



## **Meeting of the Teignmouth Harbour Consultative Body at TCYC on Friday 9<sup>th</sup> May 2008 @ 18.30**

### **Present:-**

Chairman Roy Lightfoot (Shaldon Sailing Club), Peter Stenner (TFWA), Chris Clarence (Shaldon Regatta), Donald Baldey (Teignmouth Town Council), Jude Western (Teign Diving), Phil Mawby (Boat Shaldon), Ian Brownless (BOAT Teignmouth), Ron Evans (Shaldon Parish Council), Graeme Smith (Teign Estuary Management), Stephen Boyne (South Devon Water Ski Club), Guy Langworthy (River Teign Rowing Club), Mike Bolsworth (River Teign Nets Men), Mrs Jill Barczok (Teignmouth Regatta), Paul Barczok (TCYC), Harbour Master Commander David Vaughan OBE, Chairman Teignmouth Harbour Commission Jeremy Grammer, Commissioner Mark Layton, CEO Teignmouth Harbour Commission Graham Bond

**Apologies** had been received from Roger Hawkins, Bill Hook and Tim Gilding

### **Introduction of the new Harbour Master**

David Vaughan said that he was delighted to have taken up his post as Harbour Master of Teignmouth. He said that he had been in the Royal Navy for 35 years as a sub mariner and had commanded four submarines. He was also a recreational sailor and yacht and power boat instructor and he liked the sea and the people on it. He was privileged to be the Harbour Master of a working port and felt it was an exciting place to be. His aim was to promote the common good in running the harbour and to seek to please most of the people most of the time and to provide a good service. He was looking forward to working with various organisations represented at the Consultative Body.

### **Matters arising from the Minutes of the 25<sup>th</sup> February:-**

📌 Donald Baldey reported that he had apologised for not being able to attend that meeting and that was noted.

📌 Copies of the Minutes had not been received by Messrs Mawby, Evans, Smith, Clarence and Western and they will be provided.

### **📌 Gales Hill**

Graham Bond reported that after the last meeting he had followed up the concerns that had been expressed that the Harbour Commission were in some way hindering the ability of the Teign Fishermen and Watermen's Association to pursue their plan for a new jetty. The results of the enquiries he had made both of the TFWA and Teignbridge District Council was that both

had indicated that monies had been obtained for a feasibility study which was about to be commissioned. Until that feasibility study had been concluded the extent of the area of land required by TFWA and whether the project could proceed would not be capable of determination and that therefore the Commission were not in any way delaying or hindering the TFWA's plans. The Harbour Commission had written after the last meeting inviting a representative of the TFWA to attend a Harbour Commission meeting to explain their plans and had received a response from Barry Wilson indicating that it was premature for him to take up that invitation but he would do so in due course.

### **Fishing from Shaldon Bridge**

Donald Baldey said that he had sent letters to sixteen organisations canvassing support for a byelaw because the support of the community was required in order to persuade Devon County Council to introduce a byelaw. So far he had had six replies not all in support. He was aware that the Harbour Commission would be supportive and Commissioner Rick Smith was on his working group.

Ian Brownless informed the meeting that he had informed BOAT of the decision made at the last meeting and to his surprise two members of his organisation were opposed to the suggestion that there should be a ban on fishing on the bridge and put up a spirited opposition which carried the meeting and so his organisation decided against supporting the move and even criticised him for taking part in the vote.

Mike Bolsworth asked whether the byelaw was intended to cover the whole of the area of the bridge and Donald Baldey said just the main channel.

### **Chairman's letter to MAIB.**

The Chairman read out a report in terms that he had written to the MAIB and stated that at the Consultative Body meeting on the 25<sup>th</sup> February Graham Bond had read out an email containing the bare bones of the letter that he had sent, and some of the members present felt that the letter should not have been dispatched without the authority of the Consultative Body. But in the first paragraph of the letter he had said that he was writing on behalf of some members of the Consultative Body and that he and those particular members had been concerned about the number of incidents that had taken place citing the Aura, the Leonid Leonov and another incident this April when two moorings had been dragged and a buoy hit. The Chairman then read out the letter that he had written.

### **Incidents**

Graham Bond said that none had been reported. He had heard of the disappearance of the two moorings to which the chairman had alluded and the damage to a buoy. Enquiries of the pilot on the vessels that was thought most likely to have been concerned were that crew had been stationed on the forecastle of the vessel and had not reported that any buoy had been hit and no incident report had been made. Had the buoys got stuck on the vessel's propeller or had any damage been caused to the vessels there would have had to have been a report.

### **Scouring of Salty**

Graham Bond said that he simply wanted to report under this incident that the Commission was proposing with land based machinery to seek to level out some of the humps at Shaldon Pool so

that vessels could lay on their moorings more easily and subject to the price to remove some of the build up of sand on the river beach opposite the blue hut.

## **Moorings**

Graham Bond said that last year attention had been focused on covering propellers and the naming of buoys and that seemed to have worked but this year particular attention would be paid to ensuring that people were displaying their permits. He had received a letter from a licensee indicating that she never had displayed a permit and was not willing to do so. The Commission were not looking for confrontation but it was a requirement of the mooring licence that permits be displayed and he hoped that everyone would comply.

He also mentioned that there had been a suggestion that people were taking the fact that they had a permit for a tender as amounting to a permission to put their tender on the beach particularly in Shaldon. He just wanted to make it clear that the permit was simply an indication that the tender had been paid for within the mooring licence fee but did not extend to any Commission authority to moor that tender on any particular place.

There was some debate in which Ron Evans said that he was concerned that the Consultative Body does not jump at shadows. Whilst as Mark Layton had mentioned Teignbridge District Council had carried out a blitz on Shaldon Beach in October and would in the next four days be removing sand, there hadn't been any issues in relation to the mooring of tenders and he felt it was better that sleeping dogs lie. Chris Clarence said that there was about 100 boats moored between The Clipper and Shaldon House probably 120 in the season and only the sailing club paid any money for them. He had been in dialogue with Tracy Higgs at Teignbridge District Council and suggested that there was no need for another department to be created to claim £27.50 per dinghy. He thought that the Commission had worked a flanker in claiming the same mooring fee for vessels there when no tender spaces could be provided. There were no current plans by TDC to make any further charges. They were hoping in the course of the next few days to remove a couple of the wrecks on Shaldon Beach and he agreed that it would be preferable for nothing to be said about moorings but if in due course it came to it his fallback position was that he would prefer the Commission to provide TDC with £2,000 a year and allow the status quo to continue.

Ron Evans said that he would like assurance that Teignmouth Harbour Commission would not enter into any negotiations with TDC on this issue.

## **Arrival of the new Pontoon**

Graham Bond wanted to bring to everyone's attention that the new pontoon had arrived and there had been consultation with the ferry operator to make sure that there was adequate room for the ferry to manoeuvre. Jill Barczok was concerned that the gaps between the pontoons was not uniform and thus did not appear ship shape.


## **Mr Hill**

Graham Bond reminded the body of the background. Mr Hill had brought in one fishing vessel and then latterly a second and moored them adjoining the Town Quay an area which was designated as a pick up and drop off point for the community at large. He had been able to exploit a loop hole because it wasn't clear whether the ownership of that land had passed from ABP to TDC but that now seemed to have been resolved and TDC had commenced action requiring Mr Hill to move from their land.

The Harbour Master said that following this he had met Mr Hill who confirmed that he had brought in the vessels without any permission and without knowing where they were to moor and had been on the waiting list but subsequently removed. He was aware that he had been written to by the Commission and informed that he would not be considered for the waiting list at the moment because he had threatened two Commissioners.

The Harbour Master had therefore required Mr Hill to remove both his vessels within 14 days and had given a Special Direction to that effect. One vessel had already been removed. Subsequently a number of people had asked for mooring waiting list applications in relation to these vessels and the Harbour Master had in each case requested anybody who was applying to provide a Certificate of Ownership and evidence of commercial fishing.

## **AOB**

 Paul Barczok said that TCYC were confused by the new permits and when telephoning the Harbour Office had been refused information on the basis that they had not paid.

Mark Layton responded to this that there had been a renumbering of the moorings because the previous system had no logic nor sequence and that had to be introduced but the system had also retained the old numbers so the office had no difficulty in identifying vessels by either the old or the new numbers. The permit numbers do not relate to moorings at all and are related specifically to a vessel.

A few vessels had been moved on deep water trots and some of these would have been TCYC members but where that had taken place the owners had been informed that the vessels had been moved and of the new numbers and had been invited to ring the office so that they could specifically identify where their new mooring was.

If anyone wanted specific information about their mooring the positions were now plotted on the software and they could call into the office and that could be identified for them.

There had been some new allocations and where that had taken place the current practice of the Commission is not to undertake any work until the paperwork had been completed and the fee paid which may be what the TCYC members had been referring to.

The new system had enabled permits to be produced at a cost of 23p as opposed to a cost of 90p. Peter Stenner said that it would have been cheaper still if the permits were produced in blank and the numbers put on in indelible ink but Mark Layton said that experience with that had indicated that they ink fades something with which Peter Stenner disagreed.

 Donald Baldey asked whether Mark Layton was back as a Commissioner.

Jeremy Grammer replied that when the Harbour Master arrived Mark Layton had been retained in an operational role for four weeks after which he would be relinquishing that role and resume as a Commissioner.

Donald Baldey then asked to inspect the Register of Interests and Jeremy Grammer agreed to arrange a time and date for him to do so.

Donald Baldey said that Mark Layton was contracted to provide diving services to the Commission and were those contracts open to public scrutiny. Jeremy Grammer replied that he

personally is very concerned about maintaining a hold on the cost base of the Commission and that diving costs as with other expenditure was the subject of competitive tendering policy.

Donald Baldey asked Jeremy Grammer if he did not consider there to be a conflict of interest. Jeremy Grammer did not and Donald Baldy begged to differ.

Roy Lightfoot said that it was important that financial transactions were above board and seem to be transparent.

Donald Baldey said that he wished to welcome the Harbour Master and had to extend his assistance if he should have any problems and he had experience of running a Commercial port.

🗨️ Graham Bond said that he had only just received and read the Chairman's annual report and was distressed at the allegation raised in it and that:-

*"There are still some boat owners who are being harassed almost daily by certain Harbour staff ....."*

He said that he had not received any complaints and would be very concerned if the staff were thought to be harassing anyone and if therefore the Chairman or any other member of the Consultative Body had evidence to suggest harassment he would expect them to provide that to the Commission so that it could be immediately investigated. In the course of the following discussion it transpired that there was no evidence that boat owners were being harassed. It was Roy Lightfoot who had been the subject of harassment from two people John Rickett and John Chapman in relation to their specific concerns.

Graham Bond outlined the circumstances in which the Commission had determined not to renew John Rickett's mooring and Ron Evans further expanded upon this indicating that Mr Rickett had refused to pay £900 worth of damage that had been caused to another vessel by his.

Graham Bond said that he had not received any recent communication from John Chapman but was aware that he felt that he had a claimed ownership of his mooring but as he was paying a mooring licence fee and the time for claims against the Crown had long since expired he didn't consider that to be an issue.

It was agreed that where any member of the Consultative Body had a concern they were perfectly entitled to and indeed it was their duty to raise it but it would be best practice for them to refer to the Commission first and to bring it forward if then dissatisfied.

🗨️ In response to Paul Barczok Graham Bond confirmed that Eric Gamble's contract of employment had ended.

🗨️ Ian Brownless informed the meeting that he was standing down as Secretary of BOAT and expressed his thanks and appreciation for the support of the Consultative Body during the period that he had been a member and that was reciprocated on behalf of the Consultative Body.

There being no further business the meeting concluded at 20.15. The next meeting would take place on Monday 8<sup>th</sup> September at 1900 venue to be confirmed.