

Allerdale Borough Council

Harrington Harbour and Dock Board – 7 March 2014

Harbour Master's Update

The Reason for the Report	The report provides an update on developments affecting Harrington Harbour, for consideration by the Board.
Summary of options considered	Not applicable.
Recommendation	It is recommended that members note the content of the report.
Financial/ Resource Implications	None
Legal Implications	None
Community Safety Implications	None
Health & Safety & Risk Management Implications	The report forms part of the risk management procedure.
Equality Duty considered/Impact Assessment completed	Not applicable
Wards Affected	Harrington
The contribution this decision would make to the Council's priorities	Not applicable
Is this a Key Decision	No
Portfolio Holder	The portfolio holder for asset management is Cllr Barbara Cannon
Lead Officer	Ged Doran Harbourmaster Tel: 07919162944 Ged.doran@allerdale.gov.uk

Report Implications

Please delete where applicable.

Community Safety	N	Employment (external to the N Council)
------------------	---	--

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

1.0 Introduction

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

2.0 Content

Recent stormy conditions, damage sustained, dredging works, pontoon repairs inner harbour roads, mooring chain, rope and buoy costs.

2.1 Recent stormy conditions.

Recently Harrington Harbour and its surrounding shoreline has taken a battering from some of the worst storms on record and certainly the worst I have ever seen. I have lived in and around Harrington all my life and I have never witnessed such destructive frightening seas. The storm on Christmas Eve was certainly one of the most ferocious, the South Pier and North shore breakwater were unable to stem the powerful surge of the large rolling waves. Consequently they were breaking over the harbour mouth and up over South Quay onto Quay Street. The conditions within the Harbour resembled a boiling pot and my fear was that the two yachts and the speed boat on centre moorings would come adrift. However, no damage was sustained by any vessels moored in the harbour, but there was one yacht on the hard standing which was turned sideways by the gale force wind, but again it didn't sustain any damage.

It made for good viewing for the many who had gathered around the harbour. Unfortunately there were some who put themselves at risk by driving down a flooded Quay Street and onto South Car Park which was strewn with rocks and shingle. There are warning signs along Quay Street which state quite clearly not to approach the area in stormy conditions.

Over the stormy periods the Police have on occasion been down warning people of the dangers. Apparently one motorist drove onto south car park when the waves were crashing over and sustained a broken windscreen.

2.2 Damage sustained.

We have sustained damage to the North Breakwater where rock has been dislodged. Handrails on South Pier were damaged by large rocks being thrown over the Pier by the strong waves, together with masonry damage to the top surfaces near where the old pump house was, incidentally this section of the south pier was washed down in January 1865 and works to re build it were completed in October 1864 so it has certainly stood the test of time. There are also some quite large rocks to the entrance to South Pier which have been deposited by the Storms.

I would suggest to anyone reading this report who doesn't grasp how dangerous it is to enter South Pier or south car park or indeed anywhere near large breaking waves is to please think of their safety and remember there is shingle and rock within the breaking waves.

2.3 Dredging works.

Essential dredging works commenced on Monday 24/02/14 between South Pier and the North Breakwater. Quite a large bank has formed between South Pier and North Breakwater which has altered the flow of the channel and slowed egress of water from the harbour, which in turn slows the flow of the river Wyre. It is of prime importance that this work is carried out now because the bank is now higher than the Harbour cill and has the potential to affect navigation. The dredging works will be carried out between tides and is expected to last 4 days. As in previous years the arising's will be deposited on the eroded sections on North Shore to reduce future loss of ground in this area.

2.4 Pontoon repairs.

It was noted that there were two damaged floats when we lifted the pontoons out of the harbour at the beginning of December. These floats will be replaced from the spare ones we have stored on West Quay. Firth Fabrications are also making adjustments to the pile sliders and this work will be completed before the end of March ready for a spring lift in. We have some pontoon stored off-site at Great Clifton and the land owner has now requested their removal albeit not immediately. These are of a different configuration to the ones we have at Harrington and I don't see us using them in the short or medium term so I suggest advertising them for sale.

2.5 Inner harbour roads, mooring chain, rope and buoy costs.

Further dredging works will be required to the inner harbour roads this year to enable me to inspect and renew as necessary mooring chains and buoys. There is also a marked increase in mud deposits other than on the roads and a decision will need to be made by the board on future, more extensive dredging in the inner harbour.

Costs are being sought and early indications show a large increase in prices for chain, rope and mooring buoys but it is essential I have these to hand at all times.

**Ged Doran
Harbour Master**