

## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee</b>	River Hamble Harbour Management Committee
<b>Date:</b>	24 June 2011
<b>Title:</b>	Proposal to replace Harbour Authority Dory
<b>Reference:</b>	2934
<b>Report From:</b>	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 fitting costs: it is proposed to use a Honda 60 hp unit, identical to the engines on the Cheetah catamarans, which would allow for commonality of spares etc. and represent a cost saving by retaining one of the engines currently used on the Cheetah catamarans at the end of its first year of operation (when it is normally replaced with a new one).
- 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 Management Committee advises the River Hamble Harbour Board to proceed with the purchase of a 5.4 metre RIB and 60 hp outboard, as set out above.**

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

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

DocumentLocation

None