

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Board
Date:	23 September 2011
Title:	Proposal to replace Harbour Authority Dory
Reference:	3227
Report From:	Director of Culture, Communities and Business Services

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1. Summary

- 1.1. This report sets out the business case for replacement of the Harbour Authority's 4 metre Dory, and outlines the options available, together with estimated costs.

2. Background

- 2.1. The Harbour Authority currently operates a fleet of three boats. Two of these are new Cheetah Marine catamarans, delivered in 2010/11; these remain in commission all year round. The third is an open 4 metre Dory with a 25 hp outboard engine. It is normally only used during the summer months because its low freeboard (and associated risk of swamping in large waves) and exposed helm position make it unsuitable for winter operations.
- 2.2. The existing Dory was purchased second-hand in about 1996. The Asset Replacement schedule, approved by the Harbour Board in September 2010, indicates that the Dory is scheduled for replacement in 2011 at an estimated cost of £10,000. Retention of a third boat in the fleet is important, firstly to provide cover when either of the principal boats is out of the water for maintenance, but also to do some of the 'dirty' and shallow water jobs, thereby reducing wear and tear on the much more expensive Cheetah Marine craft.

3. Business Case

- 3.1. Requirement: In order to optimise the utility of the third boat in the fleet, it is considered essential that it is capable of operating safely all year round, in all but the most extreme weather conditions likely to be encountered in the River Hamble. The Dory is currently used for patrols in the summer months in the upper Hamble, so shallow draft is also an important requirement. The

boat should be capable of carrying or towing large, awkwardly shaped loads (such as branches and logs) in addition to carrying bulky, lightweight items such as Oil Spill Response equipment. The ability to carry up to six passengers is also highly desirable. Ideally, the boat should be capable of operating safely in close proximity to capsized dinghies, as well as coming alongside larger vessels without the risk of causing damage. Enough power to respond to incidents at reasonably high speed is desirable, as is the ability to provide a tow (either astern or on the hip) for moderately sized vessels (up to, say, 10 metres). The boat must be robust, low maintenance and easy to repair in the event of damage.

3.2. Options considered : The following options have been considered:

- a. Extend the life of the existing Dory.
- b. Replace like-for-like as far as possible, with a new Dory.
- c. Replace with a 5.4 Rigid Inflatable Boat (RIB)

3.3. Conclusion: On the basis of ability to meet the requirement alone, replacement with a RIB is the preferred option.

4. Estimated costs

4.1. Costs for the three options outlined above are estimated as follows:

- a. Extending the life of the existing Dory would cost little. The outboard may need replacement soon, at an estimated cost of £2,500 (for a 25 hp unit) but the boat itself does not meet the current requirement and will require replacement in due course anyway.
- b. Replace with a new Dory. The only available Dory type craft is the Boston Whaler. The smallest appropriate model is the Montauk 150 (15 feet overall). The best deal available is £11,250 (excluding VAT and engine). A suitable engine would cost £3000 (plus VAT and fitting costs) for a 50hp unit.
- c. Replace with a RIB. In order to provide the required load and passenger carrying capability, a 5.4 metre RIB is proposed. An indicative price of £8,000 (excluding VAT and engine) has been obtained from a reputable manufacturer. This would include all the major optional extras required, but not an engine, which would be procured as per option (b) above.

5. Recommendation

5.1 It is recommended that the River Hamble Harbour Board proceeds with the purchase of a 5.4 metre RIB and 50 hp outboard, as set out above.

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	no
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code has been carried out and this report does not raise any issues not previously covered by that Assessment.

2. Impact on Crime and Disorder:

- 2.1. Regular patrols of the harbour have a positive effect on reducing crime and disorder. The River Hamble Harbour Authority seeks to use its powers to reduce crime and disorder in the harbour at every opportunity, working closely with the Police to that end.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have a marginal impact on carbon footprint and energy consumption because the proposal includes an increase in engine size, although this should be offset by the much improved emissions from a more modern engine compared with the older version.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.