

Report To/Date: Full Council 29<sup>th</sup> September 2021

Topic: Ilfracombe Harbour Cove Fendering & Fisherman's Stores Enhancements'

Report by: Ilfracombe Harbour Master

## 1. INTRODUCTION

- 1.1. The protection of Ilfracombe Harbours structural walls are of the pile fender type, this being 300 x300mm Green Heart timber piles that are mounted on brackets at regular intervals to A, protect the walls from vessels berthed alongside and B, protect the vessels from the walls. On the Cove side of the Harbour, which is the designated Fishing Quay, over time due to the protruding 'fins' on the Trawlers the wood has worn away on the Trawler berth fenders.
- 1.2. When the Fuel berth was relocated to the end of the Cove in 2005 the fenders, when fitted, the wooden pile fenders did not extend sufficiently from the wall to the edge of the concrete plinth that they sit on, to compensate for this hardened plastic sections were added to cover this gap and allow vessels to use this facility as safely as possible. This hardened plastic, which is layered in parts to fully cover the gap, has been failing for quite some time as the layers have been stripped away by the interaction of the vessels 'sitting' on the protruding edge as the tide falls, these are now requiring complete replacement.
- 1.3. When the Fishermen's Stores were built in 2015/16 there was no allowance made for a toilet facility for the tenants. At that time the public conveniences situated further down the Cove were still operational however it has been a number of years since those conveniences were closed. This has left the tenants of the stores with no easy access to toilet facilities other than to make use of the public conveniences on the Pier side of the harbour.
- 1.4. As a Statutory Harbour Authority, North Devon District Council is obligated to maintain all Harbour Infrastructure and to ensure all Harbour facilities are fit for purpose.
- 1.5. On 1<sup>st</sup> September North Devon District Council was awarded £111,577, 75% of the projects quoted cost, by the Marine Management Organisation under the Fisheries and Seafood Scheme (FaSS) for these works, this grant will greatly help to negate the financial liability on this project.
- 1.6. After exhaustive research to satisfy all of the needs for the green heart wooden fendering protection on the Cove, only one type of protective covering that can be moulded to cover the front and the sides of the fenders and be moulded to cover the gap to the edge of the concrete plinth that the fuel berth fenders sits upon has been identified.

- 1.7. These are Polymarine Wearplates and there is only one UK supplier of these Wearplates that being Fendercare Marine Limited.
- 1.8. Under the Contract Procedure Rules in Part 4 of the Constitution at Paragraph 13 due to the cost of these Wearplates, £93,405.00, a competitive and open tendering process should be undertaken.
- 1.9. As stated above, after exhaustive research, going out to tender for this particular solution would not result in an alternative solution not already investigated.

## 2. RECOMMENDATIONS

- 2.1. That Full Council waive Contract Procedure Rules and the requirement to go out to tender is set aside in this instance to enable the council to enter into a contract with Fendercare Marine Limited to purchase the Polymarine Wearplates required for the renovation of the Cove and Fuel Berth green heart wooden fenders.
- 2.2. Subject to 2.1, that Full Council approve a variation to the Capital Programme of £163,650 and that funds be released.

## 3. REASONS FOR RECOMMENDATIONS

- 3.1. Going out to tender would not result in any alternative or better value solution not already investigated as set out in paragraphs 4.8 and 4.9 of this report.
- 3.2. To enable this project to be move forward.

## 4. REPORT

- 4.1. Traditionally the Cove wall situated in the inner Harbour has been protected by the way of Green Heart Pile fenders. These Fenders have been left bare and over time, within the last 14 years, they have worn away from the constant movement of the Steel keels of the Trawlers with the tide or have been damaged by heavy contact whilst the Trawlers are berthing or letting go.
- 4.2. Also situated on the Cove is the fuelling berth which was initially left with bare fenders but it was discovered that once fitted they did not sufficiently extend over the concrete plinth they sat upon and so were retrofitted with hardened plastic to reduce the risk of making contact with the plinth whilst fuelling.
- 4.3. Seven of these fenders now require complete replacement and all of these fenders require protective fendering for long term durability and to prevent any further damage being sustained.
- 4.4. After in depth research into the design of all fendering types that would be able to fully protect both the front and sides of these timber fenders that can also be moulded to cover the concrete plinth on the fuel berth and can

withstand the heavy use these particular fenders encounter. An innovative solution needed to be found.

- 4.5. Standard fendering does protect the front but not the sides and joining different fenders to the sides weakens the wooden pile fenders and has the potential to be 'ripped' off if a vessel catches in-between the gaps.
- 4.6. Standard fendering cannot be moulded in such a way as to form a continuous protective cover over the concrete plinth on the fuel berth, again adding multiple pieces of standard fendering together will result in these being 'ripped' off by vessels sitting on the edges instead of sliding down the face as the tide falls.
- 4.7. To prolong the lifespan of the new fenders and prevent any further damage being done to the remaining fenders and so prolong their lifespan, it is proposed that the green heart fenders in heavy use from the Fuel Berth to the end of the Trawler berths are fitted with protective covering.
- 4.8. After in-depth research there is one type of fender that fulfils all of the Harbour needs and these are Polymarine Wearplates.
- 4.9. Polymarine Wearplates are manufactured by Polymarine Service in the Netherlands and there is only one UK supplier that being Fendercare Marine Limited.
- 4.10. Under the Contract Procedure Rules in Part 4 of the Constitution at Paragraph 13, due to the cost of these Wearplates a competitive and open tendering process should be undertaken.
- 4.11. After exhaustive research, going out to tender for this particular protection solution would not result in an alternative or better value solution not already investigated.
- 4.12. These Wearplates can also be bespoke designed to fit the Fuel berth wooden fenders to extend over the gap to the edge of the concrete plinth on the fuel berth and so allow vessels to use the fuelling facility over a greater period of time during the tidal window without the risk of sustaining damage.
- 4.13. By protecting all the heavily used fenders along this section of the Cove with the high grade Wearplates will substantially prolong the life and usage of these fenders. By enabling the fuel berth to be safely accessed over a greater tidal window will be of great benefit to all fuel berth users.
- 4.14. By undertaking this Cove fendering project proactively this will result in long term maintenance cost savings and enable the Harbour Authority to review the mooring dues received by providing upgraded mooring facilities.
- 4.15. When the Fishermen's Stores were built in 2015/16 there was no allowance made for a toilet facility for the tenants. At that time the public conveniences situated further down the Cove were still operational however it has been a number of years since those conveniences were closed. This has left the tenants of the stores with no easy access to toilet facilities other than to make use of the public conveniences on the Pier side of the harbour.



4.16. Installing welfare facilities within the Fishermen's Store compound will be of great benefit for the tenants and other members of the Fishing association.

## 5. RESOURCE IMPLICATIONS

5.1. North Devon District Council has been awarded a grant from the Marine Management Organisation, MMO, under the Fisheries and Seafood Scheme, FaSS for the sum of £111,577.46.

5.2. The total cost of the combined project with contingency is £163,650. The breakdown of the anticipated capital cost is as follows;

Fishermen's Toilet Kiosk	£22,960
Fendering installation	£32,400
Fendering Protection	£93,410
Contingency at 10%	£14,880
Total Capital Expenditure	£163,650

5.3. The total capital cost of £163,650 will be funded by the grant from the Marine Management Organisation (MMO) of £111,580 and North Devon Council funding of £52,070 which would be funded from the earmarked Repairs Fund reserve

5.4. There are no manpower implications for this project.

## 6. EQUALITIES ASSESSMENT

6.1. There are no equalities implications anticipated as a result of this report.

## 7. CONSTITUTIONAL CONTEXT

7.1. Article of Part 3 Annex 1 paragraph:1 and Part 4 paragraph 4.3

7.2. Delegated power

## 8. STATEMENT OF CONFIDENTIALITY

8.1. This report contains no confidential information or exempt information under the provisions of Schedule 12A of 1972 Act.

## 9. BACKGROUND PAPERS

9.1. The following background papers were used in the preparation of this report:

9.2. Polymarine Service specifications, Fendercare correspondence, MMO Offer for Application ENGFaSS2053, Quotations for installation works.

9.3. (The background papers are available for inspection and kept by the author of the report).

## 10. STATEMENT OF INTERNAL ADVICE

10.1. The author (below) confirms that advice has been taken from all appropriate Councillors and Officers: The Harbour Board members, Mr Jon Triggs- Director of Resources and Deputy Chief Executive role, Sarah- Jane Mackenzie- Shapland – Head of Place, Property and Regeneration, Simon Fuller – Solicitor and Data



Protection Officer, Lucinda Wheeler – Project and Procurement Officer, Adam Tape – Head of Governance, Trevor Blatchford – senior Solicitor

10.2. Capt. Georgina Carlo-Paat MBE - Ilfracombe Harbour Master