**APPENDIX B**

*Damage inspection*

# *Saltash Town Council / Jubilee Pontoon*

*for Woodgate & Clark*

*Your ref: 9476808A*

*Surveyor: Pete Crispin*

*Date of inspection: 15 January 2025*

*Date of report: 21 January 2025*

*Inspection location: Jubilee Pontoon, Jubilee Green, Saltash, Cornwall, PL12 6JD*

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# *'Jubilee Pontoon'*

## Contents

## Introduction

Instructions were received from Jane Gambell-Pogson of Woodgate & Clark on 30 December 2024 to investigate a claim made by the insured, Saltash Town Council, for storm damage to the Jubilee Pontoon.

The pontoon has the following specification, as found on the day and supplied by the insured:

| | |
|---|---|
| Builder / model: | Docking Solutions Ltd (no longer trading) |
| Arrangement: | Two main pontoons in a T-shape, with two finger pontoons on each side |
| Walkway pontoon: | 30m x 3m x 1.2m |
| Waterfront pontoon: | 20m x 4m x 1.2m |
| Date built: | c. 2003 |
| Capacity: | 10 x permanent berths and 1x emergency |
| Construction: | Steel floats with galvanised frame and composite decking / galvanised brow with timber decking |
| Sum insured: | H&M: £250,000 / Excess: £500 |

## Inspection limitations

1. The pontoon arrangement was seen afloat. Some of the damaged areas were accessible but it could not be confirmed that all were.
2. The insured's staff attended to give access and assistance if needed. The insured's preferred repairer was contacted.
3. No part of the pontoon was dismantled, no bolts or screws were removed for inspection and no linings or ballast were removed. No invasive inspections were carried out.
4. Although inspected using best professional practice, it is possible that there may be additional faults to those that were found.

## Key people

Ian Bovis: Service Delivery Manager, Saltash Town Council. Referred to as the *insured* in this report.

Graham Chapman: Project Manager at Underhill Engineering (UK) Ltd. Referred to as the *repairer* in this report.

## 1. Background and incident

1.1 The insured claims that the pontoon was damaged in Storm Darragh on 6 / 7 December 2024.

1.2 The repairer attended an issued a Storm Damage Survey Report, Appendix I, on 30 December 2024.

1.3 The insured manages and maintains the Jubilee Pontoon which is on the River Tamar.

## 2 Inspection and damage

2.1 At the inspection, the following was found:

- The pontoon arrangement is accessed using a galvanised steel brow from the shore. The gate to it had been closed off to the public because of the damage.
- The brow extends over and in parallel with one of two main pontoons and has two, small finger pontoons on each side. This is referred to as the walkway pontoon in this report. The other main pontoon section runs at 90 degrees to the brow and pontoon below, creating a T shape. This is referred to as the waterfront pontoon.

2.2 The following damage was noted:

- The damage starts where the two main pontoon sections join, which is at the end of the brow. The decking boards have been removed since the repairers report, giving better access to the connections, supports and floats.
- On the walkway pontoon, five angled deck board supports, made from galvanised steel have become detached from the frame structure.
- Welded brackets attached to the floats beneath have snapped. There is some localised corrosion to the floats which may have contributed.
- Where these brackets are attached to the frame structure, the frames were found to have snapped in two locations.
- The connections between the two pontoons have sheared. It was noted that nuts and bolts were severely corroded in these locations. One bolt has clearly been moving and has ovalled its opening.
- The side sections from the walkway pontoon are damaged where they meet the waterfront pontoon section. Boards are out of alignment which indicates possible twisting.
- The repairers report states finding damage between the walkway and finger pontoons, but this was not immediately visible at the inspection. It is difficult to confirm with the deck boards in place but it is possible that there is some damage.
- On the waterfront pontoon section, that forming the top of the T, the longitudinal and transverse boards have risen where it meets the other main pontoon and again, further along on the left-hand side over a length of around 1m. The timber boards mounted as fendering have also been damaged. This also indicates potential twisting to the frame beneath.

2.3 The following non-incident related issues were found:

- The floats, which support the pontoon arrangement are showing signs of fouling at the waterline and below. It was also noted at a previous visit that raw sewage can gather in this area.

- Areas of the floats are showing signs of corrosion.
- The four piles, used to hold the pontoon arrangement in position and to allow it to move with the tide, are corroded.
- The roller arrangement that allows the brow to move on the pontoon has worn.
- On the finger pontoon for berth 2, the timber fendering has broken.
- Water is held on top of the brow pontoon. It appears to have no drainage in this location which means that there is a greater chance of corrosion developing.

## 3 Cause

3.1 There is damage caused to the pontoons that is a result of the storm. However, there are maintenance issues that need to be adressed and require the pontoon to be docked.

## 4 Maintenance

4.1 Maintenance records were requested:

- The last ultrasonic thickness test of the floats was carried out in June 2015 by divers. This means the pontoon was not removed from the water. Their report states an assumed original thickness of 8mm with findings showing this had thinned to 6.0mm and below in the majority of areas. Appendices II / III.
- The repairer was providing annual in-water condition reports, but the last appears to have been done on 21 January 2021. Appendix IV.
- The repairer was contacted. He confirmed that the pontoon was last out of the water for maintenance in 2017. He agreed that it was overdue lifting for maintenance purposes.
- A steel commercial vessel operated to Class, would have to be removed from the water twice in every five year period for inspection and maintenance. This is good practice. Depending on vessel type, steel leisure vessels are advised to be lifted every 3 to 5 years. This pontoon has been in the water for 7 to 8 years.

## 5 Costs

5.1 The repairer has provided a cost for preparation and docking only of £26,450. See Appendix V. No repairs have been included. Docking is necessary for the maintenance works and to assess the damage.

5.2 The welding works necessary could not be done in the water. Further, removing the deck boards with the pontoon in position to establish the extent of the damage is not considered safe practice due to the fast tidal waters on the Tamar.

5.3 It is recommended that the cost for docking is for the insureds account. Following the scope of works given in Appendix V, an assessment of incident related damage and the repair costs can be given.

## 6 Conclusion

The pontoon has been damaged in the storm but no repair estimate has been provided. It needs to be lifted and assessed to determine the works needed. However, the pontoon is well overdue docking for maintenance. Because of this, the preparatory, towing and inspection cost of £26,450 is advised as being for the insureds account.

A second inspection may be necessary when the damage is accessible.

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## Pictures


Entrance to Jubilee Pontoon


Brow to pontoon

Damage at end of walkway pontoon

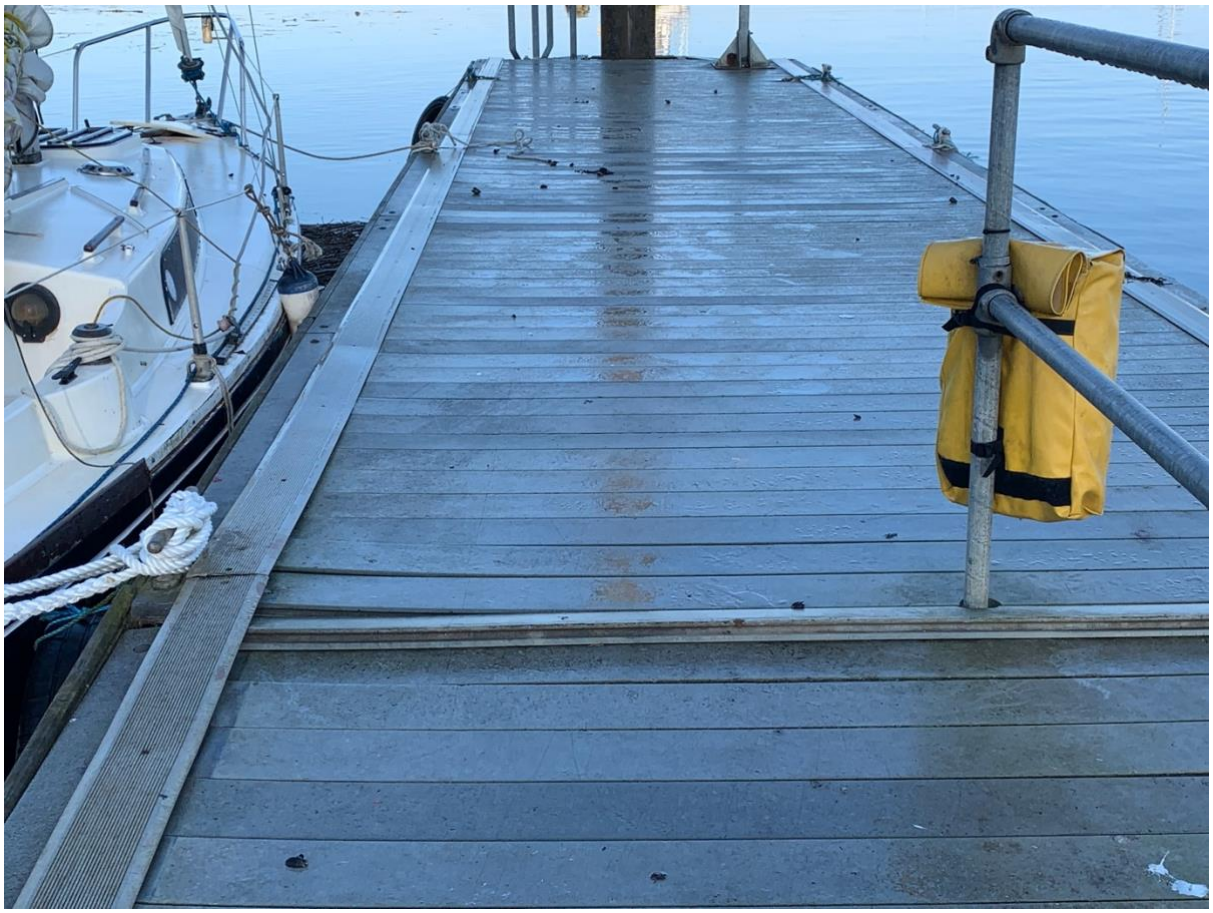
Damage at end of walkway pontoon

Corroded bolts on waterside pontoon join

Broken side section on walkway pontoon

Broken float frame on walkway pontoon.  Note the corrosion

Broken side section on the other side of the pontoon.



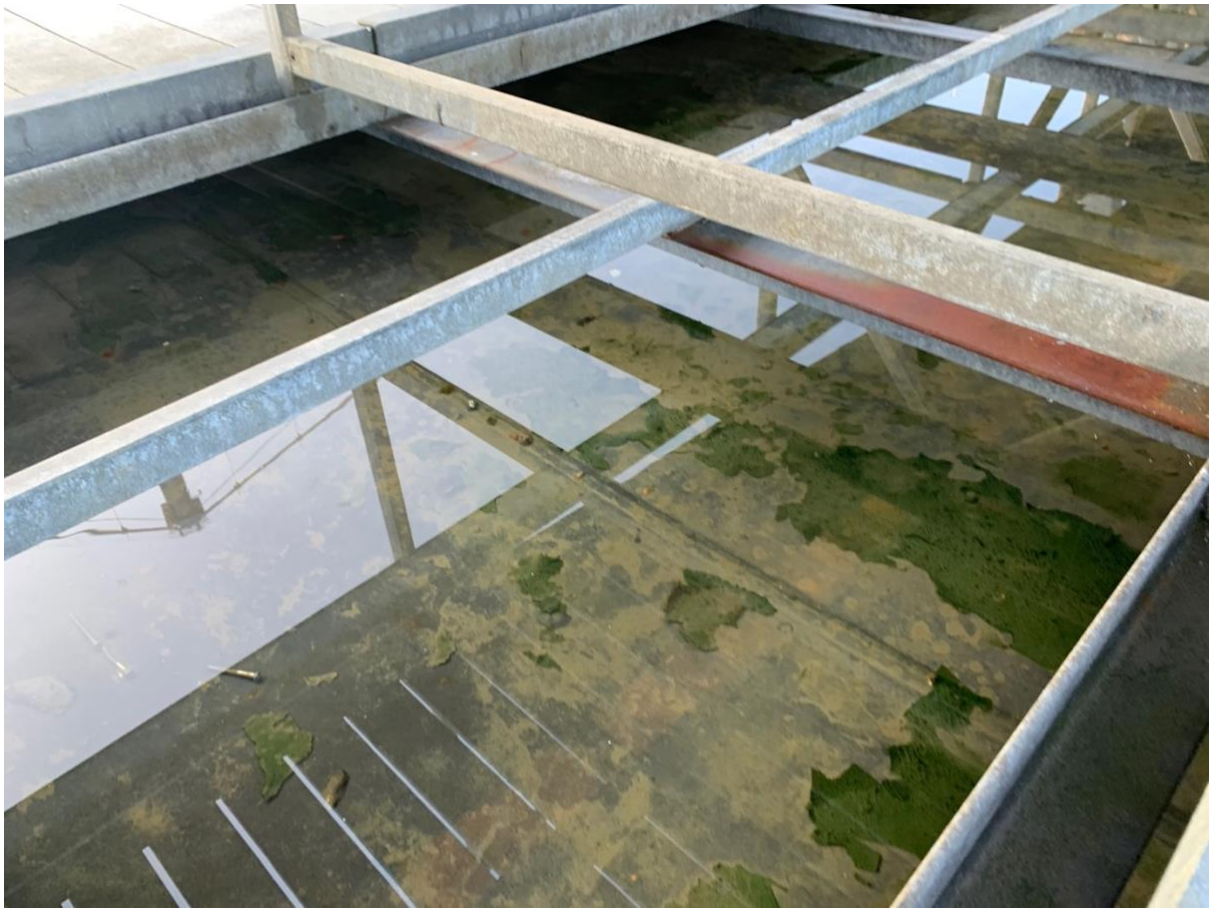
Boards raised, indicating twist, on waterside pontoon

Finger pontoon links look unaffected but should be checked

Brow roller

Pad needs securing

Pad needs replacing



Water in top of walkway pontoon

Walkway pontoon fouling

Pile corrosion

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