

EXETER HARBOUR BOARD

Date: Thursday 5 September 2024
Time: 6.00 pm
Venue: Rennes Room, Civic Centre, Paris Street, Exeter

Members are invited to attend the above meeting.

Entry to the Civic Centre can be gained through the rear entrance, located at the back of the Customer Service Centre, Paris Street.

If you have an enquiry regarding any items on this agenda, please contact Pierre Doutreligne, Democratic Services Officer (Committees) on 01392 265486.

Membership -

Williams, R (Chair), Read, Rolstone, Sheridan, Snow and Williams, M
R Eggleton, A Garratt, J Green, Lt Col D Marino, J Prescott and C Seddon

Agenda

1 **Apologies**

2 **Minutes**

(Pages 3 -
8)

To approve the minutes of the Exeter Harbour Board meeting held on 13 June 2024.

3 **Declarations of Interest**

4 **Local Government (Access to Information Act 1985) - Exclusion of Press and Public**

It is considered that the Board would be unlikely to exclude the press and public during consideration of the items on this agenda, but if it should wish do so, then the following resolution should be passed:

RECOMMENDED that, under Section 100A (4) of the Local Government Act 1972, the press and public be excluded from the meeting for the particular item(s) of business on the grounds that it (they) involve the likely disclosure of exempt information as defined in the relevant paragraphs(s) of Part 1, of Schedule 12A of the Act”.

5 **Public Questions**

A period of up to 15 minutes is available to deal with questions relating to the business of the Harbour Board from the public. Details of questions should be notified to Democratic Services at committee.services@exeter.gov.uk by 10.00am at least three working days prior to the meeting. For this meeting any questions must be submitted by 10.00am on Monday 2 September 2024.

6 **Chair's Announcements** (Verbal)

7 **Exeter Port User Group update** (To be tabled)

To note an update from the Secretary of the Exeter Port Users Group (EPUG).

8 **Designated Person Role for the Exeter Port Authority** (Pages 9 - 10)

To note the final vacancy notice

9 **Harbour Revision Order update** (Verbal)

10 **Harbour Master's Report** (Pages 11 - 16)

To note and discuss a quarterly report from the Harbour Master

11 **Port Marine Safety Code and Safety in Docks - update** (Verbal)

12 **Statutory Harbour Authority Statement of Account and 2024-25 Fees & Charges** (Pages 17 - 20)

Standing item - for information only

Date of Next Meeting

The next scheduled meeting of the Exeter Harbour Board will be held on **Thursday 12 December 2024** at 5.30 pm in the Civic Centre.

Individual reports on this agenda can be produced in large print on request to Democratic Services (Committees) on 01392 265107.

EXETER HARBOUR BOARD

Thursday 13 June 2024

Present:-

Councillor Williams, R (Chair)
Councillors Read, Rolstone, Sheridan, Snow and Williams, M
R Eggleton, A Garratt, J Green, D Marino, J Prescott and C Seddon

Also Present

Harbour Master Exeter Port Authority, Waterways Team Manager and Democratic Services Officer (PMD)

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MINUTES

The minutes of the meeting held on 11 March 2024 were taken as read and signed by the Chair as correct, with one minor amendment to Minute No. 74.

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DECLARATIONS OF INTEREST

No declarations of pecuniary interest were made.

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PUBLIC QUESTIONS

The Chair advised that a number of questions had been submitted but that the author of the questions was unable to attend the meeting.

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CHAIR'S ANNOUNCEMENTS

New Members

The Chair welcomed the two new elected Exeter Harbour Board members (Councillors Gemma Rolstone and Alison Sheridan) as well as the two new independent members (Lt Col David Marino and James Prescott). Members and Officers then introduced themselves.

Thumbnail Portraits of Members

The Chair informed the Board that she had received a request from a member of the public for thumbnail portraits and short biographies of Harbour Board members to feature on the website. She advised that this would be discussed at the informal session which followed the present meeting.

Heritage Harbour Festival

The Chair thanked the Waterways team for their efforts towards making the Heritage Harbour Board a roaring success.

Water Lane SPD

The Chair reminded Members that the Harbour Master was a non-statutory consultee on waterways planning matters. She advised that she had attended a meeting of the Planning Member Working Group on the subject, and read out an email from the case officer for the Water Lane planning application, detailing next steps and deadlines, including:-

- deadline for comments – 23 June; and
- consideration by the Executive on 9 July.

The Harbour Master welcomed that the importance of Gabriel's Wharf as a craning point was now recognised and highlighted the need to have a space for large vehicles (e.g. cranes) to turn. Jane Green remarked that the drawing had been amended and felt that this might constitute an area of disagreement.

Terms of Reference

The Chair advised that the Terms of Reference of the Exeter Harbour Board needed to be amended to reflect the change of Duty Holder and that she would circulate a draft revision for comments.

Stakeholder Engagement

Referring to Minute No. 75 from the previous meeting, the Chair reminded Members of the existence of the Exe Estuary Management Partnership and read out its full membership, advising that partner updates were provided at every meeting.

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EXETER PORT USER GROUP UPDATE

The Chair of the Exeter Port Users Group (EPUG) was unable to attend the meeting and, as a result, copies of the EPUG Annual General Meeting held on 26 March 2024 and the Chair's Report, also dated 26 March 2024, were circulated to Harbour Board Members.

Responding to queries from Members on silt buildup in the estuary and the state of Dawlish Warren, the Harbour Master explained that:-

- recent surveys showed that the channel between buoys 1 and 12 were pretty good but that between buoys 21 and 25 showed a dramatic change and the area from buoy 21 looking north was silted up;
- a survey for the area between buoys 13 and 17 would take place later this week;
- there were no plans to bring forward addressing the state Dawlish Warren as a future project;
- Dawlish Warren had a limited lifespan, supposed to be 50 years; and
- although it was difficult to predict what would happen if the Warren disappeared, it should be noted that the coastal area off Lytham St Annes was now marshland.

Members also made the following comments on the state of Dawlish Warren:-

- repairs of that nature tended to last 20 years on average;
- if the Warren were to disappear, flood risks would increase at Starcross and Powderham; and
- the Environment Agency had to decide whether they could afford not to spend another £80m, although they would have considered and studied all possible scenarios.

The Chair also noted a couple of inaccuracies in the EPUG documents tabled, namely:-

- the ECC Executive now comprised eight members, not nine; and
- independent Members to the Harbour Board were appointed for three years, not two.

The Chair also proposed that the number of terms that a Member can serve on the Board be discussed at a future meeting. A Member also sought clarity on what the EPUG Chair referred to in his report when he wrote "similar problems or points of

discussion which were discussed the year or two years previously”.

Members noted the two documents.

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APPOINTMENT OF THE DUTY HOLDER

The Chair talked the Board through the current situation and explained that:-

- the eight members of the Executive of Exeter City Council were now the Duty Holder;
- the Director Net Zero Exeter and City Management and the Chair herself had started Duty Holder training; and
- training for Members of the Executive would be arranged soon.

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HARBOUR REVISION ORDER UPDATE

The Harbour Master advised that:-

- the pre-consultation period (three sessions in total) was over;
- the next step would be a 42-day formal consultation period;
- no start date had been set for the formal consultation yet, and this currently sat with the Marine Management Organisation (MMO).

The Chair read out a summary of the responses received during the pre-consultation period. She advised that she had received legal advice that these could go on the website despite the pre-election Period of Heightened Sensitivity. A Member asked how much notice period would be given before the start of the formal consultation period. The Harbour Master replied that some warning would be given and that the process would have to be advertised in a local newspaper. He would endeavour to enquire about the exact notice period and report to the Member.

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HARBOUR MASTER'S REPORT

The Harbour Master talked the Board through his report, highlighting:-

- the success of the Heritage Weekend;
- the positive dialogue with the RNLI following a serious incident involving known offenders, although he stressed the need to collate information better;
- incidents of youngsters attempting to swim from Exmouth to Dawlish Warren and found clinging to buoy 10, as a result of not understanding the speed of moving water;
- boats breaking free of their moorings because these had not been maintained;
- how lifeboats only went out if life was at risk, which resulted on port authorities being leant on more;
- how a couple of boats had sunk and how retrieving them came at a cost; and
- the three new buoys in the river, as well as a “Danger: Weir Ahead” sign.

Risk Assessment

The Harbour Master remarked that the Exeter City Council risk assessment did not lend itself to a maritime environment and stressed the need to consider a separate one for all water-based activities (such as the MARNIS system) and to encourage all users to come and speak to the Harbour Board.

The Harbour Master the responded to queries from Members as follows:-

- “Local Notices to Mariners” covered specific events;
- there was no framework for understanding risk;
- the Harbour Office currently held pollution gear at four locations and were able to respond quickly to minor pollution incidents;
- it was not possible to identify boats not registered with the Lower Exe Mooring Authority (LEMA) because, at the moment, the Port Authority did not have the power of special direction;
- there had been two incidents of cars being discarded into the estuary but no evidence of spillage;
- there was no formal link-up with the RNLI at Exmouth but both parties were speaking on a regular basis;
- the Port Passage Plan, which explains how to get into the Exe, was required by law; and
- while there was no current initiative to educate people, new Board members would soon be invited to the water.

Appointment of Designated Person

The Chair proposed that the Harbour Master draft a specification, which would be circulated to Members for comments.

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PORT MARINE SAFETY CODE AND SAFETY IN DOCKS

The Harbour Master remarked that the report did not fundamentally say anything that the Board did not already know and highlighted the following:-

- the appointment of a Duty Holder was a genuine step change;
- the legislation referred to “existing powers”, when in fact the Harbour Board did not have any;
- any Marine Safety Management System could be woven into the text; and
- the Board could finally produce a Safety Plan now that a Duty Holder was in place.

Addressing the key points of the report, he acknowledged that the Exeter Harbour Board was lacking in some areas (especially with regard to the Gap analysis) but was in a much better position than five years ago. The Chair noted that considerable progress was being made towards compliance and stressed the importance of the Board’s independent members.

During further discussion, Members received clarification on:-

- pilotage
- stakeholder engagement and Code compliance.

Mr Eggleton advised that a new Port Marine Safety Code was imminent. The Chair looked forward to the implementation of an action plan.

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STATUTORY HARBOUR AUTHORITY STATEMENT OF ACCOUNT AND 2024-25 FEES & CHARGES

A Member sought clarity about the significant drop in income figures between 2021-22 and 2022-23. The Harbour Master offered to look into this and respond to the Member.

(The meeting commenced at 5.30 pm and closed at 6.55 pm)

Chair

DRAFT

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Agenda Item 8

Harbour Master Office

Trinity Buoy Store

Camperdown Terrace

Exmouth

Devon

EX8 1EQ

July 2024

Designated Person role for Exeter Port Authority

Exeter Port Authority are looking to appoint an experienced Designated Person that will report to the Duty Holder at Exeter City Council, who are looking to gain compliance with the Port Marine Safety Code (PMSC). This appointment will be for two years.

Currently the Council are seeking a Harbour Revision Order, which is a significant step forwards to compliance with the Code, the appointment of a Designated Person with the right skills and experience to enable progression towards compliance is vital to the plan.

Applications from suitably qualified Master Mariner or equivalent persons with port management experience are welcomed.

Specific requirements:

To attend 2 meetings a year with the Duty Holder and to produce an annual Statement of Compliance.

To carry out a 1-day PMSC compliance audit (annually) and produce a report.

To provide marine advice when needed (approx. 20 hrs per year).

To work with the Harbour Master and the wider Waterways team to create a Marine Safety Management System that will encompass both the river Exe and the Exeter Ship Canal.

To provide advice for marine related Risk Assessments.

To assist with Exeter Port Authority in assessing the need for the continued status as a Competent Harbour Authority for pilotage, should that assessment conclude that it is not, assist with the application to the Department for Transport for a Pilotage Function Removal Order.

Applicants are invited to submit a price to the above address for the work, with a separate hourly rate for the marine advice.

For further information please contact the harbour master, Grahame Forshaw by email grahame.forshaw@exeter.gov.uk or 07864958658

Grahame Forshaw

Harbour Master

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Management Objectives

Management Objectives for the Marine Safety Plan have split its into two sets, the first addresses ‘Standing Objectives’ the second set addresses ‘Period Objectives’. This plan is owned by Exeter City Council on behalf of the Duty Holder and aims to address high level targets which will benefit all port and harbour locations and fulfils the requirement of the PMSC for the Duty Holder to maintain a Marine Safety Plan.

Standing Objectives

	Number	Provision	Objective	Target	Evidence
	1	Duty Holder	Duty Holders to have received training on their role and responsibility under the Code in the last three years.	To appoint ECC Executive Committee as DH	Action complete. Duty Holder training will be held on the 11 th of September
	2	Designated Person	To have undertaken an operational tour of Exeter waterways in the last three years.	Not yet appointed, DP has to be selected by the DH, likely nominees in discussion with HM	Awaiting designation by the Duty Holders. Invitations to possible candidates ready to be sent out.
	3	Legislation	Report by the Designated Person to the Duty Holder at least once per year.	Not yet, but will be an annual review	Will be part of the process once DP appointment made.
	4	Duties and Powers	MAIB Reportable Incidents: make all reports to the MAIB within 24 hrs, with investigation followed up.	24 hrs initial report, investigation at incident close	Maritime activity report
			Incidents recorded and investigated (if necessary) within the agreed timeframe.	Initial action 7 days, investigation closed in 30 days	Maritime activity report
	5	Risk Assessment	All Marine Risk Assessments to be in date.	100% complete	Currently looking into a different RA toolset. Council owned system not easy to tally with a marine environment. Looking at a system called MARNIS and another called Harbour Assist

	Number	Provision	Objective	Target	Evidence
	6	Marine Safety Management System	All Policies reviewed on a three-yearly basis.	To have plan produced and available to all stakeholders within 6 months.	Not yet completed. See below.
			The Marine Safety Management System will be reviewed annually (or following any significant incident, industry or legislative changes).	To distribute widely, to keep numbered and dated reviews. To liaise with other stakeholders on the waterways about their own responsibility to the PMSC	To keep agenda item at the Port User group meetings
	7	Review & Audit	Internal Audit	Staff reviews annually. Document checks annually	Audit being carried out by South West Audit Partnership, report will go to Harbour Board and Duty Holder on completion.
	8	Competence	Ensure staff with marine safety responsibilities are trained to undertake their duties.	100% of Essential & 80% of Desirable completed	Maritime activity report
	9	Plan	Publish a three yearly 'Marine Safety Plan' (this plan).	Plan currently being prepared	Internal Audit
	10	Conservancy Duty	Aids to Navigation: Three-year performance meets or exceed IALA performance threshold	To carry out annual liaison and inspection with Trinity House	Constant monitoring of navigation channels. Survey results to be promulgated on Waterways web pages
			Hydrographic surveys in date	Survey of the approaches completed April 2024	

Period Objectives

	Number	Provision	Objective	Target	Responsible Officer
	1	Duties and Powers	General Directions	Introduce General Directions and repeal current Bye-Laws – With lawyers Ashford's currently.	Harbour Master
	2	Duty Holder	Marine Facilities	Identify Marine Facilities within the port area and seek compliance with the PMSC	Full Council, on-going training with Harbour Master
	3	Competence	Training	Issue Training Matrix and ensure all staff have appropriate training as required to undertake their duties	Harbour Master
	4	Marine Safety Management System	Management of Navigation	Carry out a formal Risk Assessment of navigable waters	Harbour Master
	5	Conservancy Duty	Aids to Navigation	Review of all AtoN's in the port	Graham Manchester
	6	Marine Safety Management System	Liaison and consultation with stakeholder	Improve lines of communication in place with Port User Groups	Harbour Master

After poor weather in the spring interrupted by a warm spell in early June, the season got off to a slow start but now we are in the height of summer the Waterways service has been as busy as ever.

Exeter Ship Canal

The canal Manager reports that swimmers in the canal during warm spells of weather continue to be a problem. The water quality in the canal is not overly good and bathers are oblivious to this. The behaviour of young people swimming is particularly worrying at the Basin during the school holidays, boats are being climbed over and jumped off, as are the rowing club and Haven Banks pontoons. The situation at Clapperbrook bridge and Double Locks has got so bad that we have contracted Marsh Barton Security Services to stop by these areas three times per day and report back any issues to the ECC control room for follow up action.

The lock gates at the canal need attention, particularly at the Turf. Currently we are trying to recruit a new Waterways engineer and one of the priority tasks set will be to look at a programme of works for this.

We are working on a revision to the boat storage contract for our customers at the canal. This revision will include a requirement to confirm vessel insurance annually and a direction for vessels to be kept in a seaworthy condition and to leave the canal for a minimum of two weeks per year unless prior agreement for long term restoration projects for example.

In the river Exe just off the Quay we have anchored a painting by a local artist depicting a melting iceberg. The aim of this is to highlight the effects of climate change and has been a talking point for visitors to the area. The artwork is due to be removed at the end of August. [Icebergs spotted on Exe as floating artwork installed - Exeter City Council](#)

[News](#)

We still lack sufficient staff resources at the canal, the team are always under pressure and work schedules are constantly behind. We are trying to recruit suitable casual help, but this is proving to be difficult.

Exe Estuary

Most servicing of customers moorings has been done, with just a few latecomers or alterations to be completed.

The Estuary team have been working hard servicing the Aids to Navigation in the river; currently 65% of the 54 marker buoys have been serviced over the summer, we hope to have completed the rest before the onset of autumn.

We have had a patrol boat out on the water every weekend during the summer except for one when the weather was particularly bad. The patrollers are there to advise and help water users understand and adhere to the local Bye Laws and good practice afloat. The team record incidents that have either been witnessed by them or that have been reported to us either by our on-line reporting system or word of mouth.

Looking at the figures below, it is important to remember that because of the limited number of staff, the patrol boat is only on the water at weekends and or busy times when there are team members available so what the team see or is reported to us only represents a fraction of the true number of incidents that occur.

So far this summer we have recorded the following;

Incident type	Number
Sinkings	2
Groundings	2
Collisions	1
Speeding vessels	79
Machinery failure	1
Engine breakdown	9
Injury afloat	1
Vessels adrift	3
Swimmers in the main channel	1
Navigation errors	7
Capsized vessels	1
Man overboard	1
other	2

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Notes to the Financial Statements

45. Statutory Harbour Authority

Exeter City Council is the harbour authority for the Exe Estuary.

An annual Statement of Account relating to harbour activities is required to be prepared, in accordance with the 1964 Harbours Act.

	2021-22	2022-23
	£'000	£'000
Income		
Fees and Charges	(123)	(27)
Total Income	(123)	(27)
Expenditure		
Employees	197	194
Premises	71	62
Supplies and Services	33	43
Transport	40	37
Capital Charges	52	47
Total Expenditure	393	383
Net cost of Harbour Activities as included in the Comprehensive Income and Expenditure Statement	270	356

Fees and Charges for 2024-25

	Fee	VAT @ 20%	Total	VAT CODE
G CANAL AND PORT OF EXETER				
* With effect from 1st April 2024				
Calculated lengths include Bumpkins, Bowsprits, Spars and other extensions fixed or rigged fore and/or aft of the vessel at the mooring				
Cost may be amended for operational reasons by the Port Manager				
1 Mooring on Bight				
i Commercial/ Qualifying Vessel (per day or part day)	85.00	-	85.00	7
ii Recreational vessels under 40 ft (per day or part day)	17.50	3.50	21.00	3
iii Recreational vessels over 40 ft (per day or part day)	21.67	4.33	26.00	3
2 Mooring Licence or Storage Ashore (per metre per month or part month)				
i Basin or Canal (including Turf)	14.17	2.83	17.00	3
ii Topsham Quay hardstand, including trailers (booking deposit required - minimum period of stay applies)	17.50	3.50	21.00	3
iii Topsham Quay alongside (by arrangement)		Price on application		3
iv Multihull Vessels		Plus 25%		as applicable
		After 12 months an additional 25% per quarter cumulative		as applicable
v Vessels Stored Ashore		By negotiation		as applicable
vi Boat restoration projects (storage on hardstanding)		By negotiation		as applicable
vii Commercial vessel		By negotiation		as applicable
viii Vessels exceeding maximum overnight permitted stay		By negotiation		as applicable
3 Locking In or Out at Turf (including Mastling/Demasting)				
Mon to Fri (exc Public holidays) 08:00:15:00				
For access and passage outside these times contact the Operations Manager				
No fee for recreational vessels available on designated Convoy dates				
i Recreational Vessel additional single lock in or out (during season)	35.00	7.00	42.00	3
ii Recreational Vessel out of hours (by arrangement)	96.25	19.25	115.50	3
iii Commercial Vessel Weekday	175.00	-	175.00	7
iv Cancellation of booking (less than 1 day prior to event)	37.50	7.50	45.00	3
4 One Way Passage Along Canal (Single Hull Vessels)				
Mon to Fri (exc Public holidays) 08:00:15:00				
For access and passage outside these times contact the Operations Manager				
No fee for recreational vessels available on designated Convoy dates				
i Recreational Vessel Weekday	58.33	11.67	70.00	3
ii Commercial Vessel Weekday	180.00	-	180.00	7
iii Cancellation of booking (less than 3 days prior to event)	37.50	7.50	45.00	3
5 Winter Season Storage Offer as Part of Designated Convoy				
Five months paid in advance includes Locking & Transit with convoy rate - per				
i metre	70.83	14.17	85.00	3
Five months paid in advance includes Locking & Transit, convoy, hire of				
ii cradle (excluding crantage fees) - 8m LOA vessel	770.83	154.17	925.00	3
Five months paid in advance includes Locking & Transit, convoy, hire of				
iii cradle (excluding crantage fees) - 10m LOA vessel	908.33	181.67	1,090.00	3
Five months paid in advance includes Locking & Transit, convoy, hire of				
iv cradle (excluding crantage fees)- 12m LOA vessel	1,050.00	210.00	1,260.00	3
6 Visiting Vessels' Mooring and Berths per day or part				
Mooring alongside per day (max. 4 weeks in any year)				
i Turf weekdays (min period 2 days) per day inclusive of Locking	29.17	5.83	35.00	3
ii Turf 'weekend' (in Friday/out Monday) inclusive of Locking	75.00	15.00	90.00	3
iii Topsham Quay per day	20.83	4.17	25.00	3
7 Passenger Vessels and/or boats for hire within the Port, Canal or Basin				
Landing passengers (per passenger/ occupant per one way passage)				
Pontoons per metre per month	0.70	-	0.70	7
Contracted Use of the Waterway	17.00	-	17.00	7
		By negotiation		
8 Dues on Qualifying Vessels (HMRC Notice 744c) whilst withdrawn from commercial use				
i Canal or Canal Basin - mooring afloat (per metre per month/part month)	14.25	-	14.25	7
ii Topsham Quay - mooring afloat (per metre per month/part month)		Price on application		7
9 Services				
Electricity, Water & Waste Disposal		At cost plus 20%		
10 Crantage				
Lifting in or out				
i Crantage assistance fee (not including contractor crantage costs)	45.83	9.17	55.00	3
ii Lifting over Topsham Quay per metre plus crantage fee	4.17	0.83	5.00	3
Hire of cradles per boat per month or part (cradle or legs on keel boats				
iii compulsory)	41.67	8.33	50.00	3
iv Provision of Appointed Person		At cost		3
11 Storage and Labour				
i Storage of masts ashore (per period up to 6 months)	43.75	8.75	52.50	3
ii Assistance / Supervision (where not included in other charges)		At cost		3
iii Labour per half hour	41.67	8.33	50.00	3
iv Labour per half hour with use of boat (2 staff)	158.33	31.67	190.00	3
12 Administration Charges				
Change of ownership of a boat within the Canal	20.83	4.17	25.00	3
13 Hire of Unifloat per day (or part thereof)				
i Hire of concrete Walcon pontoon per day (or part thereof) plus delivery	10.83	2.17	13.00	3
ii Hire of Uniflote pontoon per day (or part thereof)	112.50	22.50	135.00	3
iii Storage of equipment, containers and cradles per metre per month	14.17	2.83	17.00	3
14 Licensing of Commercial Craft and Boat Operators per annum				
i Commercial Craft	33.33	6.67	40.00	3
ii Operators (initial)	91.67	18.33	110.00	3
iii Operators (Renewal)	33.33	6.67	40.00	3
15 Topsham Ferry per crossing				
i Per person (under 5 yrs old free)	2.00	-	2.00	7
ii Bicycles	1.50	-	1.50	7
iii Water taxi to other vessels (at Ferry Operative's discretion)	7.00	-	7.00	7

Fees and Charges for 2024-25

	Fee	VAT @ 20%	Total	VAT CODE
16 Exeter Port Authority Marine Services				
i Deep water mooring service - includes lifting and inspection of mooring block Service mooring to connection with ground chain (does not include inspection ii of ground chain)	135.00	27.00	162.00	3
iii Drying mooring service	135.00	27.00	162.00	3
iv Winterise mooring (Including storage)	45.00	9.00	54.00	3
v General Labour per staff member per half hour	30.67	6.13	36.80	3
vi Hire of commercial boat with helm and crew per half day (4 hours maximum)	41.67	8.33	50.00	3
vii Hire of commercial boat and crew per day (8 hours maximum)	875.00	175.00	1,050.00	3
viii Telehandler with driver per hour	1,750.00	350.00	2,100.00	3
ix Telehandler with driver per day	158.33	31.67	190.00	3
x All other commercial work	658.33	131.67	790.00	3
	By Negotiation			3
17 Exeter Port Authority Training Courses				
i Powerboat Level 2 courses	360.00	-	360.00	8
ii RYA Level 2 - Powerboat Handling Direct Assessment Course	220.00	-	220.00	8
iii Advanced Powerboat course	400.00	-	400.00	8

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