

Watchet Harbour Advisory Committee, (WHAC)

Wednesday 28 November 2018, 17:00pm – Meeting Minutes

Attendees	Sally de Renzy Martin (SdRM), (Watchet Traders); Iain Lambert (IL) (Watchet Marina); James Burnell (JB (RYA); Cllr Peter Murphy (PM) (Watchet Town Council); Martin Stevens (MS) (Watchet Boat Owners Assoc); Steve Yeandle (SY) (Charter Boatmen); David Mainwaring (DM) (Watchet Sea Scouts); and Cllr Rosemary Woods (RW) (West Somerset Council)
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Item	Discussion Points	Action by
1.	Apologies: Craig Butler (CB) (West Somerset Council) and Kelvin Rufus (KR)	
2.	Introductions: Introductions around the table	
3.	Minutes from previous meeting (29.08.2018): Approved as a true record.	
4.	<p>Matters Arising:</p> <p>PM: Requested it be noted that the proposed charge for non-standard use of the harbour, which was due to be levied on the Sea Scouts and Community Groups, had been removed from the Fees and Charges report that was taken to Shadow Scrutiny on 26.11.2018.</p> <p>DM: Thanked the WTC for their support in the removal of the above mentioned charge.</p> <p>SdRM: Thanked the Ward Members for their support in the removal of the above mentioned charge.</p>	
5.	<p>Removal of Mud Update:</p> <p>IL: Reported that the Marina was financing a Water Injection Dredger (WID) that was similar to the one located at Cardiff. The impeller unit was proven to be a third more effective and the head design had been changed to a rotating head which would direct the jets with the rise and fall of the tides. The unit was due to be delivered in mid to late January 2019 and work would need to be carried out to commission the unit once it had arrived. One of the concerns was the weight distribution of the unit. The intent was to operate the unit every ebbing daylight tide Monday through to Friday, then in the Spring, both tides of the day. IL was very pleased with the design. Legal advice had been sought from a maritime lawyer with regards to the licence and they had understood that a WID did not require a MMO disposal licence. However, it did require a letter of authority from the local Water Authority to agree that a company could operate a WID in the harbour basin. IL had chased Chris Hall at WSC but due to the restructure, staff job roles had changed and had caused a delay in the authority being granted. IL stated that the condition of the basin had deteriorated but the WID would have a substantial impact. MS: Stated that they had been seeking funds for a full depth dredge, but had decided that timing was not right because the effectiveness of the WID was not known. He believed that the WID, if managed correctly, would cope with the maintenance levels. IL: Advised for the permission to be granted, an in date Environmental Impact Assessment needed to be submitted. He had been advised that there was already one on record from when the last dredge was granted in 2015, which could be updated and re-submitted. PM: Highlighted that as stated in the previous minutes there needed to be a high level business case for the full depth maintenance dredge and suggested that the WHAC should formerly resolve to ask the Harbour Board to issue the permission for the WID. IL: Advised that he had been in contact with the MMO and the rules and regulations under which the Marina was built had radically changed, if they wanted a disposal licence, which would be needed for a deep dredge, a licence application would need to be submitted to the MMO to allow a specialist to</p>	Chris Hall/Erica Lake/Harbour Board

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	<p>carry out the work. MS: The MMO had suggested that there was not a licensed dumping ground located near Watchet and that Newport was the closest location. Concern was raised that if there was not a local dumping ground that the costs of disposal would increase. RW: Queried if the mud was loosened, would it be carried out by the next tide and assist the WID. IL: The EA were very cautious and any digging would equate to dredging and would need a disposal licence. SdRM: Queried whether a contra-deal had been set up for the outer harbour. IL: No, the focus was on the Marina, however, within the dredging plan they could include from the gate to the outer harbour. It was in their best interest to ensure the path into the Marina was kept clear. MS: Agreed that the outer harbour needed to be kept clear to allow safe passage. Funds were required and suggested that it could be built into the Business Plan. SY: Stated that if the outer harbour was ignored then the speed of the Marina being filled up, would be accelerated. He agreed that the harbour needed to be treated as a whole.</p> <p>Action Point: WHAC recommended that the Chris Hall/Erica Lake were requested to find the EIA so that the Harbour Board would be able to grant permission for the WID.</p>	
6.	<p>Voting Membership of Harbour Board: SdRM: Advised that Harbour Lights had requested that there should be a member of the Marina and a member of the Chartered Boatmen on the Harbour Board and requested that the WHAC should make the recommendations to the Harbour Board. MS: This had been discussed at the Harbour Board but nothing had been agreed. He represented the WHAC on the Harbour Board but was not privy to certain commercial information between the Marina and the Council and believed that there should be a representative from the Marina on the Harbour Board. PM: Read out the details of the Harbour Board membership and agreed that there should be a representative from the Marina but that they would be a non-voting member. He suggested that if any commercially sensitive information on the Marina was discussed, then the member from the Marina would be required to leave the room. SdRM: Queried whether a Chartered Boatmen should be added. MS: Suggested that there might be some resistance from the Chartered Boatmen. However, he supported as much representation as possible. SY: Concern was raised on how many of the members on the Harbour Board had experienced what it was like to live and work in the harbour. He wanted the harbour to thrive but was concerned that some of the Board Members did not have the knowledge to make informed decisions. IL: Advised that Cllr Dewdney had commissioned a paper for the Harbour Board and it was not in the best interest to have a commercial representative. RW: As a Ward Member she wanted the harbour to thrive so that the town would thrive. MS: Suggested that the difficulty in working with the Council was that they wanted to help improve the harbour but that projects could often be delayed. Also, the Harbour Board sadly did not have the marine knowledge that other Boards had. SY: Suggested that the Marina had come with hope and promise but that it was no longer the nucleus for business that it once was. Social media had also not helped. Prior to the Marina, he had operated 5 hour fishing trips. After the Marina, due to the refuge not being provided, he could only operate 4 hour trips, which meant that he lost business. He was disappointed with the delay in the operation of the WID.</p> <p>Action Point: WHAC recommended that a representative from the Marina should be added to the Harbour Board composition.</p>	Harbour Board

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7.	<p>Harbour Fees and Charges: SdRM: This item was dropped due to the proposed charge for non-standard use of the harbour which was due to be levied on the Sea Scouts and Community Groups had been removed from the Fees and Charges report that had been taken to Shadow Scrutiny on 26.11.2018. MS: Concern was raised on the half day mooring charges proposed within the report. RW: Suggested that as it had gone through Shadow Scrutiny, they could see how it worked this year and propose an amendment for next year.</p>	
8.	<p>Harbour Matters: In the absence of CB, there was no report. SdRM: Raised the subject of harbour jumping. DM: Stated that jumpers had been given the advice not to jump but he was still aware of people swimming across the entrance of the harbour. He advised that both of the boys who had been involved in the incident that occurred in August 2018 were out of hospital. Sadly one had brain damage. MS: Agreed that it was unfortunate that harbour jumping still took place all over the country and all that could be done to prevent incidents was to try and educate people in the dangers of jumping. SdRM: Prevention of harbour jumping had been a topic of conversation for years. DM: Highlighted incidents that occurred all over the country. PM: Highlighted that the lighthouse door still needed attention, as stated in previous minutes. MS: Suggested that Taunton Fabrications could produce a substantial door for the lighthouse. SdRM: Requested that this needed to be chased at the next Harbour Board meeting. PM: Highlighted that the wheelie bin located on the pier still needed to be removed. IL: Advised that because the bin was not owned by Viridor, they would not remove it. MS: Highlighted that there were only 3 lights that worked along the West Pier and the deck was not lit adequately. He had previously priced some columns for demountable lights for the West Pier, but nothing had been actioned. SdRM: Suggested that the lights did not need to be of a Victorian style, but they could be of a modern design. DM: Advised that they were still waiting for the slipway to be jet washed. Last month there had been a regional Coastguard training exercise which highlighted that the brown algae on the bottom of the slipway was the most dangerous. It had been listed in the new Harbour Operations Guide, which had been sent off for discussion along with a couple of amendments to the section on Operational Channels for Harbours. He also mentioned that the Oil Spill Contingency Plan B needed to be reconfigured but this was out to contract. SdRM: Believed that onsite facilities were not required as long as there was access to a contractor. MS: Suggested that this was a low level risk and if there was a spill, they would hire an outside contractor to carry out the work and that it was not necessary to engage with a contractor. Action Point: WHAC recommended to the Harbour Board that: the lighthouse door needed urgent repair, the wheelie bin needed to be removed, new lights needed to be installed along the West Pier and the harbour slipway be jet washed asap.</p>	Harbour Board
9.	<p>Marina Matters: IL: Advised that the survey on the East Pier had just been finished but the results had not been collated. He gave details of what work was carried out which included divers being used to investigate where the foot of the wall started.</p>	
10.	<p>Time and Date of next WHAC Meeting: Wednesday 27 February 2019, 17:00 in the Visitors Centre, Harbour Road</p>	
11.	<p>End of Meeting: 18:20pm</p>	

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