

Introduction

Following a review of the condition of cranes located at outlying harbours, the cost for refurbishing existing cranes has doubled based on what was previously quoted.

Given the new cost was more than had been budgeted for, a feasibility study needed to be conducted to establish how the cranes were being used i.e. who uses them, how often they are used and what they are used for.

The results of the study would allow Ports of Jersey to make a judgement of whether additional funds ought to be invested in purchasing new cranes, refurbishing existing cranes, or if cranes are required at all at certain bays.

Gathering user opinions

In April 2016 Jersey boat owners were asked to complete an online survey via boat owner associations to ascertain how the cranes were being used and if alternative options were feasible.

Breakdown of respondents

Rozel:	12% (16)	St Aubin:	12% (15)	Bouley Bay:	11% (14)
Bonne Nuit:	11% (14)	Gorey:	36% (46)	St Helier:	9% (11)
Paper copies:	9% (12)				

Complete responses: 128

Out of a potential total response of approximately 385, this makes a response rate of 33%.

Findings

St Aubin

- 90% of members use the crane for boat lifting, the remainder use it for lifting gear
- Nearly 90% of members use the lift annually
- Nearly 90% would be happy to use a mobile crane for this purpose
- Only 14% of members would need to lift between 5.1 – 10 tonnes.

Rozel

- Nearly three quarters use the crane for boat lifting, the remainder use it for lifting gear
- Half of members used the crane annually and nearly a third quarterly
- Two thirds would be happy use a mobile crane
- No members had requirements to lift more than five tonnes.

Bonne Nuit

- 85% of members use the crane for boat lifting, the remainder use it for lifting gear
- Over half of members used the crane quarterly while over a third use the crane annually
- Over half would be happy use a mobile crane, the remainder of members were equally split between using the slipway or having a crane
- No members had requirements to lift more than five tonnes.

Gorey

- 90% of members use the crane for boat lifting, the remainder use it for lifting both boats and gear
- Over half of members used the crane quarterly while over a third use the crane annually
- Nearly half of members believed a permanent crane was the only solution, while over a third believed they could use an occasional mobile crane
- Over three quarters of members would need to lift up to five tonnes, on 3% would need to lift more than 10 tonnes

Bouley Bay

- Over three quarters of members use the crane for boat lifting, the remainder use it for lifting gear
- Members used the crane regularly throughout the year; 25% daily, 31% weekly, 19% monthly and quarterly, 6% annually.
- Over two thirds of members would be happy to use a mobile crane, a quarter believed a crane was the only option
- 91% of members only required lifting of up to 1.5 tonnes.

St Helier

- Nearly three quarters of members use the crane for boat lifting, the remainder use it for lifting gear and for work
- The majority of members used the crane daily, monthly and annually
- A third of members were happy to use vehicles via the slipway, over half selected 'Other' but gave no reference to what they would want
- 91% of members only required lifting of up to 1.5 tonnes.

Paper copies of surveys received

- Nearly three quarters of members use the crane for boat lifting, the remainder use it for lifting boats and gear
- Nearly half of those that completed the survey used the crane weekly, the remainder was an equal split between daily, quarterly and annually
- 80% of respondents were equally split between using the slipway or other option, 20% would be happy to use an occasional mobile crane
- Over 80% of members only required lifting of less than 5 tonnes.

Recommendations

According to those who completed the survey Rozel, Bonne Nuit, Bouley Bay and St Helier harbours do not require a crane capable of lifting more than 5.1 tonnes.

According to feedback received Gorey would require a crane capable of lifting more than 10 tonnes.

Next Steps

Ports of Jersey is currently engaging with experts to ensure that any modifications to the existing lifting facilities are future proofed and satisfy requirements. This will also include the relationship between the issue of 'snatch loadings' and the safe working load requirement. The results of this investigation will determine the costings involved, when looking into a replacement crane, for Rozel.

Before any modifications or works take place, Ports of Jersey will need reassurance from the Boat Owners Associations and individuals, that all insurance and training requirements will be met.

Ports of Jersey would also like to engage with the Boat Owners Associations and those individuals whom plan on using one of the lifting facilities, to discuss the future viability and ongoing maintenance costs involved, inclusive of the requirement for future electrical metering and charging.



Limitations of the report

Potential response rate was approximately 385 from boat association members. 128 were received making a response rate of 33%. Therefore only one third of members provided their opinion on the future of cranes in outlying harbours.

It should be noted respondents did not complete all questions asked in the survey. Therefore, there are variances in the number of responses received on some of the questions compared to the overall total amount of surveys received.

While taking the variance of responses into consideration, the following formula was used to provide accurate percentage figures for each individual question:

(Number of responses ÷ total of responses) x 100