

NORTH DEVON COUNCIL

Minutes of a meeting of the ILFRACOMBE HARBOUR BOARD held at the Ilfracombe Centre, Ilfracombe on Tuesday 6th February 2018 at 2.00 p.m.

PRESENT: Councillor Meadlarkin (Chairman)

Councillors Campbell and Fowler

Co-opted Members:

Mr Kift, Mr Knill, Mr Hocking and Captain Joint.

Officers:

Chief Executive (MM), Harbour Master (RL), Senior Regeneration Officer (JB), and Corporate and Community Services Officer (AD).

Also Present:

Georgina Carlo-Paat – New Harbour Master

Mr D R Jenkins – Ilfracombe Harbour Forum.

37 APOLOGIES

No apologies for absence were received.

38 MINUTES

RESOLVED, that the minutes of the meeting held on 7th November 2017 (circulated previously) be approved as a correct record and signed by the Chairman.

39 DECLARATIONS OF INTEREST

The following declarations of interest were announced:

Councillor Fowler	All items – Personal interest as a boat owner.
Councillor Campbell	All items – Personal interest as previously worked for Lundy Island and Landmark Trust on occasions.
Mr Knill	All items – Personal interest as a boat owner and Member of the Ilfracombe Yacht Club
Mr Hocking	All items – Personal interest as a boat owner and Gig club Cox.

40 ILFRACOMBE HARBOUR CHARGES 2018-2019.

The Board considered a report by the Harbour Master (circulated previously) regarding Ilfracombe Harbour Charges for 2018/19.

The Harbour Master advised the Board that the consultation had ended on 8th January 2018 with no responses received.

The members of the Board who had declared a Personal Interest as boat owners and therefore fee payers, namely Councillor Fowler, Councillor Campbell, Mr Knill and Mr Hocking abstained from the vote.

RECOMMENDED that the Ilfracombe Harbour charges for 2018–2019 be increased by 3%, with the launch charge (no trailer) rounded up to £7.20 and the launch charge plus trailer rounded up to £10.30.

41 WATER SPORTS CENTRE UPDATE

The Senior Regeneration Officer introduced herself and updated the Board on the progress of the Water Sports Centre as follows:

- The Harbour Revision Order was still outstanding. The MP Peter Heaton-Jones had been briefed on the situation.
- The recommendations made by Heritage England around the colour scheme of the slipway and the stone wall facing had been incorporated into the plans.
- An application was to be made to Heritage Lottery Funding for the cost of the sea wall stone facing.
- Environmental Health had completed a ground contamination survey.
- A six-weekly meeting had been set up to continue to work with user groups.
- North Devon Council were still working with Y-Sail to help them relocate.
- A new planning application had been submitted, a drawing showing the outline of the area included in the application was tabled.

The Senior Regeneration Officer advised the Board that Rapparee Cove was currently underused and with the bathing safety being high the Regeneration team were putting together a programme to re-develop the area. There were two programmes of possible redevelopment, 1) reinstatement of the steps down to the Cove or 2) a master plan to re-develop the whole area.

The Chair expressed concerns over land slippage from the cliffs above the Cove and surveys would be needed to ensure the Cove would be safe to use.

In answer to a question about the nearest available toilet facility to Rapparee Cove, the Senior Regeneration Officer advised that the new Water Sports Centre would be the nearest facility. The kayakers who launched from the Cove would be encouraged to use the ramp at the Water Sports Centre once completed.

The Chair raised a question on the situation with the Cove toilet block to which the Harbour Master replied that it had been removed from the disposal asset register, was to be emptied out internally and made available for use as storage space for the water sports clubs during the building of the new Water Sports Centre.

The Senior Regeneration Officer concluded her update with a request to the members of the Board for their ideas on what they would like to see developed at Rapparee Cove and she would provide her email address for that purpose. The Harbour Master reminded the Board that the Ilfracombe Harbour 2012- 2020 Development Strategy included the development of the Cove and was an outstanding item to be actioned.

42 DESIGNATED PERSON AUDIT REPORT

The Chief Executive provided the Harbour Board with an update following the Quarterly Designated Person Audit carried out on 1st February 2018, in respect of actions undertaken following the previous audit inspection, risk management and conclusions reached (circulated previously).

The Designated Person confirmed that the Marine Safety Management System was working effectively thus ensuring compliance with the Port Marine Safety Code.

The update to the Board was as follows:

- The Fender replacement programme was progressing well with a number of new timbers sourced, shaped and securely stored ready for use.
- The relocation of the Harbour electrics out of the Fish shop into its own cabinet was now complete. The position of the new cabinet was in front of a vertical ladder used by fishermen on the working quayside and a handrail was to be commissioned and installed in front of the cabinet to provide a grab rail for the fishermen emerging from the top of the steps.
- The two areas of bulging along Old Quay head and the Cove had been remedied with no further bulging it was hoped the problems had been resolved.
- The repainting of lines on the road leading to the new Water Sports Centre would be delayed until after the construction of the building, although tatty the current markings were visible.
- Discussion was still ongoing on the best way to resolve the new concrete steps which were in need of roughening to make them less slippery.
- A loose wire on the navigation tower was still in need of securing.
- There was concern over rocks falling from the cliff above Marine Drive which would need Heras fencing to cordon off the area after the winter months. During the winter months the storage of lobster pots on the quay prevented public access to the site.
- The advertising boards which were in bad repair had been removed although it was expected new ones would reappear once the new season started.
- The inaccurate bathing signage regarding no swimming and the Council's address was still in need of rectifying but this was in the Engineers plan of works to be completed.
- There was a need for the replacement of some metal grates and gates on the pier landings due to bad rusting.
- An automated external defibrillator, (AED) device had been donated by a local businessman and once received would be acknowledged.

In response to a question about the number of advertising boards allowed to be displayed, the Harbour Master replied that there was no change to what had

previously been allowed. As Quay Road was not under the remit of the Harbour Master nothing could be done to monitor its usage.

43 PORT MARINE SAFETY CODE

The Harbour Board received an update from the Harbour Master as follows:

- The Pilotage Function Removal Order was still waiting for sign off with the latest response advising that once public consultation was complete a final draft of the Order would be made. Resources were limited due to the ongoing negotiations for the UK leaving the European Union, 'Brexit'.
- There were concerns for a small visiting yacht moored for the winter in the open Harbour. Attempted contact with the owner had received intermittent response but as the Harbour fees were being paid an income was being generated.
- The Maritime and Coastguard Agency, (MCA), had brought in a new standard for oil spill response providers. The provider of such a service must now be registered with the MCA.
- Due to injuries being caused by the use of weighted heaving lines the MCA had revisited its reporting, enforcement and prosecution procedures with new guidance issued for the submission of reporting incidents.
- Following health checks carried out by the MCA, ports had been criticised for not providing an out of hour's service. The British Ports Association had raised this issue with the MCA stating that the Port Marine Safety Code and Guide To Good Practice had not provided a 'one size fits all' approach and that Statutory Harbour Authorities had the ability to select what was appropriate for them following a risk based assessment.
- The Port of Tyne had successfully prosecuted a Jet-ski user for speeding. A charge of navigating a vessel without care and attention was dropped as a Jet-ski was still not classified as a vessel. The Danish Maritime Authority had recently brought in legislation whereby operators of small vessels, (a hull size of less than four feet), were required to hold a certificate of proficiency before taking to the seas, this was a good example of how legislation could be drawn up to deal with this currently unclassified water vessel.

44 HARBOUR MASTER UPDATE

The Harbour Board received an update from the Harbour Master as follows:

- The British Ports Association's Municipal Ports Group recently met and discussed common issues and challenges facing Municipal Harbours, this included harbour land and funds, powers of disposal, the Local Audit and Accountability Act 2014, open port duties and conservancy duties. The meetings were held in London and the new incoming Harbour Master may want to consider attending future meetings as a means to keep on top of the changes likely to take place due to the UK leaving the European Union.
- The Ports Good Governance Guidance had completed its consultation period and should be published soon. Although it was expected that this sign off may be delayed because as a result of the recent Cabinet reshuffle the newly appointed Maritime Minister, Nusrat Ghani, was also the Minister for Housing and the HS2 project.

- The draft proposal was available to view online at www.gov.uk.
- The Harbour Master was attending a Marine Planning Workshop run by the Marine Management Organisation, (MMO), and North Devon Pioneer on the 1st March 2018. The meeting would look at how the South West Marine Plan had developed and discuss options specific to the North Devon Marine and Coastal area.
- The Devon and Somerset Inshore Fisheries Conservation Authority had just published three consultations, two of which would have an impact on local fishermen. The proposed amendments being consulted on were:

Potting Permit Bylaw;

- An increase in the minimum size of whelk.
- Lundy Island to be a no take zone.

Mobile Fishing Permit Bylaw;

- Use of Inshore Vessel Monitoring Systems.
- Introduction of minimum size of Scallop.

- The local Fishermen had been notified of these consultations.
- To discourage the dumping of plastics at sea a new European Directive was being proposed which outlined a new cost recovery scheme. Fishing and Recreational vessels would no longer be exempt from discharging at sea. Next year's Harbour charges review may need to be increased to cover the cost of all waste disposal. The charges increased a couple of years ago on Commercial vessels was implemented to help cover the cost of waste oil recycling.
- Tying in with the new Maritime Minister's launch of 'Women in the Maritime Taskforce' and our new Harbour Master being female it seemed a good opportunity to invite the new Minister to visit Ilfracombe.
- The 8th May 2018 agenda would have the standard items included and would give the incoming Harbour Master an opportunity to formally introduce herself.

45 HARBOUR FORUM UPDATE

The Harbour Forum's representative advised the Board that due to no agenda items put forward for discussion there was no meeting and so consequently no update was given.

46 HARBOUR BOARD- DATES FOR FUTURE MEETINGS OF THE BOARD IN 2018/19

The Board considered the dates proposed by the Harbour Master and agreed the dates as follows for 2018/19:

- Tuesday, 8th May 2018 at 2pm.
- Tuesday, 14th August 2018 at 2pm.
- Tuesday, 13th November 2018 at 2pm.
- Tuesday, 5th February 2019 at 2pm.

Chairman

The meeting ended at 3.08 p.m.

NOTE: These minutes will be confirmed as a correct record at the next meeting of the Board.