

Summary of THC's General Meeting-May 2009

Key Points:

- It was confirmed that the marker buoys from the bridge up river had been repositioned and cleaned.
- Under contract the Commission's harbour team have positioned the beach marker buoys for the restricted zone for swimmers parallel to the beaches at Teignmouth, The Ness and Dawlish.
- Review of the financial position. Commercial traffic was the lowest recorded since 1980 for the Commission's financial year ending 31st March 2009 with exports at 303,000 tonnes and imports at 222,000 tonnes. The decline was a clear indication of the uncertain economic climate. Commercial income was expected, therefore, to be down by £50000.
- The repair and maintenance of the Commission's vessels had been greater than anticipated in the budget. Overall there will be a deficit for the year end which is subject to audit. For the current year commercial trading continues to reflect global economic climate with throughput 18,000 tonnes down on the preceding year to the end of April. Predictions for May and the rest of the year were also down.
- The Commission was reviewing all areas of expenditure to effect savings wherever possible.
- The Commission had been active in seeking to maximise its income from its resources and its vessel and have been contracted to provide assistance to a number of third parties without any disadvantage to the management of the harbour or the dredging of the channel.
- The old harbour master's office had been let on a comparatively short term basis.
- A service is being provided to support ships laid up or anchored in Lyme Bay through provisioning and crew changes.
- Review of the entrance channel confirmed that compulsory pilotage should remain and the channel was operating at least 0.2m above book height.
- The hydrographer's office had accepted that it had obtained information from some different sources and that the tide timetables were not correct and a revised Tide Table had been produced by UKHO which was now being used.
- The Teign C would be in for annual refit from 8th to 26th June.

- The RIB had been checked, was working satisfactorily and would be back in operation from 22nd May.
- Renewal of moorings had proceeded satisfactorily and demand had not tailed off despite the recession.
- Internally commissioners would review the processes for the leisure side of the Commission's business.
- Consideration was given to the appropriate policy in relation to tenders. The Commission recognised that the situation had changed considerably from the time it only had 109 deep water moorings with associated tenders to administer. However a situation, which had not previously been considered, had arisen whereby people had asked to place their tenders on moorings laid and operated by the Commission; it was resolved that where such a person paid a full mooring fee for a main boat then the amount they would pay to put their tender on a Commission trot should be half the rate that would be charged to someone who was paying for a mooring without association to a mooring for a main boat. It was also recommended that they should as far as possible be directed to a general area of trots and not to a specific place on one trot.
- The Harbour Master attended the Devon Maritime Forum and South West Regional Ports Association where there had been a particularly effective presentation by the MAIB.