



**Scottish Rural  
Development  
Programme**



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## **RAASAY DEVELOPMENT TRUST**

## **PROPOSED PONTOON DEVELOPMENT**



## **REPORT ON FEASIBILITY STUDY**

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**RAASAY DEVELOPMENT TRUST**  
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## **1. Introduction**

The Raasay community have proposed the installation of a pontoon facility to encourage visiting yachts and to provide berthing for local boats.

The recent surge in popularity of sailing holidays on the West Coast and the Western Isles has brought increasing numbers of yachts to the area. Raasay would benefit from increased economic activity and improved berthing facilities for local residents with the establishment of a pontoon installation of suitable size, providing easy access to the shore and sheltered overnight berthing.

The community, through the Raasay Development Trust, commissioned a study to assess the feasibility of a pontoon development in the vicinity of the new pier at Clachan on Raasay, considering siting, layout, access, likely demand, management, projected income and expenditure, and economic benefit to the community.

This report presents the findings of the study.

## 2. Background

There has been a dramatic increase in recent years in the number of cruising yachts visiting the West Coast of Scotland and the Western Isles. This increase has been reflected in a corresponding expansion in both the number of pontoon berthing facilities, and in the size of existing facilities, with a substantial reduction in the distances between suitable destinations.

Experience has shown that the increase in the number of facilities and their closer proximity has not led to any displacement between locations. On the contrary, the shorter distances between overnight stays has increased the attractiveness of cruising on the West Coast, particularly for family parties.

In parallel with this development, there has been steady growth in the number of cruise ships visiting the West Coast of Scotland, and taking advantage of the choice of destinations with good landing berths for their tender vessels.

The island of Raasay already attracts a small number of cruising yachts over the summer months, and many islanders have their own boats for leisure and small scale creel fishing. The community on Raasay is keen to encourage greater numbers of visiting leisure and commercial craft, and to provide better, more convenient, berthing for islanders' own vessels.

A pontoon facility would be essential to provide the safe berthing and easy access that are necessary both to attract more visitors and to properly accommodate local boats. Pontoons are also ideal for training in dinghy sailing and kayaking, and are known to encourage an increase in holidaymakers with their own trailer-mounted leisure boats.

Raasay has many attractions for visitors, with great scenic beauty, a peaceful island atmosphere, a network of footpaths, varied geology and wildlife, and fine visitor attractions in the superbly upgraded Raasay House, the historic iron ore mine, and the inspiring ‘Calum’s Road’, built single-handedly by a local crofter.

Raasay Development Trust are enthusiastic about the opportunities to capitalise on the attractions of Raasay, the potential for increasing visitor numbers, and the resulting scope for economic development.

### 3. Existing Facilities

The new pier at Clachan is a substantial, well-built, solid pier providing shelter at the operating slipway and overnight berth for the lifeline car ferry mv Hallaig, operated by CalMac between Raasay and Skye. The pier and slipway are owned by the Highland Council and operated by their Highland Harbours team.

The pier sits in Churchton Bay and provides a degree of shelter in the area between the pier itself and the peninsula Aird Ghiuthais and Eilean Aird nan Gobhar to the west. In this area are four public moorings, also operated by the Highland Council.

The new pier, outside the ferry slipway, can accommodate vessels up to 30 metres in length and with a draft of up to 4 metres. The pier has good pierhead facilities including parking and turning areas, public waiting room, fresh water and toilets.

Inland to the north and behind the new pier are a number of old slipways, and piers, mainly of stone construction, that dry out at low tides. In the area around these structures, a range of small, local boats are drawn up on the shore for storage or maintenance. A few local boats lie at anchor in the bay in the vicinity of the public moorings.

Prior to the construction of the new pier at Clachan, the ferry operated from the pier at Suisnish, around 3km south of Clachan. Although the old ticket office and waiting room at Suisnish remain in good condition, the pier is in a dilapidated state and is currently unusable. The slipway, although serviceable, is very exposed to southerly and south-westerly winds and wave action.

A number of other old jetties, piers and slipways exist at other sites around the island, notably at Suisnish and Arnish. These structures are in poor or unusable condition.

#### **4. Consultations**

During a visit to Raasay to meet the client and examine the site, a number of local stakeholders were interviewed, and their views sought on the proposed facility. Consultees included the local shop owner, the proprietors and managers of Raasay House, local boat owners, local residents and the skipper of the CalMac ferry.

Other consultations have been undertaken with local fishermen and cruise boat operators, the Portree & Raasay Harbour Master, the Highland Council Harbours Manager, RNLI and local businesses on Skye.

There has also been extensive consultation and correspondence with CalMac on the location and layout of the pontoon proposals, to ensure the ferry service is not adversely affected at any time, either by the pontoons and moored vessels, or by any vessels leaving the pontoons and straying into the path of the ferry.

A full list of consultees is included in the Appendices.



## 5. Case Studies

As part of the study remit case studies were requested of other small community-owned pontoon facilities on the West Coast.

Three examples were selected and details are provided below.

### 5.1 Plockton

The commissioning client was Plockton Moorings Association, and, with funding from Skye & Lochalsh Enterprise, Highland Council and local contributors, the project was completed in May 2006, at an overall cost of £250,000.

The pontoon layout comprises a straight leg of spine units, 40 metres in length, with no finger piers, secured in place by chain and anchor moorings.

Water depth at the berths varies at lowest tide between 0.7 and 1.5 metres.

An attractive stone-faced, curved walkway carries the approach and the shore abutment of the access bridge.

The pontoons, moorings and bridge were designed, supplied and installed by Varis Engineering. The on-shore civil works in the approach, handrails, abutment, and various minor public realm improvements were constructed by Kishorn Construction Ltd.

Consents were obtained without difficulty, with all public authorities proving helpful and constructive. The facility is now operated by Plockton Harbour Community Interest Company, who report that the facility has worked very well. Although a little exposed, and having had several severe weather tests, the pontoons have survived well with no substantial maintenance costs as yet. It is expected that mooring risers will require replacement soon.

Swing moorings have been added, in deeper water, allowing larger yachts to lie at the moorings, and leave their tenders at the pontoons.

There are no services available at the pontoons.

Plockton CIC report that the pontoon finances are quite sound, and the facility makes a small annual profit. Turnover in 2012/13 was £42,000, including the installation of visitor moorings at £13,000, for which a grant was received.

## 5.2 Lochaline

The commissioning client was Morvern Community Development Company (MCDC), and the facility was completed in July 2011 at an overall cost of around £600,000. There are 24 dedicated berths, all at finger piers, all supplied with power and water. Depth at the berths is 3.5 to 4.0m at lowest tide. The pontoons are operated by Morvern Community Trading Company, a subsidiary of MCDC.

The pontoons are secured in place by chain and anchor moorings, and remain afloat at all states of the tide. The whole system is inspected annually, and the Trading Company adds profits to a fund to cover the cost of replacement of mooring chains in the future.

The pontoons are supported by well-appointed, high quality toilets and showers, and offer to visiting yacht crews an adjacent hotel and restaurant, and local shop, both of which have enjoyed a large increase in turnover over the sailing season (April to September).

There are only five local vessels use the berths, but there is heavy demand from visiting yachts.

The community obtained the services of a Project Officer to drive the layout planning, funding and consents. The project was funded by HIE, Sail West and Leader, and has been ‘a huge benefit to the local community’.

The facility is often used as a model of a successful local community scheme, with income exceeding expenditure by a healthy margin. Turnover in 2014 was £54,500.

The pontoons and moorings were designed, supplied and installed by Varis Engineering. The onshore civil works and the toilet/shower building were constructed by Anderson Construction Group.

### 5.3 Lochmaddy

The facility at Lochmaddy was conceived and developed by local community group Comann na Mara, in conjunction with Gael Force, the pontoon suppliers, and the Crown Estate, who funded the project at an overall cost of £400,000.

26 berths are provided at spine and finger units, with a long approach pontoon spine which can accommodate small tenders. The yacht berths are at the southern side of the facility, where deeper water is available. The pontoons are approached by a double bridge arrangement, and are afloat at all states of the tide. They are secured in position by a system of chain and anchor moorings.

The facility is operated by Comann na Mara, who are paying back the investment to the Crown Estate from income from berthing dues. The pontoons were only completed towards the end of summer 2014, and no figures for turnover are available. However, there are reports of enthusiastic interest in the facility initially.

Comparison Table			
Location	Plockton	Lochaline	Lochmaddy
Number of Berths	8/16	24	26
Completion Date	2006	2011	2014
Project Cost	£250,000	£600,000	£400,000
Type of Berths	Spine only	Finger piers	Spine/fingers
Water depth at Berths	0.7 to 1.5m	3.5 to 4.0m	1.0 to 3.0m
Operational Months	April - Sept	April - Sept	April – Sept
Mooring System	Chain & Anchor	Chain & Anchor	Chain & Anchor
Services	None	Power and water	Power and water
Funders	HIE, THC, local	Sail West, HIE, Leader	Crown Estate
Turnover	£29k	£54.5k	No data yet
Mix of visitors/locals	75/25	80/20	80/20
Toilets available	Yes	Yes	Yes
Assessed economic benefit	‘Noticeable benefit to community’	‘Huge benefit to shop and hotel’	‘Too early to comment’

## 6. Mooring System

The pontoons may be secured in position by a number of means: -

- Steel cantilever piles driven or socketed into the seabed, and equipped against corrosion with cathodic protection – this system has a very high capital cost (perhaps around £450,000), but carries no maintenance burden.

Due to the agreement with CalMac for a mooring system that will assist in stopping the ferry in an emergency loss of power, piles cannot be considered here.

- Steel chain and anchor moorings – It is normal to use 22mm chain for pontoon mooring lines, and experience at other locations shows that the upper half of these chains requires replacing every 7 years or so, as a proportion of the links over this length will have lost around half their diameter through corrosion and wear. The cost of this operation is estimated at around £25,000, which equates to £3,500 per year that requires to be accumulated from income to cover the cost at year 7.

Use of 32mm chain, requiring large floats at the pontoons, can extend the time to replacement to 15 to 20 years. The replacement cost is estimated at £35,000, which provides a reduced annual ‘put-aside’ requirement of around £2,000.

- The use of nylon mooring lines with anchors is becoming increasingly popular, as it is possible to avoid any replacement costs during the 25 year design life, providing all shackles and swivels are of stainless steel.

As the nylon lines must be tensioned to keep the pontoons in place throughout the tidal range, and, with neutral buoyancy, will not sag to a catenary form, each line requires to be equipped with a heavy ‘angel’ weight around 4 metres from

its connection to the pontoons, to keep the line down sufficiently to maintain alongside depth.

Similarly the lack of any catenary means that, at the anchor, there is a substantial vertical component to the line pull at high water. Drag embedment anchors cannot retain their integrity in these conditions, and the anchors, for nylon lines, must be heavy concrete blocks.

To prevent chaffing wear, the vulnerable lengths of nylon lines require to be sheathed with polyethylene pipe.

If maintenance costs are to be minimised, nylon lines with concrete anchors might be considered. However, recent experience has highlighted difficulties in maintaining line tensions and the need for regular checking and maintenance of mooring lines.

The agreement with CalMac to design the mooring system as an emergency 'brake' in case of loss of the ferry's power on approach to the slipway (see Section 7) leads to the selection of 32mm mooring chains as the best balance of strength, robustness and maintenance costs.

## 7. Proposed Layout

As the purpose of the proposed pontoon facility is to provide easy-access berthing for local vessels and visiting yachts, and to provide some economic benefit to the Raasay community, there need to be sufficient berths to accommodate projected demand during the months of April to September. The berths require sufficient depth for the target vessels, and the whole facility must leave adequate manoeuvring space for the lifeline ferry.

After protracted consultation with the ferry operator CalMac, and with the local community, a layout has been developed that satisfies all parties. The arrangement provides 8 dedicated yacht berths at finger piers with water depth at lowest tide varying from 1.8m to 2.5m; a further 4 alongside yacht berths, with water depth varying from 1.3m to 1.9m; and 9 alongside berths for local vessels, with water depth from 0.4m to 1.5m. These shallower berths can accommodate additional small boats by rafting should demand require it. The proposed layout, with finger piers on one side of the outer end of a straight walkway spine running east to west, is shown on drawing no. 1758-106 in the Appendices.

The deeper, outer berths can accommodate 8 to 12m yachts in any tidal conditions, and, during neap tides, yachts with up to 3.5m draft, (15m length and over).

The pontoons would be secured in place by a heavy chain and anchor mooring system.

During the winter months (October to march), the finger piers on the outer, south side of the walkway spine would be removed and stored securely on land.

In addition, the mooring system would be equipped with close-centred over-weight anchors on the south side, and the walkway spine units and their connections would be particularly robust in design. The purpose of these measures is to allow the pontoons, in an emergency loss of power by the ferry, to act as a drag-brake, the anchors dragging over a distance of up to 3 metres and bringing the ferry to a halt before it runs aground.

These features were developed during a risk assessment which identified a small risk of power loss in bad weather on approach to the slipway at Raasay.

The measures are intended to minimise damage to pontoons, ferry and moored vessels, should such an event occur, even though the likelihood is very small. Some careful design is required to ensure the system works as intended.

Access to the pontoons is gained by two bridges, as the shore slope is shallow, and a single bridge would be excessively cumbersome and costly. The pontoons should remain afloat at all states of the tide, placing the inner end around 45 metres from the perimeter wall, adjacent to the car parking area. A footpath follows the wall past the end of the parking area, where an opening is formed for pedestrian access. A locked gate is considered unnecessary at this location, and access is open to the public.

The pontoons are equipped with bollards providing electricity, water, and low level lighting of the main walkway spine. Wifi will also be provided, as it is now expected at all modern pontoon facilities.

The outer end of the pontoons will be marked by a navigation light on a pole, and life-rings with heaving lines and emergency escape ladders will be provided at the appropriate points.

Experience at other pontoon facilities has shown that destinations with toilets, showers and laundry available nearby are more attractive for visiting yachts. Income from these facilities of £4,000 or more has been generated where they are provided.

Further income can be produced, with the surge in interest in campervan holidays, by providing campervan hookups, with power connections at three or four stances and nearby toilets and showers. A new facility in Harris with 4 hookups is already generating an income of £10,000/year.



In the estimate of Cost in Section 8, project cost estimates are provided for the pontoon system alone (Option 1), and with the addition of a facilities building and three campervan stances with electrical hookups (Option 2).

In Section 10, income and expenditure figures show a substantial increase in annual profit where these additional features are provided.

## 8. Estimate of Cost

### 8.1 Pontoons Alone (Option 1)

The cost of the proposed layout with pontoons alone is estimated as follows: -

	£
Consents	15,000
Design, drawings and specification	8,000
Contract documents and tendering	6,000
Pontoon spine walkway	92,200
Pontoon finger piers	20,000
Mooring system	90,000
Access bridges	65,000
Support pier	12,000
Shore abutment	5,000
Walkway	8,000
Services	20,000
Traffic lights	13,000
Power and water connections	20,000
Ladders, life-rings etc	2,000
Navigation light	1,000
Securing points for over-wintering fingers	1,000
Contractor's management costs	6,000
Contract management	7,000
Site supervision	<u>16,000</u>
	£407,200
10% contingency	<u>40,720</u>
	<b><u>£447,920</u></b>

The above figures are exclusive of VAT, land acquisition costs, lawyer's fees and Crown Estate charges.

## 8.2 Pontoons with Facilities Building and Campervan Hookups (Option 2)

The additional costs of these extra facilities are shown below:-

	£
Option 1 Cost Estimate	407,200
Facilities Building	50,000
Campervan Hookups	<u>14,000</u>
	£471,200
10% contingency	<u>47,120</u>
	<b><u>£518,320</u></b>

The above figures are exclusive of VAT, land acquisition costs, lawyer's fees and Crown Estate charges.

## **9. Management of Facility**

The pontoon facility will be managed by the Local Community, who will be responsible for operating, insuring and maintaining the installation, and for collecting dues from users and controlling access and use.

Where the operator, as is the case here, is a local community, it is generally advisable to establish a separately constituted company to undertake the management of all operations and financial affairs, insurance, income and expenditure, and maintenance planning.

The operating company will require to establish rules for the use of the pontoons, payment and collection of dues, and payment and collection of electricity costs.

The company will also require to formulate a policy for dealing with exposed berths during extreme southerly weather, for informing users of the policy; and for establishing suitable means of implementing the policy.

## 10. Income and Expenditure

The income and expenditure projections below should be regarded as indicative at this stage pending the formal business planning that will be required by funders.

All expenditure figures are at current (2015) prices, and exclude VAT.

### 10.1 Income

Experience at other pontoon facilities has been that demand will build up with time, with a steady increase in both resident and visitor berthing in the first three to four years.

It is assumed that charges will be set at a level broadly similar to other comparable facilities on the North West coast and Islands. The figures assumed here are £22 per visitor night (mean) and £800 per year for annual berthing (mean) (see table below for comparison with other facilities around the coast and islands).

	OVERNIGHT				ANNUAL		
	8m	10m	15m		8m	10m	15m
Mallaig	19.20	24.00	36.00		360	360	1200
Tobermory	19.20	24.00	36.00		-	-	-
Stornoway	16.00	20.00	30.00		1200	1500	2250
Oban	18.80	23.50	35.30		2584	3230	4845
Portavadie	17.20	21.50	32.25		2073	2592	3887
Holy Loch	16.80	21.00	31.50		2576	3220	4830
Highland Council	16.00	20.00	24.00		-	987	1948
Western Isles Council	13.00	13.00	18.00		324	450	600

The annual incomes projections below are split into 'permanent', or all year, berthing and visiting vessel nights.

Assessing the numbers of visiting nights can only be an estimate, based on similar facilities elsewhere. For example estimated first year visitor boat nights for new pontoons were 920 at Stornoway, 750 at Lochboisdale and 360 at Lochmaddy. Current annual figures for visitor boat nights vary from 1300 at Mallaig to 300 at Gairloch (which has only 8 berths, many occupied by creel boats).

It is assumed that eight existing local vessels would use the pontoons for berthing, and that another four or five residents would acquire boats on the strength of the pontoons, or berth their boats there, which at present are kept ashore.

It is assumed that in the first year, visitor boat nights might reach 750 (equivalent to four per night on average throughout the sailing season). In subsequent years, it is assumed that numbers would increase year on year over the first five years, and that charges would be increased slightly each year.

For Option 1 (pontoons alone) income projections on this basis are: -

	<u>Year 1</u>	<u>Year 3</u>	<u>Year 5</u>
Existing Local Vessels	6,400	6,650	6,910
Additional Local Vessels	3,200	4,800	6,400
Visiting Boat Nights	15,000	17,700	20,520
Electricity Charges	<u>2,250</u>	<u>2,550</u>	<u>2,850</u>
Assumed Revenue Funding	<u>7,500</u>	<u>3,000</u>	---
	<u>£34,350</u>	<u>£34,700</u>	<u>£36,680</u>

It is assumed that visiting boat nights will increase to 850 in year 3 and 950 in year 5.

It is also assumed that some revenue funding can be made available by funders to assist in setting up the management and administration structure and contributing to a part-time marina manager.

For Option 2, adding in the facilities building and campervan hookups, income projections on this basis are: -

	<u>Year 1</u>	<u>Year 3</u>	<u>Year 5</u>
Existing Local Vessels	6,400	6,650	6,910
Additional Local Vessels	3,200	4,800	6,400
Visiting Boat Nights	15,000	17,700	20,520
Electricity Charges	2,250	2,550	2,850
Campervan Hookups	4,000	5,000	7,000
Showers & Laundry	2,000	2,500	3,250
Assumed Revenue Funding	<u>7,500</u>	<u>3,000</u>	---
	<u>£40,350</u>	<u>£42,200</u>	<u>£46,930</u>

## 10.2 Expenditure

Expenditure figures for Option 1 are estimated below: -

	<u>Year 1</u>	<u>Year 3</u>	<u>Year 5</u>
Summer Assistant	10,000	8,000	9,000
Power and water charges	1,000	1,150	1,300
Cleaning	500	600	700
Admin costs	3,000	2,500	2,500
Accounting fees	2,000	2,000	2,000
Annual inspection	750	750	750
Insurance	8,000	8,000	8,000
Replace mooring risers (£35k over 17yrs)	2,000	2,000	2,000
Replace connections (£7.5k over 15yrs)	500	500	500
Advertising	4,000	3,000	2,000
* Crown Estate lease		See Below	
Miscellaneous	<u>1,000</u>	<u>1,000</u>	<u>1,000</u>
	<u>£32,750</u>	<u>£29,500</u>	<u>£29,750</u>

- \* Crown Estate lease figure depends on negotiation. The objective would be to minimise the figure to ensure viability.

Expenditure figures for Option 2 are estimated below: -

	<u>Year 1</u>	<u>Year 3</u>	<u>Year 5</u>
Summer Assistant	10,000	8,000	9,000
Power and water charges	2,000	2,300	2,600
Cleaning	1,250	1,500	1,750
Admin costs	3,500	3,000	3,000
Accounting fees	2,000	2,000	2,000
Annual inspection	750	750	750
Insurance	9,000	9,250	9,500
Replace mooring risers (£35k over 17yrs)	2,000	2,000	2,000
Replace connections (7.5k over 15yrs)	500	500	500
Advertising	4,000	3,000	2,000
* Crown Estate lease		See Below	
Miscellaneous	<u>1,000</u>	<u>1,000</u>	<u>1,000</u>
	<u>£35,000</u>	<u>£33,300</u>	<u>£34,100</u>

- \* Crown Estate lease figure depends on negotiation. The objective would be to minimise the figure to ensure viability.



### 10.3 Viability

Income and Expenditure figures (all of which are net of VAT), for Option 1 are compared below: -

	<u>Year 1</u>	<u>Year 3</u>	<u>Year 5</u>
Income	34,350	34,700	36,680
Expenditure	<u>32,750</u>	<u>29,500</u>	<u>29,750</u>
Net Profit	<u>£1,600</u>	<u>£5,200</u>	<u>£6,930</u>

For Option 2, the figures are:-

	<u>Year 1</u>	<u>Year 3</u>	<u>Year 5</u>
Income	40,350	42,200	46,900
Expenditure	<u>35,000</u>	<u>33,300</u>	<u>34,100</u>
Net Profit	<u>£5,350</u>	<u>£8,900</u>	<u>£12,800</u>

No allowance has been made for any income from cruise liner visits, which would provide additional income. However, the cost of compliance with regulations would require to be factored in.

Collection costs could be reduced by an arrangement with Raasay House or the shop. Alternatively, advance payment by internet by credit card prior to arrival could reduce the requirement for attendance at the pontoons.

## 11. Economic Impact

The pontoon facility will generate local economic impact in a number of ways: -

- Employment in managing and administration the pontoon berths – estimated to amount to around 1 full time equivalent (fte) job.
- Spending ashore and in berthing charges by visiting yacht crews – with a typical spend per night of £120 per boat crew, the estimated 750 boat nights would lead to an annual spend of £89k. This level of spending could be expected to support 1.5 ftes.
- Local spending and berthing charges paid by permanent berth holders – might contribute 0.5 fte.
- People who will visit Raasay for leisure, fishing or wildlife cruises – these activities are likely to generate, in employment on the vessels and supplies for them, around 1 fte.
- Residents and visitors who attend training classes in dinghy sailing, kayaking etc. – training of this kind could support 1 fte.
- Spending ashore and in landing charges by visiting cruise boat passengers – the jobs created or supported by these visitors are likely to overlap, in the earlier years, with those described in the first three items above, but, if cruise boat visits become popular, may lead to further economic activity, with up to an additional 1.5 ftes.
- Special events, regattas and races that would attract members of the public as well as participants – events of this kind might provide sufficient expenditure in the local economy to support a further 1 fte.

If the pontoons become a popular attraction both for tourists and local residents, there may be opportunities for small seasonal specialist food or craft businesses to capitalise on that popularity. In time this kind of development might add a further 1 or 2 ftes.

## Summary

	<u>Short Term</u>	<u>Long Term Potential</u>
Management & Administration	1.0	1.0
Boat crew spending	1.5	2.0
Local boat owner spending	0.5	0.5
Training in marine activities	---	1.0
Cruise liner visitor spending	---	1.5
Commercial boat operators	0.5	1.0
Special events	0.5	1.0
New small businesses	---	<u>1.5</u>
Total	<u>4.0 ftes</u>	<u>9.5 ftes</u>

Using an average figure of £20,000 per job, 4 ftes would represent around £80,000, and a future potential 9.5 ftes around £190,000 in additional annual earnings in the local economy.

## 12. Conclusions

The installation and operation by the Raasay Community of a substantial pontoon facility in Churchton Bay at an estimated cost for Option 1 of £447,920 are considered to be feasible and viable. A layout providing berths for up to 12 visiting yachts and up to 18 local vessels of varying size can be accommodated in the bay with some shelter from the existing breakwater, without any negative effects on the lifeline vehicular ferry which operates from the adjacent slipway.

Raasay is well placed to capitalise on the increased popularity of marine tourism and sail cruising on the west coast and Western Isles, and the facility would generate substantial economic benefit, with the potential for up to 10 fte jobs.

Local boat owners would benefit from easy access and sheltered berthing, and the protected eastern end of the pontoons provide an ideal area for sail and kayak training.

Pleasure cruise operators working out of Portree would welcome the opportunity to bring visitors to Raasay, and there is the potential for cruise liner tenders to bring ashore large numbers of visitors.

The experience of other community-operated pontoon facilities has been positive and profitable, and the use of heavy steel mooring lines at Raasay would reduce the maintenance burden and further improve the financial performance. Management of the facility would require good planning, and the establishment of robust operating procedures to maximise the effectiveness and profitability of the business.

The addition of toilet, shower and laundry facilities, and campervan hook-ups, in Option 2, with an estimated project cost of £518,320, will increase the attractiveness of Raasay as an overnight destination, and provide increased income and profit.

If the Raasay community support the proposals with enthusiasm and commitment, the pontoon facility will be a successful and beneficial addition to Raasay's many attractions.

## **Appendix A**

### **Photographs**



**Pontoon area and breakwater from ferry**



**Pontoon area from the west**





**Perimeter wall, where proposed bridge comes ashore**



**Ferry terminal building**





**Old stone pier**



**Old stone berths**

## **Appendix B**

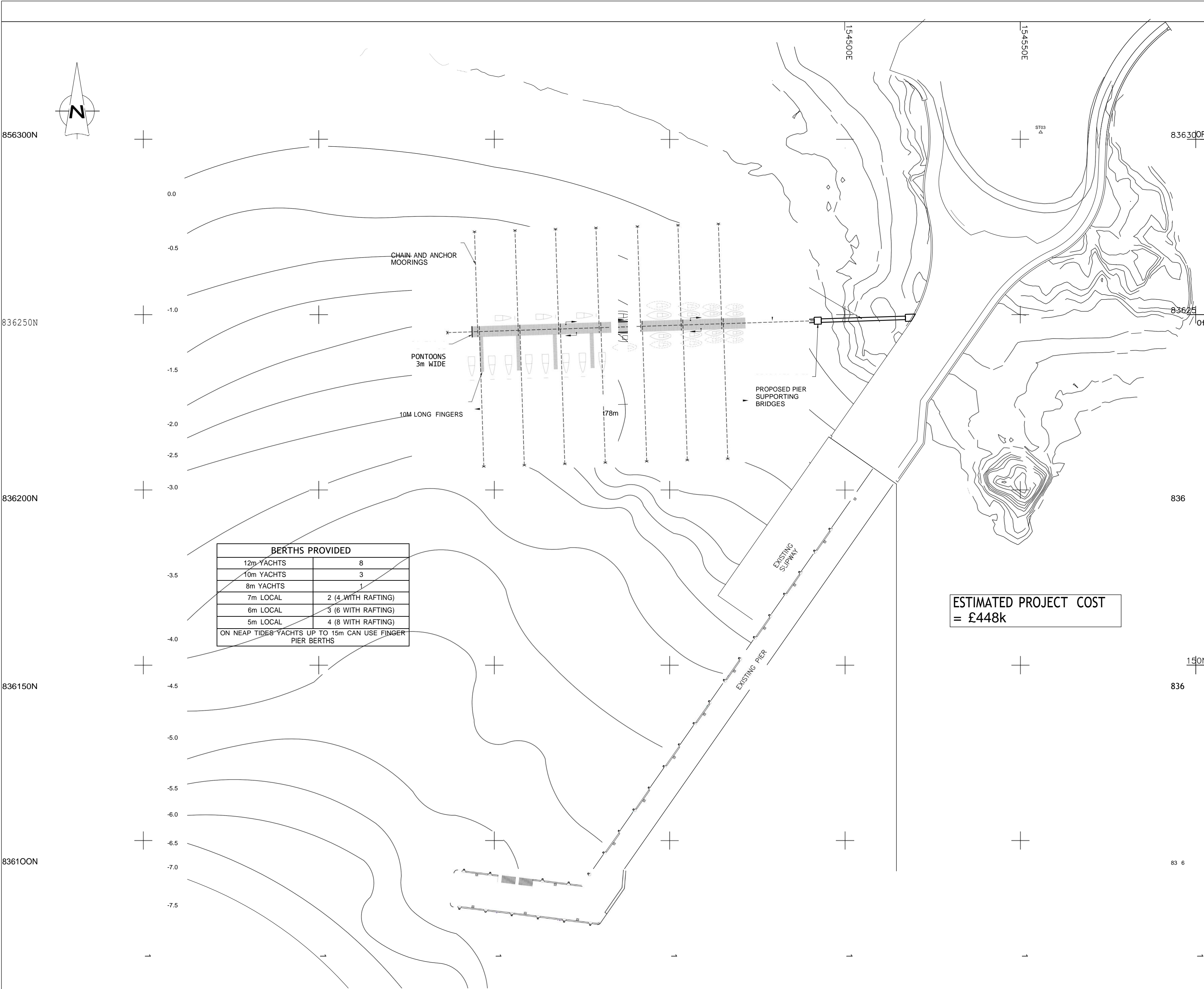
### **List of Consultations**

## **LIST OF CONSULTATIONS**

Local Community	In person
Local Boat Users	In person
Shop Owner	In person
Raasay House	In person
Ferry Skipper	In person
CMAL	In person
CalMac	In writing
HC Harbours	In writing
Raasay Harbour Master	By telephone
Cruise Boats - Brigadoon	By telephone
- Stardust	By telephone
Lochaline (Morvern CDC)	By telephone
Plockton CDC	By telephone
Lochmaddy (Comann na Mara)	By telephone

**Appendix C**

**Drawing No. 1758/106**



BERTHS PROVIDED	
12m YACHTS	8
10m YACHTS	3
8m YACHTS	1
7m LOCAL	2 (4 WITH RAFTING)
6m LOCAL	3 (6 WITH RAFTING)
5m LOCAL	4 (8 WITH RAFTING)
ON NEAP TIDES YACHTS UP TO 15m CAN USE FINGER PIER BERTHS	

GENERAL NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.

2. ALL LEVELS AND CONTOURS ARE IN METRES RELATIVE TO CHART DATUM.

5. CHART DATUM IS 2.8m BELOW ORDNANCE DATUM.

4. 

MHWS5.3m CD

MHWN3.7m CD

MLWN1.9m CD

MLWS0.7m CD

REV

DATE

DETAILS

DRAWN

CHKD

APPD

AMENDMENTS

CUENT

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DRAWING TITLE

REVSED LAYOUT

OPT|ON 4

DRAWN

JR

CHECKED

JP

APPROVED

JP

DRAWN

SEP 20

1758-106

SEP 20

SEP 20

SCALE

1:500

STAGE

REV

INFORMATION