



## **REPORT**

**To: Harbour Board**

**10 August 2006**

**From: General Manager**

**Report No: P&H-19-06-F**

**Subject: West Pier  
Scalloway Harbour**

### **1 Introduction**

- 1.1 The West Pier will require replacement in the near future. It is not a matter of “if” but “when”.
- 1.2 In the present Capital Programme there is a sum of £94,000 budgeted for design and approval works in this financial year and £2.995 million in 2007/08 for the demolition of the old West Pier and construction of a replacement.
- 1.3 The Head of Capital Programme Services has asked Ports and Harbours Operations if the replacement programme can be reviewed before final approval is granted to proceed to tender.
- 1.4 This was reported to the Harbour Board on 1<sup>st</sup> June and a decision was taken that the General Manager prepare a report for the next scheduled meeting detailing what options are available regarding the West Pier and then make a final recommendation to the Council who control the Capital Programme.

### **2 Background**

- 2.1 The West pier was built in 1960 by WilliamTawse of Aberdeen.
- 2.2 The structure is 65m in length by 11.8m wide. It is an open structure fendered on both sides and comprises large concrete portals at 9.14m centres.
- 2.3 Along the external face are placed horizontal pre-stressed wave screen units spanning 9m between the main portal caissons extending 1.7m below mean low water. This provides shelter to the north face of the pier and to the inner harbour recently completed.

- 2.4 The fendering on the north face was replaced in 1997 and is in good condition.
- 2.5 Arch Henderson, Civil and Structural Engineers, have a long association with the pier and were instructed to carry out an inspection and deliver a report on it's condition.

### **3 Condition Report**

- 3.1 The main concrete structure at the deck level appears to be generally sound.
- 3.2 The fendering on the south face is in poor condition with several support brackets and chains severed.
- 3.3 The wave screen has erosion of the slotted caisson connection which has been evident for some time with several planks loose. Steel clamps have been fitted to help stabilise the joints and these are now severely corroded.
- 3.4 The below deck structure support elements are in reasonable condition for their age. Previous concrete repairs on grids 4 and 5 have failed and should be reinstated if the pier is to be used into the future.
- 3.5 The main pre-cast concrete support caissons show no obvious defects. No propeller scour or undermining of caisson foundations was evident.
- 3.6 The overall conclusions are that the pier is in reasonable condition for its age. If it was the intention to use the pier into the medium or long term than substantial repairs would be required to allow continued use of the berth. However, other than the fendering on the south face, the pier can continue to be used in the short term, it is suggested not more than five years.

### **4 Use of the West Pier**

- 4.1 The north face is used by small craft serving the aquaculture industry and shellfish boats.
- 4.2 The south face is not regularly used but, when other berths are full, it serves as a lay-by berth for the Anglian Sovereign and occasionally by coasters discharging salmon feed.
- 4.3 The availability of the south face is important to harbour operations and must be retained.

### **5 Financial Implications**

- 5.1 In his email to Ports and Harbours Operations, Mr Medley says “I am sure you will understand that we need to optimise the life of an SIC asset by replacing it at the optimum time. If the timing of replacement were reconsidered this might free up resources that could be used to further economic advantage to the port.”
- 5.2 Capital Projects have been requested to review the cost of building a new West Pier. It has been some time now since the original estimates and steel costs have risen substantially.
- 5.3 Total overall project costs are now £3,894,200 and accordingly the sum budgeted in 2007/08 to build the pier and associated works would have to be increased by £899,200, an increase of 30%.

## **6 Options**

The options open to the Council, following a recommendation for the Harbour Board, are as follows:

- 6.1 Option 1  
Proceed with replacement of the West Pier in 2007/08. This will require a budget increase of 30% to £3.8942 m to cover cost escalation since the project was originally planned.
- 6.2 Option 2  
Defer replacement of the West Pier until 2012/13 and restrict use of the south berthing face to small vessels avoiding the need to replace the fendering.
- 6.3 Option 3  
Defer replacement of the West Pier until 2012/13. Remove the fendering on the south face and replace with a floating “Yokohama” type fenders held in place on the concrete caissons. The cost of this is estimated at £35,000.

## **7 Discussion:**

In order to make a recommendation to the Harbour Board the following points have been considered.

- 7.1 A report will shortly be presented to the Capital Projects Management Team requesting a capital budget of £395,000 to further new business in Scalloway as detailed in report P&H-16-06-F, presented to the Harbour Board on 1 June 2006.
- 7.2 Continued use of the south face of the West Pier is important to the flexibility of operations with Scalloway Harbour.
- 7.3 The West Pier will have to be replaced in the near future. However, the recent inspection indicates the pier to be in reasonable condition, except for the south face fendering, and can be used for a further short period. Five years is suggested in this report.

## **8 Policy and Delegated Authority**

- 8.1 The Harbour Board has full delegated authority for oversight and decision making in respect of the management and operation of the Council's harbour undertaking in accordance with overall Council policy and the requirements of the Port Marine Safety Code (Minute references 19/03, 70/03 and 86/03). However this report deals with the Capital Programme and a final decision rests with the Council following a recommendation from the Harbour Board.

## **9 Recommendation**

It is recommended that the Harbour Board recommend to the Council that

- 9.1 Option 3 in section 6 above should be pursued in that the replacement of the West Pier is deferred until 2012/13 and that fendering on the south face is replaced at a cost of £35,000.

Harbour Board - Thursday 10 August 2006  
Agenda Item No. 01 - Public Report

Our Reference: PH-19-06-F SM

Date: 21 July 2006





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## **REPORT**

**To:** Harbour Board 10 August 2006  
**From:** General Manager  
**Report No:** P&H-21-06-F  
**Subject:** Ports Project Monitoring Report

### **1 Introduction**

- 1.1 The most up to date information on all projects is incorporated in this report.
- 1.2 Budget Information is attached as Appendix A.

### **2 Reserve Fund Programme Areas**

- 2.1 Dock Symbister – RCM 2309  
Agreement has been reached on this project although still awaiting final approval from Historic Scotland.

### **3 Harbour Account**

- 3.1 Plant, Vehicles and Equipment – PCM 2101  
In this financial year the budget will be used to replace workshop equipment and Argocat rough terrain vehicles.
- 3.2 Navigational Aids, Sullom Voe – PCM 2104  
VHF communications equipment has now been installed and was awaiting to be commissioned prior to the lightening strike on 26 July 2006. The full extent of this damage is still being investigated.

### **4 Revenue Projects**

- 4.1 Sullom Voe Terminal Maintenance Contract  
Contract proceeding on plan and on schedule.

### **5 Other Business**

- 5.1 Walls Pier

Economic Development and Capital Projects are progressing on composing a project statement. Together with a socio-economic report, the project statement will be used to make a submission to the Capital Projects Management Team in order to seek approval for inclusion into the Capital Programme.

5.2 Extension to Sella Ness pier, Sullom Voe

The pier now has full consent for construction. However an appeal has been made against the granting of a Works Licence to construct the outfall pipe associated with the proposed fish-processing factory. The appeal should be resolved by the end of August. The Council also awaits a formal intention to commit to build the fish-processing factory. This formal commitment is required before the pier extension can commence.

5.3 Tug Replacement Programme

At ~~The~~ the full Council meeting held on 17 May 2006 (SIC Min. Ref. 95/06) approval was given to go out to tender for two replacement harbour tugs. The replacement programme is proceeding on schedule. The consulting naval architects have been appointed and are helping in finalising and standardising the general tug specification. The specification should be complete prior to the tender documents being issued on, or about 25 August. Returns have also been received from a number of shipyards in reply to the entry in the EU Journal and advertisements in the trade press. It is hoped to place a building contract by 22 December 2006.

**6 Financial Implications**

- 6.1 This report is for information only. There are no other financial implications arising from this report.

**7 Policy and Delegated Authority**

- 7.1 Harbour Board has full delegated authority for the oversight and decision making in respect of the management and operation of the Council's harbour undertakings in accordance with the overall Council policy, revenue budgets and the requirements of the Port Marine Safety Code, (min refs. 19/03, 70/03, 86/03). However, this report is for information only and there are no Policy and Delegated Authority issues to be addressed.

**8 Recommendations**

- 8.1 I recommend that the Harbour Board note areas of progress and requirements for future projects.



Harbour Board - Thursday 10 August 2006  
Agenda Item No. 02 - Public Report

Our Ref: OR-PP RM/SM

02 August 2006





## **REPORT**

**To: Harbour Board**

**10 August 2006**

**From: General Manager**

**Report No: P&H-22-06-F**

**Subject: Port Operations Report**

### **1 Introduction**

- 1.1 This report provides an overview of port operations since the issue of the last Port Operations Report.

### **2 Pilotage**

#### **2.1 Sullom Voe**

- 2.1.1 Since the issue of the last Port Operations Report, pilotage operations have been mainly routine with no major incidents.

- 2.1.2 There are, at present, fourteen first class pilots.

#### **2.2 Scalloway**

- 2.2.1 During May, June and July there were 36 acts of Pilotage.

- 2.2.2 There are three authorised pilots for Scalloway.

- 2.2.3 Since the last report, there have been no incidents, no reports of pilot gear failures and no problems with boarding and landing.

- 2.2.4 Details of ship visits to Scalloway are shown in Appendix A. Up to date figures will be provided to the next meeting.

#### **2.3 Small Piers and Harbours**

- 2.3.1 Appendix B shows the current actual income for small piers and harbours.

### **3 Staffing – Port Operations**

3.1 Appendix C gives the staffing position as at 31 July 2006 showing a total of 142 staff.

### **4 Port Operations**

#### **4.1 Sullom Voe**

4.1.1 Appendix D shows the exports and imports at the Port of Sullom Voe.

4.1.2 Appendix E is an abstract of weather delays for May, June and the cumulative totals for 2006.

4.1.3 At 0950 on Wednesday 26 July 2006 a lightning strike on the Port Administration Building resulted in extensive damage to a wide range of electrical and electronic equipment including the Port Radar System, Port AIS system, VHF Communications, CCTV, Fire Alarm System, Port Navigation Light Telemetry System, and the Port Administration Building Access system. Major works are required to bring most of the above back on line with considerable manufacturer input probable. The phone and IT systems were also out of action for several hours but were operating fully by late evening. Shipping movements were suspended for approximately two hours while alternative arrangements were put in place for the safe operation of shipping movements within the port.

#### **4.2 Scalloway**

4.2.1 Appendix F shows the fish landing statistics for Scalloway.

4.2.2 Appendix G shows the cargo statistics for Scalloway.

4.2.3 Appendix H shows the summary management accounts for Scalloway.

#### **4.3 Small Piers and Harbours**

4.3.1 Appendix I shows the summary management accounts for other small piers and harbours.

### **5 Shipping Standards**

The following incidents have occurred since the last report.

**5.1 Ship Incidents**

- 5.1.1 On 20 June 2006, during berthing of the Greek tanker Atalandi, the towing gear of the tug "Shalder" was released by the ship's crew in an uncontrolled manner jeopardising the safety of tug crew. The Master was informed that such behaviour is not acceptable and that similar incidents in the future could result in the Harbour Authority not accepting the vessel for berthing at Sullom Voe.

**5.2 Pollution Incidents**

There were no incidents during this period.

**6 Financial Implications**

- 6.1 There are no financial implications arising from this report.

**7 Policy and Delegated Authority**

- 7.1 The Harbour Board has full delegated authority for oversight and decision making in respect of the management and operation of the Council's harbour undertaking in accordance with overall Council policy and the requirements of the Port Marine Safety Code (Minute References 19/03, 70/03 and 86/03). The purpose of this report is to inform members on port operations which fall within the responsibility of the General Manager of Ports & Harbours Operations and does not seek any decision. However, this report is for information only and there are no Policy and Delegated Authority issues to address.

**8 Recommendation**

- 8.1 This report is for noting.

Harbour Board - Thursday 10 August 2006  
Agenda Item No. 03 - Public Report

Our Reference: PO-OR JBE/SM  
2006

Date: 03 August

**Harbour Board**

**Staffing Position – 31 July 2006**

<b>Post Established Posts</b>	<b>Actual</b>	<b>Comments</b>
General Manager	1	1
Marine Officer/Pilots	14	14
Operations Manager – Ports	1	1
Operations Manager – Marine	1	1
Port Safety Officers	2	2
Launch Crew Skippers	6	6
Launch Crew Skipper/Deckhands	3	3
Launch Crew Deckhands	13	13
Tug - Masters	14	14
Tug - Chief Engineers	12	12
Tug - 2 <sup>nd</sup> Engineers	9	9
Tug - Mates	11	11
Tug - GPRs'	3	6
Pier Master (Scalloway)	1	1
Assistant Pier Masters (Scalloway)	2	2
Engineering Assistant (Scalloway)	1	1
Full Time Harbour Assistant	1	1
Part Time Harbour Assistants	9	8
Administration Manager	1	1
Finance Assistants	4	4
Clerical Assistant	3	3
Clerical Assistant/Receptionist	1	2
Cook	1	1
Superintendent Engineer – Marine	1	1
Superintendent Engineer – Ports	1	1
Maintenance Planning Engineer	1	1
Engineering Supervisor	1	1
Electrical Engineer	3	3
Marine Engineer	3	3
Welder/Fabricator	2	2
Maintenance Engineer	1	1
Engineering Assistant	4	4

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Harbour Board - Thursday 10 August 2006  
Agenda Item No. 03 - Public Appendix

Apprentice – Electrical	1	1
Apprentice – Mechanical	1	1
General Assistant	2	2
Store Keeper	1	1
Senior Stores Assistant	1	1
Stores Assistant	2	2
Driver	1	1
Total	140	142



**Appendix E**

**Ports & Harbours Operations**

**Abstract of Weather Caused Delays at 31 July 2006**

	<b>Monthly Totals</b>		
	Days	Hours	Mins
Berthing Suspension	01	13	
Unberthing Suspension	00	00	
Loading Suspension	00	00	
Boatwork Suspension	00	00	
Pilotage Suspension	00	00	
Helicopter Usage	00	00	
Tug/Pilot Standby	00	00	
Total Disruption - all Causes	00	13	
Actual Delays Due to Weather	00	06	