

HAMPSHIRE COUNTY COUNCIL**Report**

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| Committee | River Hamble Harbour Management Committee |
| Date: | 29 June 2012 |
| Title: | Proceedings of the Annual Forum |
| Reference: | 3989 |
| Report From: | Director of Culture, Communities and Business Services |

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1. Summary

- 1.1 The purpose of this paper is to report on the proceedings of the River Hamble Annual Forum, held at Warsash Sailing Club, Warsash on Wednesday 28 March 2012.

2. Background

- 2.1 The seventh River Hamble Annual Forum was held on Wednesday 28 March 2012 at Warsash Sailing Club, Warsash, and Chaired by Councillor S D T Woodward. Some 20 members of the public were present, along with members of the Harbour Board, Management Committee and Harbour Office staff. Details are at Appendix 1.
- 2.2 No formal deputations were made but there were a number of questions from the floor. Where possible, these were answered at the time. A brief synopsis of the answers is provided (in italics) at Appendix 1.

3. Recommendation

- 3.1. It is recommended that the River Hamble Management Committee advises the River Hamble Harbour Board to note this report.**

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

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| Hampshire safer and more secure for all: | yes |
| 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. This report covers two questions and answers relating to crime deterrence on the River Hamble.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption.
- 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.

Report of proceedings of River Hamble Annual Forum 2012

Councillor S D T Woodward opened the proceedings at 1930

Apologies

Apologies were from: Cllrs Ellis, Burgess, House and Davidovitz, Dr Susie Tomson, Mr Chris Moody, Mr David LeMare and Mrs Peggy Dorothy

Annual Report

The Marine Director and Harbour Master delivered his Annual Report. It was subsequently posted on the Harbour Authority website.

River Hamble Games

The Marine Director gave a short presentation on the forthcoming River Hamble Games.

Questions from the floor

A number of questions were asked, as set out below. A synopsis of the answer given at the time or subsequently researched has been included after each question (in italics):

Don Alexander - asked for details of the proposed forensic marking system.

The Marine Director provided a brief synopsis of the proposal, which was due to be considered by the next meetings of the Management Committee and Harbour Board.

John Mitchell – asked what would happen to the personal data if the company which provides the forensic marking system goes into liquidation.

The Marine Director undertook to provide an answer to the forthcoming Management Committee meeting. He explained that this would be included in the tendering process. Subsequently, it was ascertained that any companies which tender for the contract would be required to provide evidence that they have robust third party backup arrangements in the event of computer failure or liquidation, thus ensuring that the data remains available.

Dave Anderton – made a statement regarding the safety assessment for the proposed development at Deacon's Boatyard, and asked for assurances that the safety case would be reviewed if a subsequent submission is made for a revised layout.

The Marine Director gave an assurance that any revised application would be subject to a safety assessment to ensure that any risks can be reduced to As Low As Reasonably Practicable (ALARP).

Michael Butterfield – asked about what had happened regarding the provision of additional tender storage at Warsash and Hamble, under the Asset Enhancement programme.

The Marine Director replied that draft plans had been prepared and submitted to the local planning authorities for a pre-application opinion. For Hamble, Eastleigh Borough Council had indicated that the project was unlikely to get planning permission. For Warsash, Fareham Borough Council had been more optimistic, but the Harbour Board had rejected the plans on the basis of cost.

Colin Brookes – asked about past and projected income from Harbour Dues for dry-sailed and dry-stacked vessels.

The Marine Director did not have the figures to hand, but undertook to provide them at the forthcoming Management Committee meeting. The figures are:

Income for 2011/12: £15,000

Projected income for 2012/13: £15,000

John Mitchell – asked about why an incident regarding a problem with a pile mooring had occurred only days after the completion of The Crown Estate's pile maintenance programme.

Paul Worthington (Assistant Harbour Master(Patrol)) explained that the incident had occurred as the result of the failure of a vessel's stern line, which had resulted in the vessel touching the forward pile such that the pulpit had become jammed under the pile iron, holding the bow down as the tide rose. The incident was not in any way related to lack of pile maintenance.

Dave Anderton – asked if anything could be done about the excessive wash caused by vessels in the main channel, particularly as they round the bend downstream of Universal Marina, often on the 'wrong' side of the channel.

The speed limit in the River requires that vessels do not exceed 6 knots through the water and that they make minimum wash – in reality this often means that 6 knots is too fast. Patrols regularly challenge vessels which are making excessive wash, and verbal and written warnings are issued when appropriate. The main means of dealing with the problem is through a process of education and information, and all available means are used to achieve this.

Michael Sterne – asked about the provision of a pile or buoy mark in the vicinity of Mercury Marina, in order to guide traffic along the line of the main channel, rather than risk collision with boats moored on G67-68.

The Marine Director agreed to meet with Mr Sterne in order to assess the feasibility of doing this.

Tony Blewett - asked how many prosecutions there had been in the past year for:
a. speeding, b. excessive wash and c. failure to reported a collision.

The Marine Director responded 'none' to all three.

Don Alexander – asked why the costs awarded against those who had been convicted for speeding in the past had been so excessive.

The Marine Director responded that this was a matter for the Magistrates' Court. He added that the Harbour Authority was now using Hampshire County Council lawyers to conduct prosecutions, as recommended by the Select Committee.