

Allerdale Borough Council

Harrington Harbour and Dock Board – 14 September 2018

**Harbour Master's Update**

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<b>The Reason for the Report</b>	The report provides an update on developments effecting Harrington Harbour, for consideration by the Board.
<b>Summary of options considered</b>	Not applicable.
<b>Recommendation</b>	It is recommended that members note the content of the report.
<b>Financial/ Resource Implications</b>	None
<b>Legal Implications</b>	None
<b>Community Safety Implications</b>	None
<b>Health &amp; Safety &amp; Risk Management Implications</b>	The report forms part of the risk management procedure.
<b>Equality Duty considered/Impact Assessment completed</b>	Not applicable
<b>Wards Affected</b>	Harrington, Workington
<b>The contribution this decision would make to the Council's Strategic priorities</b>	Not applicable
<b>Is this a Key Decision</b>	No
<b>Portfolio Holder</b>	The portfolio holder for Asset Management is Cllr Barbara Cannon
<b>Lead Officer</b>	Ged Doran Harbourmaster Tel: 07546107008 <a href="mailto:Ged.doran@allerdale.gov.uk">Ged.doran@allerdale.gov.uk</a>

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## **1.0 Introduction**

The report is intended to keep the Harbour Board informed of current and future issues regarding Harrington Harbour.

## **2.0 Content**

### **2.1 New Lifebelt Containers**

All Lifebelts and lines are regularly inspected at the Harbour and any defects immediately rectified however, the three South Side Container boxes which have not been renewed for some time are starting to show signs of fatigue especially the door retaining rubbers which have lost their elasticity, this makes it difficult to keep the boxes closed especially in high winds. At the time of writing this report three new boxes have been ordered and will be installed as soon as they arrive. I am pleased to report there has only been a couple of incidents involving vandalism to the lifebelts and their containers over recent months, one of the Southside lifebelt containers has had the rubber retaining rubber cut off.

### **2.2 Aids to Navigation**

The paintwork on the Harbour Navigational Markers and South groin markers had become quite faded and we were advised by Trinity House to have them repainted, the paint work has recently been complete so we are now compliant with the request. The aids to navigation take a constant battering from the sea especially over the winter storms so need to be monitored and maintained regularly.

### **2.3 Pontoons**

It is my intention to lift the Pontoons out of the Harbour later this year to eliminate wear and tear caused by the large swells we regularly encounter within the inner Harbour throughout the winter months. Lifting the pontoons out is not ideal for those who wish to keep their boats moored in the Harbour over winter but I feel it essential to cut down on maintenance costs and prolong the life of the pontoons and the wall anchoring struts. I will inform all Harbour users of my intentions and reasons before lift out. Fabrication works were carried out on the pontoons last winter which included the slider mechanisms, new friction pads and all fixing bolts examined and tensioned. Further work will need to be carried out after lift out, works will include new decking and fabrication works to the connector bolt holes as they have become elongated.

### **2.4 Dredging Works**

It was my intention to dredge the inner harbour roads over the summer months as reported at the last Board meeting however, after regularly monitoring the mud depth on the roads and finding no significant build up, I have decided to defer inner Harbour dredging until the Spring when the annual dredging work takes place in the outer Harbour and the Channel.

The decision to defer Inner Harbour dredging will in no way hinder Navigation nor alter times of access or egress, at present there are no keel boats moored in the Harbour, all boats presently moored are shallow draft fishing vessels. I have informed those boat owners who wish to stay in the Harbour throughout the winter months of my decision to defer dredging.

## **2.5 Sea Wall Safety Works**

Safety work has had to be carried out on the sea wall just south of South car park, a section of the wall had undermined considerably. Unfortunately due to the age of these structures it is inevitable from time to time sections will fail however, it is imperative they are repaired as they form sections of the sea defences.

## **2.6 Boat Planters**

Sadly this summer the boat planters around the Harbour didn't have any new plants put in them and have become quite sad looking and overgrown with weeds which have had to be cut back to tidy them up a little. The little boats were always full of colour and appreciated by many who visited the Harbour and a credit to those who worked hard to keep them looking good over the summer. It is hoped next year the boat planters will once again return to full bloom. Sadly one of the boat planters on the Hard Standing which is clinker built will have to be removed as it is breaking up and becoming an eyesore and a danger.

## **2.7 Unlicensed Boats**

Boat owners who fail to pay mooring fees and fail to produce a current copy of their Marine insurance leave themselves liable to having their boats removed by the Board and invoiced for costs incurred for crane hire etc, (See Rules and Regulations Clauses (1) (13) and (20). Boat owners who request moorings are issued with copies of the rules and regulations and an application form which they have to complete and submit to Allerdale for consideration before moorings are granted. Two boat owners have had letters sent to them after failing to comply with the above rules and given 14 days to reply. I have been able, prior to submitting this report, to speak to both boat owners who assure me their mooring fees will be paid.

## **2.8 Harrington Harbour (Joe Lovell)**

Some weeks ago the Union Flag flew at half mast at the Boating Club; I asked one of the Members who had died and sadly was told it was Beryl Lovell. I was contacted some weeks after Beryl's Funeral by David Lovell (Joe & Beryl's Son), David asked if I wanted the remainder of the Books Joe had written (Harrington Harbour) otherwise they may have unwittingly found their way into the recycle bin which would have been a travesty.

For those reading this report who didn't know Councillor Joe Lovell he was, along with others, instrumental in the re opening of Harrington Harbour after its closure in 1940.

Joe's family on his maternal side had sailed out of Harrington for generations and unfortunately his Great Grandfather had drowned while out fishing from the

Harbour, so to see the Harbour re opened wasn't just a project it was more of a passion for both Joe and those who worked hard alongside him over the years to see the Harbour re opened. There had been plans drawn up originally to culvert the river Wyre through the Harbour then fill the Harbour up with the rubble from the old Shore works and rubble from surrounding properties, the plan then was to create two football pitches and a paddling pool on the newly formed land.

That in the opinion of many in Harrington would have been a sad epitaph for a once thriving Harbour with its past history to have it turned into two football fields and a paddling pool. Joe's book names a lot of the ships which were built in Harrington and a lot of the Masters who sailed aboard them, their destinations and their cargos and lots more about the history of Harrington. Anyone wishing to have one of Joe's books can contact me on 07546107008.

I often wonder when I'm down at the Harbour if Joe and co could return and see the Harbour as it is today, what would be their thoughts.

There was quite a comprehensive report produced (The Halcro Report) some years ago, it looked at turning the Harbour into a Marina with a flap gate allowing for the inner Harbour to retain water at all times so boats would be afloat at all states of the tide and moored on pontoons, the Pier and Breakwater would need to be re configured to stop the swell and created an outer Harbour.

I have been told by quite a few people who sail the Solway and Irish Sea if Harrington were ever to become a Marina there would be a rush for moorings however, for that to come to fruition many millions would need to be found to bring this to a reality. However we still have a Harbour, not two football fields and a paddling pool, so who knows, in the future there may be others like Joe Lovell and those who worked hard along side him to keep Harrington Harbour alive. Who knows one day we may see the Halcro report become a reality.

## **2.9 Beached Whale**

I received a phone call from Rob Deavill, a Zoologist on the 06/09/18 regarding a report of a Sowerby's Beaked Whale which had been washed up on the shore some 500 metres South of the Harbour entrance. He and his colleague Dr Paul Jepson are based at the Institute of Zoology which is the research branch of ZSL which also run London Zoo; they also run a Defra funded research project investigating standings around the UK.

Rob and his colleague are coming up to Harrington on Friday the 07/09/18 when I will meet them, they will carry out a post mortem on the whale to try to determine cause of death. At the time of writing this report I have no further information but will give a verbal report at the meeting on the 14/09/18. I have informed Trevor Hurst and will further contact him when I have more Information.

**Ged Doran  
Harbour Master**

## Report Implications

Please delete where applicable.

Community Safety	N	Employment (external to the Council)	N
Financial	N	Employment (internal)	N
Legal	N	Partnership	N
Social Inclusion	N	Asset Management	Y
Equality Duty	N	Health and Safety	Y

## Background papers

None