



Minutes of the meeting of Teignmouth Harbour Consultative Body held at Bitton House, Teignmouth on 20th October 2006 @ 19.00hrs

Present:-

Roy Lightfoot (Chairman) (Shaldon Sailing Club), Paul Barczok (Teign Corinthian Yacht Club), Tim Gilding (Associated British Ports), Jill Barczok (Teignmouth Regatta), Stephen Boyne (South Devon Water Ski Club), Peter Stenner (Teign Fishermen & Watermen Association), Graeme Smith (Teign Estuary Management), John Hook (River Teign Rowing Club), Bill Hook (Teign Musselmens Society), Richard Cayless (Shaldon Parish Council), Paul Robertson (Shaldon Water Carnival), Andy Lobb (Teign Diving Centre) Janet and Tony Vian (BOAT Owners Association Teignmouth), P Mawby (Shaldon BOAT Owners and Mooring Association) Teignmouth Harbour Commission: Colin Greenwell (Vice Chairman), Mark Layton and Graham Bond (Chief Executive) (Teignmouth Harbour Commission),

1. Apologies

Have been received from Ian Brownless.

2. Matters Arising and not Otherwise Covered by the Agenda

Graham Bond said he was hoping that Chris Clarence would be at the meeting and be able to report back on the progress he might have made with Teignbridge District Council about the area governed by their bylaws and within the yellows buoys parallel to the front beach, but Chris Clarence did not attend.

3. Outstanding Items

3.1 Dredging

Graham Bond reported that the channel continued to be maintained at a depth of .4 above datum.

3.2 Harbour Incidents

None to record, save that a couple of vessels had drifted from their moorings and been recovered.

3.3 Applications and Appeals

Graham Bond reported that the two appeals that had been left outstanding had now been resolved with one application granted and the other refused. A final batch of applications had been considered by the Commission and were now with the Crown Estate for evaluation.

3.4 Mooring Charges 2006/07

Graham Bond said that the new mooring charges had been published and everybody would be likely to be aware of them and they were also on the website, but in effect there had been an increase of 2.5 per cent for deep water moorings and drying

moorings had been put up in line with the original agreement with the Crown Estate, but in effect a year later because there had been a years delay in implementation.

He also circulated a statement of the income and expenditure for the first fifteen months of operation of moorings following the take over from Teignbridge District Council. This showed that in terms of operating income against expenditure there was a small surplus of £4,728, but that the one off set up costs had amounted to £19,695, giving an overall loss for that period of £14,967. He explained that the income from the deep water moorings covered fifteen months, but from the drying moorings only twelve months, because there was a three month period of grace where no income was required.

The wages, salaries etc covered the deputy harbourmaster, part of the harbourmaster's time and the support staff. The Teign Estuary Management figure was half the contribution that the Commission made to the Teign Estuary Management, the other half being shown against the commercial cost centre.

Paul Barczok asked why so many local boats, including those owned by members of the TCYC had used the pontoons this year and Graham Bond said he would enquire and respond to Paul direct.

3.5 **Waiting Lists**

There would be a one off charge of £30 (not £20 as stated at the meeting) for joining the waiting list.

3.6 **Future Basis of Charging**

Graham Bond said that the Commission was going to be asked to consider changing the basis of charging to cost per meter in line with most other ports. The Commission wished the consultative body to express a view about this and Graham Bond circulated an illustration of how such a change might operate to recover the same level of income as the present mooring charges, but on that different basis. He stressed that this was purely illustrative and asked members present to discuss this proposal with their representative organisations so that the matter could be debated at the next meeting.

3.7 **ABP New Dock Construction**

As this had now been completed it was agreed that it no longer needed to be a standing item.

Concern was raised that the signage at the entrance to the docks was confusing and gave the impression that it was private and put people off from going to Polly Steps. Colin Greenwell responded that the signage had not changed in terms of what it showed, it had simply been put together on a single sign at the request of Devon County Council. It was felt that it was not welcoming signage, but this was a point which Tim Gilding would raise with Devon County Council, who were about to revisit the docks and consideration would also be given by Graeme Smith to suggesting a brown sign for the entry to Polly Steps on the road down to the quays.

Colin Greenwell also mentioned that he was continuing even post retirement to ascertain the actual ownership of the public slip at Gales Hill and if as he believed it

was owned by ABP they would be invited to put statutory notices on vehicles parking on it.

4. Harbourmaster Items

- 4.1 Graham Bond reported that work had started on the renovation of the point groyne.
- 4.2 Graham Bond said that the Commission had determined that the privately owned pontoon which had been placed below mean high water opposite a house downstream of Coombe Cellars should be removed by the end of October.
- 4.3 Removal of wreck, Graham Bond informed the body that a price had just been received for the removal of the wreck at Arch Brook and this was being considered by the harbourmaster.

5. Marine Theft

- 5.1 Phil Mawby of Shaldon Boat echoed the concerns that had been expressed by the harbourmaster at the level of theft and vandalism that had occurred during the year. There followed a debate in which concern was expressed by a number of representatives present about both the level of marine crime and the lack of resources from the police, in particular, to patrol/prevent this. Teignmouth Boat Watch operate a rota system which had been successful in limiting such crime in the area which they operated. It was decided that both community support and the police should be asked to attend the next meeting and to respond to the concerns expressed.

6. Any Other Business

- 6.1 Peter Stenner informed the meeting that Sir Patrick Sinclair had now recovered from a period of ill health and that he had attended meetings with two members of the House of Lords on behalf of the TFWA. The RYA was considering funding a case to establish customary rights and he urged those present who felt that it was in their interests to pursue such a course to support and join the RYA. The RYA had funded Mr Nick Horton to help the TFWA and he would be the point of contact. . He had been advised that the letter from Teignmouth Harbour Commission saying that people had prescriptive rights was worthless as it did not bind the Crown. Graham Bond said it was issued with the Crown's consent and knowledge, so he thought it did, but anyone who was in any doubt about that was free to write to the Crown and invite them to respond accordingly. Peter Stenner advised the representatives present to tell their members that it was important that they register their claims, Customary Rights etc, before the proposed marina development gets approval.
- 6.2 Paul Barczok said concern had been expressed that in an article in Sailing Today Commissioner Mark Layton had made remarks which were considered to be derogatory. Commissioner Layton said that the remarks attributed to him he had never actually made.

Graham Bond said that as that article had been raised he wished to make it clear that the suggestion in the article that the Harbour Commission had been in negotiations with developers of a marina was completely untrue. A presentation had been made to the Harbour Commission, and many others, by those proposing to develop a

marina and the result of it was that a feasibility study was currently being undertaken by those developers and it was expected that that study would be completed in 2007. The discussion also raised the question of what rights of way there were and the Polly Steps area, John Hook saying that there had always been a vehicular right of way through the first arch of the bridge and on to the former Gas Works, now Chris Humphrey's boat yard because the first arch of the bridge adjoining the beach was larger in order to accommodate such traffic. Colin Greenwell said that the right of way constructed by the quay company was for vehicular traffic to access a slipway which had now been hidden by Polly Steps, but no further.

- 6.3 Mike Schooling reminded everybody present that there was a new lifeboat, The Two Annes, which was larger, wider and taller than the previous one and may not actually get under the bridge at the highest tides. There was a possibility that they would have a personal water craft to try for working up river.
- 6.4 Graeme Smith agreed that if funds could be made available he would extend the modelling that was being undertaken to demonstrate what was happening not only at Polly Steps, but also at Shaldon Beach and Foresters Terrace. If he could obtain that information the model results should be available by Spring 2007.

The next meeting would be on Friday the 26th January 2007 at 19:00