



ILFRACOMBE HARBOUR

ENVIRONMENTAL MANAGEMENT PLAN

Version 1.1

Adopted by Harbour Board *11th August 2020*

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1.0 DOCUMENT CONTROL

This plan is subject to a biannual (2 Yearly) review and periodic amendment as required

Major changes will be issued as a new version with all minor amendments to that version annotated by a decimal point e.g. V2 will become V2.1, V2.2 etc.

Amendment proposals should be sent to the Harbour Master using the following means:

Email: harbourmaster@northdevon.gov.uk

Phone: 01271 862108

Post: Harbour Masters Office, The Quay, The Pier, Ilfracombe EX34 9EQ

1.1 RECORD OF REVIEW & AMENDMENTS

DATE	Review(R) Amendment(A)	Description of changes
August 2018	R	New Issue
August 2020	R & A	New format & Inclusion of 2.2 & 2.3
September 2020	A	Update of web links throughout
August 2022	R	None
August 2024	R	None

2.0 INTRODUCTION

North Devon Council is the Harbour Authority for Ilfracombe Harbour and as such has a duty to comply with all relevant National, European and International Environmental Legislation for both land and sea.

Namely but not limited to;

2.1 HARBOUR ACT 1964

Extract from Harbour Act 1964 Section 48A;

“Environmental duties of harbour authorities.

It shall be the duty of a harbour authority in formulating or considering any proposals relating to its functions under any enactment to have regard to –

- (a) the conservation of the natural beauty of the countryside and of flora, fauna and geological or physiographical features of special interest; “*

2.2 ENVIRONMENTAL PROTECTION ACT 1990

In its entirety. <https://www.legislation.gov.uk/ukpga/1990/43/contents>

2.3 THE NATURAL ENVIRONMENT & RURAL COMMUNITIES ACT 2006.

Extract from the Natural Environment & Rural Communities Act 2006;

“40. Duty to conserve biodiversity

(1) The public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.

(2) In complying with subsection (1), a Minister of the Crown or government department must in particular have regard to the United Nations Environmental Programme Convention on Biological Diversity of 1992.

(3) Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat.”

The Harbour Board are committed to ensuring that the needs of all harbour users are carefully assessed against the needs of the environment thus creating a balance between Commercial, Recreational and Environmental interests.

Ilfracombe Harbour is set within a Voluntary Marine Conservation Area and partly within an Area of Outstanding Natural Beauty and adjacent to a Marine Conservation Zone. Within its boundaries it has Grade 1 and Grade 2 Star listed buildings. It is adjacent to Sites of Special Scientific Interest and County Wildlife Sites and immediately adjacent to the Harbour is a site designated as a Scheduled Ancient Monument. Part of the Harbour footprint includes a section of the North Devon Heritage Coast and a Local Nature Reserve. All of these factors reflect the unique nature of the harbour, its long history and its place in the community. Some of these important designations are:

2.4 HILLSBOROUGH COUNTY WILDLIFE SITE

Hillsborough has been designated as a county wildlife site and area of outstanding natural beauty. Within Hillsborough there is also a regionally important geological site which has been afforded 'Ancient Monument' status.

2.5 CAPSTONE HILL

Capstone Hill has been designated as a potential county wildlife site due to the species present in the area.

2.6 HELE, SAMPSONS AND COMBE MARTIN BAYS GEOLOGICAL SSSI

The Hele, Sampsons and Combe Martin Bays geological SSSI has been designated as a geological site of special scientific interest for its middle Devonian Ilfracombe bedrock formations. The site is also comprised of a number of sandy bays and beaches.

In stating the above the Harbour Board has formulated the Environmental Management Plan as set out below

3.0 ENVIRONMENTAL MANAGEMENT PLAN

3.1 WASTE RECEPTION

Ifracombe holds an MCA compliant Waste Management Plan which gives comprehensive guidance on disposal of waste. There are well established systems for the landing of all leisure and commercial related waste including recycling and waste oil.

It is the responsibility of all harbour users to help keep the Harbour and its approaches free from litter and other forms of waste.

3.2 OIL & FUEL SPILLS

A number of commercial lobster, crab and whelk potters operate from the harbour alongside deep sea trawlers.

The shellfish catch is stored in keep-pots near the harbour entrance these are particularly vulnerable to contamination.

Oil and fuel can enter the water in a number of ways. The fuel and oil used by the majority of vessels entering the harbour is lighter than crude oil and although these lighter fuels do not have the catastrophic effect of smothering marine life, they are toxic to fish and many other water species. Prolonged exposure can affect reproduction, growth and feeding, even in low concentrations. These toxins can build up in the food chain and eventually find their way into us. As just one litre of oil can contaminate over one million litres of water, it is important to know what to do in the event of a spill.

3.2.1 SPECIAL NOTE ON DETERGENTS

Trying to disperse spilt oil and/or fuel by using detergents exacerbates the problem.

Detergents break down oil /fuel into smaller particles, which are then able to enter the water column and are more readily available to fish and aquatic life. They can strip the oils from gills making breathing difficult.

Detergents containing phosphates (such as washing-up liquids and laundry detergents) can lead to nutrient enrichment causing algal blooms and oxygen depletion, causing localised suffocation and death of aquatic life.

3.2.2 BEST PRACTICE

NEVER USE DETERGENTS TO DEAL WITH SPILLS. DETERGENTS MAY DISPERSE THE FUEL OR OIL BUT THEY CAN BE MORE TOXIC TO AQUATIC LIFE THAN THE OIL ITSELF

INSTALL AN INLINE BILGE FILTER TO CATCH OIL AND FUEL BEFORE IT GETS PUMPED OVER THE SIDE

CHECK YOUR BILGE BEFORE PUMPING AS OIL AND FUEL CAN LEAK FROM THE ENGINE AND GATHER IN THE BILGE

USE A DRIP TRAY UNDER THE ENGINE TO CATCH LEAKS (THIS IS A LEGAL REQUIREMENT ON MANY INLAND WATERWAYS)

USE A BILGE SOCK TO ABSORB OIL AND FUEL IN THE BILGES

USE A FUNNEL WHEN POURING FUEL OR OIL.

USE A FUEL COLLAR TO CATCH DRIPS WHEN REFUELLING

AVOID OVERFILLING YOUR TANK TO REDUCE THE RISK OF FUEL OVERFLOWING FROM VENTS

ALLOW ROOM FOR EXPANSION IN THE TANK

MAINTAIN FUEL LINES, CONNECTIONS AND SEALS TO HELP AVOID LEAKS

TRANSFER OIL AND FUEL IN PROPER CONTAINERS

DISPOSE OF WASTE OIL AT APPROPRIATE FACILITIES

DISPOSE OF OILY OR FUEL-SOAKED MATERIALS IN HAZARDOUS WASTE CONTAINERS

CARRY A SPILL KIT ON BOARD AND LEARN HOW TO USE IT

NEVER USE DETERGENTS TO DEAL WITH SPILLS. DETERGENTS MAY DISPERSE THE FUEL OR OIL BUT THEY CAN BE MORE TOXIC TO AQUATIC LIFE THAN THE OIL ITSELF

NEVER STORE OIL AND FUEL IN AREAS WHICH ARE PRONE TO FLOODING OR EXTREMES OF WIND

3.3 CLEANING AND MAINTENANCE

Be aware that when you clean your boat, your cleaning products could end up in the water.

Products used on boat hulls and decks often contain chlorine, ammonia, potassium hydroxide and solvents, all potentially harmful to the aquatic environment. Other products, such as degreasers, can dry the natural oils that fish need for their gills to function properly. Many cleaning products also contain chemicals which can disrupt the reproductive cycle of fish, invertebrates and amphibians.

Another common problem product is Triclosan (often marketed as Microban). This is added to a wide range of products, such as liquid soaps, shower gels, mouthwashes, toothpastes, antibacterial sprays and washing-up liquid. Triclosan compounds can affect the structure and function of algal communities, and can accumulate in organisms such as fish and crustaceans.

3.3.1 BEST PRACTICE

CONSIDER MORE ENVIRONMENTALLY SENSITIVE PRODUCTS, AVOIDING CHLORINE AND BLEACH WHERE POSSIBLE

WHEN CLEANING YOUR BOAT ON THE WATER IT IS RECOMMENDED THAT YOU USE FRESH WATER ONLY

MINIMISE THE USE OF SOAPS AND DETERGENTS USED IN ON-BOARD SINKS, SHOWERS, AND WASHING MACHINES

WAXING YOUR HULL KEEPS YOU FUEL EFFICIENT AND REDUCES THE NEED FOR CLEANING PRODUCTS OVER THE SEASON

3.3.1.1 USEFUL ADVICE AVAILABLE

The Green Directory to find greener boat cleaning products

https://www.eauc.org.uk/green_directory

3.4 ANTIFOULING

In 1987 the substance Tributyltin (TBT) was banned from use in antifouling products and was replaced with copper or zinc as the base product. These can accumulate in marine organisms and find their way up the food chain into marine wildlife.

Although the majority of copper enters the environment via antifouling leaching, concentrated amounts does however enter the marine environment during the removal of antifouling. Special care should be taken when considering the method of removal especially if using water blasting or mechanical scraping. These methods often form concentrated deposits of copper in the sediments surrounding the vessel.

3.4.1 BEST PRACTICE

PREVENT ANTIFOUL SCRAPINGS, DRIPS AND SPILLS FROM ENTERING THE WATER OR NEARBY DRAINS BY PLACING A TARPAULIN UNDER THE HULL.

DUST FROM SANDING PAINT AND ANTIFOULING COATINGS IS TOXIC. USE A DUSTLESS VACUUM SANDER.

IF YOU USE SCRUBBING PILES, ONLY SCRUB OFF THE FOULING AND NOT THE UNDERLYING PAINT – BE CAREFUL NOT TO LET OLD OR NEW PAINT ENTER THE WATER

TAKE ADVICE FROM YOUR CHANDLERY ON THE CORRECT TYPE OF ANTIFOUL FOR YOUR LOCATION AND USE, PREFERABLY WITH THE LOWEST LEVELS OF BIOCIDES AND COPPER SUITABLE FOR YOUR NEEDS.

USE WATER-BASED PAINTS WHERE POSSIBLE, OR LOW VOC (VOLATILE ORGANIC COMPOUNDS)

LOOK INTO USING LESS DAMAGING BOTTOM PAINTS, SUCH AS VINYL, SILICONE OR TEFLON OR ULTRASONIC TECHNOLOGIES

DISPOSE OF USED BRUSHES, ROLLERS AND TRAYS AND EMPTY ANTIFOUL CANS AS HAZARDOUS WASTE

3.5 INVASIVE NON-NATIVE SPECIES

An invasive non-native species is defined as any non-native animal or plant that has the ability to spread causing damage to the environment, the economy, our health and the way we live.

The harm caused by invasive non-native species on the natural environment is clear, but there is also an effect on the people living and working in the locality. An occurrence of a marine invasive non-native species threatens the livelihood of businesses in the marine sector as it can cause damage to infrastructure, stock and foul equipment.

Of particular concern to the UK boater is *Didemnum vexillum* or Carpet Sea Squirt sometimes known as 'Marine Vomit' due to its appearance! . As the name suggests, this animal can grow in carpet like layers. It can be found on hard structures such as pilings, moorings, ropes, chains, gravel sea beds and even ship hulls. It can even overgrow other organisms such as other sea squirt varieties, sponges, seaweeds and scallops, mussels and oysters. Where these colonies occur on the seabed, they can act as a barrier between fish and their food on the seabed.

Invasive non-native species often arrive in the ballast or bilge water of tankers and ships. But they can also hitch a ride on your boat's hull, propeller, anchor or chain and you could be unknowingly transporting them to another location.

3.5.1 BEST PRACTICE

WHEN LEAVING AN ANCHORAGE, WASH OFF BOTH THE ANCHOR AND CHAIN BEFORE STOWING

FOR BOATS KEPT IN THE WATER PERMANENTLY, HULL FOULING IS THE MAIN MEANS OF TRANSFER.


LIFT, SCRUB AND ANTIFOUL ANNUALLY.


AVOID SAILING THROUGH WATER PLANTS AND WEED IF POSSIBLE. IF CAUGHT UP ON THE HULL OR PROPELLER, INVASIVE SPECIES CAN BE TRANSFERRED TO ANOTHER AREA


WHEN RECOVERING A TRAILER, DINGHY, PWC OR RIB, DRAIN WATER FROM EVERY PART OF THE BOAT AND ALL EQUIPMENT THAT CAN HOLD WATER


CLEAN ALL PARTS OF THE BOAT, TRAILER AND EQUIPMENT THAT COME INTO CONTACT WITH THE WATER BEFORE LEAVING THE WATER CATCHMENT AREA. REMOVE ANY VISIBLE PLANT, FISH, ANIMAL MATTER AND MUD AND DISPOSE OF IN A DUSTBIN.


In order to maintain a litter and pollutant free environment and to protect wildlife everyone can help by following this simple guidance:


-  Always follow the 'Best Practice' advice above.

-  Do not throw anything over the side, even biodegradable rubbish can collect on the shoreline. Bottles, cans and plastics are especially dangerous to humans, birds and animals.

-  The disposal of plastics at sea is illegal. Birds and fish mistake small pieces of plastic for food and discarded fishing line, nets and ropes are particularly hazardous to birds, seals and dolphins. Plastic bags, ropes and sheeting can also become entangled in propellers and block cooling water intakes.

-  If you do accidentally spill oil or fuel, you must notify the Harbour Office on 07775 532606 immediately. For small spills driving your boat up and down over the site of the spill helps to break the spill.

-  All boat owners are requested to use shore side facilities as much as possible to reduce the input of sewage discharges into the sea.

-  Cleaning of boats hulls within the Harbour is strictly controlled to avoid any waste products from entering the environment. When carrying out cleaning and maintenance tasks a dust sheet must be laid and any waste properly disposed of.

5.1 FOR MORE INFORMATION ON MARINE ENVIRONMENT PROTECTION

RYA 'Green Blue': <https://thegreenblue.org.uk/you-your-boat/>

5.2 FOR INFORMATION ON MARINE WILDLIFE PROTECTION

The National Sea Watch Foundation: <https://www.seawatchfoundation.org.uk/>

North Devon Biosphere: <https://www.northdevonbiosphere.org.uk/foundation.html>

5.3 FOR MORE INFORMATION ON INVASIVE MARINE SPECIES

Fisheries: <https://www.fisheries.noaa.gov/insight/invasive-and-exotic-marine-species>