as to warn users against using this red diesel.

**RESOLVED that the Maritime and Country Parks Officer sends the written information from the supplier to the Hafan Berth Holders' Association representative.**

**(j) Marketing**

It was reported that three adverts had appeared in the 'Practical Boat Owner' (PBO) magazine.

The Pwllheli Sailing Club representative noted that Plas Heli had a marketing budget and that it was all important that the Council and the business collaborated in order to increase numbers at the Hafan and to attract individuals that would usually go to other locations. It was added that the Plas Heli Marketing Officer would contact the Maritime Service regarding the matter.

**(k) Winter Maintenance Works Programme**

The Maritime and Country Parks Officer provided details on the winter maintenance works programme.

Members were requested to draw the Maritime Service's attention to any work that needed to be completed.

**(l) Slipway**

It was reported that a local company, namely Total Boat Care, had assisted with the management of the slipway and that the arrangement had worked effectively during 2014.

**4. Next Meeting**

It was noted that the next meeting would be held on 31 March, 2015.

The meeting commenced at 6.00pm and concluded at 7.45pm.