



Complete Agenda

Democratic Service
Swyddfa'r Cyngor
CAERNARFON
Gwynedd
LL55 1SH

Meeting

BARMOUTH HARBOUR CONSULTATIVE COMMITTEE

Date and Time

2.00 pm, TUESDAY, 19TH OCTOBER, 2021

Location

Virtual Meeting

Contact Point

Lowri Haf Evans

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(DISTRIBUTED 11/10/21)

MEMBERSHIP:

Gwynedd Council:

Louise Hughes
Eryl Jones-Williams
Gethin Glyn Williams

Co-Opted Members:

Councillor Rob Triggs
Councillor Matthew Harris
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. APOLOGIES

To receive any apologies for absence.

2. DECLARATION OF PERSONAL INTEREST

To receive any declaration of personal interest.

3. MINUTES

4 - 8

a) To confirm the minutes of the previous meeting of the Barmouth Consultative Committee held on 23rd March 2021

b) Matters arising

4. UPDATE ON HARBOUR MANAGEMENT MATTERS

9 - 23

To submit a report by the Senior Harbours Officer.

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

To consider matters at the request of the Members

6. DATE OF NEXT MEETING

To note that the next meeting of the Barmouth Harbour Consultative Committee will be held 22nd March 2022

Agenda Item 3

BARMOUTH HARBOUR CONSULTATIVE COMMITTEE 23/03/21

Attendance:

Members:

Councillor Gethin Glyn Williams, Councillor Eryl Jones-Williams, Councillor Rob Triggs (Barmouth Town Council), Councillor Matthew Harris (Barmouth Resort Improvement Group), Dr John Smith (Barmouth Viaduct Access Group), Wendy Ponsford (Meirioneth Yacht Club), Mark James (RNLI) and Ian Sadler (Three Peaks Race Committee)

Officers:

Barry Davies (Maritime Manager), Arthur Francis Jones (Senior Harbours Officer), Bergitte Evans (Barmouth Harbour Assistant) and Lowri Haf Evans (Democratic Services Officer).

Others invited:

Steve Richardson (Griffiths Engineering)
Rob Williams (Water and Environment Service Manager – Gwynedd Consultancy – YGC)
Osian Gruffydd Richards (Senior Technical Engineer – YGC)
Peter Appleton (Three Peaks Race Committee – observer)

Apologies:

Apologies were received from Councillor Gareth Thomas (Cabinet Member – Economic Development), Councillor Louise Hughes, Councillor Brian Woolley (Arthog Community Council), Mr John Johnson (Barmouth and Cardigan Bay Sea Fisheries Association) and Llŷr B Jones (Assistant Head of Economy and Community Department)

1. CHAIR

RESOLVED to re-elect Councillor Gethin Williams as Chair of this Committee for the year 2020/21.

2. VICE-CHAIR

RESOLVED to re-elect Councillor Eryl Jones-Williams as Vice-chair of this Committee for 2020/21.

3. DECLARATION OF PERSONAL INTEREST

None to note

4. MINUTES

The Chair signed the minutes of the previous meeting of this Committee that was held on 22 October 2019, as a true record subject to correction: 5 (ch) Specific facility for jet skis – *'It was reported that jet skis did not bring any income to the harbour'* > 'that registered jet skis did bring income to the harbour' and 8 (a) Barmouth Harbour Development Plan – *'A wish to draft a development plan was highlighted'* > 'The need to draft a development plan was highlighted'.

Matters arising from the minutes:

- Barmouth Harbour Development Plan Taskforce
It was highlighted that work had not proceeded as every 'developmental' matter had been set aside as a result of the covid 19 crisis. It was added that priority would be given to re-opening for when people could visit. **It was suggested that the Maritime Manager should ask the Assistant Head of Economy and Community Department about the way forward.**

It was added that it was good practice to hold the Barmouth, Aberdyfi and Pwllheli Harbour Committees and that the Porthmadog Harbour Committee was the only statutory meeting in terms of legislation requirements. It was noted that if legislation enforced harbour development plans, the intention would be to ensure consistency across the four harbours (Aberdyfi, Barmouth, Porthmadog and Pwllheli). **A request was made for the Maritime Officer to look into the requirements of the Act that gives guidance that a harbour development plan was essential.**

6. UPDATE ON HARBOUR MANAGEMENT MATTERS

Brigitte Evans (Barmouth Harbour Assistant) was welcomed to her first meeting. Officers and harbour staff were thanked for all their work in maintaining the service during an incredibly difficult year.

(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 ending March 2021

Moorings

It was reported that there had been a significant reduction in the number of moorings as a result of restrictions associated with covid-19. It was noted that many vessel owners had chosen not to utilise their vessels in 2020 – a general pattern that was seen across Gwynedd Harbours.

Port Marine Safety Code

In response to a question regarding compliance with the code and whether this was something that was difficult to operate, it was noted that the safety aspects were the main challenges together with conducting risk assessments and an external audit. It was added that the process of 'constructing' the code was one that was gradually developing. It was reported that a letter would be sent from the Service to the Maritime and Coastguard Agency having undertaken the annual external audit of the safety management system.

In response to a question regarding the fishermen's pots being left on the harbour, it was noted that this was only a temporary arrangement and as the fishing season gets nearer the pots will be relocated.

Staffing Matters

It was reported that there had been a number of staff changes during the year and Mr Glyn Jones, Harbourmaster, had left to work with the Welsh Ambulance Service. It was highlighted that Brigitte Evans and Jordan Hewlett had been appointed to undertake Harbour duties and they were continuing to be trained and developed.

In response to a question regarding sufficient resources to cope with visitors to the area during the summer, it was noted that the Cabinet Member had highlighted concern about the situation and that the matter had been discussed in the Tourism Group, under the leadership of the Chief Executive. Following further discussions with the Maritime Unit, and an effective agreed plan for the work, it was suggested that the staffing level would be sufficient for the Harbour and the beach. Staff from other departments will also be available to manage matters in the town.

Financial Matters

The harbour budget was presented to highlight the current financial position up to the end of March 2021. An overspend of £8,061 was estimated.

In response to a question regarding funding from Welsh Government to compensate for the reduction in income, it was reported that £4,500 had been received and included in the budget. It was noted that mooring fees would increase in line with inflation (2%), however, there would be no increase in launching, registration and re-registration fees.

Barmouth Viaduct Repair Work

A presentation was given by Steve Richardson (Griffiths Engineering) regarding the repair work to be undertaken to Barmouth Viaduct over the next two years. Reference was made to the work timeframe included in the Harbourmaster's report.

Main points arising from the discussion:

- The bridge will not open – it had not been designed to open
- There was no plan to raise the sand level
- The work will not limit the use of the navigational area
- The old timber and iron will be available to local artists.
- The size of the new timber will be too large and therefore they will need to be sawn to the correct size and the off-cuts will be available for a reasonable price with the money to be contributed to the RNLI and other local charities.

Suggestions to be referred to SR

- Some sections of timber will be re-used to repair paths
- If there was a need for repair work in the harbour, it was stated that resources would be available – the company were open to discussions.
- Although it was proposed to open a shop on the site to share information with the public, this had not been possible under the covid 19 restrictions/guidance
- The old mechanical wheel will remain in place and will not be available as a 'decoration' for the gardens – this was a decision by CADW
- **Steve Richardson's details to be distributed to Members**

(b) Harbourmaster's Report

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

- That the course of the navigable channel when approaching Barmouth Harbour had remained fairly consistent over last year. However, following a request from Trinity House to change the position of the Fairway Buoy (safe water mark), to correspond better to the navigable channel with buoys, permission was given to position it at 52° 42.815 N. 004° 04.887 W.

- The Coronavirus epidemic and the associated Welsh Government restrictions imposed had had a major impact on the Harbour's operations during 2020.
- Whilst fishing vessels had been allowed to continue to operate throughout, tourism and leisure movements in the harbour were fundamentally restricted with many owners deciding to leave their vessels ashore for the year.
- At the height of the 2020 summer season when some Coronavirus restrictions were lifted, the harbour frontage became a very busy area – with not much attention given by visitors to social distancing measures imposed by Welsh Government.
- Visitor moorings located in the harbour underwent an annual inspection and service in 2020. This was undertaken 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 the forthcoming season, in order to maintain their deep water status.
- During the period in question, maintenance of the navigation aids had been undertaken by an external contractor at a net cost to the Service of £2600.
- Damage had occurred to the two new harbour ladders 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 to the ladders in conjunction with the owners of the vessels involved and will also seek to recover the costs from vessel owners
- Subsidence around the harbour infrastructure continues. A collapse of the sea wall beneath Viaduct Gardens had led to rock armour being placed in the vicinity to prevent further damage. Subsidence of the harbour ground near the dinghy rack had also become exacerbated. Gwynedd Consultancy have been informed of the subsidence and inspections were undertaken in the area to determine the appropriate course of action.
- Following a local consultation process between the Service and harbour stakeholders, a report was prepared and presented to the Fisheries Local Action Group (FLAG) to secure funding in association with the Welsh Government's local development strategy, for a feasibility study into proposed dredging works in the harbour. It was reported that YGC were forming the tender package for the work – **update on the position October 2021**. FLAG were thanked for the funding to undertake a review and feasibility study.
- Parking spaces on Compound Road had been marked to assist water based Commercial Operators to continue their activities in a busy harbour environment, particularly during the summer period. Unfortunately, since the placement of bollards to prevent indiscriminate parking by unauthorised individuals, many bollards had received unreported damage. The Service cannot continue to foot the repair costs of such damage. The matter was now subject to review. It was intended to consider alternative schemes in the future – it is not proposed to impose a parking order in the area – priority was being given to higher profile sites in the County.
- When organising any event, it was essential to comply with the prevailing Coronavirus Regulations and the advice produced by the Welsh Government by contacting the Harbour Authority or the Gwynedd Events Group. Applications will be considered and engagement measures will be undertaken with the local community regarding staging events. Members were encouraged to be realistic regarding what could be done bearing in mind the current position. The need to consult with the public and share information in a timely manner was emphasised.

11:00am – a minute to think and reflect on the experiences of the past year. To mark a year since the start of the first national restrictions on movement in response to the Covid-19 pandemic.

Sea Defences Schemes – update on the North Promenade Scheme and Viaduct Gardens Scheme by Rob Williams and Osian Richards YGC.

It was reported that a meeting had taken place on 6 January 2021 – the minutes had been shared with Members.

Main points arising from the discussion:

North Promenade Scheme:

- Geophysical work undertaken to investigate the condition of the structure space
- Detailed design to model the beach
- A business case had been submitted to Welsh Government
- No sand dunes will be created as this will not allow sufficient time for the marram grass to root. Need to consider possible options that include stabilising the grass that already exists. Further discussions to be held.

Viaduct Gardens Scheme:

- Work to update the business case is being completed
- A survey of the entire quay wall had been completed – a report of the findings was yet to be received
- Next steps – detailed design for the work – match funding available for the work through the Council's assets
- Drainage improvement work to be completed in the road -
- Need to improve the standard of sea flood defences. It was proposed to consult with the public – the area was sensitive – need to consider the finished appearance together with the appropriate level of defence.
- Access plans to be incorporated with the defences plans – ideas to be forwarded to the Economy Department
- Quay Wall – following initial survey, the wall had stabilised but needs a further survey prior to opening to the public. Further discussions to be undertaken with YGC – if 'additional pressure' is required, this can be incorporated in the Viaduct Gardens Scheme.

RESOLVED to accept the reports.

8. NEXT MEETING

It was noted that the next meeting was scheduled for 19 October 2021. A request was made on behalf of the Cabinet Member to consider another date and time as Tuesday mornings clashed with Leadership Team meetings and therefore prevented the Cabinet Member from attending. A request was made for Members to consider another convenient day and time.

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

MEETING	Abermaw Harbour Consultative Committee
DATE	19th October 2021
TITLE	Update on Harbour Management Matters
AUTHOR	Senior Harbours Officer

1. Introduction.

- 1.1 The Committee's 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 period March 2021 to October 2021, in order to receive feedback from the members on safety matters and the operational matters of the Harbour.

2. Barmouth Moorings and Boat Registration.

- 2.1 There were 54 boats on annual moorings within the harbour of Barmouth in 2021. This compares with 31 boats on moorings in 2020.
- 2.2 On the whole when comparing all Gwynedd Council Harbours, there has been an increase in the number of customers over the past year in all harbours. The increase in the number of vessels moored in the harbours reflects the gradual release of the Coronavirus lockdown restrictions in Wales.
- 2.3 This season the Service provided the opportunity for members of the public to register powered craft on-line through the Gwynedd Council Website.
- 2.4 748 Personal Watercraft (Jetskis) were registered on-line.
- 2.5 516 Powerboats were registered on-line.
- 2.6 In addition to the above figures, 1131 Personal Watercraft and Powerboats were registered on paper by persons visiting the various maritime offices across Gwynedd, providing a total of 2395 as the number of vessels registered.

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.

- 3.1.2 The Service regularly reviews the Port Marine Safety Code for the harbours under its jurisdiction in order to remain in full compliance with the current requirements of the Code. As part of the review

process, it is necessary 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, particularly with relevance to the harbour activities, navigational aids, suitability of by-laws, safety matters and general day to day work at Barmouth Harbour.

4. Staffing Matters.

The staffing level Barmouth harbour has remained unchanged since the previous report to the Committee. The assistant harbourmaster is currently undertaking most functions required to ensure safe operations within the harbour. We anticipate that the 'vacant' post of Harbourmaster could be advertised early in 2022. The assistant harbourmaster is ably supported by the harbour assistant who is currently performing all functions albeit on a temporary basis. The Service has been able to call upon staff based at the harbours of Porthmadog and Aberdyfi to assist with work in the harbour of Barmouth when required.

5. Financial Matters.

5.1 A brief summary of the harbour budget and current financial situation up to the end of the quarter will be provided by the Maritime Officer.

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

- Maintenance of navigational aids and beacons
- Inspection and maintenance of Council moorings
- Maintenance and operation of the of Harbour patrol vessel
- Maintenance of lands and benches

5.3 Fees and Charges. 2022/23.

With regard to the prospective fees and charges for Barmouth Harbour together with the Powerboat and Personal Watercraft launching fees for 2022/2023 season, it is the intention of the service to adjust the fees in line with the rate of inflation. At this time the Service is yet to receive confirmation of the rates to be applied.

6. Dredging Feasibility Study

Following a successful financial bid and with the generous support of FLAG the Council has commissioned a dredging feasibility study for Abermaw harbour. The study area is focusing on the area immediately adjacent to the quayside within the area already occupied by swinging moorings.

To date, the following tasks have been completed.

- Bathymetric survey completed.
- It has been identified that dredged volumes of 70,000m³ will be required if a depth of -0.5m below Chart Datum is to be achieved.
- The material sampling plan has been agreed and approved by Natural Resources Wales.
- Samples of the sediments have been taken and have been delivered to the testing laboratory. We are awaiting the results of the sediment testing.
- Options appraisal has commenced with regard to disposal of dredged material. The results of the sediment samples will determine options.
- The first completed draft report is expected in November.

7. Vessel Registration

During the early part of the summer it became possible for Powerboat and PWC owners to register their vessel and purchase the annual launching permit on-line.

It is pleasing to report that the system worked very well and has reduced the administrative work significantly especially on beaches.

In 2022 we will not be accepting postal applications and will not be processing in person applications in harbours, marinas or on beaches. All applications will be on-line.

8. Ports Division - Consultation

Department of Transport Consultation Paper: The Service draws to the attention of Committee members the Department of Transport consultation paper on “Strengthening enforcement of the dangerous use of recreational and personal watercraft”.

In essence the consultation paper proposes altering legislation to bring recreational and personal watercraft within the scope of the Merchant Shipping Act 1995, to ensure safe practices. The document is available for viewing on the United Kingdom government website by following the below link:

www.gov.uk/government/consultations/strengthening-enforcement-of-the-dangerous-use-of-recreational-and-personal-watercraft

Comments on the proposal should be sent to maritimesafety@dft.gov.uk.

The consultation closes at 11:45 pm on 1st November 2021.

9. **Harbourmasters Report.** The assistant harbourmaster at Barmouth will provide a summary of the Navigational and Operational matters undertaken and encountered during the period March 2021 to October 2021 inclusive, including maintenance issues.

MEETING	Abermaw Harbour Consultative Committee
DATE	19th October 2021
TITLE	Harbour Report
AUTHOR	Assistant Harbourmaster

H 1 Navigational Issues

- 1.1 The course of the navigable channel into the harbour has remained constant over the summer period, in consequence, any movement of the channel buoys has not been required.
- 1.2 The channel approach to the harbour will continue to be monitored by harbour staff during the forthcoming period and whenever necessary, changes will be made to the positions of the navigation marks following approval from Trinity House utilising a local contractor
- 1.3 The Service is to receive its annual inspection of the Navigational Aids within the Harbour of Barmouth and the channel approach by Trinity House staff on the 28th September 2021. A report on their findings will follow. The result of the report will be relayed to the Harbour Committee once received.
- 1.4 There are currently no Local Notice to Mariners in force concerning the navigation marks in the channel.
- 1.5 Mariners are reminded of the need to contact the harbourmasters office prior to any departure or approach, to obtain the latest navigational and weather information.

H 2 Operational Issues

- 2.1 **Summer Season:** The harbour has seen a significant number of visitors to the area during this year, caused by the effect of the coronavirus restrictions on travel abroad. The harbour staff have been on constant watch both ashore and afloat, to ensure the safety of persons enjoying the environment, with regular patrols undertaken in the Barmouth channel.
 - 2.1.1 Whilst the vast majority of visitors to the area were respectful of the harbour environment, there was a noticeable increase in the number of incidents of staff subjected to verbal abuse or gestures during the performance of their duties. The wanton discharge of litter around the harbour, and the ignorance of the existing Coronavirus epidemic by certain individuals has also been of concern.
 - 2.1.2 During the summer season a total of 47 vessels visited the harbour and stayed for at least one night. This figure was assisted by a new 'deep water' visitors mooring, that had been installed in the harbour by a local mooring contractor at the start of the season, positioned near to the harbour bridge.

H 3 Maintenance

- 3.1 Inspection and maintenance of the 'small trot' moorings in the harbour was carried out at the beginning of the season by harbour staff, with any worn equipment replaced from existing stock.

- 3.2 The 'large trot' moorings in the harbour await replacement by a local mooring contractor. Mooring equipment including anchors, chains and shackles, has already been purchased for the work, at a cost of £7082.04 to the service.
- 3.3 Repairs have been carried out on the harbour ladders attached to the quay wall following damage caused by vessels that had been moored alongside. Further work is to be conducted including the replacement of timber fendering before the winter period.
- 3.4 Along the quayside, harbour staff have replaced damaged railings and installed 'mooring rings' on the ferry steps and also along the quay wall, to assist with the mooring of vessels.
- 3.5 Scottish Power have erected new signage to warn harbour users of the presence and danger of the underwater power cables that extend across the estuary.
- 3.6 The Assistant harbourmaster will introduce the maintenance work programme to be carried out at Barmouth harbour during the period October 2021 – February 2022. Feedback from Committee members is requested on any additional work that will need to be considered and included in the work programme.

H 4 Other Matters

- 4.1 **Barmouth Rail Bridge Restoration Works;** During the last meeting, a presentation was made before the Committee, when the programme of works to be conducted on the bridge was explained by Mr Steve Richardson, the bridge works engineering manager for the firm of Griffiths Civil Engineering and Construction. The Bridge work remains on-going with the bridge currently closed to the public whilst a major part of the restoration is undertaken.
- 4.2 **Harbour Compound:** The Service has appreciated the efforts made by plot holders to tidy their individual plots within the compound, in association with harbour staff. Further work is to be undertaken to enable the re-enforcement of individual plot limits.
 - 4.2.1 The Service is looking at the possibility of renewing the traffic barrier at the bottom of compound road with an automatic type, to prevent the unauthorised use of the car parking spaces available. The present barrier is now beginning to show signs of deterioration and is often found left in the 'open' position by harbour staff.

H5 Events

- 5.1 Although a number of events had to be cancelled this year due to the ongoing Coronavirus epidemic, the Three Peaks Yacht Race was able to take place, together with dinghy sailing races under the guidance of the Meirionnydd Yacht Club.
- 5.2 Future events yet to be held this year include a Motor Cross event on the 16th/17th October at Barmouth beach and a Bonfire event also to held on the beach on the 6th November.

Uned Morwrol / Maritime 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 / Ffos Ar Lein</i>	<i>Cyfanswm Total</i>
2016	27 Aberdyfi 4 Tywyn	69	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	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	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	55	43 Total Boat Care 116 Hafan	184	137 Abersoch 5 Machroes 14 Morfa Nefyn 5 Nefyn 0 Aberdaron	153	827
2020	30 Aberdyfi	70	41	163 Hafan	178	236 Abersoch 23 Machroes 11 Nefyn	93	845
2021	16 Aberdyfi	65	--	142 Hafan	217	78 Abersoch 7 Machroes 11 Nefyn	766	1302

Uned Morwrol / Maritime 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 a Ffos / Ar Lein</i>	<i>Cyfanswm Total</i>
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	46 Abermaw	16	281 Hafan	24	179 Abersoch 29 Machroes 57 Nefyn	152	835
2021	48 Aberdyfi	64	2	168 Hafan	26	105 Abersoch 39 Machroes 66 Nefyn	790	1308

September 2021

Harbwr Abermaw / Barmouth Harbour



Fairway buoy (safe water)	52°42.796'N	004°04.906'W
Num 1 Starboard Bar buoy	52°42.717'N	004°04.261'W
Num 2 Port Bar buoy	52°42.776'N	004°04.208'W
Num 4 Port Bar buoy	52°42.738'N	004°04.009'W
Num 6 Port Bar buoy	52°42.771'N	004°03.779'W
South cardinal Perch	52°42.822'N	004°03.720'W
Num 3 Straboard buoy	52°43.013'N	004°03.082'W

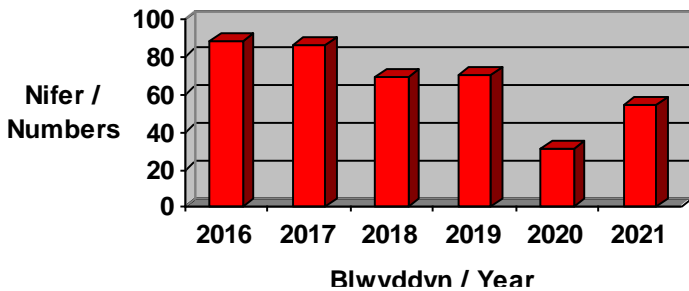
This illustration is intended as a guide only. All positions are given as approximate. The aids to navigation may be moved without prior notice. Mariners are advised to contact the harbourmasters office for the latest navigational information. Tel: 01341 280 671
E mail: BergitteLouiseEvans@gwynedd.llyw.cymru

HARBWR ABERMAW HARBOUR

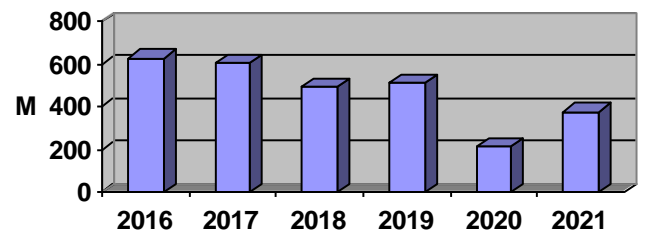
Cymhariaeth o Ystadegau Cychod Comparison of Boat Statistics

	2016	2017	2018	2019	2020	2021
Nifer o Gychod / Number of Boats	88	86	69	70	31	54
Cyfanswm Hydoedd / Total LOA	627.64	602.63	493.36	512.00	216.31	376.86
Cyfartaledd Hyd / Average Length	7.13	7.01	7.15	7.31	6.98	6.98
Cyfanswm Dyfnder / Total Draught	77.96	74.56	61.21	65.13	27.71	49.61
Cyfartaledd Dyfnder / Average Draught	0.86	0.87	0.89	0.93	0.89	0.92

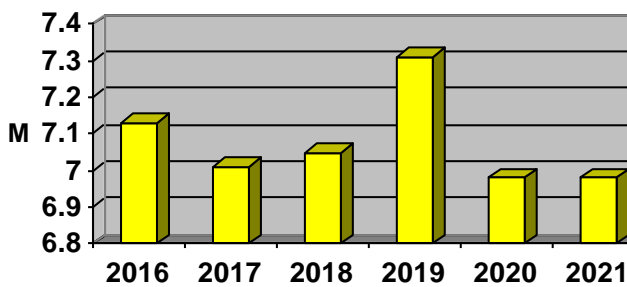
Nifer o Gychod / Number of Boats



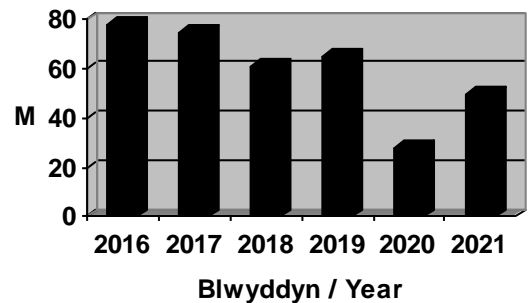
Cyfanswm Hydoedd / Total Length



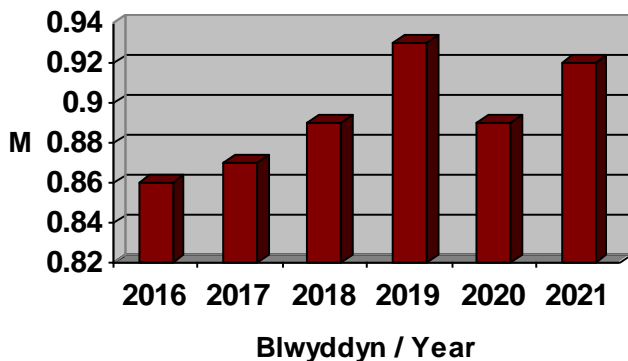
Cyfartaledd Hyd / Average Length



Cyfanswm Dyfnder / Total Draught



Cyfartaledd Dyfnder / Average Draught

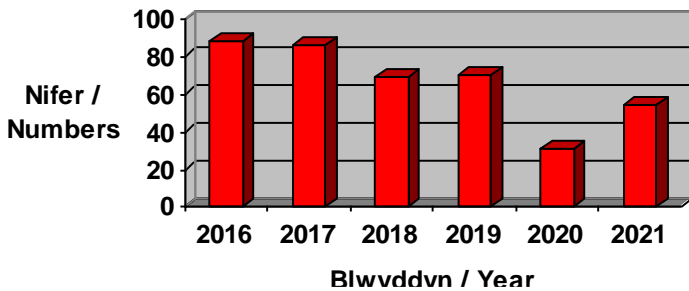


HARBWR ABERMAW HARBOUR

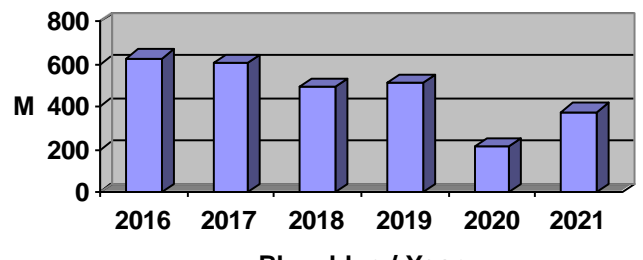
Cymhariaeth o Ystadegau Cychod Comparison of Boat Statistics

	2016	2017	2018	2019	2020	2021
Nifer o Gychod / Number of Boats	88	86	69	70	31	54
Cyfanswm Hydoedd / Total LOA	627.64	602.63	493.36	512.00	216.31	376.86
Cyfartaledd Hyd / Average Length	7.13	7.01	7.15	7.31	6.98	6.98
Cyfanswm Dyfnder / Total Draught	77.96	74.56	61.21	65.13	27.71	49.61
Cyfartaledd Dyfnder / Average Draught	0.86	0.87	0.89	0.93	0.89	0.92

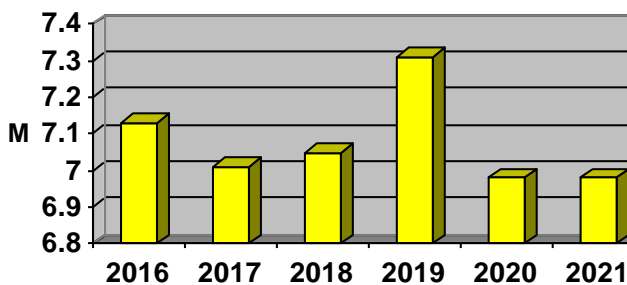
Nifer o Gychod / Number of Boats



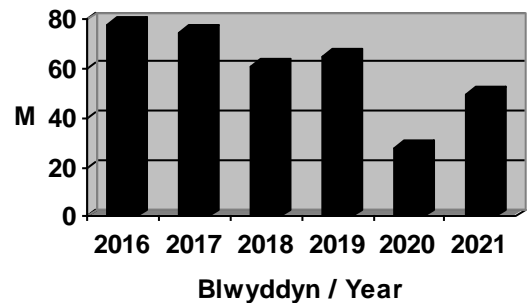
Cyfanswm Hydoedd / Total Length



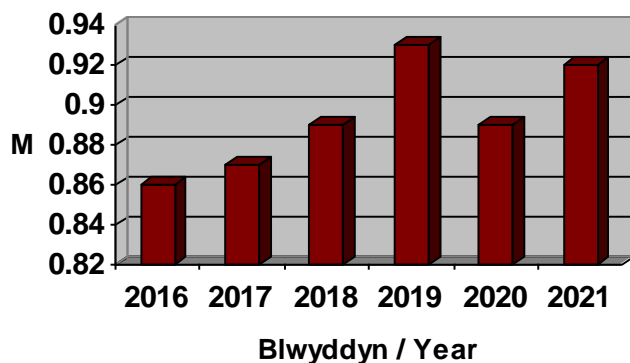
Cyfartaledd Hyd / Average Length



Cyfanswm Dyfnder / Total Draught



Cyfartaledd Dyfnder / Average Draught



Uned Morwrol

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 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 Aberdyfi 21	120	76	66	10	86.8% Pwer 13.2% 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 Abermaw 21	140	54	40	14	74.1% Pwer 25.9% 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 Porthmadog 21	238	112	30	82	26.8% Pwer 73.2% 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	50	23	27	46% Pwer 54% Hwyllo
Harbwr Pwllheli 21	81	50	26	24	52% Pwer 48% 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	288	140	148	48.6% Pwer 51.4% Hwyllo
Hafan Pwllheli 21	409	378	192	186	50.8% Pwer 49.2% 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	90	26	64	28.9% Pwer 71.1% Hwyllo
Doc Fictoria 21	100	89	26	63	29.2% Pwer 70.8% 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	570	276	294	48.4% Pwer 51.6% Hwyllo
Cyfanswm 21	1088	759	380	379	50.1% Pwer 49.9% Hwyllo

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 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>Aberdyfi 2021</i>	120	76 (63.3%)	34 (44.7%)	42 (55.3%)
<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>Abermaw 2021</i>	140	54 (38.6%)	36 (66.7%)	18 (33.3%)
<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>Porthmadog 2021</i>	238	112 (47.1%)	42 (37.5%)	70 (62.5%)
<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	50 (61.7%)	36 (72%)	14 (28%)
<i>Pwllheli 2021</i>	81	50 (61.7%)	36 (72%)	14 (28%)

<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	288 (70.4%)	40 (13.9%)	248 (86.1%)
<i>Hafan 2021</i>	409	378 (92.4%)	77 (20.4%)	301 (79.6%)
<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	90 (90%)	22 (24.4%)	68 (75.6%)
<i>Doc Fictoria 2021</i>	100	89 (89%)	21 (23.6%)	68 (76.4%)