

ANGUS COUNCIL

ARBROATH HARBOUR JOINT CONSULTATIVE COMMITTEE

19 NOVEMBER 2010

ARBROATH HARBOUR - AUTUMN REPORT

REPORT BY THE DIRECTOR OF INFRASTRUCTURE SERVICES

ABSTRACT

This Report details ongoing operations at the Harbour since the previous meeting of the Arbroath Harbour Joint Consultative Committee (AHJCC), outlines plans for future programmes of works, and discusses contemporary matters of relevance to harbour activities.

1 RECOMMENDATION

- 1.1 It is recommended that the committee agrees to note and approve the contents of this report.

2 ADMINISTRATIVE MATTERS**2.1 Financial Update to end of March 2011**

- 2.1.1 Appendix 1 shows the estimated financial outturn position at 31 March 2011. The appendix shows that there is an estimated overspend on property costs and third party payments however this is offset by estimated additional income. Overall the projected outturn for the year shows a year end position in line with the budgetary provision.

2.2 Port Marine Safety Code

- 2.2.1 With reference to item 2.1 (b) of the minute of the meeting of this sub-committee on 21 May 2010 there has not been the need for a formal inspection as yet this year since all the points raised at the last inspection have been addressed and rectified. The harbourmaster & harbour staff have been dealing with any minor issues as they have arisen over the last year.

- 2.2.2 A full joint safety inspection will be carried out before the end of 2010 following the commissioning of the diesel fuel dispensing facility.

- 2.2.3 Officers are currently reviewing the implications of the revised Port Marine Safety Code from the Department of Transport and as highlighted previously will report to this committee in due course of any significant changes required in consequence of the revised Code.

2.3 Revision of Harbour Charges - Biennial Review of Charges for Implementation in April 2011

- 2.3.1 With reference to item 3(a)(iii) of the minute of the meeting of this sub-committee on 21 May 2010, proposed revisions to harbour charges are presented in this report. The sub-committee is asked to endorse the proposed revisions, which are shown in Appendix 2 subject to consideration of any comments raised at the AHJCC meeting in November 2010. Subject to the revised charges being approved by the Infrastructure Services Committee in January 2011 the charges will come into effect from 1 April 2011. Thereafter the next biennial review will be undertaken in autumn 2012.

2.4 Oil Spill Contingency Planning and Response

- 2.4.1 With reference to item 3(a)(iv) of the minute of the meeting of this sub-committee on 21 May 2010, there have been no further significant pollution or spillage incidents in the harbour in the intervening period.

2.4.2 All harbour staff have oil spill certificates which are due for renewal between March and May 2011. The harbourmaster has an On Scene Commander's Certificate (MCA Level 4/5), the Senior Harbour Assistant has an On Scene Commander's Certificate (MCA Level 4) and the two harbour assistants have an MCA Level 1 in Oil Response Familiarisation. All the harbour staff are to attend a one day refresher course before the expiry dates to ensure their certification remains valid. This will take place before 31 March 2011.

2.4.3 Next year it is further proposed that the two harbour assistants should receive further training in order to attain an MCA Level 2 Certificate.

2.4.4 The council continues to retain the services of a specialist contractor to deal with higher-level pollution incidents should they occur.

2.5 Control of Organotins

2.5.1 With reference to item 3(a)(v) of the minute of the meeting of this sub-committee on 21 May 2010, in all the tests to date from the inner and outer harbours and the wash down waters from the recycling system at the slipway the levels of organotins have been acceptably low. Results from recent sampling along with the e-coli results from the recycled water are attached in Appendix 3 to this report.

2.6 Scottish Ports Meeting

2.6.1 With reference to item 3(vii) of the minute of the meeting of this sub-committee on 21 May 2010 the harbourmaster attended the Scottish Ports Meeting on 18 June 2010 in Aberdeen. The minutes are available for inspection by the members of this sub-committee in the harbour office.

2.6.2 The next Scottish Ports Committee meeting is on 1 December 2010 in Edinburgh and the harbourmaster is proposing to attend this meeting.

2.7 Safer Ports Initiative 2

2.7.1 With reference to item 3(vii), Safer Ports Initiative 2 (SPI2) this was discussed at the last Scottish Ports Committee meeting in Aberdeen on 18 June 2010. It was reported that Port Skills & Safety (PSS) were still working on the wave of SPI2 roadshow events and in the future will prepare a rollout of its third model possibly in 2011. As this develops the sub-committee will be kept informed of progress.

2.8 Arbroath SEAFEST

2.8.1 With reference to item 3(a)(viii) of the minute of the meeting of this sub-committee on 21 May 2010, the Seafest event in August of this year was well organised and was without incident in terms of the operation of the harbour. Access to the harbour area is restricted during the Seafest, with an entrance charge being levied. It has been reported that a survey of businesses local to the harbour area has raised concerns about the effect on their businesses of such a charge. This matter is currently being investigated.

2.9 Maritime and Coastguard Agency (MCA) - Forth to Border and Tayside/North Fife Sub Committee

2.9.1 With reference to item 3(a)(ix) of the minute of the meeting of this sub-committee on 21 May 2010, there continues to be no indication from the MCA of any meetings in the near future. The harbourmaster will attend any meeting which is convened in the future and keep the sub-committee informed of any developments.

2.10 Visiting Craft Numbers

2.10.1 The numbers of visiting craft to the harbour from 1 October 2009 up to 30 September 2010 was 249. This is an increase of 16% on the previous year and is a positive trend in

representing the attractiveness of the harbour for visitors. Members will be aware that the numbers of visiting vessels has shown a continuing increase over recent years.

3 ENGINEERING MATTERS

3.1 Inner Harbour Gates

3.1.1 With reference to item 4(i) of the minute of the meeting of this sub-committee on 21 May 2010, there has been one occasion where there has been a problem in opening or closing the harbour gates. On 13 September 2010 the east gate appeared to be off the level & when closed water was leaking from the inner basin at an unacceptable rate. Divers retrieved a creel from the harbour which had been jammed against the sill causing the problem. On 23 October 2010 the chequered plate on the hydraulic ram pit had moved and raised slightly thus preventing the gates from fully opening. The sensors on the quayside were then not picking up the location of the gates to start the hydraulics so the gates would not close. The situation has now been resolved and the gates are back in operation. Other than these two occasions the gates have been operating satisfactorily.

3.1.2 Since the end of October the harbour gates have undergone a full service with all the hydraulic hoses being replaced and new electronic sensors being installed.

3.1.3 The opening and closing times of the gates moved to the winter schedule on 4 October 2010. Opening and closing times continue to be routinely posted outside the harbourmaster's office and on the security gate leading on to the pontoons, generally one month in advance.

3.1.4 The extended opening times of the harbour gates until 9.45pm throughout the months of June, July and August 2010 was considered to be a success. It is proposed that discussions are held between the Head of Roads and the Arbroath Sailing and Boating Club to discuss a similar arrangement for 2011. The times would be routinely posted, generally one month in advance, outside the Harbourmaster's office and on the security gate leading on to the pontoons. Consideration would also be given to wider publication of the extended opening times in the press and by relevant organisations.

3.2 Pontoon Berths

3.2.1 With reference to item 4(ii) of the minute of the meeting of this sub-committee on 21 May 2010, the pontoon berths continue to be well used and are currently at maximum occupancy.

3.2.2 The waiting list is now full at a maximum of 50 names and is kept on a database with the Roads Division staff in Forfar. When a berth becomes available names are taken from the top of the list with new names only being added to this list to a maximum of 50 names.

3.2.3 In March 2011 the Head of Roads will write to each name on the list indicating their position on the waiting list, indicating the number of new berths taken up in the last year & asking if they wish to remain on the list.

3.3 Compounded Berths

3.3.1 At present there is no further compounded berthing available within the harbour. Priority for compounded berths have historically been given to commercial or fishing vessels and only if there is berthing space available within the harbour. The current waiting list for a compounded berth is made up of approximately 70 non-commercial vessels.

3.3.2 Appendix 3 details the procedure which is adopted for the granting of compounded berths.

3.4 Slipway Cradle

3.4.1 On 8 October 2010 the *Provider* was being slipped back in the water from the cradle and as the pilot manoeuvred the boat backwards from the cradle, the boat veered off to port side and collided with the end vertical steel beam on the cradle. This said vertical steel beam was bent

as a consequence, a supporting beam also sheared off & the horizontal lateral beam on the cradle was twisted.

- 3.4.2 On 11 October 2010 McKay Boatbuilders carried out repair work to the damaged cradle by straightening the vertical and lateral beams along with strengthening & re welding the support beam. After an inspection of the repaired cradle by a structural engineer from Angus Council it has been concluded that the repair work carried out by McKay Boatbuilders is sufficient to restore the serviceability of the cradle. Further sections of the cradles were identified during the inspection as requiring some repairs due to corrosion. A full structural assessment will be carried out over the winter and priority given to the repairs to the most critical items identified in the assessment.

Infrastructure Repairs and Maintenance

3.5 Structural Works in Inner and Outer Harbour including West Breakwater repairs

- 3.5.1 With reference to item 4(iii) of the minute of the meeting of this sub-committee on 21 May 2010 capital funding has been allocated in the Capital Budget 2010/11 for Arbroath Harbour Infrastructure Repair (Breakwaters). The works are to undertake structural repairs on the main breakwaters and other structures as part of an ongoing programme of refurbishment of the harbour infrastructure. The works will include defects or storm damage repair work to both the south and west breakwaters and Accelerated Low Water Corrosion works to the inner harbour sheet piles. The contract for the works was awarded to Kilmac Construction Ltd, and commenced on 6 October 2010 for a period of 9 weeks.

3.6 Maintenance Dredging Operations

- 3.6.1 With reference to item 4(iv) of the minute of the meeting of this sub-committee on 21 May 2010 regarding the dredging operations for 2010, the dredger (The Shearwater) arrived in Arbroath on 1 November 2010 and it is proposed to complete the dredging operations before the Christmas holidays. All areas identified by the harbourmaster in conjunction with the harbour users are being targeted in these operations.
- 3.6.2 Samples of dredgings are required biennially and as the last set of samples were taken in 2008 the next samples to be tested will be during the current dredging operations. The results of the tests will be presented to this sub-committee at the next cycle.
- 3.6.3 This is the last year of the dredging contract with Moray Council. A new contract for a three year period 2011-13 will be tendered by the Head of Roads and awarded in accordance with the council's financial regulations. The dredging method and specification for these works will be reviewed prior to issuing the tender.

3.7 Ladders and Handrails

- 3.7.1 With reference to item 4(v) of the minute of this sub-committee on 21 May 2010 a phased programme of installing handrails and repairs to steps continues with funding from the Roads and Transport Renewal and Repair Fund in 2010/11 The harbour staff continue to carry out a monthly inspection of the ladders and handrails in liaison with the harbour users and priority is given to the most critical items identified in the inspection.

3.8 Stainless Steel Tie Rails

- 3.8.1 With reference to item 4(vi) of the minute of this sub-committee on 21 May 2010 the stainless steel tie rails have now been replaced around the outer harbour in front of the fishmarket, black shed & down to the slipway bridge. The new tie rails are a more robust design with circular upstand, wider rail and more rounded edges.

4 FUTURE PROGRAMME OF WORKS

4.1 Infrastructure Repairs

4.1.1 Accelerated Low Water Corrosion (ALWC)

4.1.1.1 With reference to item 5.1(i) of the minute of the meeting of this sub-committee on 21 May 2010, licorr Ltd. have carried out the first year maintenance inspection of the sacrificial anodes of the cathodic protection system installed on the harbour gates and from the readings obtained it is evident that the harbour gates are being protected by the system. The next inspection is due to be carried out in March 2011.

4.1.1.2 A second cathodic protection system has now been installed on the sheet piles on the oil dispensing pier at the harbour. This work was completed by licorr Ltd. on 16 March 2010. Initial post-installation readings confirm that the sacrificial cathodic protection system is protecting the sheet piles and associated steelwork. A further examination of this system will be carried out in March 2011 at the end of the maintenance period.

4.1.1.3 It is proposed that a further sacrificial cathodic protection system be installed on all submerged structural steelwork within the inner harbour this financial year, subject to costs being within the available funding. Roads Division staff are currently preparing contract documents for these works and are due to issue these in December 2010, with works proposed to commence on site in January 2011 for a period of two weeks.

4.1.2 West Breakwater Masonry Repairs

With reference to item 5.1(ii) of the minute of the meeting of this sub-committee on 21 May 2010, following inspections carried out by officers from the Roads Division, storm damage has been identified and is to be addressed as part of the current contract for the repair works at the south breakwater as detailed in paragraph 4.1.3 below.

4.1.3 South Breakwater

With reference to item 5.1(iii) of the minute of the meeting of this sub-committee on 21 May 2010, following the design of a scheme for the necessary repair work to the south breakwater, tender documents were issued to six contractors on the 9 August 2010 from the approved standing list of contractors held by the Roads Division. Tenders were returned on the 26 August 2010 from three contractors and subsequently opened under delegated authority within the financial regulations. The successful contractor Kilmac Construction Ltd was awarded the contract and commenced works on site on the 6 October 2010 for a period of nine weeks.

4.1.4 Oil dispensing facilities and storage compounds

4.1.4.1 With reference to item 5.1(iv) of the minute of the meeting of this sub-committee on 21 May 2010 the Council have acted to comply with the Water Environment (Oil Storage) (Scotland) Regulations 2006, Sections 20 and 36(2) and (3), and Schedule 2 of The Water Environment and Water Services (Scotland) Act 2003 by installing a new diesel fuel dispensing facility within the harbour. This new facility will be managed by the harbour staff.

4.1.4.2 The facility is in the process of being commissioned and should be in operation by December 2010 offering "red diesel" at a competitive rate to commercial vessels operating within the harbour.

4.1.5 Harbour User facilities

With reference to item 5.1(v) of the minute of the meeting of this sub-committee on 21 May 2010, it is proposed to provide a separate 'crew room' facility for leisure craft users in the future. The council has been successful in its bid to the European Fisheries Fund for a grant to aid the financing of such a facility. A brief has been passed to Angus Council's Property

Division to produce an outline design and cost estimate for a crew room facility within part of the existing fish market.

Consideration is also being given to the possible provision of a refrigeration unit for temporary storage of fish and/or the provision of ice making facilities to replace the facility previously available through the AFA. This will be discussed further with the relevant user group representatives and reported back to this sub-committee in due course.

4.2 Potential Programme

4.2.1 With reference to item 5.1(vi) of the minute of the meeting of this sub-committee on 21 May 2010, Table 1 below details the estimated cost of proposed work which will be progressed in 2010/11.

Table 1 – Proposed Work to be carried out in 2010 - 2011

Arbroath Harbour Proposed Work to be carried out in 2010-11	Total Available Budget £	Budget Source
Arbroath Harbour Infrastructure Repairs (Breakwaters/Cathodic Protection Sheet Piles)	31,000	Financial Plan
Provision of Harbour Users Facilities Diesel Fuel (Arbroath Harbour)	98,000*	Financial Plan
Annual Dredging	40,000	Revenue 2010/11
Handrails and other minor works	10,000	Repair & Renewal Fund 2010/11
Arbroath Harbour Infrastructure Repairs (Breakwaters)	500,000	Capital Financial Plan
Total	679,000	

* Figure includes £35,000 balance of European Fisheries Grant for 2010 -2011

Table 2 – Cost Estimates of Future Works

Arbroath Harbour Cost Estimates of Future Works	Cost Estimate £
Harbour User Facilities - Crew Room	75,000
Harbour User Facilities - Refrigeration Unit	50,000
Harbour User Facilities - Ice Making	10,000
Total	135,000

4.2.2 There is provision for the works shown in 2010/11 in Table 1 within the 2009/2013 Financial Plan, with the dredging works being met from the 2010/11 revenue budget.

4.2.3 Future works highlighted in Table 2 are currently the subject of ongoing consideration, investigation, and consultation as detailed in item 4.1.5 above, and further reports, including

full details of the financial implications and funding mechanism, will be brought forward to future meetings of this sub-committee for information and to the Infrastructure Services Committee/Angus Council for determination as appropriate. It is anticipated that there will be a balance available within the Capital Plan for 2010-11 for the Harbour User Facilities following completion of the new fuel dispensing system and associated works. There is provision for the Harbour User Facilities of £101,000 for 2011-12 within the 2009/2013 Financial Plan.

5 OTHER ISSUES

5.1 Northern Lighthouse Board

5.1.1 With reference to item 6(i) of the minute of the meeting of this sub-committee on 21 May 2010, in order that the Northern Lighthouse Board (NLB) can close off the non-conformance report, the dates and times of the failures of the various harbour lights are required to be presented to the sub-committee. The figures are all above the standard required for the categories of lighting at Arbroath Harbour and are detailed in Appendix 5.

5.2 Work Place Inspections

5.2.1 With reference to item 6(ii) of the minute of the meeting of this sub-committee on 21 May 2010, the follow up inspections after the upgrading of the electrical systems in the harbour office, store and the staff messing area are now scheduled to be carried out in December 2010.

5.3 September Morn

5.3.1 The September Morn cabin cruiser currently berthed in the harbour has now been declared as abandoned. The Head of Roads has been advised by the council's legal officers that the sale of the September Morn can go ahead. The sale of the vessel will now be advertised in the local press with details of how any interested parties can obtain the relevant documents required to submit an offer.

5.4 Van in the Outer Harbour

5.4.1 On Tuesday 7 September 2010, a transit-type van was swept off the road behind the south breakwater into the Outer Harbour by heavy waves. The van collided with and snapped off a cast-iron bollard before being stopped by the tie-rail, which allowed the occupants' time to escape from the vehicle and seek refuge on the south pier. The occupants, who had suffered minor injuries, were subsequently rescued by the skipper of the Pathfinder after the RNLI had raised the alarm. The van then overtopped the tie-rail and fell into the Outer Harbour. The owner of the vehicle, R S Joinery, made immediate arrangements for the van to be removed from the outer harbour by crane, which was completed by 8pm on the evening of the incident.

5.4.2 This incident raises the question of providing and operating a barrier to close off vehicular access to the road behind the south breakwater into the Outer Harbour during heavy waves. This matter is being investigated and will be reported to the next meeting.

6 FINANCIAL IMPLICATIONS

6.1 Any financial implications arising indirectly from this report will be subject to approvals at the relevant Council committees in due course.

7 HUMAN RIGHTS IMPLICATIONS

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

8 EQUALITY IMPLICATIONS

- 8.1 The issues contained in this Report fall within an approved category that has been confirmed as exempt from an equalities perspective.

9 CONSULTATION

- 9.1 The Chief Executive, Director of Corporate Services, Head of Finance and Head of Law and Administration were consulted in the preparation of this report.

**ERIC S LOWSON
DIRECTOR OF INFRASTRUCTURE SERVICES**

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.

APPENDIX 1

Revenue Outturn To End of March 2011

	<u>Budget</u> <u>2010/11</u>	<u>Actual</u> <u>to</u> <u>Sep-10</u>	<u>Projected</u> <u>Outturn</u> <u>2010/11</u>	<u>Budget v.</u> <u>Outturn</u>	<u>Budget v.</u> <u>Outturn</u> <u>Variance</u>
<u>ARBROATH HARBOUR</u>	£	£	£	%	£
<u>Expenditure:</u>					
Staff Costs	100,152	50,196	102,000	100%	1,848
Property Costs	29,000	8,059	35,000	121%	6,000
Supplies & Services	64,000	9,519	64,000	100%	0
Transport Costs	0	0	0	-	0
Third Party Payments	24,848	8,938	27,000	100%	2,152
CFCR / Capital Charges	0	0	0	-	0
GROSS EXPENDITURE	218,000	76,712	228,000	105%	10,000
GROSS INCOME	(128,000)	(97,408)	(138,000)	108%	(10,000)
NET EXPENDITURE 2010/11	90,000	(20,696)	90,000	100%	0

APPENDIX 2

ARBROATH HARBOUR**Biennial Review of Charges April 2011 to March 2013**

Proposed charges in 2011 – 2012 and 2012 – 2013 against present charges in 2010 – 2011

	Schedule A Charges for Compounded Berthing	Present charge	Proposed Charge Apr 2011	Proposed Charge Apr 2012	Increase in first year	Increase in second year	Increase From 2010-11 to 2012-13
		£	£	£	%	%	£
1	Fishing Boats						
	Increase charge from £205 to £217 per annum or part thereof	205.00	211.00	217.00	2.93%	2.84%	12.00
2	Pleasure Craft (for personal use)						
	Increase charge to £230 to £244 per annum or part thereof	230.00	237.00	244.00	3.04%	2.95%	14.00
3	Craft employed carrying up to 12 fare paying passengers						
	Increase charge from £440 to £467 per annum or part thereof	440.00	453.00	467.00	2.95%	3.09%	27.00
4	Craft employed carrying over 12 fare paying passengers						
	Increase charge from £660 to £700 per annum or part thereof	660.00	678.00	700.00	2.73%	3.24%	40.00
5	Visiting fishing boats yachts pleasure craft and all other vessels not granted compounded berths						
	Increase charge for up to 24 hrs from £12.50 to £13.50	12.50	13.00	13.50	4.00%	3.85%	1.00
	Increase charge for up to 48 hrs from £24 to £25.50	24.00	25.00	25.50	4.17%	2.00%	1.50
	Increase charge for up to 1 week from £38.50 to £41.00	38.50	40.00	41.00	3.90%	2.50%	2.50
6	Pleasure craft for personal use summer berthing only						
	Increase charge from £172 to £182	172.00	177.00	182.0	2.91%	2.82%	10.00

Schedule B Sundry Charges for Services

1	Fish landing dues						
	Retain the percentage of value of landed catch at 2.8%	2.80%	2.8%	2.8%	0.00%	0.00%	0.00
2	Fish boxes						
	Increase Fish box charges from 6.5p to 7p per box	6.50	7.00	7.00	7.69%	0.00%	0.50
3	Slipway Charge						
	Revise charges as follows:						
	Vessels less than 12m						
	First day from £110 to £116 per day	110.00	113.00	116.00	2.73%	2.65%	6.00
	Thereafter from £60 to £64 per day or part thereof	60.00	62.00	64.00	3.33%	3.23%	4.00
	Vessels more than 12m and under 18m						
	First day from £120 to £128 per day	120.00	124.00	128.00	3.33%	3.23%	8.00
	Thereafter from £65 to £69 per day or part thereof	65.00	67.00	69.00	3.08%	2.99%	4.00
	Vessels 18m and over						
	First day from £125 to £132 per day	125.00	129.00	132.00	3.20%	2.33%	7.00
	Thereafter from £70 to £74 per day or part thereof	70.00	72.00	74.00	2.86%	2.78%	4.00
4	Boats fitting out doing repairs or tying up						
	Increase charge from £55 to £59 per week or part thereof	55.00	57.00	59.00	3.64%	3.51%	4.00
5	Water consumption						
	Increase charge for General Consumption from metered supply in line with increases in water charges from £1.25 to £1.35 per 1,000 litres	1.25	1.30	1.35	4.00%	3.85%	0.10
	Increase charge for washdown at slipway from £63 to £67	63.00	65.00	67.00	3.17%	3.08%	4.00
	Increase charge for water blast to at slipway from £84 to £89	84.00	87.00	89.00	3.57%	2.30%	5.00
6	Power Points in Fish market						
	Increase charge from £13 to £14 per day or part thereof including weekends	13.00	13.50	14.00	3.85%	3.70%	1.00

Schedule C Sundry Charges for Pontoon berths

1	Annually From 1st April to 31st March						
	Increase charge from £94.00 to £100.00 per metre excl. VAT	94.00	97.00	100.00	3.19%	3.09%	6.00
2	Summer Season From 1st April to 30th Sept.						
	All Season						
	Increase charge from £77.00 to £81.00 per metre excl. VAT	77.00	79.00	81.00	2.60%	2.53%	4.00
	Monthly						
	Increase charge from £23.00 to £24.50 per metre excl. VAT	23.00	23.75	24.50	3.26%	3.16%	1.50
	Weekly						
	Increase charge from £9.50 to £10.00 per metre excl. VAT	9.50	9.75	10.00	2.63%	2.56%	0.50
	Daily (any length)						
	Increase charge from £19.00 to £20.00 per day incl. VAT; no free utilities	19.00	19.50	20.00	2.63%	2.56%	1.00
3	Winter Season From 1st Oct. to 31st March						
	All Season						
	Increase charge from £38.00 to £40.00 per metre excl. VAT	38.00	39.00	40.00	2.63%	2.56%	2.00
	Monthly						
	Increase charge from £11.50 to £12.00 per metre excl. VAT	11.50	11.75	12.00	2.17%	2.13%	0.50
	Weekly						
	Increase charge from £5.50 to £6.00 per metre excl. VAT	5.50	5.75	6.00	4.54%	4.35%	0.50
	Daily (any length)						
	Increase charge from £17.00 to £18.00 per day incl. VAT; no free utilities	17.00	17.50	18.00	2.94%	2.86%	1.00

APPENDIX 3

ARBROATH HARBOUR**COMPOUNDED BERTHING**

1. The compounded charge for vessels berthed at Arbroath Harbour relates to the period from 1 April in any year to 31 March in the following year, with invoices normally being sent out in September.
2. If a vessel is sold or otherwise disposed of between 1 April and 30 September in any year, the person selling or disposing of the vessel shall be charged the compounded charge or the number of weeks at the weekly rate, whichever is the lowest.

If the vessel is to remain in the Harbour, immediate arrangements should be made for an invoice to be sent to the new owner for the difference between what was paid by the previous owner and the compounded charge. The new owner shall complete Form ARB5.

3. The owner of any new vessel arriving in the Harbour should complete Form ARB4. Proformas should then be submitted every four weeks (for the period to the last Saturday in the month) at the weekly rate prevailing for the period that the vessel is to remain in the Harbour.
4. If a vessel is to remain in the Harbour on a permanent basis it will be necessary to take a decision regarding the granting of a compounded berth. Each case will be considered on its merits by the Head of Roads and priority for a compounded berth will be granted to registered commercial or fishing vessels and only if there is enough berthing capacity within the harbour.

Where a compounded berth is granted, the weekly charge will cease when the equivalent of the compounded charge for the remainder of the year has been paid. The owner shall then complete Form ARB5 and will no longer be liable for any further charge until the next 1 April. (See para.1 above)

5. In all cases the basis for charging and the current rates should be indicated to any person completing Form ARB4 or ARB5
6. The Form ARB5 shall be retained by the harbourmaster as a current record of all vessels granted a compounded berth. Any change of particulars should be recorded on the form with a date as it is often necessary to establish historical details of ownership, addresses etc.
7. A waiting list for compounded berthing will be kept by the harbourmaster in the harbour office.

APPENDIX 4

SAMPLES TESTED FOR ORGANOTINS

Date	Description	Inner Basin (ug/L)	Inner Basin Silt (mg/kg)	Outer Basin (ug/L)	Outer Basin Silt (mg/kg)	Slip Way Silt (mg/kg)	Slip Way (ug/L)	Entrance Channel (ug/L)	Slipway Recycled Water (ug/L)
05/10/10	Organotin	<0.1	-	<0.1	-	-	<0.1	<0.1	-
05/04/10	Organotin	<0.1	<0.1	<0.1	<0.1	0.11	<0.1	-	<0.1
02/09/09	Organotin	<0.1	-	<0.1	-	-	-	-	<0.1
27/03/09	Organotin	<0.1	-	<0.1	-	-	-	-	<0.1

1 mg/l (milligram/litre) is 1 part in 1,000,000

1 ug/l (microgram/litre) is 1 part in 1,000,000,000

1ng/l (nanogram/litre) is 1 part in 1,000,000,000,000

1 litre of water is equal in weight to one billion micrograms

1 ug/l equals 1 part per billion (ppb)

SAMPLES TESTED FOR E COLI

Date	Description	Slip Way Wastewater
05/10/10	E. Coli	ND*/100ml
05/04/10	E. Coli	ND*/100ml
02/09/09	E. Coli	ND*/100ml
27/03/09	E. Coli	ND*/100ml

*ND – Non detectable

APPENDIX 5

NORTHERN LIGHTHOUSE BOARDHARBOUR LIGHTS – FAILURE LOGS**Aton Availability By IALA Category**

IALA Category	No Of Aids	Max Hours	No Of Failures	OOS Hours	MTTR	MTBR	Availability
Angus Council Roads Division							
CAT 1	2	52608	2	28.00	14.00	26304.00	99.94%
CAT 2	2	52608	1	64.00	32.00	52608.00	99.87%
CAT 3	0	0	0	0.00	0.00	0.00	0.000%
No Category	0	0	0	0.00	0.00	0.00	0.000%
Totals	4	105216	3	92.00			

Criteria:

Third party Organisations are not included.
 Organisations [Angus Council Roads Division].
 Filter [LLA AtoN].



Failure Logs

All Number	Name	Category	Failure Type	Failure Date	Restored Date	Out Of Service	DoS HH:MM
Angus Council Roads Division							
A3212	Arbroath Harbour. Ldg.Lts 299 15'. Front.	CAT 1	Extinguished	03/02/2009 07:00:00	04/02/2009 09:00:00	14.00	14:00
A3212	Arbroath Harbour. Ldg.Lts 299 15'. Front.	CAT 1	Extinguished	24/01/2010 05:00:00	25/01/2010 09:00:00	16.00	16:00
A3212.1	Arbroath Harbour. Ldg.Lts 299 15'. Rear. 50m from front	CAT 1	Extinguished	03/02/2009 07:00:00	04/02/2009 09:00:00	14.00	14:00
A3212.1	Arbroath Harbour. Ldg.Lts 299 15'. Rear. 50m from front	CAT 1	Extinguished	24/01/2010 05:00:00	25/01/2010 09:00:00	16.00	16:00
A3214	Arbroath Harbour. W Breakwater. E end.	CAT 2	Temporarily Inoperative	18/01/2010 05:00:00	21/01/2010 09:00:00	64.00	64:00
Totals						124.00	124.0

Criteria:

All Failure Reports included
 Date Range from 22/10/2007 to 22/10/2010
 Third party Organisations are not included.
 Organisations [Angus Council Roads Division].
 Filter [LLA AtoN].