

YACHTING TRAFFIC

in

CHICHESTER HARBOUR

1976

INTRODUCTION

In continuation of the process of monitoring The GROWTH OF YACHTING TRAFFIC IN CHICHESTER HARBOUR (The Report on the period 1966 to 1974 having been published in 1975), the Federation arranged for traffic censuses to be taken and other statistics collected in 1976. As previously the census was organised by Mr. Martin Beale, Vice-Chairman of the Federation. The actual counting of movements at the various census points was undertaken by the members of the West Sussex Youth Sailing Centre, to whom the Federation is very grateful for their assistance. The Federation is also grateful to the Manager/Harbourmaster of Chichester Harbour Conservancy for his provision of information regarding the number of vessels and the number of moorings in the Harbour. This Report for 1976 has been prepared by Mr. Beale with the assistance of Mr. Nigel Pusinelli, the Hon. Secretary of the Federation.

In order to facilitate comparison with the censuses conducted at previous biennial intervals the information has been collected and this Report is presented in the same way as in the 1966 - 74 Report. The actual count of traffic and assessments of relative mobility (i.e. the percentage of the Total Fleet which is under way or anchored temporarily in the Harbour) were made on Sunday 15th August and on Saturday 21st August. As in the previous censuses these were two representative consecutive weekend days in the middle/latter half of August.

On Sunday 15th August (H.W. 1543) there were Mengeham Rythe SC Regatta, Open Meetings arranged by Chichester YC, Emsworth SC and Prinsted BC, and some other Clubs were having a programme of Club racing. The weather was warm and sunny with basically an east wind, cancelled in mid morning and then replaced by a south westerly sea breeze of up to force 3.

On Saturday 21st August (H.W. 0856) there were no special racing events, but Clubs were having some racing despite the early tide. The weather was bright and sunny with an easterly to N.E. wind force 2 to 3, but weakened in the afternoon due to thermal effect.

Information in regard to the size of the fleet of vessels resident in or visiting the Harbour is derived from 1976 statistics and is not related to these two particular days in August.

Chichester Harbour Yacht Fleet

Information from Chichester Harbour Conservancy as to the number of vessels resident in or around, or regularly visiting, the Harbour and thus paying annual Harbour Dues in 1976 gives a total of 6,555. Details of the vessels are kept on computer and analysis of most of the records gives the categorisation of the Fleet as follows:-

	<u>No.</u>	<u>%</u>
Vessels 3.0m - 5.2m	3,547	57
Vessels 5.2m - 6.3m	627	10
Vessels 6.3m - 7.4m	687	11
Vessels 7.4m - 8.5m	578	9½
Vessels 8.5m - 10.0m	453	7½
Vessels 10m - 12.0m	219	3½
Vessels 12.0m - 14.0m	53	1
Vessels 14.0m - 16.0m	19 )	
Vessels 16.0m - 18.0m	8 )	½
Vessels over 18.0m	5 )	
	<u>6,196</u>	

With the increasing effectiveness of the system for the collection of Harbour Dues this number should be more nearly approaching the actual size of the Fleet. It compares with a total figure of 6,454 in 1974, i.e. an increase of 101. In addition to these vessels exceeding 3m in overall length, 1782 vessels of under 3m have paid Harbour dues; these are mostly tenders to larger vessels, but they also include small dinghies which have no parent vessel.

The information collected in respect of Harbour Dues distinguishes the types of vessels and their keel details and from this the categories of vessels used in the actual traffic count should be able to be deduced, but unfortunately more than half the records have not been adequately completed and so percentage figures can only be given at this stage in respect of vessels whose records are complete; and while of value there may be hidden distortion, as dinghies in particular do not fill in the question about keel details but adjustment has been made for some of this. The composition of the fleet can also be estimated from the percentages of the various categories of yacht movements as counted at the various census points, this being the basis in the previous report.

Estimated Percentage Composition of the Fleet

	<u>1974</u>		<u>1976</u>	
		Harbour <u>Records</u>	Traffic <u>Count</u>	
Racing Dinghies	23 )		25½	
Sailing Dinghies	22 )	52	21	
Racing Keel-boats	5½	9	5½	
Sailing Cruisers	32	26½	31	
Motor Launches	11	8	11	
Motor Cruisers	6½	4½	6	

The size of the Harbour Fleet can also be assessed from the information in regard to moorings and parking spaces. The Conservancy has provided information as to the number of licensed marina berths and moorings. The Federation obtained information as to dinghy parking spaces ashore from Clubs and some of the yards and other operators of dinghy parks

Moorings and Parking Spaces

	<u>1974</u>	<u>1976</u>	
	<u>No.</u>	<u>No.</u>	<u>%</u>
Marina berths	1470	1690	25

The Marina berths in 1976 include 200 now licensed to Northney Marina and coming in to occupation towards the end of the year. Details of the moorings according to their categories are set out in Appendix A. The apparent increase in the number of moorings is mainly due to the Conservancy identifying and licensing a number of previously unauthorised and unrecorded private moorings. It is the Conservancy's present policy not to increase the number of licensed moorings.

The difference between the number of moorings/parking spaces and the number of vessels paying annual Harbour Dues may be accounted for by the following reasons: few of the Northney Marina berths were occupied in 1976, some owners of private moorings were not using them, there is some duplication where a yachtsman has both a mooring and a marina berth or a mooring and a parking space ashore for one vessel; and despite the endeavours of the staff of the Conservancy, there are still some vessels which escape the payment of dues. The size of the total fleet of vessels based on or frequently visiting the Harbour is thus probably of the order of 6,700.

It is of interest to compare the size of the Chichester Harbour Fleet with the number of vessels in the Solent. Following the 1973 Solent Sailing Conference, the Hampshire County Council undertook to monitor the number of vessels in the Solent by biennial 'Boat Counts'. The count in mid-summer 1976 gave the following numbers:

	<u>Vessels</u>	
	<u>No.</u>	<u>%</u>
<u>Mainland</u>		
Chichester	8678	33.3
Langstone	1736	6.7
Portsmouth	3044	11.7
East Solent Coastal	864	3.3
Hamble	2218	8.5
Southampton	3353	12.9
Lepe/Beaulieu	642	2.5
Lymington	1534	5.9
Keyhaven	462	1.8
	<u>22531</u>	<u>86.6</u>
<u>Isle of Wight</u>		
Bembridge/Osborne	1021	3.9
Cowes/Newport	1378	5.3
Gurnard/Yarmouth	1102	4.2
	<u>3501</u>	<u>13.4</u>
 Solent Total	 <u>26032</u>	

The Chichester figure is inflated due to the computer records in mid-year including a number of craft which paid dues in 1975, but which had left the Harbour without notification of departure and the records of which were only removed later in the year. It also includes the vessels under 3m, which if tenders may not have been counted in other 'Harbours'; if they are excluded the Chichester percentage would be 28½

Information derived from a survey of Trailed Craft conducted in conjunction with the Solent Boat Count is in Appendix B.

#### "Fleet Mobility"

Experience in previous censuses has indicated the difficulty of assessing the proportion of the resident fleet which goes afloat on any particular day, to give an indication of the extent to which the vessels moored and parked in and around the Harbour may be producing a traffic situation with, at times, congestion.

from outside the Harbour, if these are excluded the number of Club dinghies racing was 55½% of those which went afloat. These figures would seem to be fairly representative of the general pattern of a summer weekend, given a convenient tide and reasonable weather, that is about one quarter of the dinghy fleet may be afloat and of these only about one half will be racing. This proportion between racing and non-racing is borne out by the movement figures showing approximately an equal number of racing dinghies and sailing dinghies not racing.

The Conservancy Patrol Officer undertook a count of moorings occupied and moorings empty in mooring areas throughout the Harbour on Sunday 15th August. This showed that of 1358 moorings counted, 802 were occupied with the vessel not in use and 556 (41%) were vacant. A more restricted count in Bosham Channel and at Dell Quay on Saturday 21st August showed that of 583 moorings 426 were occupied and 157 (27%) were vacant.

Chichester Yacht Basin recorded that on Sunday 15th August 247 vessels (25% of those berthed there) came in through the lock and 171 went out. While on Saturday 21st August 189 vessels went out (19%), and 131 returned. This is the normal pattern of more vessels going out on Saturday than returning, as some spend the night at anchor elsewhere; and then for a larger number to return on the Sunday. These weekends were also typical of yacht movements in August.

Sailing Cruisers and Motor Cruisers sailing downstream past Cobnor Point between 1000 and 1700 on the two census days were 209 and 244, which when related to the 1830 marina and deep water berths above Cobnor would indicate a movement by 11½ - 13½ of the vessels.

The indications from these figures are that both among cruisers and dinghies only about one quarter of the fleet are in use at a weekend in the summer, but this proportion is higher than had been assessed in the previous studies. This was no doubt due to the exceptionally good weather in the summer of 1976 which encouraged more yachting, despite the economic climate militating against yachtsmen using their boats.

Traffic Patterns

Full details of the census counts at the 5 points on the two days, 15th and 21st August, are set out in Appendix C, with comments on the traffic patterns. These patterns follow the same routine as discussed in some detail in the 1966 - 74 Report. As in that Report it is convenient to record for comparison the total movements, while the totals of the daily counts are shown in Appendix D.

Total number of Downstream movements between 1030 and 1500 at Marker Point Sandy Point, Harbour Entrance and Cobnor Point on 2 days in August.

Year	RD	%	RK	%	SD	%	SC	%	ML	%	MC	%	TOTAL
1970	840	25	345	10	592	17	882	26	402	12	349	10	3410
1972	744	20½	155	4	892	25	1143	31½	323	9	355	10	3612
1974	711	23½	163	5½	599	20	1030	34	335	11	171	6	3009
1976	659	21½	180	6	753	24½	940	30½	348	11½	184	6	3064

Total number of movements at the 4 census points in both directions between 1000 and 1700 on both days in August.

Year	RD	%	RK	%	SD	%	SC	%	ML	%	MC	%	TOTAL
1970	2329	23½	771	8	2037	20½	2550	26	1160	11½	1042	10½	9889
1972	1878	21½	417	5	2269	26½	2379	27½	894	10½	770	9	8607
1974	1821	23	454	5½	1749	22	2590	32	903	11	530	6½	8047

## Traffic Density and Congestion

No special study was made of this factor in 1976. The Harbourmaster made an assessment that 'The traffic on both days was average for the time of year and conditions prevailing.' In earlier censuses it was noted that high saturation assessments of traffic density coincided with occasions when there were more than 50 movements in one direction during a half hour period, and a severe degree of congestion when there were 100 or more movements.

### Number of half-hourly periods during 2 days in August when there were more than 50, and 100 or more, movements in one direction

	<u>1970</u>		<u>1972</u>		<u>1974</u>		<u>1976</u>	
	<u>50+</u>	<u>100</u>	<u>50+</u>	<u>100</u>	<u>50+</u>	<u>100</u>	<u>50+</u>	<u>100</u>
Marker Point	1*	0	4	0	3	0	1	0
Sandy Point/Pilsey	41	11	29	8	25	0	33	12
Harbour Entrance	14	1	9	0	14	0	11	1
Cobnor Point	20	6	15	4	11	1	15	1
Copperas Point	-	-	1*	0	9	0	6	0
Totals	76	18	58	12	62	1	66	14
as % of no. of periods/directions	39	9	23	5	22	0	24	5

\* Only one day counted.

As a subsidiary study it was noted that in the half hour from 1630 to 1700 on Saturday, 21st August 119 vessels passed Cobnor Point going Upstream; of these 29 (24%) went into the Bosham Channel and 90 (76%) went into the Itchenor Channel. Thus one vessel entered the Itchenor Channel every 20 seconds.

## CONCLUSIONS

This 1976 census shows that there has been a small increase in the total of the Chichester Harbour Fleet, it being some 6,700 vessels (excluding those under 3m.) and that this is nearly a third of all the yachts based in the Solent, on both sides from Chichester to Hurst Castle. During the past 2 years there has been an increase of 200 in the number of Marina berths (at Northney), and of 225 in the number of licensed moorings; while the number of vessels kept ashore has remained unchanged at some 2,350. The composition of the fleet remains broadly unchanged; some 47% being dinghies, 36% being sailing cruisers and keel boats, and 17% being motor launches and cruisers.

Notwithstanding the economic situation it would seem that with the very fine weather in the summer of 1976 a higher percentage of yachts than in 1974 were in use on any one weekend day, but even so it was only 20 - 25% of the dinghies, of which about one half were racing, and some 15 - 20% of the cruisers. Although traffic densities remain high, particularly during the peak periods each day, the Chichester Harbour Conservancy's policy, which has the support of the Chichester Harbour Federation, of containing any increase in the size of the resident fleet has ensured during the past few years that severe congestion only rarely occurs, but that the amenity of sailing, whether cruising or racing, in Chichester Harbour has been preserved. With it being enjoyed during a summer weekend by well over a thousand yachts and at least two or three times that number of people afloat.

MOORINGS IN CHICHESTER HARBOUR

In accordance with the provisions of the Chichester Harbour Conservancy Act, 1971, it is an offence to lay down or use any mooring not provided by, or licensed by, the Conservancy. Moorings are provided or licensed under 3 systems:-

- 1) Conservancy Moorings: where the Conservancy provides the complete mooring on harbour bed owned or leased by it. The Conservancy makes an appropriate charge on an annual or short term basis for the use of these moorings.
- 2) Mooring sites on Conservancy controlled land: The Conservancy grants licences to individuals and to groups, Clubs and commercial organisations permitting them to lay down and maintain moorings on designated sites in the Harbour on harbour bed which is either owned freehold by the Conservancy or leased by the Conservancy from the freeholder.
- 3) Mooring sites on Privately owned land: The Conservancy grants licences to the owner or lessee of a part of the harbour bed to lay down and maintain moorings on designated sites on that land.

Mooring sites, and thus the moorings on them, are firstly categorised according to the charted depth of the water at the centre point of the Mooring:

- Category A: charted depth of 0.5m or deeper;  
 B: charted depth of between 0.5m and 'dries 1m'  
 C: charted depth of between 'dries 1m' and 'dries 2.5m'  
 D: Charted depth of 'dries 2.5m' and shallower.

Within each category Mooring sites are classified according to the maximum authorised length of the vessel permitted according to the terms of the licence to use the mooring:

Class 1 18m; Class 2 14m; Class 3 9m; Class 4 6m.

Theoretically there can be any combination of category and class from A1 to D4, but in practice the deeper moorings exclude the shortest vessels and few of the shallower mooring sites are used by the longer vessels. A mooring having been hired or a site licensed, the Conservancy is not concerned if a vessel in a shorter class is actually moored thereto.

The number of licensed moorings in Chichester Harbour in 1976 was as follows:-

Location	A1	A2	A3	A4	B2	B3	B4	C2	C3	C4	D2	D3	D4	Total
<u>Conservancy Moorings:</u>														
Dell Quay									9					9
Chichester			23		2	29								54
Itchenor	6	58	70			45	44							223
(Conservancy)		5	2											7
Bosham	1	13	12											26
Nutbourne			12											12
Emsworth	1	3	4			36			47	31				122
(Piles)	12	60												72
Sweare Deep	2		2											4
Rythes						1			22					23
Langstone									17					17

SURVEY OF TRAILED CRAFT

As part of the Solent Boat Count in 1976, a survey was undertaken of craft trailed to and launched into the Solent from launching sites available to the public. In all 24 sites were surveyed on Sunday 25th July and Saturday 31st July. Only 2 of these sites were in Chichester Harbour, being at the Ship Inn adjacent to Langstone Bridge and at South Street Emsworth. The number of craft which were trailed to the site (i.e. excluding those parked in the vicinity) and launched were: Langstone 9 on 25th and 5 on 31st; Emsworth 20 on 25th (this was the day of the Emsworth Slipper SC Regatta and most of these dinghies had arrived for it) and 3 on 31st. Of these 37 craft 15 were surveyed in some detail:

12 were sailing dinghies and 3 motor boats; 7 lived within 5 miles and 8 further afield; 7 were visiting the site for the first time (mostly those for the ESSC Regatta); 14 had trailed for their own convenience to attend the Regatta, because they preferred to keep their craft at home, or being on holiday, while only 1 did so because there was not local mooring.

This is perhaps too small a sample to exemplify the extent of the pressure on the Harbour by craft trailed to a public launching site from afar, and in any case it is distorted by the ESSC Regatta traffic. The indications from these figures, and indeed this was the pattern throughout the Solent area, were that the public launching sites were not under pressure and the number of craft launched through them was small compared to the number of resident craft.