ANGUS COUNCIL

ARBROATH HARBOUR JOINT CONSULTATIVE COMMITTEE

31 MARCH 2001

ARBROATH HARBOUR – DIRECTOR’S SPRING REPORT

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT
This report details operations ongoing at the Harbour since the previous meeting and requests that the Committee take note and approve its contents.

1 RECOMMENDATIONS

It is recommended that the Committee note and approve the contents of this report.

2 DETAILS

(i) Administrative Matters

(a) Financial Update to the End of January 2001

The monitoring statement up to the end of January is attached as Appendix A.

The projection to the end of the financial year shows financial costs to be below the budgeted level.

The main saving on expenditure is a saving on wages due to the gap in having a harbourmaster in post. Dredging costs were also below the level budgeted. Income is higher mainly due to increased activity at the slipway and the overall outturn on net expenditure is likely to be approximately £10k - £12k less than the budget figure.

(b) It is proposed to allocate £100,000 of Roads and Transport Renewal and Repair Funding in financial year 2001/02 for essential works at Arbroath Harbour. This will be the subject of a separate report to the Roads Committee in due course.

(c) Revised Schedule of Charges

The Schedule of charges for the period from 1 April 2001 to 31 March 2003, approved at the meeting of the Harbour Joint Consultative Committee in November 2000, is attached as Appendix B. Copies of this Schedule will be available at the Harbourmaster’s Office.
(d) **Oil Spillage Contingency Plan**

The plan is in the final consultation and approval stage and should be available in April 2001.

In January the Harbourmaster and his deputy attended a three day oil spill response training course (MCA level 4p – On-scene commander). One of the Harbourmaster’s assistants together with an operative from McKays Boatyard also attended a one day practical training course in oil spillage clean up at Montrose Harbour. The AFA were unable to send a representative due to illness but hope to be represented at a similar course in the future.

Once the plan is finalised further on-site awareness training will be required to ensure procedures are fully understood by the relevant personnel together with the purchase of the necessary on-site booms, absorbents etc as required for the Tier 1 response. The cost of the materials will be approximately £1100.

The Director seeks approval to appoint a contractor as the designated Tier 2 Response contractor for the harbour (see Appendix C). This response would be required in the event of a major incident and would need to be met by an on call, experienced contractor who is able to respond timeously. Two suitable contractors are known to be available ie Briggs Marine Environmental Services, Aberdeen and K N Services, Balbeggie, Perth.

(e) **Port Marine Safety Code**

Tenders were sent out to four consultants specialising in this type of work in December 2000.

The lowest tender from Ferriby Marine to the sum of £1,350.00 was accepted on 9 January 2001.

The initial study is only a scoping study to review existing arrangements and to make recommendations as to the requirements for drawing up a comprehensive health and safety plan to meet the standards set in the new code.

Work is due to commence on the first week of March 2001 and is programmed to take six weeks.

(f) **Arbroath Sea Fest 2001**

The fifth Arbroath Sea Fest is being planned for the weekend of 18 – 19 August 2001.
A core of popular features will be retained and developed to enhance the festival’s unique flavour. Items, which add to the family atmosphere of the event, are encouraged and promoted.

New elements are being planned:

For the Fish Market, a Giant Fish Market and Seafood Banquet will provide a showcase opportunity for locally produced delicacies and cooking talents. To centralise the entertainment, a main Stage and Bandstand in the lower Harbour car park area is being considered. Requests for the Harbour Car Park and Coach Car Park to be closed to traffic from 8am – 5pm Saturday and Sunday are being made to the Traffic co-ordinating group. A request for closure of the Marketgate carpark area in front of the Community Centre to allow for a Farmers Market is also being made. It is planned to have the Craft Fair in the Community Centre this year. Other Market stalls and displays will be located in the Harbour area and adjacent Beacon Green. To facilitate pedestrian movement, the opening of the centre part of the barrier of the Coach Car Park to allow people through to Beacon Green would be helpful as in previous years.

Efforts are being made to invite Classic Boats and other historic ships to attend. Unfortunately the Reaper is not available. Any contacts which the Harbour Sub Committee could assist with in this context would be appreciated.

The event is co-ordinated by the Arbroath Sea Fest Company representing the partnership of local government, community and business groups. An advisory committee will be asked to contribute to detailed programme planning starting in March.

(g) Various Small Boat Codes

Background

The high casualty figures of these type/size of vessel has prompted the Maritime Coastguard Agency (MCA) to introduce these Codes of Practice.

Voluntary Code for Pleasure Vessels

Such vessels of less than 13.7m in length are not covered by any statutory requirements so far as lifesaving or fire-fighting are concerned. At 13.7m in length and over they are obliged to comply with Merchant Shipping Regulations for Lifesaving and protection. With respect to navigation and collision avoidance any vessel irrespective of size is required to comply with Merchant Shipping Collision Regulations.
This is in advisory code available from the Harbormaster or any MCA office/station.

Code of Practice for Fishing Boats under 12m in length

This will be an mandatory code. It has not been published yet although it comes into effect on 1 April 2001. MCA will send a copy to the Harbormaster whenever it becomes available. All fishing vessels under 12m in length must implement the new Code and be inspected by the MCA after 1 April 2001.

The consultation draft is available from the Harbormaster. Basically most things remain the same as under the 1975 regulations, lifebuoy, life jackets, distress flares, fire extinguishers etc. But after 1 April a life raft will be required to be on board. Also a completion of fitness of vessel assessment will come into effect which might mean the introduction of survey which will be policed by the MCA.

(h) Existing MCA Safety Codes of Practice

<table>
<thead>
<tr>
<th>Colour of Code</th>
<th>Type of Vessel</th>
<th>Checking Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yellow</td>
<td>Small commercially operated sport or pleasure Motor vessels</td>
<td>MCA</td>
</tr>
<tr>
<td>Blue</td>
<td>Small commercially operated sport or pleasure Sailing vessels</td>
<td>MCA</td>
</tr>
<tr>
<td>Brown</td>
<td>Small work boats and pilot boats</td>
<td>MCA</td>
</tr>
<tr>
<td>White</td>
<td>Large commercial sailing and motor vessels</td>
<td>MCA</td>
</tr>
<tr>
<td>Red (NDP code)</td>
<td>Small commercially operated non-cargo vessels* operating from a Nominated Departure Point (NDP)</td>
<td>MCA</td>
</tr>
</tbody>
</table>

*Owners of such vessels needed to register their vessels with MCA by 1 August 2000 and to achieve certification under the NDP code by 1 April 2001. During the period until 1 April 2001 all vessels to have a valid certificate this may be a LICENCE TO OPERATE issued by a local authority. Skippers also to have relevant Certificate of Competency.

Angus Council will continue to issue annual LICENCES TO OPERATE as per usual in June 2001 until MCA notifies of any change.

These colour coded safety codes are available for inspection from the Harbour Master or can be purchased from Scottish Publication Sales,
71 Lothian Road, Edinburgh. MCA has indicated that a rationalisation process for the various codes is presently being undertaken.

(i) Proposed Development at Arbroath Harbour

The Committee are asked to note that a confidential update report on progress was given to the Roads and Planning and Transport Committees on 25 January 2001.

Basically discussions are still ongoing to find a suitable developer and as and when a viable package of proposals are drawn up a further committee report will be brought forward to the above committees.

Local businessmen are one group currently looking at possible proposals for the development of the site.

(ii) Engineering Matters

a) Update on infrastructure works in current financial year

The infrastructure repairs contract was sent out to three Contractors, with the winning tender of £33,186.03 being submitted by Tayside Contractors.

On commencement of the works, adverse weather conditions led to the repairs of the west breakwater roundhead being cancelled. Several alternative areas of repair were identified, namely danger point as an emergency repair, pontoon pier and harbour channel wall. The works were commissioned as formal contract variations. Danger Point sea walls were re-pointed and 8 tonnes of grout was pumped behind the walls to prevent further material loss. Both the pontoon pier and harbour channel wall required stone repairs and repointing in areas where previous collision damage had occurred.

In addition to the above several daywork repairs were carried out on both pedestrian surfaces and walling features within the harbour. The final works cost for the harbour contract amounted to £44,975.30.

The cancelled west breakwater repair will now go ahead over the summer in the next financial year. The costs of these works will be funded from the proposed £100,000 allocation for Harbour projects within the Roads and Transport Renewal and Repair Fund.

(b) Miscellaneous Safety Repairs at Arbroath Harbour

(i) The removal of 2 old walkways along the top of the old dock gates

The walkways were used when the gates were closed and are currently out of use. At the moment they are an eyesore and a
danger to the public. They especially attract the attention of children and the removal of these walkways will improve the appearance of the harbour.

The walkway railings will be removed and a safety rail will be erected along the ends of the adjacent quays to join and complement the existing rail. The rail will consist of a galvanised handrail McKay’s will carry out the work of supplying and erecting a galvanised guard rail.

(ii) To replace missing handrail at the steps beside the Leading Lights (Beacon Green)

These steps lead to the beach area and are used by the general public; half of the handrail is missing and needs to be replaced. Galvanised handrail will be used to join on to and support existing handrail with R D Engineering carrying out the repairs.

(iii) To replace loose handrail at Lifeboat Shed Steps

These steps lead to the beach area and are used by the general public. This handrail is still there but completely loose, giving a false sense of security. Harbour staff have made temporary repairs to the handrail. J & J Stewart will remove the old handrail and replace with 25mm solid bar handrail to join onto the existing rail.

The combined cost of the miscellaneous safety repairs will be £873.75 + VAT.

(c) Maintenance Dredging 2001 and 2002

The Contractor for the dredging work which has been carried out within Arbroath Harbour for the last two years was D Cook Ltd of Hull.

The original contract had an option to extend the contract by negotiation for a further two years. The Committee is asked to note that an extension of the contract has been successfully negotiated at a total cost of £66,767 for the dredging work in both years 2001 and 2002. Full details are given in Roads Committee Report No 1109/00 dated 23 November 2000.

The harbourmaster is currently seeking a new license to deposit dredged material offshore and subject to receiving this the work will be programmed for the summer period.
(d) Proposed Provision of Shower/Toilet Facilities at the Fish Market

The current toilet facilities within the harbour are limited and the provision of a shower/toilet facility has previously been raised by users of visiting vessels, preliminary drawings have been completed by Property Services, and the costs are estimated at £8,000.

Within the PESCA 1996 – 2000, some funding remained available (from accrued interest) and the Roads Department have submitted an application for funding of shower/toilet facilities at the harbour. This application has been successful and a grant of £4,000 has been awarded towards the works.

The balance of £4,000 would be met by the Council within the £100,000 proposed allocation from the Roads and Transport Renewal and Repair Funding.

An application for PESCA funding for a study into the harbour lock gates was unsuccessful on this occasion.

5 HUMAN RIGHTS IMPLICATIONS

There are no human rights implications arising from the proposals in this report.

6 CONSULTATION

The Chief Executive, the Director of Law and Administration and the Director of Finance have been consulted in the preparation of this Report.

Dr Bob McLellan
DIRECTOR OF ROADS

NOTE

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

REPORTS/harb.spring.report
WW/PP
2 March 2001
## ANGUS COUNCIL ROADS DEPARTMENT

### REVENUE MONITORING TO END OF JANUARY 2001

**Section: Arbroath Harbour**

<table>
<thead>
<tr>
<th>Staff Costs</th>
<th>Budget 09/01</th>
<th>Actual to Jan</th>
<th>%</th>
<th>Outturn</th>
<th>Variance</th>
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<tr>
<td>APTC -</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Gross Pay</td>
<td>19,125</td>
<td>12,492</td>
<td>65.3%</td>
<td>15,700</td>
<td>(3,425)</td>
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<td>832</td>
<td>64.0%</td>
<td>1,100</td>
<td>(200)</td>
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<tr>
<td>Superannuation</td>
<td>2,050</td>
<td>1,349</td>
<td>65.8%</td>
<td>1,650</td>
<td>(400)</td>
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<td>Manual -</td>
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<tr>
<td>Gross Pay</td>
<td>17,775</td>
<td>14,360</td>
<td>80.9%</td>
<td>17,400</td>
<td>(375)</td>
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<td>900</td>
<td>120.0%</td>
<td>1,050</td>
<td>300</td>
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<td>Superannuation</td>
<td>1,900</td>
<td>1,354</td>
<td>71.3%</td>
<td>1,600</td>
<td>(300)</td>
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<tr>
<td>Overtime</td>
<td>6,000</td>
<td>3,553</td>
<td>71.1%</td>
<td>5,000</td>
<td>0</td>
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<tr>
<td><strong>Total Staff Costs</strong></td>
<td><strong>47,900</strong></td>
<td><strong>34,860</strong></td>
<td><strong>72.8%</strong></td>
<td><strong>43,500</strong></td>
<td>(4,400)</td>
</tr>
</tbody>
</table>

| Property Costs | | | | | |
|----------------|-----------------|-----------------|-----------------|
| Rates / Water Charges | 3,000 | 3,890 | 129.7% | 3,900 | 900 |
| General Repairs | 4,000 | 0 | 0.0% | 4,000 | 0 |
| EMU - Electricity | 2,000 | 931 | 46.6% | 2,000 | 0 |
| Property Costs - Other | 1,000 | 395 | 39.5% | 1,000 | 0 |
| Buoys, Beacons & Lights | 2,000 | 525 | 26.3% | 2,000 | 0 |
| **Total Property Costs** | **12,000** | **5,741** | **47.6%** | **12,900** | **900** |

| Transport Costs | | | | | |
|-----------------|-----------------|-----------------|-----------------|
| Car Allowances - APTC/Manual | 200 | 86 | 43.0% | 200 | 0 |
| **Total Transport Costs** | **200** | **86** | **43.0%** | **200** | **0** |

| Supplies & Services | | | | | |
|---------------------|-----------------|-----------------|-----------------|
| Dredging            | 33,700          | 29,498          | 87.5%           | 29,500 | (4,200) |
| Miscellaneous Supplies & Services | 3,850 | 3,361 | 87.3% | 3,850 | 0 |
| Protective Clothing | 200 | 145 | 72.5% | 200 | 0 |
| General Office Expenses | 1,950 | 1,116 | 57.2% | 1,950 | 0 |
| Employers Insurance | 1,000 | 0 | 0.0% | 0 | (1,000) |
| **Total Supplies & Services** | **40,700** | **34,120** | **83.8%** | **35,500** | (5,200) |

| Third Party Payments | | | | | |
|----------------------|-----------------|-----------------|-----------------|
| Subscriptions        | 400             | 0               | 0.0%            | 300 | (100) |
| Contribution to Contingency Fund | 3,000 | 0 | 0.0% | 3,200 | 200 |
| **Total Third Party Payments** | **3,400** | **0** | **0.0%** | **3,500** | **100** |
| **Total Expenditure** | **104,200** | **74,807** | **71.8%** | **95,800** | (8,600) |

| Income | | | | | |
|--------|-----------------|-----------------|-----------------|
| Fees & Charges | 45,460 | 45,013 | 99.0% | 50,000 | 4,550 |
| Rent - Miscellaneous | 5,000 | 3,675 | 73.5% | 4,000 | (1,000) |
| Wages/Overtime Recovered | 500 | 436 | 87.2% | 500 | 0 |
| Miscellaneous Income | 50 | 18 | 36.0% | 50 | 0 |
| **Total Income** | **51,000** | **49,142** | **96.4%** | **54,550** | **3,550** |
| **Net Expenditure** | **53,200** | **25,665** | **48.2%** | **41,050** | (12,150) |
PORT INFORMATION

GENERAL
Arbroath Harbour is located at 56°33' N, 2°35' W. Usage of the port is presently confined to commercial fishing vessels and small craft offering day trips to anglers and sightseers. However, all commercial vessel operators regardless of type and visiting yachts are actively encouraged to make use of the harbour and available support services.

The town of Arbroath offers a variety of social and sporting amenities to visiting crews and a number of quality pubs and restaurants are located close to the harbour.

The Arbroath railway station is only 1km from the harbour with direct north and south connections. International air services to most European destinations can be made from Edinburgh or Aberdeen, both approximately just over one hour's drive away.

PORT ACCESS
Arbroath harbour is tidal. A tide information booklet can be obtained from the harbour office (£1.50 per copy).

VHF: channel 11 & 16

FACILITIES
OUTER HARBOUR
Water Area 3½ acres
Length 350ft (107.0m)
Width 260ft (79.2m)
Depth at entrance M.H.W.S 15ft (4.67m)
Depth at entrance M.H.W.N 11½ ft (3.5m)
Depth at entrance M.L.W.N 4ft (1.21m)
Depth at entrance M.L.W.S 2ft (0.6m)
Depth at entrance H.W. Highest Springs 18ft (5.48m)
Depth at entrance H.W. Lowest Neaps 11ft (3.35m)
Length of quayage 1,480ft (451.1m)
Depth of quayside at ordinary springs H.W. 15ft (4.57m)
Depth of quayside at ordinary springs L.W. 2ft (0.61m)

INNER HARBOUR
Water area 2½ acres
Length of dock 240ft (73.2m)
Width of dock 260ft (79.25m)
Length of quayage 1,000ft (304.8m)
Length of entrance 800ft (243.8m)
Width of entrance 40ft (12.2m)
Depth of water over sill M.H.W.S. 15ft (4.57m)
Depth of water over sill M.H.W.N. 11½ ft (3.5m)
Depth of water over sill M.L.W.N. 4ft (1.22m)
Depth of water over sill M.L.W.S. 2ft (0.61m)

PATENT SLIP
Extreme length 44ft 6in (13.6m)
Length of draft 110ft (33.5m)
Draught on keel blocks at H.W. - OST -
Fo'c'sle 11ft (3.4m)
Aft 15ft (4.6m)
Lifting capacity 350 tonnes
Difference between H.W. at OST and ONT 4ft (1.22m)
Capable of taking ships up to 100 ft (30-4m)

FISHMARKET
A covered fishmarket is provided.

LIFEBOAT
A lifeboat and an inshore rescue craft are stationed at the harbour.

BUCKEYES
Quayside diesel bunkering available:
contact AFA

USEFUL CONTACTS

BOATHUILDERS AND REPAIRERS
Mackay Boatholders Ltd
Old Shore Head, Arbroath DD11 1BA
Tel (01241) 872879

FISHERMEN'S ASSOCIATION
Arbroath Fishermen's Association
2 Marketgate, Arbroath DD11 1AY
Tel (01241) 873103

DIVERS
Inchcape Divers
Collingdale
Cairnie Lean
Arbroath DD11 1DS
Tel (01241) 875124 or Harbour Office

1st April 2001 to 31st March 2003

The Harbourmaster, Harbour Office, Arbroath DD11 1PD
Telephone Arbroath (01241) 872166
Fax Arbroath (01241) 878472
E.Mail = harbourmaster@arbroathharbour.sol.co.uk
ANGUS COUNCIL

ARBROATH HARBOUR

SCHEDULE A

RATE AND DUTIES LEVIABLE ON VESSELS
AT PORT AND HARBOUR OF ARBROATH

1ST APRIL 2001 – 31ST MARCH 2003

ITEM
1 Fishing boats
   Compounded Charge
2 Pleasure craft (for personal use)
   Compounded Charge
3 Craft employed carrying up to 12
   Farepaying passengers
   Compounded Charge
4 Craft employed carrying over 12
   Farepaying passengers
   Compounded Charge
5 Visiting fishing boats, yachts,
   pleasure craft etc, and all vessels not
   granted the Compounded Charge
6 Pleasure craft (for personal use)

CHARGE
£170 per annum or part thereof
£170 per annum or part thereof
£370 per annum or part thereof
£680 per annum or part thereof
£8.50 up to 24 hours or
£16.00 up to 48 hours or
£26.00 up to 1 week
£120 period 1st May to 31st Oct
   (Summer berthing only)

NOTES
1 All vessels entering the harbour which have not previously been granted
   the compounded charge will be charged in accordance with 5 above. It will be at
   the discretion of Angus Council as to whether the Compounded Charge is granted.
   It should be noted that the term “per annum” applies to the period from 1st April in
   any year to 31st March in the following year. Vessels having been granted berthing
   privileges under item 6 will be levied additional charges described under item 5 above
   if the vessel remains in harbour after the designated period.
2 VAT is added to the above charges for vessels under 15 tonnes.
   (17.5% or as amended)

ANGUS COUNCIL

ARBROATH HARBOUR

SCHEDULE B

SUNDARY CHARGES LEVIABLE ON VESSELS AND IN RESPECT
OF SERVICES AT PORT AND HARBOUR OF ARBROATH

1ST APRIL 2001 – 31ST MARCH 2003

ITEM
1 Fish dues on all sales
2 Fish box charges
3* Slipway charges –
   (a) Locally registered boats:
      First day or part thereof
      Thereafter
   (b) Locally registered boats under 15 tonnes
      using the upper cradle when lower cradle is
      used by vessel paying charges 3(a) or 4.
      First day or part thereof
      Thereafter
4* Slipway charges –
   Outside registered boats:
   First day or part thereof
   Thereafter
5* Boats fitting out, doing repairs or tying up
6* Consumption water of –
   Washdown at slipway
   Washdown at slipway
7* Use of power points**
   located in fish market

CHARGE
3p in the pound (£)
5p per box
£60
£33 per day or part thereof
£45
£23 per day or part thereof
£75
£45 per day or part thereof
£25 per week or part thereof
50p/1000Ltr
£20 per day
£25 per day
£5 per day or part thereof
£10 per weekend*** or part thereof

NOTES
1 Slipway charges for vessels which require the use of both cradles (either because of length or weight)
   will be 50% above the stated charges.
2 VAT is added to the charges for vessels under 15 tonnes.
3 A returnable deposit of £10 may be levied.
4 A weekend is defined as being between the hours of 1600 Friday to 0900 Monday.
APPENDIX C

Oil Spill Contingency Plan
Appointment of Contractor to provide the
Tier 2 Response at Arbroath Harbour

The Director of Roads seeks approval to the appointment of Briggs Environmental Marine Services Ltd as the on-call contractor to provide the Tier 2 level of response in the event of a major oil spill at Arbroath Harbour.

The Oil Spill Contingency Plan which is about to be finalised requires the provision of a suitably qualified stand-by contractor who is able to provide an immediate response in the event of a major oil spill at the harbour. Only two suitable firms are known to be in the immediate area and prices have been sought from both:-

<table>
<thead>
<tr>
<th>Firm</th>
<th>Location</th>
<th>Annual Fee for</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>24 hr Standby</td>
</tr>
<tr>
<td>1 Briggs Environmental Marine Ltd</td>
<td>Aberdeen</td>
<td>£500</td>
</tr>
<tr>
<td>2 K N Services Ltd</td>
<td>Balbeggie, Perth</td>
<td>£520</td>
</tr>
</tbody>
</table>

The Director recommends the acceptance of the bid from Briggs Environmental Services to provide the necessary Tier 2 response capability for Arbroath Harbour at the annual cost of £500 starting from 1 May 2001.

The £500 cost can be met from the £5000 allowed for in the Revenue Budget for the initiation of the Oil Spill Contingency Procedures. In future years an additional allowance will be required in the budget for the harbour.