



**STANDING COMMITTEE
OF
TYNWALD COURT
OFFICIAL REPORT**

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**PROCEEDINGS
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**ENVIRONMENT AND INFRASTRUCTURE
POLICY REVIEW COMMITTEE**

HARBOURS STRATEGY

HANSARD

Douglas, Wednesday, 30th January 2019

PP2019/0020

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Members Present:

Acting Chairman: Mr C R Robertshaw MHK

Miss C L Bettison MHK

Clerk: Mr R I S Phillips

Assistant Clerk: Miss F Gale

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Standing Committee of Tynwald on Environment and Infrastructure Policy Review

Harbours Strategy

*The Committee sat in public at 10.04 a.m.
in the Legislative Council Chamber,
Legislative Buildings, Douglas*

[MR ROBERTSHAW *in the Chair*]

Procedural

The Acting Chairman (Mr Robertshaw): Good morning everyone and welcome to this public meeting of the Environment and Infrastructure Policy Review Committee.

I am Chris Robertshaw MHK and with me is Miss Clare Bettison MHK. The Chairman, Mr Rob Callister MHK, has recused himself from this Inquiry because he is a Member of the Department for Enterprise, one of the sponsoring Departments of the Strategy. Also I have to give apologies for our standing Chairman for this particular Committee work, Mrs Marlene Maska MLC, who unfortunately is not well this morning. That is why we are reduced to two Members, so apologies for that.

By way of introduction for anyone listening who is not familiar with it, the Harbours Strategy was approved by Tynwald in March of this year. It offers a plan for updating and futureproofing the Island's harbours in several phases, with a particular focus on Douglas. The plans for Douglas notably include a deepwater berth.

Today, we will be hearing from two witnesses with professional backgrounds and interests in the Isle of Man's harbours.

Before we begin, could I please ask everyone to ensure that any mobile phones are off or on silent, so that we do not have any interruptions. For the purpose of *Hansard*, I will also be ensuring that we do not have two people speaking at once.

EVIDENCE OF Capt. Stephen Carter, Laxey Towing Company Ltd

Q194. The Acting Chairman: So first of all this morning, we have the pleasure of meeting with Capt. Stephen Carter. Can I thank you so much for your attendance today and for your previous written submissions.

For those listening, Capt. Stephen Carter is owner of Laxey Towing Company Ltd, founded in 1978, which provides pilotage facilities for the port of Douglas Harbour and operates other services in the Island's harbours. He formerly operated the pleasure cruiser the *MV Karina*, of which we all have fond memories.

25 Capt. Carter, thank you very much for all you have given us so far, but it would be helpful if you could perhaps consider some opening remarks and try to capture the essence in this oral session of your thoughts so that those hearing can understand your submissions. Could I invite you to do so?

30 **Capt. Carter:** Yes, sir. Thank you.

The Acting Chairman: Thank you very much.

35 **Capt. Carter:** Firstly, I should like to thank the Committee for giving me the opportunity to give evidence on the Department of Infrastructure's Harbours Strategy. We live on an Island and therefore we are dependent on good sea links to import the majority of goods that our community needs which cannot be produced locally, and also, of course, to transport passengers and vehicles to and from our Island. As such, the harbours of this Island are possibly the most important infrastructure assets that the Isle of Man Government owns and maintains.
40 Because of this, any changes should be considered with the utmost care and consideration.

The published strategy encompasses numerous proposals for harbour improvements. Of these, I feel that perhaps the most contentious issue, and the one which I would like to address first, is the possible development of a new pier to encourage large cruise vessels to visit the Island. Although this appears to be what is best described as a possible long-term aim of the Department, nonetheless, the plan to build a completely new pier on the seaward side of the existing Princess Alexandra Pier at Douglas, which is commonly referred to as the breakwater at Douglas, still engenders much discussion online and in the media, and also in evidence given to your Committee at earlier sittings. As such, I thought it may be helpful to explain my thoughts on this proposal and the alternatives, and I have printed them off so that you can refer to them during my oral evidence.
50

Just to give you a little of my background, I was born in Douglas and I owned my first boat in Douglas in 1962. During the school holidays in the 1960s, I worked on the passenger launches running to Port Soderick and also on the Douglas Head ferry. I was actually skipper on a passenger launch when I was 16, running to Port Soderick. Over the years, I have owned numerous launches and fishing vessels and in 1978, I founded the Laxey Towing Company. I have sailed as Tug Master at Douglas and many other places since that date, obtaining my Home Trade Master's certificate in 1980 and holding a local boatman's licence since 1966. Since the end of 1995, I was appointed the licensed pilot for Douglas Harbour and all the other ports in the Isle of Man. Now, my company has been involved to a greater or lesser degree in every marine civil engineering project at Douglas since 1978. Since 1998, we have undertaken many dredging operations on behalf of the Harbour and also inland on lakes and reservoirs.
60

During my time as pilot, I have been pilot of a great variety of shipping using Douglas, including cargo vessels, tankers, cruise ships, naval vessels, tug and barge combinations and ferries chartered to the Isle of Man Steam Packet Company. I have had the pleasure to pilot the largest ships ever to come alongside any port in the Isle of Man. To date, the biggest ship, which has been a cruise liner, 155 metres long and some 18,500 gross tonnes, which was successfully berthed on the north side of the Victoria Pier. Just to put that into perspective, the *Ben my Chree* is 123 metres long and about 12,500 tonnes.
65

On reading the documents relating to the cruise ships and the various options, I found the various proposals to be very innovative ones. However, I can foresee various difficulties which potentially could arise if a new structure was built in the proposed location, and I will briefly outline the difficulties that I think could cause problems.
70

The positioning of the structure will mean that the tidal currents are running not up and down the berth, as they are in the floating landing stage in Liverpool, but running across the north end of the structure at an angle of roughly 45 degrees. When designing any berth for
75

ships, the ideal scenario is to position the berth pier in such a way so that any water flow that does occur will run as far as possible parallel to the line of the berth.

80 Now, if you would like to consult the chart in front of you, to go to the tidal cycle at Douglas, from low water to high water, the tide on the east coast of the Isle of Man runs from south to north up as far as Maughold Head or in the area that we are talking of, Douglas. So from low water the tide starts to run in the north or north-easterly direction in fact up the east coast of the Isle of Man. When that tide reaches Douglas Head, a part of the flow then turns to the north-west and runs into Douglas Bay, so it runs around the end of the Princess Alexandra Pier, which is the current outer breakwater, and across the flakes, which is a rock which extends
85 seaward of the Tower of Refuge of the Conister Rock and then in towards Broadway.

Q195. The Acting Chairman: Sorry, Capt. Carter, what was the name of that rock and could you just – ?

90 **Capt. Carter:** The flakes. I am not sure it is actually marked as such on the chart, sir. If you look at the Tower of Refuge and the Conister Rock, might I show you? Might that be easier?

Q196. The Clerk: Is it the small green blob?

95 **Capt. Carter:** The small green blob is the buoys that mark the flakes. They are the navigational buoys which mark the flakes.

Q197. The Clerk: No, I think there is not so much a blob as a circle of green coloured the same as the tide?

100

The Acting Chairman: Capt. Carter, do please sit down because we rather wish you to stay near the microphone. As such, I will come to you so you can point it to me. Or will you do it? Okay, thanks.

105

Capt. Carter: If you look at it, there is a buoy there. That is one of them, yes. But the rock actually extends farther out to the shallow patch here. This is all rock here, these patches here.

The Acting Chairman: Just bear with us now. We will need to be brief now.

110

The Clerk: What I call the blob is this bit here, and that is the rock which extends to the right towards this buoy here. So it is this green circle which is coloured the same as the green on the tidal part. This is all tidal. Okay?

Q198. The Acting Chairman: Okay. Thank you. Please proceed.

115

Capt. Carter: Now this tide runs from low water to about two and a half hours after low water very strongly in that direction.

Q199. The Acting Chairman: Sorry, in which direction?

120

Capt. Carter: So the tide is running from Douglas Head across the end of the Princess Alexandra Pier and across the flakes in towards Broadway.

The Acting Chairman: I understand.

125

Capt. Carter: And that runs for two and a half hours in that direction. Then it starts to ease. By the time you get to half tide, in other words three hours after low water or three hours

130 before high water, then you get what is called an eddy set up in Douglas Bay. Outside the bay
the tide is still running north but inside the bay, the tide starts to curl round and it actually starts
running in the opposite direction from Broadway, out across the flakes, out round to the end of
the Princess Alexandra Pier to Douglas Head, when it turns round and joins the north-going tide
still heading up the coast. So it is a swirl inside Douglas Bay.

135 **Q200. The Acting Chairman:** Even as the tide is continuing to come in?

Capt. Carter: Even as the tide is continuing to come in, the tide is effective ebbing across the
entrance to the harbour.

140 **Q201. The Clerk:** Can I just ask you, does that have an impact on the level of silt inside the
harbour? Does that contribute to the build-up of silt in Douglas?

Capt. Carter: No.

145 **The Clerk:** No, okay. It is separate.

Capt. Carter: The build-up of silt in the harbour is entirely river-born. (**The Clerk:** Okay.)

I was going to touch on that later on in my evidence.

150 When the tide gets to high water and the tide changes, the tide then runs from north to
south along the east coast. On the main tide outside running up the east coast it runs from north
to south. This then runs into Douglas Bay and increases the velocity of the ebb-tide running out
across the flakes and round the end of the pier. So the tide speeds up after high water.

Q202. The Acting Chairman: It accelerates the eddy then, in other words.

155 **Capt. Carter:** Precisely sir. You have grasped it entirely. It accelerates the eddy.

The Acting Chairman: Okay, thank you.

160 **Capt. Carter:** Nobody, to be fair, is exactly sure what effect building of this proposed new pier
will have on the tides and there will obviously have to be a considerable amount of computer
modelling if it went ahead. But what I do know is that I sailed in and out of Douglas Harbour
prior to the building of the Princess Alexandra Pier, which effectively extending the original
breakwater which was called the Battery Pier, and when you sailed in and out of it beforehand
and afterwards, the speed, the velocity of the tide increased after the building of the Princess
165 Alexandra Pier because you were basically sticking an obstruction out into the tidal flow and it
was whizzing around the end. So the velocity increased quite considerably, particularly on the
ebb tide.

170 **Q203. The Acting Chairman:** If you go back 40 years as I recall, Captain, I remember more
sand being on the beach to the south end, and I do not know whether I am agreeing with what
you are saying, but I am seeking your thoughts on it, after the extension of the Princess
Alexandra Pier it seems that there is less sand than there used to be. Is that as a consequence of
that accelerating of the eddy, do you think?

175 **Capt. Carter:** I think it is a distinct possibility but I do not think that I am qualified to make an
absolute comment on that, but I think that certainly the tidal pattern in the bay was changed
and that would undoubtedly have an effect on the amount of sand on the beach at different
times.

180 **Q204. The Acting Chairman:** Thank you very much. Please carry on.

Capt. Carter: Thank you. So, if we were to assume that the tidal flow around the proposed new pier at least matches the existing situation, then this makes it difficult berthing ships when you are coming in. At the present time, if you were coming into Douglas Harbour with a loaded
185 tanker for instance, which is usually these days around about 100 metres long and are about six and a half metres' draught in the winter, these days we bring about 4,000 to 4,200 tonnes of cargo per ship, when you are coming into the harbour when you are on the early part of the flood tide, so in other words when the tide is coming around Douglas Head, passed the end of the pier and towards the flakes, you have to have a line of approach very considerably seaward
190 and you actually let the tide set the ship up until you get to the entrance. You let the ship set in towards the land, towards the Conister Rock. If you had a line of approach directly in you would actually be set on to the rocks and you could put the ship ashore.

Q205. The Acting Chairman: That is why the Conister Rock was built in the first place maybe?
195

Capt. Carter: It is why the Tower of Refuge was built.

The Acting Chairman: Was it the Tower of Refuge?

200 **Capt. Carter:** Absolutely sir, yes. So, the approach is quite tricky and what happens, even with a 100-metremetre tanker, is that you get to a stage where the bow gets out of this strong tide, and the tide is still pushing on the stern of the side, so it literally turns the ship to port, in other words, turns it to the left – sorry, I am trying to use non-nautical language.

205 **The Acting Chairman:** No, we are alright. I think we get that.

Capt. Carter: You have to put yourself in a position to compensate for that. Now, if you were to sort of expand that on to the proposed new pier on the same tidal circumstance, if you were coming alongside with a 350-metre cruise liner for instance, as you were coming in, the bow of
210 the cruise liner would get out of the tide, but the tide would still be acting on the stern, so it would try and turn the ship to port, or to the left, as you were coming in. Now, most ships, not all but most ships have bow thrusters which are called tunnel bow thrusters, where they have a tube or a number of tubes going through the hull and they have a propeller in the middle and this thrusts water out either side. A tunnel bow thruster is totally ineffective at four knots. The
215 faster the ship goes, the less effect the bow thrusters have because the water flows past the end of it. They are at their maximum power when the ship is stationery. Every knot that the ship moves ahead, so one knot they will lose a certain amount of their thrust, at two knots more of the thrust and by the time you get to four knots a bow thruster is waste of time, it does not do any good at all. So the bow thruster in helping to steer the ship is difficult.

220 Now, when you are coming in to the current harbour in these conditions, when the ship starts to turn to port by the action of the tide, what you do is you put starboard helm on and you go ahead on the engines to square it up, to straighten it up again. Now, if you are bringing in a cruise liner of say 350 or 360 metres into the proposed berth, you do not have that option, because you cannot go ahead very much on the engines because then you will not be able to
225 stop the ship before you run into the end of the berth – effectively run into Douglas Head if you like. So, it potentially makes the navigation of ships into the berth very difficult.

One way round it, of course, it that you employ very powerful tug boats to hold the stern up into the tide, or you end up in a situation whereby you say that the ships can only berth at slack water. Now, it may be that the slack water periods when the tide is not running very hard
230 coincide with the time that the cruise ships want to arrive and depart. But, equally, it may not be that slack water will be when they want to arrive and depart. They have a schedule. Cruise ships

generally like to come in in the morning and depart in late afternoon or early evening. Now, as I say, sometimes tidal conditions will suit that, but at other times they certainly will not. So the alternative is that when the ship is coming in, once the bow gets passed the end, that you have powerful towage provision to be able to push the stern of the ship up, pull the stern of the ship up to pier to counter-act the tide. When the tide is ebbing and it runs the other way around, basically, in simple terms, the position is reversed so that instead of the ship being pushed in one direction, it would be pushed the other direction and it would turn the other way, so it is simply a mirror image of that. So, it does make it difficult, or can potentially make it difficult to berth a large ship in these conditions.

Q206. The Acting Chairman: Sorry to interrupt, Capt. Carter, would it be beyond a tug to compensate sufficiently if you say that the bow thrusters would not be able cope beyond four knots? Would a tug of an appropriate size be capable of compensating sufficiently to keep a cruise ship, or a big ship – because we are not just talking about cruise ships, we are talking about bigger ships of a variety here – is it capable of sufficiently compensating for that increased tidal flow?

Capt. Carter: I think that in most cases that if you had modern sufficiently powerful tugs that they would be able to compensate for that, yes.

The Acting Chairman: Okay, fine.

Q207. The Clerk: Are there such tugs available on the Island?

Capt. Carter: No.

Q208. The Clerk: So how much would a tug cost to buy?

Capt. Carter: I will actually come to that. If you look in the notes I have done some costings for tugs. I have done a lot of digging on tugs used in other ports. Basically, you would be looking to have two tugs of 70 tonnes' bollard pull. If you had them brand new on a 10-year finance programme with the cost of insuring them, and I have spoken to our underwriters to get figures and I have spoken to the bank to get figures for how much it would cost on a monthly basis to buy them on a 10-year plan, and I know the crewing costs and the maintenance costs, to run two tugs would cost nearly £2.5 million a year, you would have to generate in income to justify those tugs.

Q209. The Acting Chairman: You say you would need two.

Capt. Carter: That is for the two, sir.

Q210. The Acting Chairman: Yes, okay, that is fine. If I could just ask you a few questions while we are on this point. The illustrative new pier facility that would be capable of taking larger ships as shown on this plan, is simply that, and what I wondered was, how would you expect or imagine a cruise ship would cope with the conditions you have described if actually it could sit on the outside of the pier rather than negotiate coming around on the inside of it?

Capt. Carter: If it could sit on the outside of the pier, but bearing in mind the outside of the pier is very much more exposed –

The Acting Chairman: I understand that.

285 **Capt. Carter:** Your problem then becomes that when you are trying to get on it, if the tide was flooding, is actually stopping the ship from landing on it too heavily, and the best analogy I can make is if sometimes if you are on an aeroplane, the aeroplane might land very, very smoothly and you hardly feel when the wheels touch the runway. But at other times they come down with a big thump, don't they, and everybody is shaking? Well, the same applies with a ship. When you are putting a ship alongside, and you have colossal weight, do not forget: a 150-
290 metre cruise liner, I have got the details of some which I brought along, has a displacement ... Without going into nautical tonnages, the critical weight for a ship is its displacement tonnage, Archimedes' principle. If you wanted to lift a ship out of the water you would need a crane that would lift its displacement tonnage if you see what I mean, or a dry dock. That is the actual weight of a ship. Gross tonnage is a measurement of internal volume. It is a volumetric
295 measurement, so ships talk about a 20,000 gross tonne ship, but that actually has nothing to do with how heavy the ship is. It is the displacement tonnage which is the important one. But if you have a displacement tonnage of 12,000 or 14,000 tonnes you do not have to land on something very hard and, you can imagine, the force of that can do damage. So the whole essence of ship handling is to land very, very gently on a pier or a berth when you come alongside.

300

Q211. The Clerk: And this is the reason why when you started you said it is important to have parallel tide flow rather than at an angle?

305 **Capt. Carter:** Correct. Absolutely precisely. So if you looked at the floating landing stage in Liverpool, the tide runs parallel to the berth, right. If you look at the north side of the Victoria Pier, the tide runs parallel to the berth. So you are not trying to go in across the tide with the tide setting the ship in one direction or another. Once you get inside Douglas Harbour when you are on a tanker berth, there is very little tide anyway. The tide runs parallel. If you are on the south side of the King Edward Pier, the tide and the river runs parallel to the berth. So what that
310 means is that you can be putting the ship in and the tide is flowing down both sides of the ship at the same time, and you could actually use that a little bit by just angling the ship and you let the tide gently set the ship in alongside the wall. But when you have got the tide at right angles to the ship, it makes it much more difficult to manoeuvre those ships. It is not impossible, I am not for one moment suggesting that it cannot be done, I am just saying that it does make it more
315 difficult.

Q212. The Clerk: And does that increase the risk of an accident?

320 **Capt. Carter:** Very much so.

Q213. The Clerk: So if there were an accident with a very large vessel on the Department's idea for the Pier, what impact would that have?

325 **Capt. Carter:** Sorry, when you say the Department's idea, are you talking about the deepening of the Victoria Pier?

The Clerk: Yes.

330 **Capt. Carter:** Well, the Victoria Pier has the advantage that it is much more sheltered because it is sheltered from the prevailing south-westerly winds by Douglas Head and Carnane. And the wind speed, if you have the wind speed say at 25 knots outside Douglas Head, that wind speed may well drop to 15 or 20 knots once you get into the shelter of Douglas Head and Carnane. So berthing a ship on there in certain wind conditions, there is less wind pushing the ship sideways.

335 Now, if the ship was blown off either proposal, if the ship was blown off the Victoria Pier, it
would land on the Conister Rock, which would be a major problem. If the ship was blown off the
proposed new pier, unless there was substantial modifications made to the seaward side of the
Princess Alexandra Pier, the outside of it which comprises of stabits which everybody is familiar
with, the stabits are laid at an angle of 30 degrees and their design is to break up the wave force
340 by dissipating the energy in the wave, and they have been incredibly successful from when it
was built. I actually worked on the building with their tugs and it has been incredibly successful.

The drawback from a shipping point of view is that if a ship was to land on that, and it is in its
present condition and had not been altered by some means or other, the bilge of the ship, which
is the corner of the ship between the bottom plating and the vertical side plating, the bilge of
345 the ship would hit first. When that would happen, that would be likely to cause major and
possible catastrophic damage to the ship. You have only got to look at the likes of the *Titanic*,
which hit the iceberg underwater, the *Costa Concordia* more recently in Italy, which hit a rock
underwater, and we all know what happened to those, and that is not an unreasonable scenario
in a worst-case scenario. I have to say that as a pilot, pilots are generally fairly cautious people
350 and it is our job when berthing any ship, we have to weigh up the conditions and whether it is
safe to berth a ship, and there are often occasions, for instance taking tankers into Peel which is
very exposed, I have been round there, and we have got there and the Captain and I have both
decided that we do not like conditions so we have not gone in and we have gone out to anchor
and waited until the next tide, until conditions improved. That is the job of the pilot in fact to
355 advise the ship's captains on whether it is safe to berth or not, so we have to take all these
elements into consideration when doing this. I am not saying that this is something –

Q214. The Acting Chairman: Can you just stop there for a second, Captain. One might
assume, reasonably assume, that any design of a new further, deeper water, extended pier, the
360 design of which would be such that it would enable the opportunity to remove those stabits
from the Alexandra Pier now and use them somewhere else, so the difference between – I am
being contentious here on purpose – the difference would be that the drift of a ship would be
against a quayside as opposed to Conister Rock.

365 **Capt. Carter:** That would be far more acceptable because if a ship was to land heavily on a
vertical quayside, as most of the piers in the Isle of Man, it may sustain damage, but that
damage is unlikely to be catastrophic. I think that is the fairest way of putting it.

The Acting Chairman: Yes. Sorry to interrupt, do please –

370 **Capt. Carter:** Oh no, not at all, sir. By all means, it is a fairly technical subject and I realise that
it is not necessarily that easy for, if you will excuse, with lay people who are not nautical to
necessarily understand it in detail and I am just trying to explain it as best I can.

375 **Q215. The Clerk:** Just making sure that I have kept up. The pink proposed pier extension, that
would have tidal waters going parallel to it?

Capt. Carter: No sir.

380 **The Clerk:** Right, okay.

Capt. Carter: That would have the tidal waters going at an angle across the end of it.

Q216. The Clerk: So you still have the problem of difficulty of berthing?

385

Capt. Carter: It is the pink one that would be the most problematical berthing. (**The Clerk:** Right.) Yes sir.

Q217. The Acting Chairman: Right. Please carry on.

390

Capt. Carter: The situation is of course that the alternative to the proposed outer pier is the Department's proposal is to deepen the north face of the Victoria Pier. That has the drawback that of course you could not accommodate a ship as large as the proposed new outer pier, in fairness. But, having said that, if you were to, for instance, take the cruise liners that are booked for this coming season, where I think we have 53 cruise ships booked to visit the Isle of Man this season, which is absolutely fantastic in fairness, compared to a lot of our competitors in the cruise business, of those cruise ships, of all the 53 that have booked this summer, only one of those ships would not be able to fit on a deepened Victoria Pier option, shall we say.

395

But, having said that, the Victoria Pier option is not straight forward either. The problem that we have with the Victoria Pier is that we have the length but we do not have the depth of water, and the proposal, as I understand it, is to deepen the Victoria Pier so that we had nine metres of water at low water spring tide, which would pretty much accommodate any cruise liner up to about 230 metres long, because of their draught. Now, if they were to do that, it is not entirely straightforward because you would have to somehow deepen the foundations of the pier because, in order to do that dredging, the pier basically does not go down in the ground far enough, so you would have to underpin somehow, or build a new face of the pier which was deeper because if you just dredged it out, then the pier would basically fall into the hole that you dredged, in simple terms. So it could not be done, and it would not only be a question of just dredging alongside the pier, you would have to dredge quite a large area in a triangular shape. If you look at that chart again, you will see that there are two green buoys, the channel markers on the approach to Douglas. The inner one, the one that is nearer the harbour entrance –

405

410

Q218. The Acting Chairman: Can I just stop you for a second. Would you go round again, Roger, please? Sorry, we are doing our best to keep up here.

415

Capt. Carter: Right, so there is a buoy. That is the number one starboard-hand buoy and this is the number three starboard-hand buoy. So what I am saying is that if you deepened this area, you have basically got to deepen an area sort of out all the way out there, right the way out to this 10 metre contour, and deepen an area in here as well to nine metres, so that you have got to have a fairly large area. Would you like me to draw it on?

420

The Clerk: So, where Pollock Rock is marked –

425

Capt. Carter: So from the inner end of here, from about there out to that buoy, that would need to be deepened. It would actually have to come out a little bit there, but roughly something like that. Then a little area around here would have to be deepened as well coming in to here to allow the ships to swing to sail, you see. So all that area would have to be more or less dredged to nine metres. You see, you have already got 8.7 out there, and you have got 9.1 or something there, so at the outer end, there is hardly any dredging but at the inner end of course there is a lot of dredging to do to achieve what is needed.

430

Q219. The Acting Chairman: Let Roger just brief us first. Right, we understand now. Please continue.

435

Capt. Carter: Sorry, I just lost my thread a little bit there. So far, I have only discussed the tidal action on the ships. Of course, another significant factor is windage on ships. Now cruise liners particularly, because of their design, have a fairly shallow draught, and the draught is the

amount of the ship under the water compared to the amount of the ship out of the water. They are very, very susceptible to high winds when berthing. In fact, if you were to look on YouTube, for instance, there are quite a considerable number of clips where cruise liners have crashed into piers and other installations and other ships particularly in high wind conditions, and there are also quite a number of clips where cruise liners have been alongside and the sheer weight of wind on the side of the ship has in fact caused the mooring lines to part and the ships have crashed across the harbour and crashed into other ships. If you look at one of the things that I have given to you, it gives a comparison of wind force, if you look in your folder I have done a comparisons of wind force on ships at different wind speeds.

Q220. The Acting Chairman: Page what?

Capt. Carter: It is just in the folder, sir. I have not numbered them as such. If you go through it just says 'Comparisons of wind force on ships', and I have done three different ships, the *Symphony of the Seas*, which is about the biggest cruise liner in the world at the moment, which is 362 metres long; the *Ben my Chree*; and the *Silver Cloud*, which is a ship that we have actually had alongside in Douglas. So you will see that at 10 miles an hour, the wind is at 90 degrees to the ship, at 10 miles an hour there was just under four and half tonnes' force on the *Ben my Chree* but 63 tonnes, nearly 64 tonnes' force on the *Symphony of the Seas*, and at 40 miles an hour, which is a gale – and to be fair, one would never consider docking a large cruise liner in a gale of wind like that – you have got 71 tonnes' force on the *Ben my Chree* and just over 1,000 tonnes' force on the *Symphony of the Seas*.

Q221. The Acting Chairman: So when would you safely say then you cannot dock because of winds?

Capt. Carter: I would say that most cruise liners would be unlikely to want to dock in much more than 20 or 25 miles an hour, about 20 knots of wind. I think that, in my experience with cruise liners, when we have been bringing cruise liners in, and I have no reason to think that the larger ones are any different, the captains are starting to get twitchy, shall we say, if you have got more than 20 knots of wind.

Q222. The Clerk: So there is a line to be drawn between 20 miles an hour and 30 miles an hour, where that is the limit –

Capt. Carter: It depends on the wind direction and it depends on other factors as well, but in general we find that cruise liner captains are very cautious and because of the windage on the vessels, they do not like to dock these vessels in very high winds.

Q223. The Acting Chairman: So in any changes there would have to be a professional, or technical analysis of the various potential scenarios where you are balancing off the impact of wind on a vessel and the tide and the combination of the two. Somebody should presumably be able to do a full graph analysis of the various relationships that occur.

Capt. Carter: Absolutely correct, sir, yes. You can get the situation of course where the wind and the tide are in opposing directions. So you may, for instance, be putting a ship on the proposed new pier when the tide is flooding but the wind is from the north-west and, therefore, to a certain extent one may cancel the other out which could help you. But, by the same token, you may get the situation whereby both wind and tide are running in the same direction and that very considerably increases the forces pushing on the side of the ship potentially in a direction that you may not want the ship to go. These judgements, although you can work it out beforehand, they are very much judgements that you have to make on the day. If you look at

490 the various documentaries on cruising on television at the moment, there is a good one on at
the moment, and the captain and the pilot are constantly making decisions as to whether to go
for berthing. There was one on last week they were looking at Milford Sound in New Zealand
and they decided not to go in because the weather was too bad, and in other cases they decided
495 not to dock because the weather was too bad, and it is a decision which is made basically by the
captain and the pilot. No, that is wrong. The decision is made by the captain with the advice of
the pilot in general, I think is the way to put it.

It is something that is very difficult to predict because there are so many different
combinations of circumstances of tide, we have had the situation in Douglas some years ago,
where I went to board a Fred Olsen ship and we were trying to berth it. The wind and the tide,
500 we had two goes at getting in and both the captain and I decided that it was not advisable to
continue, so we went out into the bay and we sailed around for two and half hours, and I have
to say that I had a very nice lunch while we sailed around for two and half hours, and then
conditions had moderated sufficiently by the afternoon and the tide had slackened sufficiently
that we got in two and half hours late. That is the sort of decision that you have to make, but
505 that does not necessarily ... Of course, the cruising business like any other shipping business,
they have their schedules to meet, and if the ship is two and a half hours late and you have got
all your excursions organised, that throws everything into confusion. But it is very much done on
the basis very much on the day.

Now, one of the great assets that the Isle of Man has as regards the cruising business, is that
510 we can, and do on regular occasions ... Recently we have had three occasions when we have had
cruise ships which have arrived at Douglas and for various reasons weather-wise, primarily the
weather, it was deemed not suitable to try and put the ship alongside, and on each of those
occasions, I as pilot was able to advise the captain, on one occasion, because the wind was
strong from the east, that we could go around to Port Erin Bay and anchor, and then tender the
515 passengers ashore. Then on two occasions when the wind was very strong from the north-west,
we went down to Port St Mary Bay and anchored and put the passengers ashore.

Now, when we were going to go to Port Erin, I explained to the captain, and he agreed that
he did not like the conditions in Douglas, and I said that if we do this and we go around here, we
can land the passengers there. He said 'Yes, but what about all the coaches and all the reception
520 committee? They are all in Douglas.' I said, Captain, if you are happy to go to Port Erin and
anchor, I will guarantee that by the time we get to Port Erin I will have the circus in Port Erin
waiting for you,' and we did.

Q224. The Acting Chairman: So for clarity and for the record, how often do you actually pilot
525 for the existing cruise ship market as it stands?

Capt. Carter: Every ship that comes alongside, and a percentage of the ships that go to
anchor. So, I think last summer we only had 10 ships alongside in Douglas, and we had probably
530 another 10 or 12 at anchor in Douglas Bay.

Q225. The Acting Chairman: Do you advise the ones that are at anchor as well?

Capt. Carter: Not always. Sometimes they will just take themselves to anchor, but sometimes
535 they want advice to go to a good anchorage in Douglas Bay.

Q226. The Acting Chairman: Sorry, I do not think we were, well at least I was not aware of
that. But thank you for that particular point.

Have you any other points that you wanted to continue with?

540 **Capt. Carter:** Basically, as far as the proposals are, I am not for one minute suggesting that
you cannot put ships alongside there. What I am trying to suggest is that it is not entirely straight

forward. Now, in other ports that cruise liners go to, they generally have large fleets of powerful tug boats which, not only deal with cruise liners but deal with all the other shipping. Now, for instance, I spoke to the Harbour Master at Dover at some length on this very subject. They have powerful tugs in Dover, but the Harbour Master there told me that cruise liners are really just an add-on and their tugs are there to dock the ferries. Dover, of course, is the marine equivalent of Heathrow if you like, and the ferries have to be in and out. In any weather at all they use the tugs to help the ferries because they cannot afford a delay.

In Liverpool, in Belfast, in Dublin, all these places, there are all sorts of other shipping which generates income for the tugs. Now, if you were, there is really very little other income for towage here. At the present moment, we have two small tugs, one of eight and half tonnes' bollard pull and one of three tonnes' bollard pull, but they are sufficient for the ships that we get and they can keep up with the ships that we get. But once you start going to much larger ships, as I said, you need much larger tugs and I cannot see any commercial operator putting those tugs there at the sort of costings involved, unless there was a very substantial guarantee from the harbours to subsidise any losses that they made even during a period when it was building up. If you look at the ... I have given you there, you do not have to look at it now particularly, but I have given some examples of the tug costings and I have also given examples of the type of tugs that other ports use for docking cruise liners and the charges that they make.

Two powerful tugs in Douglas would undoubtedly be an extremely under-utilised asset, because not all cruise liners want tugs. If the weather is nice and tidal conditions are nice, they will not want to pay for a tug if they do not use them. They will only want to use them in bad weather. There is going to be a fairly narrow window, shall we say, of the weather being fine enough for the ships to go in without tugs and then you will get a window, if you like, where they might dock providing there are tugs there to give them assistance, but it is a fairly narrow window when you will get to the stage when they will not want to dock even if they have got tugs because it is too risky, and so you cannot say that if you were going to get 50 cruise liners in Douglas that 50 cruise liners would employ the services of the tugs. It is very difficult to see commercially in Douglas, even with an increased number of cruise liners, how you would justify the costs of maintaining those tugs without some guarantee of subsidy. I cannot see any commercial operator doing it. Of course, the Government could choose to operate them themselves. I would still cost the same amount of money. In fact, it might cost more.

Q227. The Acting Chairman: For absolute clarity then, you are saying that the existing tug facility is or are sufficient to cope with cruise ships up to 230 metres?

Capt. Carter: No sir. We would need to, if you were going to go on the Victoria Pier option, we would need to increase the tug capacity but it would not need to be as powerful as going for the 360 metre ships which are higher.

Q228. The Acting Chairman: Okay, we were are actually looking at the difference between the cost to Victoria Pier and the cost to an alternative, it is the difference between the two, not the actual cost of new.

Capt. Carter: The difference between the two. But the difference between the two is very substantial, and you would almost, because you do not need anything like as big tugs ... If you were going to go for the new option, in my view, the only sensible thing to do would be to buy brand new tugs; but you would not necessarily need to do that if you were going to do the Victoria Pier option, you might need one more tug slightly more powerful than the one that we have got now. (**The Acting Chairman:** Okay.) So you have got two tugs, or three tugs.

Q229. The Acting Chairman: Okay. A slightly more general point, I think, obviously we have not yet digested this information and we would like the opportunity if we may, through the secretariat, to offer the odd question or two afterwards if – ?

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Capt. Carter: Yes, absolutely.

Q230. The Acting Chairman: But somewhere, I am of the view or recollection that you intimated that you recognise that there is progressive and continual growth in the size of ships/shipping whatever they may be. That was you, was it not, that put that evidence in?

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Capt. Carter: No.

Q231. The Acting Chairman: It was not you. My apologies.

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Somewhere we have read that there is this growth in the size of ships and one of the considerations we have got to take into account is not where we are necessarily now but where we may very well be in 20, 30, 50 years because, as a committee, we are deliberating on very significant investment funds for Government to have to lay out.

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In your commentary about dredging, I think you would accept the fact that it is not dredging as one imagines it to be, which is lifting necessarily granulated materials off the ground, but could very well be significant cutting into rock strata and we have yet to know, because I do not think that work has been done, what the degree of the rock strata cutting will have to be if we go with the proposal that the DOI have placed before Tynwald.

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So the fear that we have got is the investment, and we are deliberating on this, it is the investment in a facility which may progressively show itself to be too small for future needs and, therefore, we have a well invested facility which is too small. In layman's terms, I suppose it is a little bit like building a superb garage which you are very proud of and then finding you cannot fit the car in it. That is the issue.

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Capt. Carter: That is a very fair point, sir, and I do take that on board and have to agree with you that ships are getting bigger.

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Just to refer quickly to your dredging point, there are two types of dredging, basically. There is capital dredging, whereby you will deepen a berth to facilitate larger ships coming in, sort of as a starting point, and then there is maintenance dredging and the difference between capital dredging and maintenance dredging – in capital dredging you are normally deepening a berth or channel to facilitate the arrival of bigger vessels. On maintenance dredging, once you have that berth or channel at a certain depth, the maintenance dredging simply removes the accumulations of silt and sand and mud to keep it at that depth. Very rarely does anything stay static in a marine environment, and dredging is necessary. So you have got to look at the two as totally separate. Capital dredging is in the construction stage if you like, and maintenance dredging, once it has been constructed, is simply maintaining it at the depth. In the same way, if you reverse the situation, if you have a road and the tarmac wears out, then you get Colas in to put a topping on it to put back to its original thickness, don't you? It is the other way around with a harbour, at sea, that the seabed will come up with sediment being deposited on it, and so you take that sediment off again to put it back to the depth that you want. That is maintenance dredging.

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Q232. The Acting Chairman: Using your terminology then, and thank you for that explanation, north of Victoria Pier we have two forms of dredging to consider the cost of. One is capital dredging, which, as you have clearly described, we will have to do to get sufficient depth on the north of the Victoria Pier, and then there is the maintenance dredging which there is evidence that that will become an issue because it creates a basin north of Victoria Pier which is fairly closely adjacent to a significant beach, so with certain water flows it is reasonably

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645 anticipated that that basin could start to fill up and therefore you would get an ongoing dredging cost year on year in those circumstances for that facility. Do you want to comment on that?

650 **Capt. Carter:** Only if you have created a basin, but the proper scenario would be that the seaward end of the berth would be the same depth – the total dredged area would be the same depth or deeper, which it would be – as the berth. If you were to simply deepen it alongside the pier and not deepen the whole area, I agree entirely, you will be quite correct in your assumption there that it would fill up very quickly. It is exactly the same if you went down the beach at low water and you dug a hole on the beach, you come back the next low water, the tide has filled that hole in, hasn't it? It has gone. But if you have a situation whereby if the berth is there and seaward of the berth is lower, which is where you would have to take the dredging out to, so if you had it dredged to nine metres you would take it out virtually to where the seabed is 10 metres. The north side of the Victoria Pier has only been dredged twice in my lifetime and, as I say, I was brought up on Douglas Promenade. You, sir, ran the Sefton Hotel and my parents ran the Wellington Hotel in the 1950s and 1960s where I was brought up. In my lifetime, being down Douglas Harbour and Douglas Promenade virtually all my life, the Victoria Pier has only been dredged twice and on both occasions it was capital dredging, not maintenance dredging.

660 **Q233. The Acting Chairman:** Okay. But that is as is. I mean, I quite take your point that the width as you have described on that drawing there, thank you, is quite broad, but as you travel west and you dredge further into the Victoria Pier, it is narrowing off and even if the last 30% effectively became an issue for progressive or repetitive dredging it would inhibit a cruise ship of 230 metres from getting in, surely?

670 **Capt. Carter:** Well yes, but if you have it, as you quite correctly described as a sump, sir, then in order to get the mud or the sediment or the sand out of that sump you have to somehow suck it out or lift it out with a grab or an excavator of some description mounted on a barge or ship and then take it out to sea to dump it. But if it is a constant level which then steepens off you employ a method which is called plough dredging which the Harbour board already own, a plough dredger, and basically it is effectively an underwater bulldozer which is towed behind a ship and it just pulls the mud into the deeper water and that is a very, very cost-effective method of dredging and the *Tarroo Ushtey* is already equipped for plough dredging. So the Harbours already have the means of doing it. But as you have mentioned, if you simply dig a sump so that the berth is deeper than the approach... but then what would be the point in simply digging a hole there that the ships could sit in at low water? Because they still would not be able to get in and out at certain states of the tide, because then you would have a shallow patch to go over the top of. A situation that we actually have in Peel at the moment when we are bringing tankers in, the tanker berth in Peel is deeper than the approach, so you have to bring tankers in at a certain time. They can sit there all the low water but if they wanted to get out they could not. So you have to have the whole area dredged to a minimum of the nine metres and that goes out to the 10 metre contour and so it would drop off and then all you would have to do is plough dredge it, you do not have to do any very expensive methods of dredging to clear it.

680 **Q234. The Acting Chairman:** I think we are perhaps ... It is a fascinating subject and it is one that requires an analysis in its own right by somebody –

Capt. Carter: Absolutely sir, I would agree entirely.

695 **Q235. The Acting Chairman:** So, it is speculation on my part so forgive me I do not want to pursue this much longer but if it was dragged out, I do not know what the terminology is, is there not a possibility that then it would slip into the harbour then?

Capt. Carter: No.

700 **Q236. The Acting Chairman:** Why?

Capt. Carter: Because the tidal currents carry it away. The tidal current carries ... I mean, they plough dredge all the time at the moment. What you do, you are carrying it out so that the tidal current, the ebb tide which I am talking about, and you tend to do it on the ebb tide – sorry, I did not explain that but you do it on the ebb tide so that the tide carries it away to seaward.

The Acting Chairman: Okay.

710 **Q237. Miss Bettison:** Can I? Just a couple of things. If you were putting an idea forward for where you would put a longer berth, bearing in mind that obviously the Victoria Pier is restricted just simply by the length you can put there, where would you perceive to be your short list, as you have experience around the whole Island?

715 **Capt. Carter:** I do not think that realistically there is any other place than Douglas to put an enhanced facility. I know there was a suggestion to rebuild the 1870s/1860s breakwater at Port Erin, for the ships berthing and to berth cruise liners on the outside of that, but the prevailing wind is south-westerly and that would be terribly exposed to the prevailing winds. So it is very difficult to see anywhere else other than Douglas.

720 I mean, there have been suggestions, you have the Queen's Pier in Ramsey. Well, if you looked at the chart of Ramsey Bay and you wanted to get nine metres of water, you have either got to dredge an awful lot of Ramsey Bay and keep dredging it *ad infinitum* or you have got to extend the pier about another half or three quarters of a mile out into Ramsey Bay. Nothing is impossible, I have to say, if the finance is there, but is it a realistic scenario? I very much doubt it.

725 Anywhere else you go, you have got rocks. When you are going into Port St Mary you have rocks on both sides of the approach to Port St Mary. Port Erin, as I say, is exposed. Peel is not ideal either for various reasons, tidal reasons and once again it is exposed – any extension out to sea at Peel Harbour would be exposed to the prevailing south-westerly winds. In fairness, it is quite a knotty problem as to where you would go, and I would suggest that, if the finances were available, one could build a fully sheltered bigger harbour at Douglas but not simply by putting a pier out on its own; it would have to be a more enclosed harbour, which I think, in fact, Sir William Hillary had some sort of designs for in the 1830s, believe it or not, but you would have to have ...

730 The proposal to put this outer pier is in an incredibly exposed location. If you have got any wind from the north, from the north-east, from the east down there, the seas will be going straight in there. Now, Douglas outer harbour, and once again sir, you will remember this, before the building of the Princess Alexandra Pier, Douglas outer harbour was untenable. The Steam Packet had to go to Peel. They could not get in. It was a maelstrom in the outer harbour, and the building of the Princess Alexandra Pier pretty much solved that problem and it has been very successful. So the Steam Packet no longer has to go to Peel when the weather is bad, but that was a common occurrence. Ships could not get in and out of Douglas Harbour. But the proposal, if you look at it and just look at the picture, how exposed is that to winds from the easterly direction, north-east, northerly winds? The seas will be crashing in there and there would be many, many times ... I mean there was a suggestion that they should put the roll-on, roll-off berth in there, but there would be many times when there would be no chance of berthing a ship in there in the winter when the wind was in that direction.

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750 **Q238. The Acting Chairman:** You have very kindly spoken to us, and we have really enjoyed it for an hour and a half so I am hesitant to pursue this much longer, but I think you have touched on a very important point right at the end as to whether we are actually talking about a pier for cruise ships or whether we are looking at, or should be looking at, the design for a properly functioning deeper water harbour capable of providing a range of facilities that is protected, and you mentioned Sir William Hillary had a plan? (**Capt. Carter:** Indeed.) Have you still got that, just out of interest?

755 **Capt. Carter:** Not on me, no! (*Laughter*)

Q239. The Acting Chairman: Could we see it? Just out of interest?

760 **Capt. Carter:** Yes. I think Sir William Hillary had a plan for a Harbour of Refuge going back, as I say, to the 1830s. And it could be done, but the current proposals that are on the table do not address that, in my view. It is too exposed.

The Acting Chairman: Okay.

765 **Q240. Miss Bettison:** Can I just ask one more. Sorry, it was only just one small thing, was that, within the Harbours Strategy it talks about pilotage being currently provided by a private contractor, and that the company may not wish to expand into the handling of cruise vessels. I just wondered if you were consulted on that or if that was just speculation?

770 **Capt. Carter:** No, that was not speculation. The basic situation is that at the moment, there were two pilots, myself and a senior member of the Harbours management team, but the second pilot, the senior member of the Harbours management team, decided to leave the Government service and, over the years, there has generally been two licensed pilots. The one previous died unfortunately, and the two previous ones died, and so at the moment we are in the situation that there is only me to do the piloting, the only licensed pilot, and regretfully, I am
775 68 and one cannot go on indefinitely, as much as one would like to. So, there needs to be, and in fairness to the Harbours, we have been in discussions with the Harbour about the way forward, because one thing is that if you are going to encourage larger ships to come in, you need a robust pilotage service as well. But, in fairness to the Harbours, I have to say that matter is under discussion at the moment.

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Q241. Miss Bettison: That tied into my next thing which was around succession planning for the Harbour pilotage and the role of senior pilot because I recognise that was a resilience matter.

785 **Capt. Carter:** That is ongoing. Yes, precisely.

Q242. The Acting Chairman: I think that concludes our questions, unless there is anything that you feel we have not captured or you want to put over to us as your final summary remarks?

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Capt. Carter: Well, I think we have covered what I was going to say there –

The Acting Chairman: Waterfront, I think is the word!

795 **Capt. Carter:** If I could just briefly return to the subject of dredging. There are, I have to say that I have listened very carefully to the people giving evidence before on *Hansard*, and gone back and read what has been said, and I have to say that I am impressed with the evidence that

has been given so far by the various people giving evidence to yourselves. But, one thing that is mentioned in the Harbours Strategy, briefly, is the subject of dredging and there is, I think it goes ... I do not know how common a knowledge it is, but there is a resistance by certain Departments of Government to allow the Harbours to carry out dredging effectively, and there is project at the moment to dredge Peel Harbour and because of the contamination, to put it in a bund and then take it to Foxdale. Well, the amount of silt in there at the moment, which is 44,000 or 45,000 tonnes has only accumulated in three years. So this is not going to be a one-off operation. Every three years they are going to have 45,000 tonnes of silt to dispose of. There have been difficulties in obtaining dumping sites off Douglas, and with any harbour development you potentially have problems where you are going to have to dredge and unless the Departments work together, more so than they have been, then you will end up in a situation where you could have your new harbour silting up and another Department is being obstructive as regards the disposal of the silt at sea. The volumes that you are talking about would be very difficult to dispose of, not impossible to dispose of on land, but the cost would be colossal of disposing of it on land because the cost of land disposal for dredge materials is probably 10 or 20 times the cost of dumping it at sea.

Unless the Departments work together, any new harbour proposals, whether they be for marinas, for cruise liner terminals or tanker berths or anything else, there has to be a much more joined-up approach to dredging and disposal of that silt, and in fairness, that silt would have gone out to sea anyway because it is carried down by the rivers.

Q243. The Acting Chairman: The point being here though, the current marinas are non-tidal. There would be a difference presumably between a non-tidal marina and its silting problems as we are experiencing, and a designed facility which had the work done to assess the potential for silt build-up?

Capt. Carter: That is absolutely true, but if you take Peel breakwater where we berth the tankers, Peel breakwater on the tanker berth is tidal, it is not as a marina, but it still needs dredging on a regular basis, as does Douglas outer harbour, because the silt is carried down the river. Now, only a proportion of that silt is left in the marinas because there is a direct correlation between the amount of solids that water can carry as to the velocity of the water. So the faster the speed of a river, so when you get periods of heavy rain and the river is in flood, it can carry far more solids in suspension than can a river when it is only trickling down. If you get heavy rain, you see brown water coming out of Douglas and Ramsey Harbour and everywhere, and just to give you some figures, very briefly, that – and this is Government figures from a report that was done from Government in the 1930s called the Weeks Report – in Ramsey Harbour, I think, that in 24 hours of heavy rain, the Sulby River will carry in suspension some 19,000 tonnes of sediment out into Ramsey Bay. The River Mersey, between wet periods and dry periods, on average, carries 947,000 tonnes of sediment in suspension out into Liverpool bay every day. So we are talking about colossal volumes here. Colossal volumes. Any harbour works that you do that may require dredging, and in order to get a berth which is sufficiently sheltered, then the probability is that you will get some degree of silting, to a greater or lesser degree, and I do not know how much, but you have got to work on the basis that this can be the case, then it has to be disposed of somewhere. If certain Departments were less than helpful as far as disposal goes, then you could end up with a very major problem.

The Acting Chairman: Thank you very much for that. I think that draws it to a close, Capt. Carter. So it remains for me to thank you again for all your time, your effort, the submission which we will consider very carefully, along with all the evidence that you have provided this morning. So thank you so very much indeed. Have a good day, sir.

Capt. Carter: Thank you, ladies and gentlemen.

Mr Bromley-Martin was called at 11.12 a.m.

**EVIDENCE OF
Mr Robin Bromley-Martin,
African Port Assets Ltd; Port Evolution and Development (Africa) Ltd;
International Maritime Services Ltd**

850 **Q244. The Acting Chairman (Mr Robertshaw):** Thank you very much indeed for your attendance this morning. Were you here at the beginning of the session?

Mr Bromley-Martin: I was indeed, sir.

855 **Q245. The Acting Chairman:** So would you forgive me if I do not repeat that introduction? Would you be kind enough, sir, to introduce yourself. But before you do so, let me just remind those who are listening that you are founder and CEO of African Port Assets Ltd, CEO of Port Evolution and Development (Africa) Ltd, director and owner of International Maritime Services Ltd. You have a background in project development and finance, especially ports and
860 power plants, a BSc in Civil Engineering and an MBA in Business Administration. Have I covered the waterfront?

Mr Bromley-Martin: I think that is a very good summary, sir.

865 **Q246. The Acting Chairman:** Thank you very much indeed. May I call you Robin? I am Chris Robertshaw; this is Clare, a fellow MHK. (**Mr Bromley-Martin:** We met.) As you will have heard, Marlene is unable to be with us this morning, and I hope – I am sure – she is listening in.

870 First of all, Robin, thank you so much for your fascinating submission. I think, if it is okay with you, could we start off by you, as it were, firing from the hip? (**Mr Bromley-Martin:** Yes.) Would that be okay?

Mr Bromley-Martin: Could I possibly explain and declare interests and all the rest of it? The lady Chairman clearly sails, a brother-in-law is Jerry Coleman who I sail with and it came up in
875 conversation and she said, 'I would like to hear more about your Marina.' And in doing so she said, 'What is the day job?' So I said well, it is building container terminals in West Africa for ships up to 22-metre draught carrying 25,000 containers. I am off to London to meet the Oil Minister from Equatorial Guinea to talk about such a project for tomorrow.

880 And she asked, in that context, did I have any views about Douglas Harbour? To start with, I had briefly read the Harbours Strategy and so she asked me if I would put some thoughts down. So I would do that, not in any official capacity, but merely borne out of the experience that I have generated in building ports in emerging markets. I think, if I could summarise, what we are really doing is taking historical river-mouth ports and creating modern 21st century ports to take the size of vessels that are now operating.

885 But then to declare my interest as a director and owner of one out of six shares in Ramsey Marina Ltd. Clearly I would prefer to concentrate on the huge economic benefits that having a marina outside the harbour in Ramsey would bring to the Island. It would certainly give me great pleasure as a life-long yachting to have a boat quite close rather than having to go back down to the Isle of Wight to sail.

890 **Q247. The Acting Chairman:** Is that where it is? Your boat is there, is it?

Mr Bromley-Martin: In the Isle of Wight, yes! Hence you will see a bit later on. I hope that is declaring my interest to the satisfaction of the Committee.

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Q248. The Acting Chairman: Thank you very much for that; do please proceed.

Mr Bromley-Martin: I know I am perhaps going to be a bit provocative here but I think I would say that having looked at the Douglas Harbour proposals in a bit more detail, it is putting new wine into old bottles, in my view. You may be aware that I did some work for the DOI on the ferries, so I am quite familiar with what ferries there are in the Northern Hemisphere. The smallest vessel we could find readily to hire was 145 metres, had there been any problem with the *Ben*. The maximum Douglas can take at the moment is 135. So you addressed that very issue a little earlier, Chris.

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905 So looking at it, there are two observations I would make on Capt. Carter's thing: there is a lot of silt coming down the river and to my mind putting the new pier out towards the Conister Rock, the material would come down, get into wider water, as Capt. Carter said, and deposit there. And instead of being washed by the tide in a north-westerly direction, as he described, it would basically fill up and that would act as a nice trap for a lot of dredging, in my view. That needs to be modelled but that would be my gut reaction, so I would vote against the new pier coming out to the Conister Rock for that reason. I think there would be a perpetual ...

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915 As I alluded to earlier on, the cost of deepening a pier satisfactorily, if you are going to dredge down two or three metres, is horrendously disproportionately expensive and you do not know what is underneath structurally anyway.

915 So that, in summary, I think these two options for the Victoria Pier are fraught with difficulty. No sir, I cannot quantify them but just based on my experience in West Africa.

Q249. The Acting Chairman: I think we are still looking for the detailed data on a number of these issues ourselves and we await them and we understand, rightly or wrongly, that the DOI intend to analyse these issues before we go to, as it were, the next step and one would only hope that that is the case – but forgive me for interrupting. Do please carry on.

Mr Bromley-Martin: So I am starting from the point that I do not think the Harbours Strategy as it stands today is fit for purpose – and I am speaking from a position of invincible ignorance, sir, in a sense that I have only been on the Island six years and I am not familiar with all the past history and everything else. I just came at it, looked at it and thought that is what should be done.

925
930 But in the presentation, which I hope you might have had a chance to look through? Yes. Clearly wind is a very major issue for us, especially the easterlies. The south-westerlies which you can see on page 6, the wind rose shows you the profile of wind that Capt. Carter was actually referring to. Clearly it needs a lot of modelling and to that extent I would agree with him; whether it is easier to go to the Hydraulic Research Association at Wallingford or we model it on computers; that is a decision that has to be made. But what I basically therefore have come up with is a concept whereby we build a complete new commercial port outside the Queen Alexandra Pier; and that would be multi-functional.

935
940 You could put in a proper size tanker berth, you could put in two new ro-ro link spans, you could put in a small container terminal there because very little of our stuff comes into the Island in containers, for obvious reasons. I understand Crogga may need some space for their gas support vessels if they are going to start keeping gas off Maughold Head, developing that. And if you built a breakwater suitable with that then the marginal cost, if you make it a bit longer so you can take in cruise liners, is relatively small. As you can see on page 12, if you sit down and look through the various cost elements, actually the cost of having a brand new port outside, coupled with what I have suggested with the conversion of the inner harbour as it exists

945 today, I believe that the marginal cost will be relatively small – the marginal increase in cost, should I say.

So if we look at page 8 you will see that there are basically four components to what I am saying.

950 **Q250. The Acting Chairman:** Robin, can I just ask you: the cost, I think you call it ballpark, so I think we should say that – the ballpark cost for a new harbour is at £90 million?

Mr Bromley-Martin: Yes sir.

955 **Q251. The Acting Chairman:** Assuming that you could offset by profit on property development, which is a perfectly, I would think, rational and reasonable submission on your part. Does that represent an outline ballpark costing of the shorter, fatter version or the longer, slimmer one?

960 **Mr Bromley-Martin:** It is actually the longer one.

Q252. The Acting Chairman: Which I think you have described as slightly cheaper because it has not got to go out to quite the same depth. Is that correct?

965 **Mr Bromley-Martin:** Well, you have got the chart, I have actually got electronic charts here but it is a very similar thing. If you look at the contours going north-west ... Sorry, I have a copy here for you.

Basically, what I am saying is that if you go deeper out into that water, the breakwater, is exponentially more expensive because you are going into deeper water. If you go out long and thin you are staying in shallower water.

970

Q253. The Acting Chairman: Right, thank you very much.

975 **Mr Bromley-Martin:** Do you see what I mean, sir? If you follow the contours with the breakwater, then you tend to minimise the cost. The cost between putting a breakwater in 10 metres of water as opposed to 16 metres of water –

The Acting Chairman: Sixteen, did you say?

980 **Mr Bromley-Martin:** Yes, 16.

The Acting Chairman: One six, yes?

985 **Mr Bromley-Martin:** Yes. You are probably talking two to two and a half times the cost per metre.

Q254. The Acting Chairman: So the next obvious question for somebody like me is: is the longer, narrower one sufficiently large enough to provide facilities for all those uses you have described?

990 **Mr Bromley-Martin:** If you see me using my beloved Google Earth, which is my friend, you will see I have put the measurements, so that you get some idea of the measurements, on pages 10 and 11.

995 **Q255. The Acting Chairman:** The reason I ask that is that the facilities on the shorter, fatter one – the more expensive one – seem to provide different harbour facilities to the longer,

thinner one. What I wanted to try and understand from this was how it would work in terms of ... I mean presumably, and we must not over-empathise this, but the cruise ship would sit on the outside would it, yes?

1000 **Mr Bromley-Martin:** No, no, the inside.

Q256. The Acting Chairman: So what would sit on the outside?

1005 **Mr Bromley-Martin:** Nothing, just your stabits.

The Acting Chairman: Oh right.

Q257. The Clerk: Is the point of that that you get over the tidal problem, when you are docking, that was being described?

1010 **Mr Bromley-Martin:** Yes, that would be evaluated.

Q258. The Clerk: That is the whole point, so because you are inside, it is essentially still water?

1015 **Mr Bromley-Martin:** I should add – before Capt. Carter tells me I have got this wrong! – we would have to take the end of the Princess Alexandra Pier away in order to get a suitably sized turning circle. So I would concede that there is a minor flaw in what I have given you, in that sense.

1020 **Q259. The Acting Chairman:** Your drawing seems to show – I know it is just an illustrative drawing; thank you for taking all this time to put this together, by the way, we appreciate it – you have left the stabits in, but could we not use those stabits somewhere else?

1025 **Mr Bromley-Martin:** Yes, yes, had you asked that question back in November, we would certainly use them – we could take them away and use them on the outside.

Q260. The Acting Chairman: Because it occurs to me the right place to use them would be Port Erin, which would significantly improve the facilities there, would it not? No?

1030 **Mr Bromley-Martin:** As a yachtsman, I would not want to try and get into Port Erin. If I can refer you back to the wind rose, I would not want to get into Port Erin in any form of blow, but we will probably deal with that question in a little more detail when we get on to the Marina.

1035 **The Acting Chairman:** Sorry, I am interrupting your flow – your tidal flow! Thank you.

Mr Bromley-Martin: My wife complains there is an awful lot of it. *(Laughter)*

Q261. The Acting Chairman: Anyway, do please proceed.

1040 **Mr Bromley-Martin:** On slide 13, Brixham had a very similar problem and there is a big report done by Royal Haskoning, so just in there these are actual tenders, so I was just trying to give you some comfort, on slide 13 with the 450 breakwater, and it was in a lot much deeper water, that I feel relatively comfortable with my figures that get to the £90 million.

1045 **Q262. The Acting Chairman:** Fine, could you perhaps give the contact reference for our Secretary to have a look at that report – the Brixham one.

Mr Bromley-Martin: Yes. Rather than print out 100 pages, I just did the first 10.

1050 **The Acting Chairman:** Quite, quite.

Mr Bromley-Martin: So at least you have the ISBN number and everything like that.

1055 **The Acting Chairman:** It is just if we want to come back to you afterwards with the odd question or two, it would be helpful for us to be able to refer to that.

Mr Bromley-Martin: Yes absolutely, it is a very good report actually. It goes into a huge amount of detail.

1060 **Q263. The Acting Chairman:** Do please continue.

Mr Bromley-Martin: In terms of Douglas Harbour, if we build this outside port, you then have an ideal marina area in the existing ro-ro terminal area, for the cost of putting in pontoons. So inside that £90 million, you get a marina for 200 or 250 boats for free.

1065 **The Clerk:** Two hundred and fifty?

1070 **Mr Bromley-Martin:** Yes. It is smaller than we are proposing, smaller but deeper so you will be able to get the larger boats in there. And you may say, why do you want to create a marina as competition to you up in Ramsey? Actually people like to sail down the coast and come into Douglas and have a meal in the restaurants I am proposing and *vice versa*. So, actually, two plus two equals five in terms of leisure activities on the Island. So I see the two being totally and utterly complementary.

1075 **Q264. The Acting Chairman:** How much business do you think ... ? If we were being ambitious rather than, as it were, trying to contain ourselves – I think you used a phrase similar to two pints in a pint pot, or words to that effect – to what degree would you anticipate a new flow of yachting activity to start using the Isle of Man? Where would those flows come from and go to? Could you talk about that for a few minutes.

1080 **Mr Bromley-Martin:** I am jumping in to it ... There is a very interesting report here done by the British Marine Federation and an even better one, and I can let your ladies have ... I had a suspicion you were going to ask me for this stuff, so I apologise for looking like a brush salesman. But this report here was done in 2016: 'Sailing Tourism in Scotland'.

1085 **The Acting Chairman:** Fantastic. That will be helpful.

Mr Bromley-Martin: Now, they have segmented the market into three segments: the 'sail from' yachties; the 'sail to' yachties; and the 'sail past' yachties. **(The Acting Chairman:** Right.)

1090 To define what I mean by those, 'sail from' means you keep your boat here and you sail from here and you go to Whitehaven and you go to Dún Laoghaire or whatever. The 'sail to' yachties are the ones who come the other way.

1095 I am a member of the Royal Ocean Racing Club, as I may have said. **(The Acting Chairman:** You did, yes.) I have already talked to the club secretary about increasing the number of offshore races and ISORA – the Irish Sea Offshore Racing Association – are also very keen. Capt. Kuba Szymanski, I believe, mentioned ISORA. But yes, they would like to do a lot more racing and having the facilities at Ramsey would encourage a lot more boats to come, point 1.

Point 2, Michael Whipp is the Island representative of the Ocean Cruising Club and he has said, 'I am always getting a hard time at meetings because I cannot entertain my fellow

1100 members because there are not the facilities.’ The Ocean Cruising Club arrive *en masse* here. So those are the ‘sail to’ varieties.

The ‘sail past’ variety are the people who are transiting the Irish Sea from the south coast to the west coast of Scotland or *vice versa*, and you would be surprised at how much traffic there is. At present they go straight past the Island because the Island has not got a safe anchorage. If we became known as a major focal point in the northern Irish Sea, I believe we would have a significant number of boats, albeit through the summer season clearly, coming in to Ramsey.

If you take the lifestyle, if I may call it that, of the average yachtsman when sailing or cruising, he comes ashore and he pays his ... I am jumping ahead here.

1110 **The Acting Chairman:** He or she.

Mr Bromley-Martin: Oh, we are proper on boats, they are allowed to come too, when they want to!

You pay your mooring charge, come and have a drink in the bar, perhaps go and have a meal in town. You then come back and buy some food for the following day and ‘Oh, time for a nightcap, guys, before we go back to bed.’ So, I mean, the average expenditure per yachtsman passing through, it can range between £50 and £100 per night and I believe that Ramsey can entertain between 5,000 and 10,000 visitor nights per annum – therefore adding, as I have described here, something between half a million and a million pounds in GDP into the local economy. Notwithstanding the investment in the first place.

Q265. The Acting Chairman: It would be possible to do a calculation for a 250-berth facility in what is currently the ferry facility. It would be worth trying to do a revenue stream construct of the two arrangements, effectively spending a lot of money on what we have got now compared to spending a significant amount of money on a new all-purpose, deep-water harbour.

What is that?

Mr Bromley-Martin: It is a little out of date, sir, but the British Marine Federation wrote this report in conjunction with Jersey Harbours: ‘The economic benefits of the coastal marinas’. I would recommend to the Committee that they might like to look at two very short case studies. **(The Acting Chairman:** Right.) Those are Conwy and Largs.

The Acting Chairman: Conwy, North Wales?

Mr Bromley-Martin: Yes, Conwy is just a hole in the ground with moorings, no benefit to the local economy at all. If you look at Largs, they are doing similar to what we are proposing should be done at Ramsey **(The Acting Chairman:** Right.) and created a tourist trap, a honey trap. Even Largs, which is a mile and a half down the road, reckon they have got a million and a quarter additional visitors, land visitors; that is a mile and a half down the road. People seem strangely attracted to clanking masts, watching us idiots make fools of ourselves and all the rest of it. So you probably get the equivalent number of land tourists, if I can call them that, and clearly that is part of our strategy for Ramsey.

The Acting Chairman: Absolutely. So does that report touch upon –

Mr Bromley-Martin: Oh, have I given it to you and it has got notes on the back?

The Assistant Clerk: I think this one has got notes on it. We could swap it.

Mr Bromley-Martin: Oh, I can email it to you. Could I email it to the secretariat?

Q266. The Acting Chairman: Yes, please.

So does that report detail in any way the sort of facilities that would grow up round a much more significant marina facility, like support jobs and marine engineering? It does all that?

1155

Mr Bromley-Martin: Yes. All three reports go into a fair degree of detail, yes.

Q267. The Acting Chairman: In other words one could build, not a significant, but a worthy industry, employment opportunities around being a serious player in all tidal marinas. Is this effectively what we might find?

1160

Mr Bromley-Martin: The answer is yes. Would it help, Mr Chairman, if I actually describe what we are hoping to do in Ramsey? **(The Acting Chairman: Yes.)**

1165

If you look at page 15 there, on my slide 15. This is actually, I understand, the first non-tidal marina proposal in Ramsey, even though there have been proposals to build a marina outside before that in 2010. We as a team believe it is fundamental to have 24/7 access for a variety of reasons. So you can probably see the green pontoon areas.

The Acting Chairman: We are in the 1950s here, as I have a black and white version.

1170

Mr Bromley-Martin: A football analogy!

The Acting Chairman: I can remember black and white –

1175

Mr Bromley-Martin: For those of you watching in black and white, Chelsea are playing with the pink trousers!

Can you see a little criss-cross? **(The Acting Chairman: Yes.)** We need to dredge that out by about three or four metres and the sand from that we would put onto the beach behind.

1180

The Acting Chairman: My colleague is telling me off here because apparently I have got it; just bear with me and I will update myself into the modern era and get the colour version. I now have the colour version.

1185

Mr Bromley-Martin: The green pontoon area; everything we took out of there we put in the yellow and orange areas, if that makes sense? **(The Acting Chairman: Yes.)** Put that behind a sheet pile wall. And the logic of that is the dredged material from the pontoon area and the approach channel, which is shown on that blue arrow, would be put behind the sheet pile wall to create new development land **(The Acting Chairman: Yes.)** and amenity land. So the yellow section which runs roughly from the Bowling Alley, northwards, would be the area we would develop with some commercial – I will come on to that in a second – and 150 residential units.

1190

Again, using the logic that I used in Douglas, which is working on £200 a square foot profit, we can generate roughly £60 million. In terms of commercial property, we want to strike a balance that the marina company will generate sufficient income to pay for the funding costs but not to the extent that it sucks business out of Parliament Street. So we have been very careful when talking to Ramsey Town Commissioners that we are reassuring them that that is what we want to do.

1195

The concept at the moment clearly with my partners, who are south coast based, we have been talking to a number of marina operators and their one piece of advice they say that we should have is a five-star boutique hotel. You may say, why on earth? Would you believe that Premier Marinas have found that the single largest category of customer using the hotel, both as a restaurant and somewhere to stay, are the owners of the five-, six-, seven-million-pound gin palaces moored in the marina? It is a bit of a counterintuitive thing!

1200

1205 What we suggested next is that it would be right at the south-east corner, looking out over the marina, the bottom right hand corner, and looking over the marina towards Maughold Head and the Mountain, so it would have an absolutely stunning view.

We decided, moving towards the Bowling Alley, we have put an area aside for a Manx Maritime Heritage Museum, if that would be something of interest to the Island. Then inside that, a piazza with a few bars and restaurants to keep the yachties happy. Then behind that would be the residential. So that is what is going on with the yellow bit.

1210 The orange bit in the middle would be a landscaped area for people to walk and, having spent rather too many hours than I care to admit in the beer tent in Cowes, during Cowes Week, I was thinking in terms of if we had a location, we could put a large marquee up there. We could perhaps have a bikers' hub during TT. If I may defer to one of the audience – Daphne, what is your Manx music festival called?

1215

Mrs Caine, from the Public Gallery: Yn Chruinnaght.

Mr Bromley-Martin: We could have that there so, again, it would be a community facility available to all. Yes? **(The Acting Chairman: Yes.)**

1220 The pink bit at the bottom would be a boat park and car park for dinghies; and beside the blue slipway would be a new yacht club and the marina office, obviously.

To put a little more flesh on the economic argument, I believe Ramsey Bay offers one of the best areas for competitive small boat racing in the Irish Sea. I think there is a huge opportunity there. I would like the club to host national, regional, international events there for 50 or 100 boats. You can see the blue slipway there is very large, so that we would be able to get 50 to a
1225 100 boats afloat very quickly and out to a start, and conversely back in.

Let's round numbers: if you had a hundred competitors, two-man boats, so that is 200 people; you have got Mum and Dad, that is 400, probably the odd brother and sister; so you might be having up to 500 people looking for accommodation and spending money at Ramsey
1230 every week that there is a meeting on. So we see that as a huge opportunity.

Chris, I am now answering part of the question you asked about 20 minutes ago, what economic justification is there for the marina? I think that is yet another element in the equation.

1235 **Q268. The Acting Chairman:** So your observation is that a 250 marina in Douglas would not compete with this; actually they would work together. That is my intuitive and instinctive reaction, but I have to defer to those who drink in Cowes periodically. I know nothing of those things.

1240 **Mr Bromley-Martin:** Can I just add the cherry on your cake then? **(The Acting Chairman: Yes.)** Marina Projects Ltd have been advising the DOI and I said, well hang on, that is not very fair because they own Whitehaven Marina. So when Marina Projects came to interview us, I said, 'Well, hold on, this is a bit of a conflict, isn't it?' They said, 'No, no, don't worry, we want you to have a marina in Ramsey because that will greatly increase the traffic into Whitehaven!' The
1245 distance cannot be that far apart, 30 miles to Whitehaven and what, 20 miles to –

The Clerk: It is a day.

1250 **Mr Bromley-Martin:** Yes, so they are the professionals running the existing marinas saying 'Gimme, gimme, gimme!' when we talked to them about Ramsey Marina.

Q269. The Acting Chairman: It is a similar story you get with cruise ship operators: they say the more places there is to go, the more people will go there because of those opportunities. So there is a sort of a parallel between small sail ships and slightly bigger and big cruise ships.

1255 **Mr Bromley-Martin:** What I would summarise from a yachtie point of view is that we would create an enormous leisure facility for the Island here.

Q270. The Acting Chairman: So some of these things you describe in the orange and yellow etc. – now I have the colour version – replicating Douglas, create the argument behind you suggesting that there is a £20 million recovery capacity by re-siting current facilities further out. (Mr Bromley-Martin: Yes.)

I know this was, as I say, ballpark on your part, but it is helpful to us. Do you want to continue?

1265 **Mr Bromley-Martin:** I would just like to explain two other aspects on the drawing.

Clearly you will notice that we have kept well clear of the existing harbour entrance from the point of view of silting. I think there is a gentleman here who has had experience of trying to get into Ramsey on more than one occasion with a standing wave, and clearly we want to keep our entrance as far away from that as possible!

1270 What clearly needs to do is in study terms is look at the wave propagation and one of the reasons we have sited it here is because of the protection afforded by Maughold Head. You will see at the end of the Queen's Pier a little dotted area. (The Acting Chairman: Yes.) Our technical gurus said would there be any hesitation or concern about putting a solid bit, highly technical term I am afraid, on the end of the Queen's Pier? I have to say the Queen's Pier is sort of practically biting our hand off and saying if you pay for that to go there, we could then bring tall ships and some mini cruise liners in there as well. Bring it back to what I understand was its original use as a passenger landing platform.

Q271. The Acting Chairman: What was the answer about is it feasible or not?

1280 **Mr Bromley-Martin:** It is feasible. It is just a question of is it an unnecessary cost or is it a necessary cost for the Marina Company to do it? (The Acting Chairman: Okay.)

1285 The other thing is, just in case boats make a cock-up and stop them getting caught in underneath there, we would have a low-rise timber partitioning along to protect the pier. It would probably be no more than a metre above high water. I mean high water because we clearly do not want it to interrupt the view of the pier itself. And the slipway would also enable people with RIBs, because the DOI, you may be aware of, are putting a dry stack into the shipyard area and so people could come and be able to launch their RIBs at low water because they would be able to get out of the harbour.

1290 **Q272. The Acting Chairman:** How big would the dry stack facility potentially be?

Mr Bromley-Martin: I think from what I remember being told, it is five or six stacks high. They cannot have it much higher because there is a lot of windage. So I think we would see a significant increase in the number of RIBs, heaven forbid, on the Island.

1295 The last thing I would just say is that the white area at the bottom left-hand corner, again, will have no relationship or anything else with Queen's Pier, we are totally and utterly separate; but what we have agreed – clearly something for planning – is we would have what I would refer to as a transition zone onto the pier. Tom Durrant has asked if we could have a small atrium entrance way with photographs of the pier, of how it used to be and where you pay for your tickets, or whatever it is to go onto the pier. So we would like to again draw the pier in as part of the whole tourist magnet.

Q273. The Acting Chairman: Thank you.

1305 Shall we go to some questions that we have got from ... ? Fine, thank you.

It would seem to me that in the outline proposals you suggested for describing what would be a new full-blown deep water harbour for Douglas, it would require siting a passenger facility on that site rather than using the existing one. Is that a reasonable assumption? A passenger terminal facility would have to be re-sited further out, rather than the existing one.

1310

Mr Bromley-Martin: What in Douglas? (**The Acting Chairman:** Yes.) Yes, that is so.

Q274. The Acting Chairman: Is that included in the costing or is it excluded in the costing?

1315

Mr Bromley-Martin: There is such a huge amount of contingency in those numbers that I would say – (**The Acting Chairman:** No.) two or three million pounds to build a proper terminal.

Q275. The Acting Chairman: You would recognise the fact that there would have to be a requirement to re-site a cable that is coming in?

1320

Mr Bromley-Martin: Yes.

Q276. The Acting Chairman: I understand that is, I do not know, between £2 million and £4 million – I am not sure what the figure is there.

1325

What is your understanding of the issues related to safety zones for the fuel area and how that would integrate with an all-purpose harbour? Do you want to comment on that?

Mr Bromley-Martin: If you look in places like Jersey, they have exactly the same problems and there is a separation zone for them.

1330

Q277. The Acting Chairman: And the separation zone would be adequate or sufficient?

Mr Bromley-Martin: Yes.

1335

Q278. The Acting Chairman: It would, okay. You do not see that as a problem.

On the long skinny version that we are sort of erring towards in our thinking here with regard to cost, when I was looking at this at first, I thought – in ignorance, because you have guided me otherwise – there would not be need for dolphins. How big a ship could you get in there in the long thin version?

1340

Mr Bromley-Martin: That is why I put the measurement in there. I think you would probably be able to get a 250-metre cruise liner in there very easily.

Q279. The Acting Chairman: Nothing bigger?

1345

Mr Bromley-Martin: Oh yes. If you have got the long thin one, you have got 790-metres long; you could probably get 300 or 400 metres in.

Q280. The Acting Chairman: Right. Is the long thin one capable of taking, at some stage or other in the future, two roll-on, roll-off facilities because we have two at the moment, have we not?

1350

Mr Bromley-Martin: Yes. Do you see there are two brown fingers coming out of the long thin one, and that would be the ro-ro terminal in there, with the linkspans in there. The reason I have put it there is so that then cars coming in would not be driving through the main part of the port.

1355

The Acting Chairman: Right, okay.

1360 **Mr Bromley-Martin:** The last part which you have not asked me about is the red bit on the South Quay. I am suggesting that you could reclaim part of that and therefore all the commercial traffic would go along the South Quay built with a new dual carriageway over this reclaimed area up the hill to Cooil roundabout and therefore you would not get any heavy goods traffic coming through the centre of Douglas. (**The Acting Chairman:** Yes, quite.) So that would keep it all neat.

1365 If you look at slide 8, I have put in a white wall, just in case. I would hope that we could design the main breakwater so that you would not need that white wall in there to keep the Marina area calm. But again that would have to be determined by study work.

1370 The Sea Terminal, I appreciate that is in some people's view a part of the industrial heritage of the Island, but the car park, perhaps the Steam Packet headquarters and the other car park could be developed, as I say, into more residential places to tie in with Lord Street car park development. So therefore you would create again a tourist magnet for not only visiting yachties but cruise liner passengers as well, because it is not the most edifying approach to town when you are coming ashore.

1375 **Q281. The Acting Chairman:** You touched on the issue we might like to re-think our bus terminus facility, given that the opportunities for the existing Sea Terminal would alter.

1380 **Mr Bromley-Martin:** In terms of Douglas I would say, if I can use a vulgar American expression, this is a straw man. It was designed to encourage debate. (**The Acting Chairman:** Yes.) What we are proposing in Ramsey is based on a modicum of study work and quite a lot of thought. We are on two very different planes.

1385 **Q282. The Acting Chairman:** I understand that, but I am trying to pick your brains based on your professional experience of taking small harbours and making them into larger ones across the world.

I was fascinated and I would like to explore this with you and, again, it is straw man stuff, the idea of Mezeron accessing this harbour as opposed to Douglas, and I just would be interested in examining that a little bit.

1390 **Mr Bromley-Martin:** You are going to get me into trouble, Chris.

The Acting Chairman: Well, that is my job.

1395 **Mr Bromley-Martin:** If I could be practical, I know that DOI have a health and safety issue, with containers swinging around in Ramsey Harbour, two feet from a public highway. I would have thought that Mezeron would have preferred 24/7 access, rather than having to wait for high water to come in and therefore in the context of making that northern bit of our marina area and the existing urban conservation area, I would think there is a strong argument for moving Mezeron down into this sort of facility.

1400 **Q283. The Acting Chairman:** Yes, because at the moment, Mezeron's facilities look like a harbour that has bumped into a domestic and office area and left itself confused. That is how it looks to somebody as an innocent observer, I suppose.

1405 **Mr Bromley-Martin:** Can I just interrupt you there. Just one other point that I have overlooked to remind you, and that is the new lifeboat scheduled for Ramsey is too big to fit into the existing shed and the RNLI are faced with a two-and-a-half-million-pound cost to make the shed bigger. But we would actually solve that problem because of course we would have, hopefully, the lifeboat afloat 24/7 inside the marina, which would reduce the response time by

1410 30 or 40 minutes at low water springs because of tracking it down the beach; and dare I say it, the same could be said of the RNLI boat in Douglas Harbour, if we keep that in there too.

Q284. The Acting Chairman: You have jumped. Let us just close off on that one, now you have mentioned it, because I was going to come to it later.

1415 So stay-afloat lifeboats is a pretty standard arrangement and, as you say, quicker so it would not be a problem from the RNLI's perspective in Douglas, given that they had such a facility available and that itself would save them money as well presumably?

Mr Bromley-Martin: Yes, because I think they are planning, if I remember rightly, to refurbish the existing slipway now, aren't they?

Q285. The Acting Chairman: My understanding is yes, they are – within the proposals that are currently under consideration.

1425 What I wanted to ask you was that given it should be a consideration that Mezeron should move to the main harbour, is the long thin version capable of accommodating that as well?

Mr Bromley-Martin: Yes.

Q286. The Acting Chairman: And without wanting to get you into trouble – I am not doing very well, I don't think! – what would a company like Mezeron think about the opportunity for accessing a 24/7 deep water berth? Would it change their thinking with regard to the profile of their investment on vessels?

Mr Bromley-Martin: Yes. Because if they have a boat that can go backwards and forwards on a shuttle basis, without tidal concerns, they would probably get away with a smaller vessel. Whereas if they were having to do one per tide, one load per tide, they would need a larger vessel so I would have thought they might like to find benefit. I cannot believe, having been involved with ports, that what they have got in Ramsey is efficient in terms of layout and optimisation. It must be a nightmare trying to manage that in the confined space they have got there.

Q287. The Acting Chairman: To state the blindingly obvious, we are a lay committee and one of the big things that is emerging from all of this is, as Capt. Carter has been talking about, a need to understand the interlay and overlay of the wind rose with tidal movements, and we all need to understand the implications of that, as against design options. To help us, from a lay perception, would you be kind enough to send us by email attachment the wind rose overlaid with a contour line of your long and slim Douglas Harbour version so we can see it easily?

Mr Bromley-Martin: Yes, that would be very easy.

The Acting Chairman: Thank you, I appreciate that – it would just help us.

Mr Bromley-Martin: Could I move on to the third part of what I would like to talk to you about today? Hopefully you would like to ask me about it then!

Q288. The Acting Chairman: Yes, sorry to interrupt you.

Mr Bromley-Martin: Very quickly, you did touch on this earlier on, but clearly to have 400 yachts sitting in Ramsey, we need to be able to maintain them on behalf of the customers and Capt. Kuba Szymanski I thought expressed very well indeed the fact that he, on an only 40-foot

boat, cannot keep his boat here and is spending £10,000 a year to keep it in Dover, and that is £10,000 not coming into the local economy.

1465 So, again based on my experience in the Isle of Wight, a friend managed to persuade Charles Dunstone of Carphone Warehouse fame, for him to completely restore and refurbish a lovely 1930s gentleman's yacht called *Shemara* in this building which you have seen a photograph of on slide 28, which is the old Westland hovercraft factory, which has been pretty well defunct for as long as I can say.

1470 On page 28 there is a photograph of Wight Shipyard, have you got it? (**The Acting Chairman:** Yes.) What Peter Morton has done is that, off the back of that work, he has won a contract for Red Jet 6 and Red Jet 7, which are high-speed, passenger-only ferries for across the Solent. He has built up a business which is now called Wight Shipyard and he has created 83 skilled jobs there and I understand he has got five or six apprentices there.

1475 Now, if you look at it on slide 27, you will see he has got roughly 22,000 square metres in Cowes and if you do a bit of solicitous reclamation we could create 26,000 square metres in Ramsey round the shipyard. Clearly, I cannot speak for the DOI on this, but we would dearly love the DOI to spend some money and create this into, let's call it, a centre of marine engineering excellence on the Island. I think there are opportunities and if you follow the business model that my friend Peter Morton has done ... I have been actually rung up by a gentleman who is looking for a place to restore two Second World War motor torpedo boats. The value of the contract would be about £15 million, and that seems to me an absolute gift if we can do that – but it would mean the DOI clearly restoring the slipways and upgrading the lift with new motors and things like that.

1480 So I think there is a tremendous opportunity and to summarise in terms of job creation, slide 20, the marina itself would create 100 primary jobs and if you use what the DfE use, which is 1.8 multiplier, that would give us another 200 secondary jobs based around the marina. Then of course if we were able to develop the shipyard into something like Wight Shipyard, that would create another 75 or 80 jobs as well.

1485 I think there are huge opportunities not only from visiting people but also to increase the local GDP through creating such a yachting centre.

1490 **Q289. The Acting Chairman:** Sorry to talk over you, these numbers on a pro-rata basis could be applied to Douglas?

Mr Bromley-Martin: Absolutely, sir.

1495 Just environmentally, I know we are talking about Ramsey Bay conservation area: this is in the lowest denomination of zone. We are away from the eelgrass, we are not on the ASSI that is in front of Mooragh Park, and so by creating a breakwater of davits, similar to Princess Alexandra Pier, we create a marine eco-system in there.

1500 Now, we have talked to Manx Fish Producers' Association and it is our understanding that there is such a thing as a native Manx oyster, which is nearly extinct. In six marinas down in the Solent, they are propagating oysters in baskets, not in pontoons, and we would like to do the same and regenerate the Manx oyster. There is a certain well-known gin company who I am trying to persuade to come in to the piazza so that we can have a gin and oyster bar.

1505 **Q290. The Acting Chairman:** Save you going to Cowes, wouldn't it?

Mr Bromley-Martin: It will do!

1510 And the last point I would make is that clearly we would want to become a member of the Gold Anchor accreditation through the British Marine Federation, which would mean we would have to meet all the MARPOL and SOLAS regulations for disposal of sewage and non-use of loos and things inside the marina.

1515 So I think we have gone out of our way to establish our environmental credentials and indeed we went in July and gave a presentation to DEFA and hopefully we answered all their concerns. I think the rest of it is all pretty straightforward. This is a private sector venture. We are going to go out and get the funding and everything else, and the total investment going into Ramsey would be about £100 million.

Q291. The Acting Chairman: Thank you very much indeed.

1520 Looking to your professional experience around the world, and you have specifically emphasised this: this issue of taking small harbours and making them bigger – this is happening right across the board, because ships are getting bigger. Do you just want to talk of that issue in broad terms a little bit more, to perhaps emphasise the importance for a place such as the Isle of Man sitting in the middle of the Irish Sea to ensure it does not, as it were, isolate itself by having facilities which to nearly use your phrase at the beginning, are putting two pints into a pint pot, and the dangers of investing. I am putting words into your mouth but you know what I am saying. Would you offer some comments on this?

1530 **Mr Bromley-Martin:** Yes, it is a philosophical point, isn't it? I think, like all life, we have a conundrum and that is probably in volume terms, we do not need large ships but occasionally there are only large ships available.

1535 My recommendation on the Steam Packet was that they did not actually need anything longer than 120 metres in terms of capacity, but we were actually at 125 metres – 1,200 lane metres, is it? – on the *Ben*. I mean we are shipping an awful lot of fresh air backwards and forwards across the Irish Sea. But at the same time if the *Ben* was ever to break down, the smallest ro-ro ferry that we were able to find – I used my colleagues in Denmark to search for me – across Northern Europe was 145 and, as Capt. Carter said, the biggest boat we could get comfortably into the ro-ro terminal there is 135?

1540 **Capt. Carter:** Yes. On the first terminal, yes.

1545 **Mr Bromley-Martin:** Yes, exactly. So I think in one sense you do not need a bigger pool, but in another sense you do need a bigger pool, and I understand there is an issue – and this is complete hearsay so I may be wrong – but my understanding is that the tanker that brings our petrol and diesel to the Island has not got much longer to live and therefore it may be that we have a problem in the future because the smallest size of tanker that is available to bring a critical item into the Island like that would be too big to get into Peel or to Douglas.

The Acting Chairman: Thank you very much indeed.
Clare, have you got any?

1550

Q292. Miss Bettison: I was just going to ask around the yachts because you mentioned in your presentation there is 170 on the waiting list at the current moment. What are the average annual mooring costs for yachts?

1555 **Mr Bromley-Martin:** It depends where you are. (**Miss Bettison:** Okay.)

1560 I mean Peel and Douglas have from memory £150 to £175 per metre per year. I was talking to a sailing friend who has a debenture berth down in Lymington. That is a 12-metre berth and he is renting that out at £8,000 a year, so that is about £650 per year per square metre. I mean in our financial model for Ramsey we are using £350.

Q293. Miss Bettison: Okay, I am just thinking, because there is a substantial amount of money there going off Island before you have even considered the secondary spend. So it is just

looking at the opportunity, which I would say is very obviously there from the evidence we have heard so far.

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Mr Bromley-Martin: Again, Dún Laoghaire is about £500 or £600. People like Whitehaven are about £200 or £300 – but of course they are behind a lot. Arguably we should be able to charge a premium for 24/7.

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The Acting Chairman: Clare, is that all?

Miss Bettison: Yes, I think they have all been answered just in the general course of conversation; so, yes, which is great.

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Q294. The Acting Chairman: Well, I think that brings me to the end of my questions, Robin, so unless you have any last thoughts, 'I forgot to say so-and-so', or you want to conclude with some closing remarks?

1580

Mr Bromley-Martin: I think probably, if I can just repeat that the Douglas thing is a straw man designed to engender some debate and a very different picture from what is in the Harbours Strategy. The Marina Project is alive and kicking and we are going to make it happen between the three of us, and I circulated you with the press release that we have put out today, because we suspected that we would get some questions. So from a local yachtsman, quite possibly one gentleman, a little local, and clearly we are going to be doing everything we can to persuade DOI to help us develop marine engineering facilities inside the harbour in Ramsey.

1585

The Acting Chairman: Thank you very much.

Well, on behalf of the Committee then, can I thank you for all your time this morning and can we wish you every success in your endeavours in Ramsey.

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Thank you again, sir.

Mr Bromley-Martin: Thank you.

The Committee adjourned its public hearing at 12.09 p.m.