



River Hamble Mooring Holders Association

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Dear Harbour Master

Proposal by Deacons Boatyard to create a new Marina

Following the rejection of the earlier proposal, two members of our Committee visited Deacons and discussed the new proposal with Mr Shotts and Dr Tosswell. Our Members were broadly supportive of the new proposal as it was explained to them. We believe that it is significantly safer than the first proposal and Deacons was made aware of our general support.

Following that meeting these two members reported back to a full meeting of our committee, and all had the opportunity to study the plans. It then became apparent that there were changes to the siting of the Y pontoons that had not been drawn to our attention by Deacons.

We subsequently visited the Harbour Office and examined the full sized A1 plans. The measurements we obtained from these plans indicate that the distance from Bursledon Bridge to the upstream (northernmost) end of the Y pontoons is 57 metres at present. The full plans for the proposed layout show that this distance will be reduced to 45 metres.

Because this restricted area between the Y pontoon and the Bridge is used for turning, and because of the difficult sightlines caused by the pillars and arches of the bridge, to vessels passing downstream we believe that an unacceptable safety hazard is created.

There are three separate potentially dangerous situations that could occur, two on the ebb tide and one on the flood.

1 Vessels wishing to turn on the ebb tide.

This manoeuvre is more difficult on the ebb tide than on the flood tide because the speed of the current throughout the River is higher on the ebb tide than on the flood tide and because the narrowing of the stream caused by the bridge exacerbates this. There is therefore a very high rate of flow immediately downstream of the bridge. Any vessel turning stands an increased chance of being swept on to the Y pontoon as a result of this proposed extension to Y pontoon.

2 Vessels passing downstream from above the bridge, leaving RK Marine, Eastland Cabin Boatyard etc.

It should be noted that the Harbour Authority has recently given permission to RK Marine to install a dock for substantial motor boats up to 50 tons.

On the middle of the ebb tide vessels passing downstream will have a current of at least three knots beneath them, and it is a characteristic of large motor vessels that they require a further three to five knots to maintain steerage way. They will therefore be travelling in the region of 7 knots over the ground. In exiting the Bridge these vessels would reach the proposed end of the Y pontoon in just 13 seconds.

Because of the difficult sight lines referred to above, vessels transiting the bridge may well be unaware of other vessels or canoes manoeuvring in the area below the bridge and may not have sufficient time to take avoiding action. This is a potential danger that we find unacceptable.

3 Vessels wishing to turn on the flood tide.

On the flood tide, a vessel wishing to moor on Y pontoon would normally proceed towards the bridge, turn through 180 degrees and then moor against the tide. This may also apply to vessels using the Z pontoon. Whilst we believe that although Deacons may instruct their clients to moor facing upstream, this would not be a seaman like thing to do on spring tides and we believe that yachtsman will use their own discretion and moor against the strong tide. We suggest that shortening the distance between the Y pontoon and the bridge makes this manoeuvre substantially more hazardous. This is already a difficult manoeuvre and it should not be made more so.

In conclusion, The River Hamble Mooring Holders Association supports the new proposal, but on grounds of safety, urges the Harbour Authority to ensure that the northern end of the Y pontoon is not extended towards the A 27 Bridge.

Yours sincerely

Colin Brookes
For Committee