



Complete Agenda

Democratic Service
Swyddfa'r Cyngor
CAERNARFON
Gwynedd
LL55 1SH

Meeting

BARMOUTH HARBOUR CONSULTATIVE COMMITTEE

Date and Time

10.30 am, TUESDAY, 23RD MARCH, 2021

Location

Virtual Meeting

Contact Point

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(DISTRIBUTED 15/03/21)

MEMBERSHIP:

Gwynedd Council:

Louise Hughes
Eryl Jones-Williams
Gethin Glyn Williams

Co-Opted Members:

Councillor Rob Triggs
Councillor R A Williams
Councillor Brian Woolley
Dr John Smith
Wendy Ponsford
John Johnson

Mark James
Martin Parouty
Ian Sadler

Barmouth Town Council
Barmouth Resort Improvement Group
Arthog Community Council
Barmouth Viaduct Access Group
Merioneth Yacht Club
Barmouth and Cardigan Bay Sea Fisheries
Association
Royal National Lifeboat Institution
Barmouth Harbour & Estuary Users Group
Three Peaks Yacht Race

Observers:

Gareth Thomas
Peter Read
Dr John Jones-Morris

Cabinet Member of Economic Development
Pwllheli Harbour Consultative Committee
Porthmadog Consultative Harbour
Committee

A G E N D A

1. ELECT CHAIR

To elect Chair for 2020/21

2. ELECT VICE CHAIR

To elect Vice chair for 2020/21

3. APOLOGIES

4. DECLARATION OF PERSONAL INTEREST

5. MINUTES

4 - 9

To confirm the minutes of the previous meeting of the Aberdyfi Consultative Committee held 22nd October 2019

6. UPDATE ON HARBOUR MANAGEMENT MATTERS

10 - 25

To submit a report by the Senior Harbours Officer.

7. MATTERS TO BE CONSIDERED AT THE REQUEST OF MEMBERS OF THE CONSULTATIVE COMMITTEE

To consider matters arising

8. DATE OF NEXT MEETING

To note that the next meeting of the Barmouth Harbour Consultative Committee will be held on the 19th of October 2021

BARMOUTH HARBOUR CONSULTATIVE COMMITTEE 22/10/19

PRESENT:

Members : Cllr. Gethin Glyn Williams (Cyngor Gwynedd), Cllr. Eryl Jones-Williams (Cyngor Gwynedd), Cllr. Louise Hughes (Cyngor Gwynedd), Cllr. Triggs (Barmouth Town Council), Cllr. Mark James (RNLI), Mrs Wendy Ponsford (Member of the Meirionnydd Yacht Club), Cllr. Brian Wooley (Arthog Community Council) and S Leese (Barmouth Harbour Users Group)

Officers: Llŷr B. Jones (Assistant Head Economy and Community Department), Arthur Jones (Senior Harbours Officer), Glyn Jones (Barmouth Harbour Master), Lowri Haf Evans (Member Support Officer) and Mererid Watt (Translator)

Others invited: Peter Appleton (Barmouth FLAG), Alison Kinsey (Cardigan Bay FLAG), Ian Sadler (Barmouth FLAG)

APOLOGIES: Councillor Gareth Thomas (Cabinet Member- Economy), Barry Davies (Maritime and Country Parks Manager), Dr John Smith (Barmouth Viaduct Access Group), Mr Martin Parouty (Barmouth Harbour Users Group) and Cllr. Dyfrig Siencyn (Cyngor Gwynedd)

1. CHAIR

RESOLVED to re-elect Councillor Gethin Williams as Chair of this Committee for the year 2019/20.

2. VICE-CHAIR

RESOLVED to re-elect Councillor Eryl Jones-Williams as Vice-chair of this Committee for 2019/20.

3. DECLARATION OF PERSONAL INTEREST

None to note

4. MINUTES

The Chair signed the minutes of the previous meeting of this Committee, held on 26th March 2019, as a true record.

Matters arising from the minutes:

(a) Events

It was reported that the activities and key events that had taken place on the beach by FLAG (Fisheries Local Action Group) had been successful and had raised awareness. All who had been part of the arrangements were thanked and any ideas for future events should be sent to Alison Kinsey

(b) Compound Road

In response to a request by the Committee at the previous meeting to establish suitable control of the site, the Assistant Head of the Economy and Community Department noted that a review of the County's parking order was being undertaken. He added that a draft list of sites had been identified and Compound Road had been

included on that list. It was highlighted that a Task Group had been established to assist the transport service with the work of analysing the range of options to manage car parks in light of future financial income challenges. **It was proposed to give an update on Task Group's work at the next meeting**

The maritime department was praised for their work in maintaining Compound Road, however, the way users use the site was deplorable. It was noted that there had been five incidents on the site, however, there was a lack of CCTV evidence for the Police to conduct further enquiries. The need to restrict the use to a specific group of users was proposed or to consider a future option of paying for using the space.

(c) Moorings

In response to a minute of the previous meeting that it was necessary to seek the views of users regarding why mooring owners are leaving, it was noted that it was difficult to find any statistic for the reduction in use. It was added that the situation was similar across the country.

(ch) Specific facility for jet skis

In response to a suggestion by the Committee at the previous meeting that consideration needed to be given to ways of controlling and providing a specific facility to moor jet skis, the harbour master noted that it would be difficult to designate a site and specific facility for them. The main barrier was the mud that prevents jet skis from mooring and they could only moor near the slipway or the pontoon at times when the tide allowed. Currently they pushed jet skis onto the beach and parked there. It was highlighted that jet skis were used most often as a convenient way of reaching the town from nearby caravan sites. It was added that it was possible to form a landing stage beyond the breakwater, however, in reality this would not be convenient. It was noted that efforts had been made to try and facilitate provision with no alternative options unless it was possible to dredge the harbour.

It was reported that jet skis did not bring any income to the harbour and if they were launched from a slipway the income would go towards beaches finance. It was noted that many launched from adjacent caravan parks without any firm control. It was added that a jet ski was not recognised as a boat or vessel and therefore legislation dealing with jet skis was vague.

In response to the observations, the Assistant Head of the Economy and Community Department noted, in accordance with the arrangements, that every jet ski should register with the Council. A comment was received that it was necessary to work with caravan sites to control/register jet skis and that visits to the harbour were safe with suitable provision for them. A number of complaints had been received over the Summer which had led to reviewing bye-laws to control jet skis. It was added that discussions were taking place with the Legal Unit and users.

In response to the comments of the Assistant Head, it was noted

- Concern that jet ski drivers were drinking and driving
- That legislation had to be adapted and to seek regulations that were consistent to driving a car
- Better cooperation was required between caravan park owners and the Maritime Service to promote safety aspects and responsible conduct on the water.
- It was suggested that messages should be promoted via the Gwynedd PWC website (jet ski club)

- That the concerns should be forwarded to the Assembly Member, Dafydd Elis Thomas, Deputy Minister for Culture, Sport and Tourism (Dwyfor and Meirionnydd constituency).

6. UPDATE ON HARBOUR MANAGEMENT MATTERS

(a) Senior Harbours Officer's Report

A report was presented by the Senior Harbours Officer giving a brief update on Harbour matters for the period from March 2019 to October 2019.

Moorings

In response to a minute of the previous meeting that it was necessary to seek the views of users regarding why mooring owners were leaving, it was noted that it was difficult to find one statistic for the reduction in use. It was added that the situation was similar across the country.

Port Marine Safety Code

Members were reminded that the Maritime and Coastguard Agency's inspectors had undertaken an inspection in March 2019 of specific safety arrangements and the systems of Gwynedd municipal harbours in order to ensure compliance with the Port Safety Marine Code. Following a further visit to see how the suggested enhancements had been implemented, it was reported that Capt. Quader (Agency inspector) was satisfied that the Service was in compliance with the provisions of the Port Marine Safety Code.

Staffing Matters

It was reported that it had been resolved to extend the employment period of Barmouth's Harbour Assistant until the end of December 2019 to ensure support for the Harbour master and provide a continuation of the Service across the County. It was added that the intention was to designate the post as permanent.

Financial Matters

The harbour budget was presented to highlight the current financial situation up to the end of September 2019. An overspend of £11,807 was estimated. It was highlighted that it was proposed to increase daily launching fees from £10 to £15.

In response to a question regarding expenditure on 'equipment and furniture' it was expressed that the expenditure was not wasteful, that everything regarding maintenance, equipment and hand tools were included in this budget. It was added that the equipment's life expectancy was not long due to harsh conditions. It was also asked if the budget was set correctly and suitable for the outcomes. **It was suggested that the Councillors on the Committee should offer input to set the budget.**

Observations arising from the discussion

- How did the increase in fees compare with other authorities?
- Despite the increase in fees, it was not always possible to launch - this depended on the tide and the specific launch site.
- That an increase of 50% was quite a step.

The increase would affect all harbour users and these were not the people who needed to be targeted e.g. jet ski users

- Users needed to be encouraged and prompted to purchase an annual permit which gave more value for money.

In response to the observations, the Assistant Head of the Economy and Community Department noted that as a result of the reduction in income it was not possible to increase the budget. He added that there was a need to promote and encourage more use and raising the income would ensure the continuation of the service.

(b) Harbour Master's Report

A report was presented by the Harbour Master detailing navigational, operational and maintenance matters. Attention was drawn to the following matters:

- A substantial investment had been made to upgrade the navigational buoys in the channel
- An operational and maintenance work plan had been identified for the Winter
- Good feedback had been received regarding the safety signage (provided jointly with the RNLI)
- A request that members report back on any problem /matter regarding the channel to the Harbour master who will be more than willing to investigate the matter.

In response to a question regarding how accurate were the navigational marks, it was reported that the channel was fine and in a further response to a comment that a 'bar' of sand had formed near the access to the channel, it was reported that because of the presence of the current buoys and the navigational information provided by the harbour master there was no requirement for an additional buoy.

In response to a question regarding noticeboards on Fairbourne beach, it was reported that these were ready to be erected.

In response to a question regarding installing a slipway on the beach in Fairbourne to ensure access to the beach, the Assistant Head of the Economy and Community Department noted that it was necessary to consider a solution and suitable design for the request. He noted that the old slipway did not extend onto the beach to create access and was moved as it was in a poor condition and had deteriorated significantly. It was added that it would also be necessary to consider the cost of the scheme. It was proposed to work with the community to try and seek a solution and to establish a team in Fairbourne to discuss ideas with Gwynedd Consultancy. The Local Councillor noted that a new slipway would be a gesture of goodwill and the community would be willing to try and raise money for the venture. It was suggested that FLAG should be included in the discussions.

In the context of the safety signage a method of protecting the signs was suggested by covering them as they suffered damage when they were moved.

RESOLVED to accept the reports.

8. MATTERS TO BE CONSIDERED AT THE REQUEST OF THE CONSULTATIVE COMMITTEE MEMBERS

(a) Barmouth Harbour Development Plan

A wish to draft a development plan was highlighted. It was accepted that there was no budget to realise and implement the plan, however, it was felt that a plan needed

to be put in place to set a direction and plan ahead for the future. Ideally, advice was required on the work that could be achieved and the relevant legislation that need to be considered to dredge the harbour.

It was resolved to ask the Assistant Head of the Economy and Community Department to establish a Task Group to form a 'Mind Map' on what they would wish with an invitation to an officer from Gwynedd Consultancy to attend.

- The need to engage with the public was emphasised and give them an understanding of what can and what cannot be done.
- The following were elected as members of the Task Group - John Smith, Rob Triggs, Alison Kinsey, Peter Appleton, Wendy Ponsford together with key officers.
- The first step for the group would be to establish a foundation for a development plan giving appropriate consideration to the Port Marine Safety Code Framework.
- The second step will be to present the development plan to Natural Resources Wales in order that they can contribute and respond to the Plan.

(b) Public Steps

It was highlighted that an Officer from the Coastal Protection Unit had been called to look at the foundation of the stairs and the Unit had accepted that the foundation was their responsibility.

(c) Railtrack and Barmouth Viaduct

There was a request for assurance that the gabion boxes near the railway would not be raised any higher before commencing the next stage of work. It was noted that mixed messages had been reported. It was confirmed that Natural Resources Wales were now responsible for the assessment work.

(ch) Movement of Sand

Following the clearance work undertaken in March 2019 to clear sand, feed-back was requested regarding cost and impact. It was explained that it was possible to include an item on the March 2020 agenda - this will be an opportunity to get a full year's feedback and the real impact of the work.

(d) Breakwater

A comment was made that it was necessary to keep the breakwater clear of sand to ensure access to users. It was highlighted that machinery was available in the Highways and Municipal Services yard that would be suitable to use with the clearance work.

Observations arising from the ensuing discussion:

- Suggestion to reconvene the Sand Group.
- Need to highlight the concerns to the Head of Highways and Municipal Services
- That the local community was willing to assist with the clearance work
- The breakwater was a valuable asset for the town - it enabled access to wheelchair users, families with prams etc.
- The breakwater needed to be clear throughout the year

- Invite the Tourism and Marketing Manager to the meeting together with members of the Town Council
- To conduct a discussion with the Highways and Municipal Department regarding using their machinery.

(dd) Sand near the Bath-house

It was highlighted that the sand near the bath-house was now forming dunes. The Harbour Master confirmed that he would deal with the situation.

9. NEXT MEETING

It was noted that the next meeting will take place on 24th March, 2020.

The meeting commenced at 10.30am and concluded at 12.30pm.

Agenda Item 6

MEETING	Abermaw Harbour Consultative Committee.
DATE	23rd March 2021
TITLE	Update on Harbour Management Matters
AUTHOR	Senior Harbours Officer

1. Introduction.

- 1.1 As a reminder, the Committees main function is to consider, discuss and advise on matters relating to the management, safety and development of the Harbour and to receive Member's observations on matters relating to Barmouth Harbour.
- 1.2 The purpose of this report is to provide a brief update for the attention of the Committee on harbour matters for the yearly period ending March 2021, in order to receive feedback from the members on safety matters and the operational matters of the Harbour. It is regrettable that the March and October 2020 meetings had to be postponed as a consequence of the Coronavirus epidemic.

2. Barmouth Moorings and Boat Registration.

- 2.1 In 2020/21 figures for 'on moorings' in the Harbour were as follows:-
- 2.2 There has been 31 boats on annual moorings in 2020, compared to 70 in 2019. The figure has been greatly affected by the impact of the Coronavirus epidemic and the associated restrictions placed upon individuals by the Welsh Government. Many vessel owners decided not to utilise their vessel in 2020.
- 2.3 The effect of the Coronavirus epidemic has affected all of the harbours across Gwynedd. On the whole when comparing all Gwynedd Council Harbours, there has been a substantial decrease in the number of customers over the past year.
- 2.4 There were 831 Power Boats registered in Gwynedd in 2020 compared to 894 in 2019. 42 Boats were registered at Barmouth Harbour compared to 66 in 2019.
- 2.5 There were 843 Personal watercraft registered in Gwynedd in 2020 compared to 827 in 2019. This increase reflects the popularity and current trend of those individuals wishing to enjoy themselves on the water. It has also been indicated by local businesses that purchases have been made by individuals instead of travelling abroad for a holiday.
- 2.6 There were 68 Personal watercraft registered at Barmouth harbour compared to 78 the previous year.
- 2.7 Copies of all data relating to occupancy and registration is appended.

3. Port Marine Safety Code.

- 3.1.1 The Port Marine Safety Code ('PMSC') sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the port marine environment. It applies to all Statutory Harbour Authorities.

The Code represents good practice as recognised by a wide range of industry stakeholders and Gwynedd Council understands that a failure to adhere to good practice may be indicative of a harbour authority being in breach of certain legal duties. It is necessary for the Service to receive the comments and views of Consultative Committee Members on the suitability of the Port Marine Safety Code and to regularly receive observations on its contents, in order that it may be reviewed as relevant to the harbour activities, navigation aids, suitability of by-laws, safety matters and general day to day work at Barmouth Harbour.

3.1.2 Following a thorough inspection of the Gwynedd Harbours Port Marine Safety Code and its associated safety management system by examiners from the Maritime and Coastguard agency last year, the Service intend to send a letter of compliance with the code to the Maritime and Coastguard Agency. This will be completed after an annual external audit of the safety management system has been undertaken.

4. Staffing Matters.

4.1 Harbour staff have continued to work from the harbour office throughout the Coronavirus pandemic to ensure the safety of the harbour. Adaptations have been made to the public counter area of the office and signage has been put in place around the harbour to assist in compliance with existing Welsh Government Coronavirus Regulations and to ensure staff remain safe in their working environment.

4.2 After a period of 16 years working on the harbour at Barmouth, Mr Glyn Jones the Harbourmaster decided to leave his post and at the end of August 2020 and head for pastures new, undertaking a role with the Welsh Ambulance Service. The Maritime Service wish to place on record their thanks for his commitment and dedication to the role during his time spent with Gwynedd Council.

4.2.1 The full time Assistant Harbourmaster has continued to work from the harbour office in the absence of the Harbourmaster, supported by fellow Service personnel and a seasonal member of staff whose employment period has been extended to the end of 2021. Both members of staff will continue in their respective roles pending the appointment of new Harbourmaster in due course. It is emphasised that the maritime service fully support both members of staff in Barmouth and that such support will continue unabated throughout the summer period.

5. Financial Matters.

5.1 A brief summary of the harbours budgets and current financial situation will be discussed at the meeting by the Principal Maritime Officer. The Coronavirus epidemic has had major impact on the income gained from the harbour. In accordance with the instructions of the Cabinet of Gwynedd Council, a reduction in the mooring fee required from mooring holders was applied for the 2020-2021 season.

5.2 During this period it was necessary to commit financial resources for the following;

- The extension of staff employment terms
- Maintenance of navigational aids and beacons
- Inspection and maintenance of Council moorings
- Maintenance and operation of the of Harbour patrol vessel
- Maintenance of land and street furniture
- Tools and equipment

5.3 Fees and Charges. 2021/22.

The Service currently awaits confirmation with regard to the prospective fees and charges for Barmouth Harbour together with the Powerboat and Personal Watercraft launching fees for 2021/22 season.

6. Harbourmasters Report. The Assistant Harbourmaster at Barmouth has provided a brief summary of the Navigational and Operational matters undertaken and encountered during the period October 2019 - March 2021 inclusive, including maintenance issues. A copy of her report is attached.

MEETING	Abermaw Harbour Consultative Committee
DATE	23rd March 2021
TITLE	Harbourmasters Report
AUTHOR	Abermaw Assistant Harbourmaster

1. Navigational Issues

- 1.1. The navigable channel on the approach to Barmouth Harbour has remained relatively constant over the last year. Permission was however sought from Trinity House to alter the position of the 'Fairway' buoy (safe water mark), to bring it more in line with the buoyed navigable channel. Permission was granted and the Fairway buoy is now located at position 52° 42.815 N. 004° 04.887 W.
- 1.2 The Service regularly inspects the navigable channel at low tide in order to try to ensure that the navigational aids are in the most suitable location.
- 1.3 Each year Trinity House, the General Lighthouse Authority, conduct an independent audit of the physical presence and functionality of the aids to navigation recorded at Barmouth Harbour. Additionally, every two years a further inspection is undertaken by Trinity House of the buoyage maintenance records and risk assessments associated with the safety of Navigation in the harbour. Both examinations were completed during the autumn of 2020.
- 1.4 There is currently one Local Notice to Mariners in force at Barmouth Harbour. Local notice to Mariners No 12/20 referring to the light on the No 2 Port Hand Buoy which is currently extinguished.
 - 1.4.1 A new lantern support bracket and a new lantern has been purchased for the No 2 buoy damaged by rough seas, which will be fitted as soon as practicable. A new Local Notice to Mariners will then be issued to replace No 12/20.

2 Operational Issues

- 2.1 The Coronavirus epidemic and the associated Welsh Government restrictions imposed on the lives of individuals to curb the spread of the virus, has had a major impact on Harbour operations during 2020. In consequence, it has been necessary for the Harbour Authority to issue Local Notices to Mariners to advise harbour users of the restrictions imposed as time has progressed. Despite the issue of such Notices, the Service have been inundated with requests from individuals requesting to know what activities may or may not be undertaken within the harbour.
 - 2.1.1 Whilst fishing vessels have been allowed to continue operations throughout, tourism and leisure movements in the harbour were fundamentally restricted with many owners deciding to leave their vessels ashore for the year. It is expected that the Coronavirus epidemic will, to some extent, continue to affect harbour operations for the forthcoming season.

- 2.1.2 At the height of the 2020 summer season when some Coronavirus restrictions had been lifted, the harbour frontage became a very busy area, with vehicular traffic coming to virtual standstill on certain days, as parking places in the town became a scarce commodity.
- 2.1.3 The footways on the harbour also became congested due to the volume of people in attendance, with many visitors showing little regard to social distancing measures set by the Welsh Government, associated with the Coronavirus disease. The matter was further exacerbated by local traders on the harbour placing tables and chairs outside their premises on the footways.
- 2.2 **Port Marine Safety Code:** In accordance with the provisions of the Port Marine Safety Code and in order to ensure safe working practices, the Service continue to undertake a review of fishing and ferry operations within its harbours. The focus of the review covers the vessels utilised, together with the tasks and specific risks associated with those activities within the harbour environment, including the stowage of fishing gear on the harbour front.
- 2.3 **Harbour Moorings:** The visitors moorings located in the harbour underwent an annual inspection and service in 2020 conducted by an external contractor. With movements of the navigable channel under review, it is very possible that these moorings may well have to be re-located for forthcoming season, in order to maintain their deep water status.
- 2.4 The Service emphasise that owners of all vessels occupying moorings within the harbour are required to return the relevant mooring confirmation form together with the mooring inspection form to the Harbourmasters office at the earliest opportunity in preparation for next season. This will allow administration procedures to be progressed and for the mooring to be inspected. The Service remains committed to removing from the harbour any derelict and unused mooring that is unfit for purpose or any mooring that has not been allocated to a vessel and dues paid.
- 2.5 **Vessel Tenders:** The Service would also like to remind mooring holders of the need to register any tender vessel utilised and associated with their mooring at the harbour office. Each tender vessel should be marked and readily identifiable with the vessel it is serving as a tender.

3 Maintenance

- 3.1 During the period in question, maintenance of the aids to navigation has been undertaken by an external contractor at a net cost to the Service of £2600. Gwynedd Council owned trot moorings have also been subject to inspection and the work was undertaken by the Harbourmaster who was in post at the time.
- 3.2 It is disappointing to note that damage has occurred to the two new harbour ladders that had been fitted to the harbour wall last year. The damage was caused by vessels moored alongside the quay wall. The Service will seek to undertake repairs of the ladders in conjunction with the owners of the vessels involved.

3.3 The Assistant Harbourmaster will introduce the maintenance work programme undertaken at Barmouth harbour during the winter period. Feedback from Committee members is requested on any additional future work that may need to be considered and included.

4. Other Matters

4.1 **Harbour Subsidence:** Subsidence around the harbour infrastructure continues to occur. A collapse of the sea wall beneath the 'Last Inn' Gardens has led to rock armour being placed in the vicinity to prevent further damage. Subsidence of the harbour ground near the dinghy rack has also become exacerbated. Gwynedd Consultancy have been progressively informed of the subsidence and inspections made of the areas to determine the appropriate course of action.

4.2 **Harbour Dredging:** Following a local consultation process between the Service and harbour stakeholders, a report was prepared and presented to the Fisheries Local Action Group (FLAG) with a view to securing funding in association with the Welsh Government's local development strategy, for a feasibility study into proposed dredging works in the harbour.

4.2.1 Following a successful application, with the assistance of the Consultancy Service of the Council, the matter is now in the process of gathering information to form the tender package for Barmouth harbor dredging 'Feasibility' works.

4.3 **Unseasonal Storms:** Unseasonal weather in the form of storm 'Ellen' on the 22nd August 2020 caused one vessel to capsize in the harbour. Storm 'Francis' on the 25th August 2020 caused the submergence of two vessels within the harbour and caused a further vessel to drag its anchor in the old harbour. All vessels have since been recovered.

4.4 **Fisherman's Compound:** The Service continue to review the allocated spaces within the Fisherman's Compound. Following a further inspection to ensure that all unwanted materials have been removed from the site, compound plot holders will be contacted concerning the re-instatement of individual plot limits.

4.5 **Harbour Parking:** Parking bays on Compound Road have been marked to assist water based Commercial Operators to continue their activities in a busy harbour environment, particularly during the summer period. It is regrettable that since the placement of bollards to prevent indiscriminate parking by non-authorized individuals, many bollards have received unreported damage. The cost of repair of such damage cannot continually be sustained by the Service. The matter is now subject to review.

4.5.1 Indiscriminate parking on the harbour remains a problem, particularly in front of the access gates to the harbour compound situated behind the 'Lobster Pot' premises. This is despite signage in place to inform individuals not to do so. In consequence, the Service are now considering available options to prevent access to the site from being obstructed.

4.5.2 The Service advise that assistance will continue to be sought from Gwynedd Council enforcement officers as and when required, to facilitate free and unobstructed access to

the slipway for harbour users in respect of the road markings located by the 'SS Dora' building.

- 4.6 **Harbour Pontoon.** Barmouth Community Trust have taken ownership and managerial operation of the Harbour Pontoon. It is understood that structural work has been undertaken on the main section of the pontoon, with work to be undertaken on the pontoon fingers and pontoon claws attached to the pontoon beams.
- 4.7 **Friog:** Natural Resources Wales will be carrying out improvement works to the flood defences at Friog Corner in Fairbourne, Gwynedd, adjacent to Penrhyn Drive South and Friog Corner Caravan Park. The proposed improvement works will involve piling a 115m length of buried sheet pile cut off wall, though the landward face of the sea defence embankment to manage the seepage of sea water through the embankment, which is causing flooding to the land behind the embankment.
- 4.8 **Llanbedr Airfield Airspace Change Proposal:** Following a proposal by the owners of Llanbedr Airfield to increase the size of the airspace danger area around the airfield, the Service have received confirmation that there is no plan and no current requirement for an associated marine traffic exclusion zone and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years.
- 4.9 **Barmouth Rail Bridge:** The harbour Authority have been provided with a draft time frame for the schedule of works for the bridge as follows;

April/May 2021

Survey work will be undertaken on the metallic spans of the bridge. Scaffolding will be erected around the legs of the bridge in order to maintain and paint the structure. The lower parts of the piles will be exposed.

June 2021

The main part of the work will commence. Most of the work will be undertaken at low tide with access being gained from Morfa side of the estuary. Divers will be used for the deeper water section.

September 2021

The Bridge will be closed to the public from 12th of September 2021. Work will be undertaken on the bridge on shifts covering 24/7. This period is when the majority of the bridge will be re-built using 2 cranes and 2 supporting machines.

December/January 2021/22

Replaced materials will be moved from the bridge.

2022

Aberamffra harbour may be required at this stage. The marine license was accepted last year.

Movement of materials from the bridge to Aberamffra harbour will be taking place throughout the spring/summer season of 2022. The contractors will be using small pontoons and this work will not affect boats or moorings in this area.

September 2022

- 4m x 12m steel pontoons will be used to move timber to and from the bridge using Aberamffra harbour. This could affect boats/moorings.
- New metal and timber sections for the bridge will be built in the allocated compound on the promenade and moved by lorry to Aberamffra harbour where they will be placed onto pontoons and transported to the bridge. Public access to Aberamffra harbour will be managed by the contractor.

5. **Events**

5.1 It is regrettable that a number of planned events which were due to be held at Barmouth harbour during 2020 had to be cancelled as a consequence of the Coronavirus epidemic. The following events were amongst those cancelled;

- Three Peaks Yacht Race
- Paddle Sports Festival
- Food Festival
- Motocross Event
- Kite Festival

5.2 It is uncertain if proposed events will need to be cancelled again this year. In consequence the Service would like to remind members that it is essential to comply with the prevailing Coronavirus Regulations and advice produced by the Welsh Government and to liaise with the Harbour Authority at the earliest opportunity to gain permission to stage the event.

Uned Morwrol a Pharciau Gwledig / Maritime and Country Parks Unit
Cyfanswm wedi Cofrestru Badau Dwr Personol - Total number of Personal Watercraft Registrations

<i>Blwyddyn Year</i>	<i>Harbwr Aberdyfi Harbour</i>	<i>Harbwr Abermaw Harbour</i>	<i>Harbwr Porthmadog Harbour</i>	<i>Harbwr Pwllheli/ Hafan</i>	<i>Morfa Bychan</i>	<i>Traethau Gwynedd Beaches</i>	<i>Swyddfa Office</i>	<i>Cyfanswm Total</i>
2015	23 Aberdyfi 1 Tywyn	64 Abermaw a Caerddaniel	30	42 Total Boat Care 43 Hafan	157	76 Abersoch 1 Machroes 9 Morfa Nefyn 6 Nefyn 1 Aberdaron	243	696
2016	27 Aberdyfi 4 Tywyn	69 Abermaw	35	49 Total Boat Care 56 Hafan	183	101 Abersoch 20 Machroes 4 Morfa Nefyn 10 Nefyn 2 Aberdaron	174	734
2017	28 Aberdyfi 6 Tywyn	68 Abermaw	45	55 Total Boat Care 65 Hafan	165	122 Abersoch 10 Machroes 12 Morfa Nefyn 10 Nefyn 1 Aberdaron	151	738
2018	50 Aberdyfi 3 Tywyn	74 Abermaw	52	73 Total Boat Care 105 Hafan	200	188 Abersoch 9 Machroes 3 Morfa Nefyn 5 Nefyn 1 Aberdaron	160	923
2019	32 Aberdyfi 5 Tywyn	78 Abermaw	55	43 Total Boat Care 116 Hafan	184	137 Abersoch 5 Machroes 14 Morfa Nefyn 5 Nefyn 0 Aberdaron	153	827
2020	30 Aberdyfi	68 Abermaw	41	163 Hafan	178	236 Abersoch 23 Machroes 11 Nefyn	93	843

Uned Morwrol a Pharciau Gwledig / Maritime and Country Parks Unit
Cyfanswm wedi Cofrestru Cychod Pŵer - Total number of Powerboat Registrations

<i>Blwyddyn Year</i>	<i>Harbwr Aberdyfi Harbour</i>	<i>Harbwr Abermaw Harbour</i>	<i>Harbwr Porthmadog Harbour</i>	<i>Harbwr Pwllheli Harbour</i>	<i>Morfa Bychan</i>	<i>Traethau Gwynedd Beaches</i>	<i>Swyddfa Office</i>	<i>Cyfanswm Total</i>
2015	52 Aberdyfi 3 Tywyn	71 Abermaw a Caerddaniel	30	99 Total Boat Care 5 Harbwr 104 Hafan	14	92 Abersoch 4 Machroes 23 Morfa Nefyn 13 Nefyn 16 Trefor 12 Aberdaron	449	987
2016	58 Aberdyfi 7 Tywyn	81 Abermaw	37	115 Total Boat Care 4 Harbwr 119 Hafan	31	101 Abersoch 71 Machroes 27 Morfa Nefyn 14 Nefyn 10 Aberdaron	336	1011
2017	53 Aberdyfi 9 Tywyn	66 Abermaw	37	103 Total Boat Care 3 Harbwr 117 Hafan	29	125 Abersoch 40 Machroes 48 Morfa Nefyn 19 Nefyn 11 Aberdaron 6 Trefor	289	955
2018	53 Aberdyfi 14 Tywyn	75 Abermaw	38	112 Total Boat Care 177 Hafan	34	161 Abersoch 31 Machroes 52 Morfa Nefyn 15 Nefyn 5 Aberdaron	290	1057
2019	41 Aberdyfi a 16 Tywyn	66 Abermaw	33	97 Total Boat Care 172 Hafan	30	89 Abersoch 20 Machroes 60 Morfa Nefyn 14 Nefyn 12 Aberdaron	244	894
2020	51 Aberdyfi	42 Abermaw	16	281 Hafan	24	180 Abersoch 29 Machroes 57 Nefyn	151	831

Uned Morwrol / Maritime Unit
Ystadegau angorfeydd – Mooring statistics

<i>Harbwr Harbour</i>	<i>Nifer o Angorfeydd Available no of moorings</i>	<i>Preswlydd Occupancy</i>	<i>Preswyl yng Ngwynedd Residing in Gwynedd</i>	<i>Eraill Others</i>
<i>Aberdyfi 2015</i>	120	77 (64.2%)	35 (45.5%)	42 (54.5%)
<i>Aberdyfi 2016</i>	120	79 (65.8%)	36 (45.6%)	43 (54.4%)
<i>Aberdyfi 2017</i>	120	78 (65.0%)	36 (46.2%)	42 (53.8%)
<i>Aberdyfi 2018</i>	120	74 (61.7%)	37 (50.0%)	37 (50.0%)
<i>Aberdyfi 2019</i>	120	68 (56.7%)	32 (47.1%)	36 (52.9%)
<i>Aberdyfi 2020</i>	120	47 (39.2%)	23 (48.9%)	24 (51.1%)
<i>Abermaw 2015</i>	140	93 (66.4%)	63 (67.7%)	30 (32.3%)
<i>Abermaw 2016</i>	140	88 (62.9%)	60 (68.2%)	28 (31.8%)
<i>Abermaw 2017</i>	140	86 (61.4%)	59 (68.6%)	27 (31.4%)
<i>Abermaw 2018</i>	140	69 (49.3%)	44 (63.8%)	25 (36.2%)
<i>Abermaw 2019</i>	140	70 (50.0%)	45 (64.3%)	25 (35.7%)
<i>Abermaw 2020</i>	140	31 (22.1%)	24 (77.4%)	7 (22.6%)
<i>Porthmadog 2015</i>	238	140 (58.8%)	44 (31.4%)	96 (68.6%)
<i>Porthmadog 2016</i>	238	129 (54.2%)	47 (36.4%)	82 (63.6%)
<i>Porthmadog 2017</i>	238	135 (56.7%)	54 (40.0%)	81 (60.0%)
<i>Porthmadog 2018</i>	238	131 (55.0%)	54 (41.2%)	77 (58.8%)
<i>Porthmadog 2019</i>	238	130 (54.6%)	60 (46.2%)	70 (53.8%)
<i>Porthmadog 2020</i>	238	64 (26.9%)	30 (46.9%)	34 (53.1%)
<i>Pwllheli 2015</i>	114	87 (76.3%)	57 (65.5%)	30 (34.5%)
<i>Pwllheli 2016</i>	114	58 (50.9%)	27 (46.6%)	31 (53.4%)
<i>Pwllheli 2017</i>	81	60 (74.1%)	28 (46.7%)	32 (53.3%)
<i>Pwllheli 2018</i>	81	55 (67.9%)	27 (49.1%)	28 (50.9%)
<i>Pwllheli 2019</i>	81	58 (71.6%)	40 (69.0%)	18 (31.0%)
<i>Pwllheli 2020</i>	81			

<i>Hafan 2014</i>	409	293 (71.6%)	51 (17.4%)	242 (82.6%)
<i>Hafan 2015</i>	409	292 (71.4%)	56 (19.2%)	236 (80.8%)
<i>Hafan 2016</i>	409	287 (70.1%)	55 (19.2%)	232 (80.8%)
<i>Hafan 2017</i>	409	306 (74.8%)	57 (18.6%)	249 (81.4%)
<i>Hafan 2018</i>	409	292 (71.4%)	56 (19.2%)	236 (80.8%)
<i>Hafan 2019</i>	409	299 (73.1%)	57 (19.1%)	242 (80.9%)
<i>Hafan 2020</i>	409			
<i>Dco Fictoria 2014</i>	100	100 (100.0%)	25 (25.0%)	75 (75.0%)
<i>Doc Fictoria 2015</i>	100	100 (100.0%)	21 (21.0%)	79 (79.0%)
<i>Doc Fictoria 2016</i>	100	92 (92.0%)	19 (20.7%)	73 (79.3%)
<i>Doc Fictoria 2017</i>	100	92 (92.0%)	16 (17.4%)	76 (82.6%)
<i>Doc Fictoria 2018</i>	100	90 (90.0%)	21 (23.3%)	69 (76.7%)
<i>Doc Fictoria 2019</i>	100	94 (94.0%)	20 (21.3%)	74 (78.7%)
<i>Doc Fictoria 2020</i>	100			

Uned Morwrol a Pharciau Gwledig

Ystadegau Cychod Pŵer v's Cychod Hwyllo a Rhestr Aros - Powerboats v's Sailing Boats and Waiting List

<i>Harbwr/Harbour Marina</i>	<i>Cyfanswm Nifer Angorfeydd Total number available moorings</i>	<i>Cyfanswm Cychod ar Angorfeydd Total number of boats on mooring</i>	<i>Nifer Cychod Pŵer Total number Powerboats</i>	<i>Nifer Cychod Hwyllo Total number sailing boats</i>	<i>Canran (%) Pŵer V's hwyllo Percentage Power v's Sail</i>
Harbwr Aberdyfi 15	120	77	53	24	68.8% Pwer 31.2% Hwyllo
Harbwr Aberdyfi 16	120	79	55	24	69.6% Pwer 30.4% Hwyllo
Harbwr Aberdyfi 17	120	78	56	22	71.8% Pwer 28.2% Hwyllo
Harbwr Aberdyfi 18	120	74	55	19	74.3 % Pwer 25.7% Hwyllo
Harbwr Aberdyfi 19	120	68	54	14	79.4% Pwer 20.6% Hwyllo
Harbwr Aberdyfi 20	120	47	44	3	93.6% Pwer 6.4% Hwyllo
Harbwr Abermaw 15	140	93	60	33	64.5% Pwer 35.5% Hwyllo
Harbwr Abermaw 16	140	88	59	29	67.0% Pwer 33.0% Hwyllo
Harbwr Abermaw 17	140	86	55	31	64.0% Pwer 36.0% Hwyllo
Harbwr Abermaw 18	140	69	45	24	65.2% Pwer 34.8% Hwyllo
Harbwr Abermaw 19	140	70	44	26	62.9% Pwer 37.1% Hwyllo
Harbwr Abermaw 20	140	31	21	10	67.7% Pwer 32.3% Hwyllo
Harbwr Porthmadog 15	238	140	45	95	32.1% Pwer 67.9% Hwyllo
Harbwr Porthmadog 16	238	129	41	88	31.8% Pwer 68.2% Hwyllo
Harbwr Porthmadog 17	238	135	42	93	31.1% Pwer 68.9% Hwyllo

Harbwr Porthmadog 18	238	131	40	91	30.5% Pwer 69.5% Hwyllo
Harbwr Porthmadog 19	238	130	42	88	32.3% Pwer 67.7% Hwyllo
Harbwr Porthmadog 20	238	64	22	42	34.4% Pwer 65.6% Hwyllo
Harbwr Pwllheli 15	114	87	46	41	52.9% Pwer 47.1% Hwyllo
Harbwr Pwllheli 16	114	58	18	40	31.0% Pwer 69.0% Hwyllo
Harbwr Pwllheli 17	81	60	19	41	31.7% Pwer 68.3% Hwyllo
Harbwr Pwllheli 18	81	55	29	26	52.7% Pwer 47.3% Hwyllo
Harbwr Pwllheli 19	81	58	26	32	44.8% Pwer 55.2% Hwyllo
Harbwr Pwllheli 20	81				
Hafan Pwllheli 15	409	292	138	154	47.3% Pwer 52.7% Hwyllo
Hafan Pwllheli 16	409	287	137	150	47.7% Pwer 52.3% Hwyllo
Hafan Pwllheli 17	409	306	144	162	47.1% Pwer 52.9% Hwyllo
Hafan Pwllheli 18	409	292	150	142	51.4% Pwer 48.6% Hwyllo
Hafan Pwllheli 19	409	299	133	166	44.5% Pwer 55.5% Hwyllo
Hafan Pwllheli 20	409				
Doc Fictoria 15	100	98	34	64	34.7% Pwer 65.3% Hwyllo
Doc Fictoria 16	100	92	34	58	37.0% Pwer 63.0% Hwyllo
Doc Fictoria 17	100	92	28	64	30.4% Pwer 69.6% Hwyllo
Doc Fictoria 18	100	90	49	41	54.4% Pwer 45.6% Hwyllo

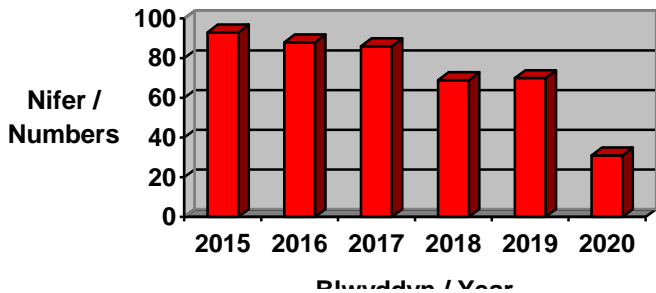
Doc Fictoria 19	100	94	29	65	30.9% Pwer 69.1% Hwyllo
Doc Fictoria 20	100				
Cyfanswm 15	1121	787	376	411	47.8% Pwer 52.2% Hwyllo
Cyfanswm 16	1121	733	344	389	46.9% Pwer 53.1% Hwyllo
Cyfanswm 17	1088	757	344	413	45.4% Pwer 54.6% Hwyllo
Cyfanswm 18	1088	709	367	342	51.8% Pwer 48.2% Hwyllo
Cyfanswm 19	1088	719	328	391	45.6% Pwer 54.4% Hwyllo
Cyfanswm 20	1088				

HARBWR ABERMAW HARBOUR

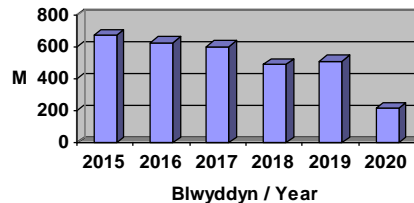
Cymhariaeth o Ystadegau Cychod Comparison of Boat Statistics

	2015	2016	2017	2018	2019	2020
Nifer o Gychod / Number of Boats	93	88	86	69	70	31
Cyfanswm Hydoedd / Total LOA	671.20	627.64	602.63	493.36	512.00	216.31
Cyfartaledd Hyd / Average Length	7.21	7.13	7.01	7.15	7.31	6.98
Cyfanswm Dyfnder / Total Draught	82.89	77.96	74.56	61.21	65.13	27.71
Cyfartaledd Dyfnder / Average Draught	0.89	0.86	0.87	0.89	0.93	0.89

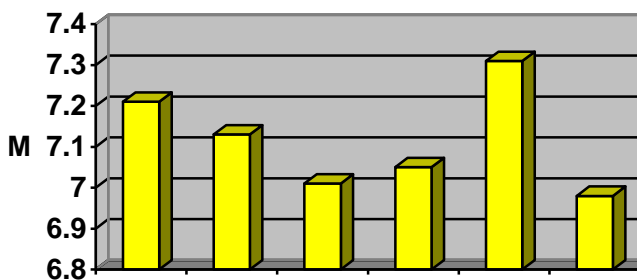
Nifer o Gychod / Number of Boats



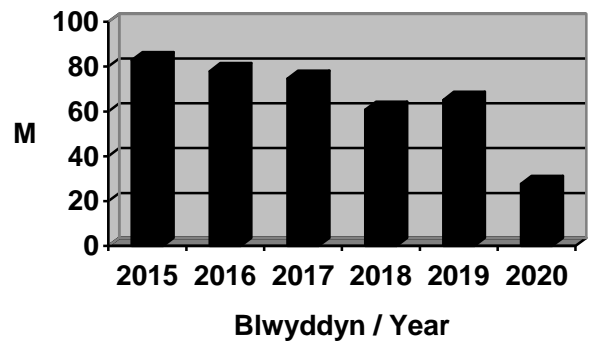
Cyfanswm Hydoedd / Total Length



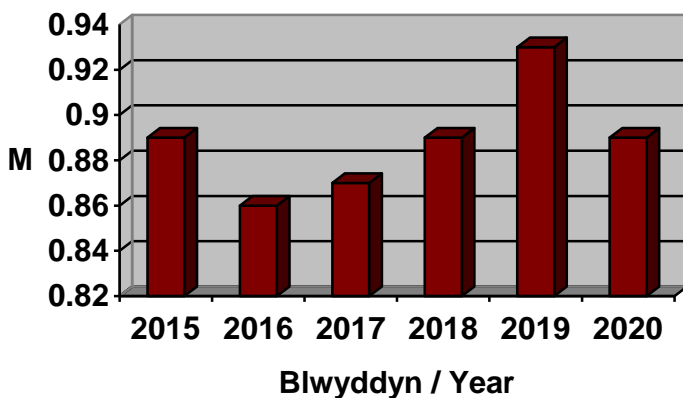
Cyfartaledd Hyd / Average Length



Cyfanswm Dyfnder / Total Draught

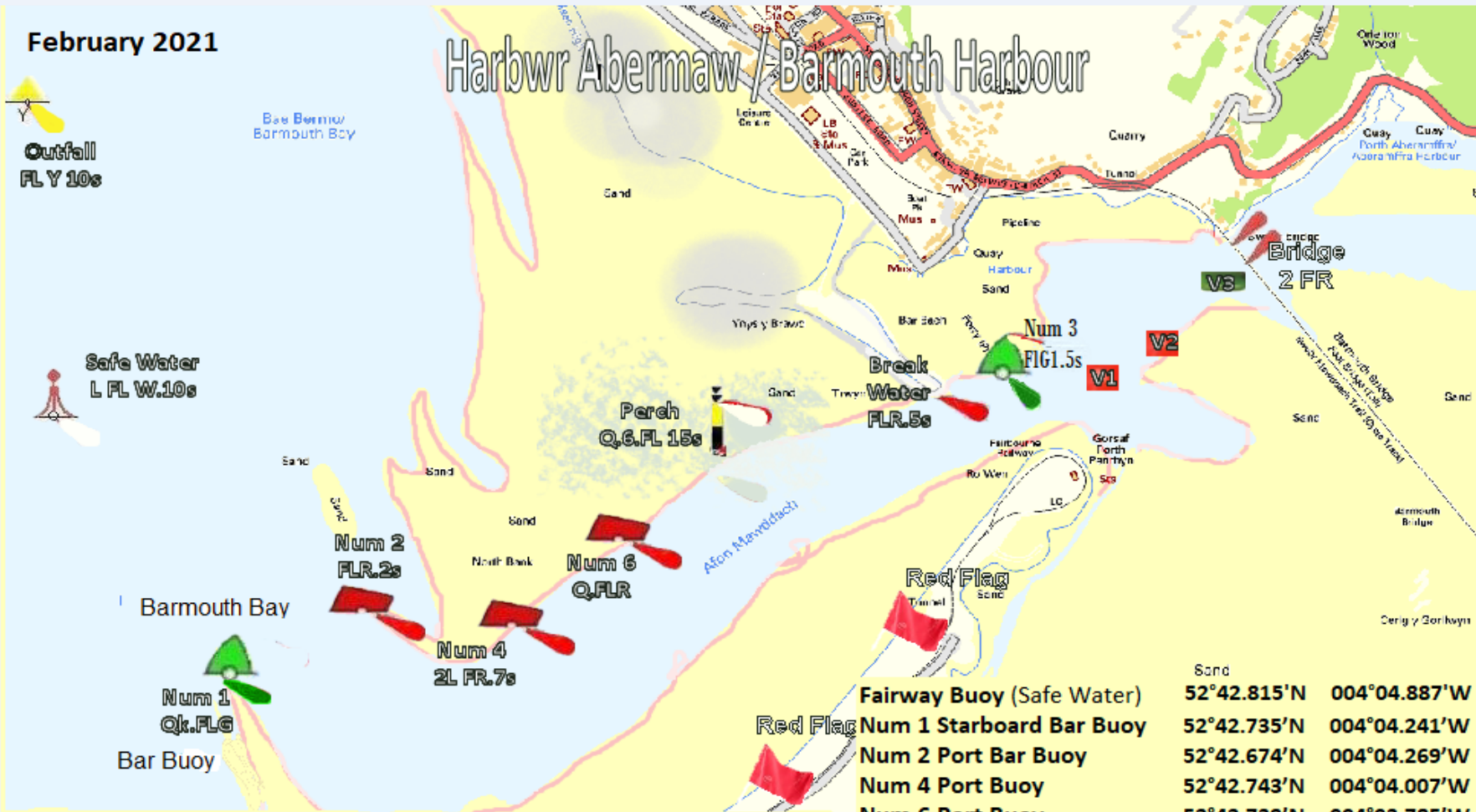


Cyfartaledd Dyfnder / Average Draught



February 2021

Harbwr Abermaw / Barmouth Harbour



Fairway Buoy (Safe Water)	52°42.815'N	004°04.887'W
Num 1 Starboard Bar Buoy	52°42.735'N	004°04.241'W
Num 2 Port Bar Buoy	52°42.674'N	004°04.269'W
Num 4 Port Buoy	52°42.743'N	004°04.007'W
Num 6 Port Buoy	52°42.739'N	004°03.785'W
South Cardinal Perch	52°42.822'N	004°03.720'W
Num 3 Starboard Inner Buoy	52°43.006'N	004°03.085'W

This illustration is intended as a guide only. All positions are given as approximate. The aids to navigation may be moved without prior notice. Mariners are advised to contact the harbourmasters office for the latest navigational information. Tel: 01341 280 671
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