



LYMINGTON HARBOUR COMMISSIONERS

Annual Report | 2019



LYMINGTON
HARBOUR



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Photo Credit: Tim Stickley

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CHAIRMAN'S INTRODUCTION

Photo Credit: Philip Cooper

As I write this introduction, I realise that I am entering my last year as both a Commissioner and Chairman of Lymington Harbour Commissioners. The past eight years have been extremely interesting and rewarding and I look back with satisfaction that I have had the opportunity to participate and contribute to the organisation and improvement of Lymington's greatest asset, its river and harbour. I would encourage anyone who enjoys our beautiful piece of water and wishes to ensure its future to consider whether they have the time, interest and skills required to be a Commissioner, and if so, apply for the vacancies which will be advertised during the course of next year.

Our major piece of work over the past year has been the completion of the harbours 2020-2025 Strategic Plan and during 2020 we will be compiling the Harbour Development Plan to support it. One of the key items in this plan will be the future development of the Bath Road slipway which was not designed for the heavy use it now gets. An initial meeting has been set up with interested stakeholders to start this process off in January.

Of the previous five year plan, the major project of introducing much improved walk ashore visitor pontoons at the Town Quay will be completed by the end of January with an official opening planned for the spring. All Commissioners are excited at the imminent completion of this project which will revitalise visitor use of this area and further enhance Lymington as a destination port.

Last year I reported that attendance at our annual public meeting had been disappointing, so we changed the venue to the Lymington Town Sailing Club and promoted the event amongst active river users and had an excellent turn out, albeit we would like to see more representation from local businesses and non-boating residents who just enjoy looking at the river and harbour as their opinions are as valid as those of a yachtie. It was a good meeting in which some interesting issues were raised and again I'm pleased to report that the Commissioners' felt they had strong support for the way they managed the harbour and river.

One of the biggest challenges facing the Commission is the length of the waiting list for a resident mooring. Over a year ago Commissioners decided to increase the number of annual verification checks carried out and this process is ongoing throughout the year. Our purpose is to ensure that only those who genuinely qualify as a local resident within the spirit of the Commissioners original intentions are offered an annual mooring licence. This has resulted in a few boat owners surrendering their licence but has not made much impact on our waiting list. In our Strategic Plan we have an objective to review our river mooring configuration to ensure that we are making the best use possible use of available space to meet current and future demand. We will also explore other innovative ways to try and increase access to the water.

It is with sadness that we learnt of the death of one of our most recently retired Commissioners, Peter Mills. Peter served for six years and was an active and strong commissioner who was keen to ensure that local people had every opportunity to enjoy the river and harbour. We also lost Clifford Jakes who served as a Commissioner and Vice Chairman between 2010 and 2016.

Finally, I would like to thank all our personnel who work hard to provide the best possible service to you all. Also, again my many thanks to our hard working Harbour Master and Chief Executive, Ryan Willegers, without who the Commission would not be in the strong and positive position it is today.

I will continue to enjoy my lasts few months on the Commission and wish my successor and Ryan and his team every success going forward.

Richard Jenner
CHAIRMAN

1: GOVERNANCE

Lymington Harbour is a Trust Port established by an Act of Parliament in 1951, managed by the Lymington Harbour Commissioners (LHC). It is therefore a Statutory Harbour Authority and its jurisdiction extends from the road bridge causeway to the seaward limits as described in the Lymington Harbour Revision Order (2014). The terms of reference of LHC are to administer Lymington Harbour in accordance with the Lymington Harbour Orders 1951 to 2014 and the principles of governance promoted in the "Ports Good Governance Guidance (DfT March 2018)" www.lymingtonharbour.co.uk/governance

As a Trust Port, LHC is a 'not for profit' organisation and totally self-financing. LHC generates its income from harbour dues, the provision of marine facilities and services, and from the rental of a small part of its estate. Port business is conducted in the interests of the whole community of stakeholders, openly, accountably, and with commercial prudence. The Department for Transport requires LHC to operate as a commercial business, seeking to generate a surplus to be re-invested back into the development of the harbour, or otherwise directed for the benefit of existing stakeholders and future generations.

LHC's business objectives are set out in a strategy document. Progress towards these objectives is reported to Commissioners and Harbour Advisory Group, as well as at a public meeting and in the Annual Report.

2: BOARD OF COMMISSIONERS

The Board of Commissioners consists of nine independent non-executive Commissioners and the Harbour Master/Chief Executive. A maximum of two additional Commissioners can be co-opted at any one time for specific purposes and serve for a period of 12 months: www.lymingtonharbour.co.uk/board-of-commissioners

The Chief Executive and the Commissioners carry out a periodic review of the professional skills and experience requirements necessary to provide the Commissioners with the expertise to determine the policy and business decisions of the organisation.

Commissioners are appointed on merit after a comprehensive selection process. The Commissioner selection panel of four is led by

the Chairman of LHC but includes a stakeholder representative from the Harbour Advisory Group and an independent person, normally a Town, District, or County Councillor. Apart from the Harbour Master/Chief Executive, the Commissioners positions are voluntary and receive no remuneration. Appointments run for a term of three years and Commissioners can serve two terms or three terms if one is as Chairman.

Commissioners attendance rates averaged 93% for the 6 full board meetings in 2019. Full details of attendance are listed in section 13 of this report. In addition, all Commissioners attended various sub-committee meetings during the year.

LHC Chairman, Richard Jenner is in his third term as Commissioner, which runs through to October 2020. In compliance with LHC's governance process for re-selection, the Board agreed for Andrew Richards to be reappointed to serve a 2nd three year term from the 11th January 2019 and for Robert Mitchell and Timothy Harford to be reappointed for 2nd terms from 1st November 2019.



3: STRATEGIC PLAN



INCREASE BOAT TOURISM TO
LYMINGTON

DOUBLE THE NUMBER OF WALK
ASHORE BERTHS: 19 TO 46

IMPROVE SAFETY WHILST
NAVIGATING THE RIVER

The Lymington Harbour Strategic Plan (2015-2020) set out LHC's ideas and vision for the development and management of the harbour over the past five years together with the longer term harbour protection objectives and the associated financial planning requirements. The two remaining objectives from the 2015-2020 plan were:-

- To implement the plan to reconfigure the Town Quay mooring area; and
- To upgrade the Town Quay visitor washrooms.

TOWN QUAY – MOORING RECONFIGURATION PROJECT

A key strategic objective for the 2015-2020 plan was to bring forward proposals to redevelop the Town Quay area to modify the visitor mooring provision to provide the type of facilities expected by modern yachtsmen and, in turn, to improve the vibrancy of the Town Quay area as a tourist destination.

The project also sought to improve the organisation of the quay and navigation safety. In summary the project will:

- Provide opportunity to increase the number of visits to local shops, restaurants, pubs and the Saturday market.
- Respond to the changing market demand for visitor walk ashore berths thus ensuring that the Town Quay area continues to be a vibrant and successful tourist destination. The proposal will more than double the number of walk ashore berths from 19 to 46.
- Offer a choice between visitor walk ashore berths with power and water, and river moorings.

- Improve safety by widening the navigation fairway and enlarging the turning areas opposite the commercial quay and the Berthon boatyard.
- Relocate the commercial fishing boat berths to provide better segregation between commercial and leisure boat activities and to convert all commercial mooring berths to pontoons.
- Relocate 43 resident small boat leisure berths to a new finger pontoon (25) or fore and aft moorings (18).
- Relocate the commercial boat landing to be closer to the slipway thereby giving better visibility to potential customers of the services offered. The commercial landing will also be extended to accommodate two boats at the same time.

A contract to install the new pontoons and mooring piles was awarded to Walcon Marine Limited, a local Solent based company. Works commenced on 4th November 2019 and are on target to be completed by 31st January 2020 in good time for the new season.

TOWN QUAY – VISITOR SHOWER & WASHROOM UPGRADE

The other remaining objective for the 2015-2020 strategic plan was to improve the quality of the visitor shower and washroom facilities at Town Quay. LHC currently lease part of the public toilet block building at Town Quay from New Forest District Council (NFDC) to provide visitor washrooms. As part of NFDC's asset replacement programme, work to upgrade the existing building was scheduled to commence in October 2019 with LHC agreeing to make a financial contribution in return for an enlarged and improved standard of washroom provision.

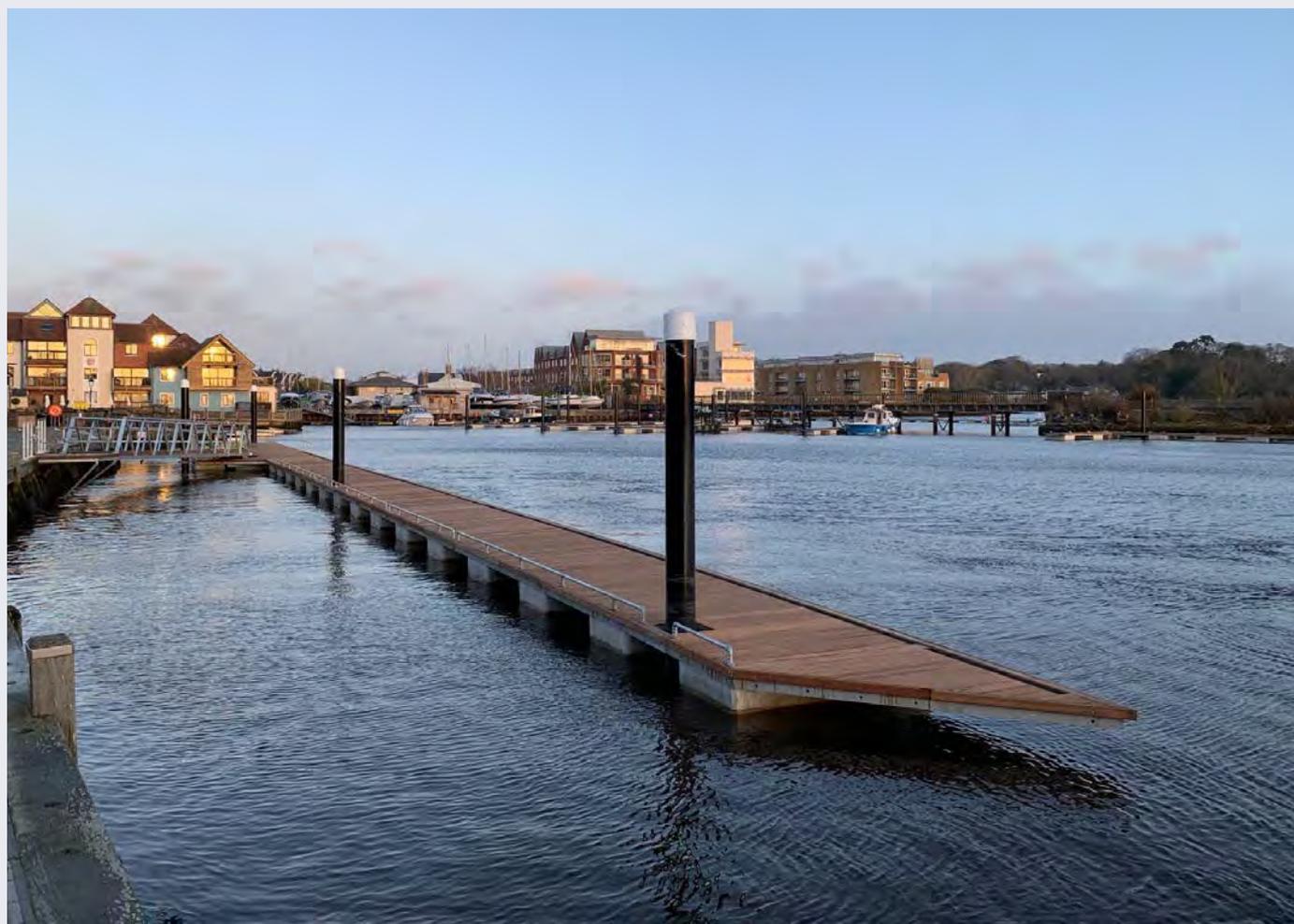
However, following representations from Lymington and Pennington Town Council, NFDC agreed to explore options for a wider improvement to the shore side amenity area at the same time. This required a more extensive public consultation programme which meant that a 2019/20 winter build programme was not achievable.

During August and September, NFDC held a public consultation which sought views on how people used the Town Quay and what they felt could be improved. Over 800 responses were received and these views formed the basis of subsequent work to develop scheme options for a public exhibition and presentation to be held in January 2020. Following that further public engagement, the plan will be finalised with the intention of submitting a planning application by March 2020. Subject to achieving consent, construction works will commence by October 2020 with the aim of completing by spring 2021.

In view of this delay, the existing washrooms will receive a 'light touch' refurbishment and redecoration which will be completed by the end of January 2020.

NEW STRATEGIC PLAN FOR 2020 – 2025

Following a public consultation with stakeholders on a draft strategic plan about LHC's positive vision for the future of Lymington Harbour and its development and management for the next five years and beyond, the plan was finalised and published in October. The plan sets out the strategic and guiding policies and objectives together with the time lines for achieving: www.lymingtonharbour.co.uk/strategic-plan



4: HARBOUR ACTIVITIES



allocated a mooring or is waiting to upgrade from an existing mooring, all allocations are made in strict order of the waiting list anniversary date subject to boat compatibility with the available mooring.

In 2018 visiting boat stays (8,140) were at an all time high due to the record breaking period of warm summer weather. In 2019 the number of visiting boat stays fell by 5.4% (7,702) reflecting a more

MOORINGS AND RECREATION

Mooring occupancy for 'permanently' let moorings remained static in 2019 with 98% occupancy. As in recent years, the one area where there has been availability during the year has been in the moorings above the railway bridge where there is restricted access and where at the end of the year 13 of the 71 moorings were vacant. Although an emphasis on publicising the availability of these moorings has helped attract new applicants, these have been offset by existing mooring licence holders surrendering their mooring or transferring elsewhere in the river.

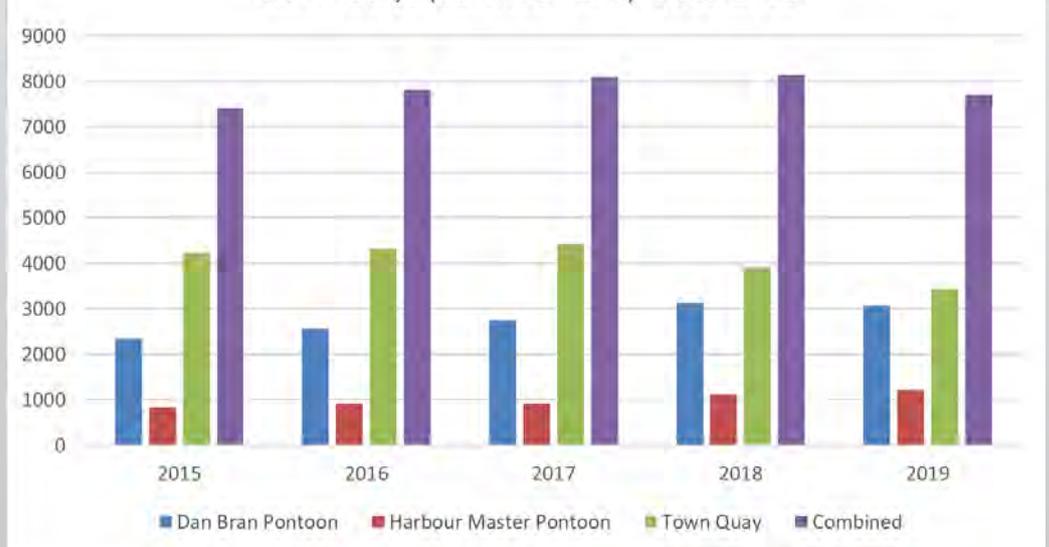
During the year we continued with our rolling annual programme to verify that mooring licence holders and persons on the waiting list meet the local residency and boat ownership criteria required to qualify for a resident mooring and we will continue with this in 2020.

At 1st December 2019, the waiting list for an annual resident mooring comprised 553 applicants. This represents a decrease of 53 members (-9%) since the same date in 2018. In addition, 309 existing mooring holders are on the waiting list to 'upgrade' their mooring. Regardless of whether an applicant is still waiting to be

typical weather pattern which also resulted in the cancellation of a number of rallies at short notice. A further factor affecting overnight stay numbers was that the Dan Bran pontoon enjoyed an increase in the number of large boat (15m+) stays. Although this meant fewer boats could be accommodated at busy times, it also resulted in improved yields meaning that overall visitor year end (31st March 2019) revenue is expected to be on a par with 2018. The table below shows the trend in visitor stay numbers in recent years.

Mooring income from letting temporarily unused moorings to Long Term Visitors (LTV's) increased by 14.4% for the calendar year, up from £85,609 to £97,975. In recent years LTV income has benefited from the decision to allocate underutilised visitor moorings at Town Quay during the summer months to LTV's pending completion of the project

Visitor Stays (Calendar Year) 2015-2019



to reconfigure the Town Quay area. From 2020, LTV income is predicted to fall by circa 30% due to the reduction in mid river visitor moorings at Town Quay. This reduction is expected to be offset through increased overnight visitor stays as a result of the upgraded capacity and facilities on the walk ashore berths.

COMMERCIAL VESSELS

Wightlink saw a marginal reduction in scheduled trips on their Lymington to Yarmouth route, with trips falling from 10,726 (2018) to 10,712 trips in 2019. In 2020, Wightlink will be operating a three ship service during busy periods on Mondays, Fridays, Saturdays and Sundays between 30th March and 6th September. This will result in an 8% increase to 11,564 scheduled trips.

Puffin Cruises made 736 river cruise trips up to the end of the 2019 season, down from 1,160 trips in 2018. A transition to new operators and the poorer summer weather contributed to the reduction.

Gosport Ferry Company operated 5 cruise trip visits to Lymington during the summer bringing in 686 passengers to visit the Saturday Market. A planned 6th trip in July was cancelled because of poor weather. For 2020, 8 trips have been scheduled with the two additional trips planned to coincide with the Italia festival in July and the Lymington Seafood Festival in August.

There continues to be a small but active commercial fishing and charter angling fleet.

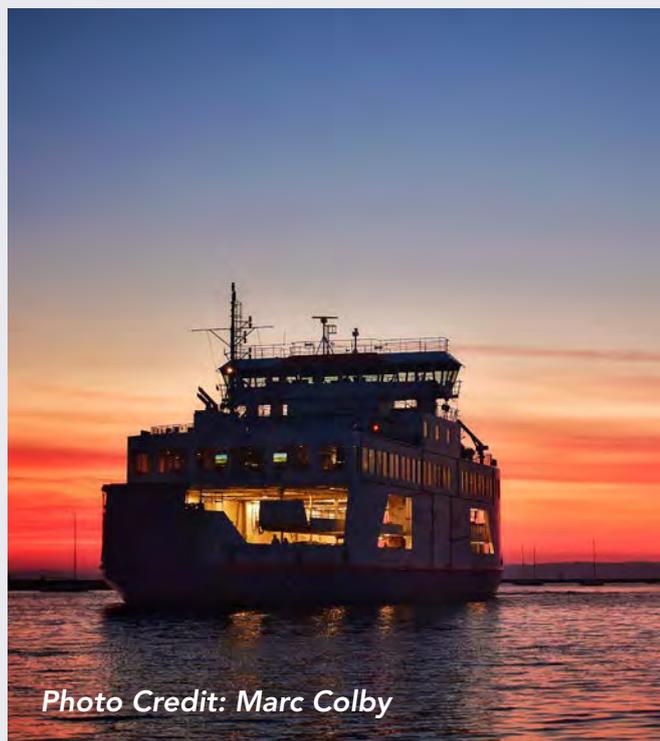


Photo Credit: Marc Colby

5: NAVIGATION & MARINE SAFETY

PORT MARINE SAFETY CODE

Lymington Harbour Commissioners aim to manage marine safety in compliance with the Port Marine Safety Code (PMSC). The PMSC is the national standard for every aspect of port marine safety. A central requirement of the Code is that risk management processes are used to inform the implementation of a marine safety management system (MSMS). The Code recommends the appointment of a Designated Person (DP) to provide independent assurance directly to the Duty Holder that the MSMS is working effectively and is compliant with the requirements of the Code.

An external audit and review of LHC's Marine Safety Management System was conducted in April 2019 by Peter Nicholson of Nicholsons Risk Management who was appointed as DP until the 31st October 2019. Mr Nicholson's report was presented to the Commissioners at their May 2019 meeting. It concluded that LHC's safety management system was working effectively and in compliance with the PMSC.

LHC's Marine Safety Management Plan (MSMP) v12 was reviewed and ratified by the Board of Commissioners in May 2019. The MSMP, together with the audit report and compliance statement from the 'Designated Person', is published annually: www.lymingtonharbour.co.uk/marine-safety-code

Following a review and selection process, ABPmer was appointed to provide a DP service with effect from the 1st November 2019 on a three year contract. ABPmer has a wealth of experience in providing PMSC support to port and harbour operators.

During the year LHC reviewed its Emergency, Port Waste Management and Oil Pollution Response plans. In partnership with the River Users Safety Committee, the Code of Practice for Organised Events within the harbour was also reviewed.

AIDS TO NAVIGATION

Trinity House Lighthouse Service (THLS), the General Lighthouse Authority for England & Wales, inspected LHC's local aids to navigation (AtoN) and audited our management systems for compliance with the PMSC. The audits found that the availability targets for AtoN in Lymington River were met and LHC's management systems were found to be in good order.



Prompted by the incidents involving Red Funnel Ferries when operating in Cowes Harbour in poor visibility towards the end of 2018, Wightlink and LHC undertook a review of our procedures for operating in poor visibility. Arising from this review, Wightlink made some changes to their operating procedures and LHC identified that navigation could be aided by some enhancements to its AtoN. Following consultation with THLS, a number of changes were made including changes to lighting characteristics and the introduction of a new starboard beacon in Horn Reach. Local Notices to Mariners numbers 9/2019 and 13/2019 provide full details. In December 2018 LHC also published a Local Notice to Mariners (5/2018) giving guidance on operating in restricted visibility.

The Commissioners issued 13 Local Notices to Mariners (LNTM) in 2019. A focal point has been to continue to improve promulgation of Lymington Harbour LNTM's. Encouragingly the number of email subscriptions to receive LNTM's increased from 832 to 918 (+10.3%) over the year: www.lymingtonharbour.co.uk/noticestomariners

EMERGENCY PLANNING & EXERCISES

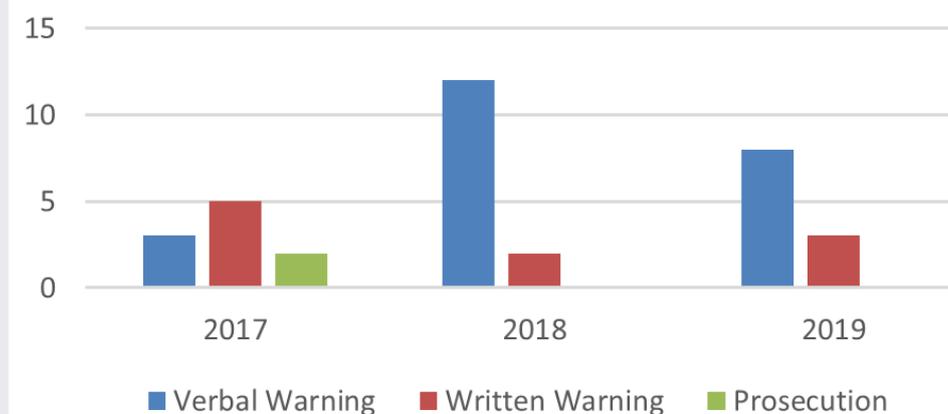
The following emergency planning training exercises were undertaken in 2019:

- A desktop oil spill response exercise was hosted by LHC in October to test our response to a theoretical spill when bunkering a yacht at the Berthon refuelling station. The exercise included the practical deployment of our own stock of response equipment and was also attended by the Maritime and Coastguard Agency Counter Pollution and Salvage Officer, Wightlink, Berthon Marina, Lymington Yacht Haven, and the Environment Agency.
- Two notification exercises were undertaken to test the 'call out' arrangements for the Oil Spill Response Plan. Both included a practical boom deployment.
- A joint desk top exercise to test both the LHC and Wightlink emergency plans was conducted in December.

INCIDENTS, INVESTIGATION AND ENFORCEMENT

LHC is responsible under the Port Marine Safety Code for the effective enforcement of its regulations, which are adopted in order to assist in managing the safety of navigation within the harbour. Enforcement comprises the promulgation of regulations and guidance, effective surveillance, incident investigation, and where appropriate,

Summary of Enforcement Action in 2019



formal warning and prosecution. www.lymingtonharbour.co.uk/patrols-enforcement

INCIDENT COMPARISON

The table below shows the trend for safety incidents reported over the last five years. In 2019 there was a small decrease in reported incidents compared with 2018.

Groundings, vessels adrift and collisions with moored vessels/stationary objects featured prominently.

Nine of the incidents in the "collisions with moored vessels/stationary objects" category

involved leisure vessels underway coming into contact with moored boats or harbour infrastructure. In eight cases due to helm error and in one case due to a controls malfunction. A further incident involved a misjudgement by a LHC officer while manoeuvring the patrol RIB alongside a yacht resulting in light contact with a stanchion. The final incident involved a loss of control by a LHC launch while towing a motorboat.

The single "collision with moving vessels" incident involved a yacht cutting across the channel and colliding with the bow of another yacht while attempting to enter the Berthon marina.

The four "near miss – ferry" incidents all involved leisure boats being in breach of the collision regulations and causing the ferry to have to take evasive action to avoid a collision.

The "other" incident category is used to define incidents that do not fall within the other defined categories. They included a person in distress in the water, medical emergencies, breakdowns, detached mooring lines and fouled propellers.

Safety Incident	2015	2016	2017	2018	2019
Capsize (with personnel)	4	5	1	4	3
Collision – Moving Vessels	4	1	1	0	1
Collision with Ferry	0	0	0	0	0
Collision – Moored Vessel/Stationary Object	13	8	6	17	11
Fire	2	0	1	1	0
Grounding	9	10	14	16	13
Inappropriate Navigation	3	7	5	3	3
Man Overboard	1	0	1	1	2
Near Miss – Ferry	5	2	1	3	4
Near Miss – Other	0	3	0	0	1
Other	4	5	1	1	10
Slipway Incident	1	3	0	3	1
Speed Infringement	9	8	4	14	4
Tampering	0	0	0	0	1
Vessel Adrift	5	8	1	7	15
Wash Other Vessels	3	2	0	1	0
Wash Ferry	1	2	1	1	0
Total 1st Jan to 31st Dec	64	64	37	72	69

The number of non-safety incidents fell slightly in 2019.

There was an increase in incidents of boat damage with most incidents caused as a result of inadequate lines and fendering.

The “other” category covers a wide range of incidents, the majority relating to incidents like mainsheets or boom covers coming loose in heavy weather and mooring lines parting. Other incidents included an aid to navigation that had become detached from its mooring chain, and small boats / tenders sinking due to them filling up with rainwater where owners have not been sufficiently vigilant with ‘housekeeping’.

Non Safety Incident	2015	2016	2017	2018	2019
Boat Damage	16	19	9	3	15
Pollution	0	0	2	1	1
Tampering	1	3	2	0	2
Theft	8	0	10	4	2
Other	42	31	29	24	8
Total 1st Jan to 31st Dec	67	53	52	32	28

6: CONSERVATION & ENVIRONMENT

As a Statutory Harbour Authority and Trust Port, Lyminster Harbour Commission (LHC) is required to have due regard for the environment in every aspect of its activities.

MARINE PROTECTED AREAS

LHC is a competent authority and a relevant authority as set out in Regulation 6 of the Conservation of Species and Habitats Regulations 2010. This means that LHC has responsibilities for the sites that are designated for nature conservation within and adjacent to its jurisdiction.

These sites form a network across the Solent, which is important for a range of marine, coastal and maritime habitats and associated species. The Management Scheme for the Solent sites is referred to as the ‘Solent European Marine Sites’ (or SEMS) Management Scheme. As a relevant authority LHC is part of the management group with the secretariat being provided by the Solent Forum. LHC has to monitor activity within its jurisdiction and report back to the management group every year. The group then looks at any potentially damaging activities and if necessary, works together to develop management measures.

Aside from any regulations and responsibilities, LHC believe it is important to maintain and enhance the quality of our local environment so that it can be enjoyed for many years to come: www.lymingtonharbour.co.uk/Environment

BENEFICIAL USE OF DREDGING

LHC is committed to the sustainable management and conservation of the harbour, estuary and local environment and continues to work with harbour users, conservation organisations and statutory authorities to ensure that the balance between the use of the estuary and its environment is maintained.

An important consideration in the licencing process for maintenance dredging is whether there are local opportunities to use dredged mud in a more sustainable way, rather than simply dumping at sea. Following successful trials, in 2017 LHC was granted a 7-year licence to beneficially use up to 10,000 tonnes of mud dredged from the river each year in an intertidal area within ‘Boiler Marsh’ where the saltmarsh has been lost through erosion. The plan is to create an unconfined intertidal reef within the bay that will provide shelter to the marsh from wave action and a source of sediment to ‘feed’ the marsh in the immediate vicinity. It is hoped that by reducing the amount of wave energy reaching the marsh in this area this will slow down erosion.

The latest monitoring report (ABPmer July 2019) concluded that the ongoing and regular recharge placements are being effective in helping to maintain a raised bed (or ‘sacrificial bund’ feature) in place at the deposit location and that the area of raised mudflat measured around 1.4 ha. The report also found that there had been no clear/detectable change to the marshes behind the beneficial placement but this will need to continue to be monitored over a longer period to identify any trends.



Image shows elongated mud piles placed by barge within a bay at Boiler Marsh.
Credit: Simon Nunn

During the winter 2018-19 maintenance dredging campaign, 6,445 tonnes were placed on 'Boiler Marsh' and a further 7,429 tonnes have been placed between November and December 2019.

Looking forward, LHC is currently working to identify other locations near to the mouth of the river where strategic placement of mud, using the same bottom dumping technique, can be used to try and combat saltmarsh erosion. This will become important as the Boiler Marsh area 'fills up' to the extent that the barges can no longer gain safe access.

LHC is also a member of the Solent Forum '**Beneficial Use of Dredging in the Solent' (BUDS)** project seeking to develop costed project options for larger scale beneficial use on Lymington and Western Solent marshes and incorporating the development of full feasibility plan(s) for identified sites. For the latest information on BUDS go to: www.solentforum.org/services/CurrentProjects/buds/

7: HARBOUR PROTECTION

BREAKWATER PROJECT

LHC continue to progress their strategy to protect the harbour from exposure to wave

attack due to the loss of salt marsh through natural erosion by building two breakwaters, one on each side of the main navigation channel. The breakwaters will be built in a multi-phased approach over approximately 40+ years, with the timing for the actual implementation of each phase dictated by the rate of future saltmarsh loss. Based on New Forest District Councils (Coast Protection Department) 2014 estimates for the rate of saltmarsh loss, it was forecast that the next phase of breakwater construction to extend the western breakwater would be needed between 2024 and 2028. In 2020, LHC will commission an updated analysis of the most recent monitoring data to update these forecasts to inform future financial planning.

Details of the position of the Harbour Protection Reserve as reported in the audited accounts for the year ended 31st March 2019 are shown below.

	£
Balance at 1 st April 2018	1,115,899
Harbour Protection Dues Collected	<u>244,166</u>
	1,360,065
Less: monies spent on project - Revenue	—
- Capital	—
Balance as at 31 st March 2019	<u><u>1,360,065</u></u>

During the financial year ending 31st March 2019 the Commissioners made repayments of £200,700 (capital) and £32,659 (interest) on the Phase 2 loan provided by the Public Works Loans Board through New Forest District Council. At the 31st March 2019 the outstanding capital balance on the loan was £1,003,500.

8: PERSONNEL MANAGEMENT

LHC employs six full time and five part time permanent staff. The core team is supported by two full time and two part time seasonal staff during the summer months.

LHC has a newly appointed Marketing and Communications Officer (part time) responsible for helping to implement the strategic marketing and communications plan that has been formulated to deliver LHC's business objectives.

During the year staff received training in sea survival, working at height, VHF radio, fire-fighting, Port Marine Safety Code and marine accident investigation. Marine staff also attended a workshop run by the Hampshire Marine Police Unit on enforcement of General Directions. This training covered legal requirements, evidential considerations, dealing with offenders and an overview of marine security.

The Harbour Master attended a number of seminars and forums run by the ports industry to keep abreast of changes in legislation and good practice.

9: CONSULTATION & STAKEHOLDER BENEFIT

LYMINGTON HARBOUR ADVISORY GROUP

As a Trust Port, Lyminster Harbour is run by a Board of Commissioners who are directed by their constitution to establish and consult an advisory body on all matters substantially affecting the management, maintenance, improvement, conservation, protection or regulation of the harbour.

Lyminster Harbour Advisory Group (LHAG) represents the different stakeholder groups within Lyminster Harbour, and plays a key role in maintaining successful two-way communications between harbour users and the Harbour Commission. LHAG meets at least twice a year and has 12 members representing interests including recreational users, commercial shipping, marinas, local businesses, coastal protection, local people and environmental interests. LHAG self elects a chairman: www.lyminsterharbour.co.uk/harbour-advisory-group

LHAG meetings enable members, sometimes representing competing interests, to comment on proposed changes in the operation of the harbour, and to suggest ideas for improvements or raise issues of concern. Recent/regular LHAG agenda items have included: the 2020-2025 Strategic Plan, improving awareness of LHAG, the Town Quay moorings project and repairs to the sea wall adjacent to the Royal Lyminster Yacht Club.



Details of LHAG meeting minutes can be viewed at:
www.lymingtonharbour.co.uk/meeting-minutes

PUBLIC MEETING

LHC's 2019 annual public meeting was held on the 9th April at Lymington Town Sailing Club. The meeting was attended by harbour users, other interested parties, the Chairman of the Harbour Advisory Committee and Commissioners.

The meeting included a presentation covering progress on the outstanding objectives from the 2015-20 Strategic Plan, the public consultation arrangements for the new 2020-25 Strategic Plan, a summary of financial performance for the previous financial year, conservation and environmental work, the mooring waiting list and allocation policy and a summary of stakeholder benefits delivered by the harbour in 2018.

NEWSLETTERS

During the year monthly electronic newsletters were circulated to inform stakeholders on what is going on in and around the harbour. This is the best way to keep up to date on harbour matters. To receive our newsletter visit www.lymingtonharbour.co.uk/harbour-business and click on the 'Newsletter Sign Up' icon.

STAKEHOLDER BENEFIT

As a Trust Port, Lymington Harbour is run for the benefit of the port's stakeholders. In accordance with the Department for Transport's document Port Good Governance Guidance (March 2018), LHC is required to be self funding and is encouraged to run the port as a commercial business in order to generate a financial surplus. LHC is required to use the surplus to support the long term viability of the port and for the benefit of its users.

During the 2019 calendar year, LHC funded / committed to fund stakeholder dividend projects to the value of £608,535:

Beneficiary	Benefit
Harbour Users & Wider Business Community	Delivery of the Town Quay mooring project. <i>Project supports LHC business objective to make Lymington stand out as a visitor destination and to increase boat tourism to Lymington. The project also enhances resident berths including commercial berths.</i>
Solent European Marine Site Management Group (SEMS) and Solent Forum	LHC is a funding member of SEMS and Solent Forum. <i>LHC is committed to protecting and, where possible, enhancing our natural environment.</i>
Lymington Sailability – A registered charity which organises and provides opportunities for sailing and powerboat activities for people of any age who have a disability.	A free of charge mooring for 'Susan Mary' a wheelchair accessible boat with the aim of increasing waterborne participation of persons with disabilities. In 2019 (2nd season of operation), 91 experiences were recorded by disabled sailors using 'Susan Mary'. <i>Initiative supports LHC business objective to improve access and participation in waterborne activities.</i>
Junior Sailing Regatta – Run by The Royal Lymington Yacht Club, this annual community sailing regatta is open to 8 to 18-year olds from the local area.	Free use of the Dan Bran pontoon for mooring during the event and sponsorship of an award for good sportsmanship. <i>Initiative supports LHC objective to improve access and participation in waterborne activities for children and young people.</i>
Harbour Businesses and Town	Expenditure on the 'Visit Lymington' campaign to promote Lymington Harbour as the destination of choice for visiting yachts. <i>Initiative supports LHC objective to develop waterborne tourism in support of the town and surrounding area.</i>
Blind Sailing Week	Discounted berthing on Dan Bran pontoon during the event to encourage partially sighted people to get on the water. <i>Initiative supports LHC objective to improve access and participation in waterborne activities.</i>

Beneficiary	Benefit
<p>Lymington to Keyhaven Nature Reserve</p>	<p>Joint sponsor with Lymington Yacht Haven of the event organised by Hampshire & Isle of Wight Wildlife Trust and Hampshire County Council to highlight the work of the reserve and the opportunities to enjoy it.</p> <p><i>Initiative supports LHC objective to support community/charity initiatives and objective to work with environmental organisations on habitat improvement and management initiatives.</i></p>
<p>Musketeers Charity Initiative</p>	<p>Sponsored a fundraising initiative to kayak around the Isle of Wight in aid of Cancer Research UK through the provision of free slipway launching during training.</p> <p><i>Initiative supports LHC objective to support community/charity initiatives.</i></p>
<p>Town and Local Community</p>	<p>Attendance and participation at the Lymington Sea Food Festival.</p> <p><i>Initiative supports LHC objective to develop waterborne tourism in support of the town and surrounding area and to improve awareness of the role LHC plays as custodian of the harbour for the benefit of the town and the surrounding community.</i></p>
<p>Local Community</p>	<p>Each year LHC supports a work placement programme from a local school.</p> <p><i>Initiative supports LHC objective of improving awareness of the role LHC plays as custodian of the harbour for the benefit of the town and the surrounding community.</i></p>





10: MARKETING & BUSINESS DEVELOPMENT

2019 MARKETING & BUSINESS DEVELOPMENT INITIATIVES

In 2019 LHC promoted Lymington Harbour in the following ways:-

- Through the harbour guide and third party publications such as almanacs and the Solent Handbook.
- Through the introduction of a new and improved website.
- Through regular social media engagement and electronic newsletters.
- Through repeating the 'Visit Lymington' campaign to promote Lymington Harbour and town as the destination of choice for visiting yachts.
- For the third year, working with local partners to produce a range of 'added value' offers to visiting sailors.
- Through participation in the Lymington Seafood Festival. As well as being a great event to encourage waterborne visits to Lymington, this event provides a good forum for increasing awareness about the role of LHC in the local community.

11: LOOKING FORWARD 2020/21

2020/21 CHARGES

In November, the Commissioners finalised the pricing for the provision of its commercial services (such as annual and visitor moorings) and statutory harbour dues for the 2020/21 financial year.

When deciding the level of price rise required, factors considered included:- The current financial position of the authority; the current statutory, safety, and other management requirements for the authority; the cost of future infrastructure maintenance; the predicted cost of the next phase of breakwater construction to protect the harbour; inflation; and the need to build up reserves.

Taking all of these factors into account, the Commissioners have decided to increase fees for the majority of its commercial services and all harbour dues (including the harbour protection levy) by an average of 2.1% for the 2020/21 financial year.

There are several exceptions:

- Annual mooring licence charges for the 'Fortuna Inner' pontoon berths which will increase by 15% in line with the phased increases notified to berth holders prior to the 2015/16 mooring season.
- Long Term Visitor charges for mid-river moorings downstream of the railway bridge will increase by between 10% (winter season) and 15% (summer season).
- Also, the increase in standard visitor mooring charges will vary depending on boat size following a decision to change from a banded charge to a per metre charge and to recognise the investment in the new Town Quay facilities.

2020 PUBLIC MEETING

Lymington Harbour Commissioners (LHC) will be holding a public meeting on Thursday 26th March 2020 at 19.30 hours. The venue will be the Lymington Town Sailing Club. The open meeting provides an opportunity for Commissioners to share with the public an update of the work carried out by LHC on behalf of river users in 2019, an update of LHC financials, and an opportunity to outline future planning. Please register to attend by visiting www.lymingtonharbour.co.uk/annual-public-meeting-2020.



Photo Credit: Debbie O'Connor

12: FINANCIAL MANAGEMENT

PROFIT & LOSS ACCOUNT - Year ending 31st March 2019

	2019 £	2018 £
Turnover	1,555,704	1,497,265
Cost of sales	<u>(715,897)</u>	<u>(735,698)</u>
Gross profit	839,807	761,567
Administrative expenses	<u>(363,521)</u>	<u>(317,485)</u>
Operating profit	476,286	444,082
Other interest receivable & similar income	6,711	2,229
Interest payable & similar expenses	<u>(54,659)</u>	<u>(58,339)</u>
	<u>(47,948)</u>	<u>(56,110)</u>
Profit before tax	428,338	387,972
Taxation	<u>(91,563)</u>	<u>(71,427)</u>
Profit for Financial Year	<u>336,775</u>	<u>316,545</u>

STATEMENT OF COMPREHENSIVE INCOME - Year ending 31st March 2019

	2019 £	2018 £
Profit for the year	336,775	316,545
Remeasurement gain/(loss) on defined benefit pension scheme	<u>52,480</u>	<u>(53,960)</u>
Total comprehensive income for the year	<u>389,255</u>	<u>262,585</u>

BALANCE SHEET at 31st March 2019

	2019 £	2018 £
Fixed Assets		
Tangible assets	4,207,615	4,265,118
Current Assets		
Debtors	183,532	165,211
Cash at bank and in hand	<u>1,750,433</u>	<u>1,467,899</u>
	<u>1,933,965</u>	<u>1,633,110</u>
Creditors: Amounts falling due within one year	<u>(1,190,513)</u>	<u>(1,141,712)</u>
Net current assets	<u>743,452</u>	<u>491,398</u>
Total assets less current liabilities	4,951,067	4,756,516
Creditors: Amounts falling due after one year	(802,800)	(1,003,500)
Provisions for liabilities	<u>(223,338)</u>	<u>(209,962)</u>
Net assets excluding pension asset/(liability)	3,924,929	3,543,054
Net pension liability	<u>(702,740)</u>	<u>(710,120)</u>
Net Assets	<u>3,222,189</u>	<u>2,832,934</u>
Capitals and Reserves		
Capital Reserve	12,500	12,500
Infrastructure Review Reserve	30,000	15,000
Wavescreen Reserve	135,000	120,000
Harbour Protection Reserve	1,360,065	1,115,899
Pile Replacement Reserve	51,762	36,762
Revenue Reserve	<u>1,632,862</u>	<u>1,532,773</u>
Total Capital and Reserves	<u>3,222,189</u>	<u>2,832,934</u>

The Financial Statements are a summary of the information taken from the full financial statements. These summary financial statements may not contain sufficient information to allow a full understanding of the financial affairs of the Commission. For further information, the full financial statements, the Auditors Report on these financial statements and the Commissioners' Report should be consulted. Copies of these financial statements can be obtained from the Lymington Harbour Commissioners website: www.lymingtonharbour.co.uk/annual-report. The full financial statements were approved on the 15th July 2019 and include an unqualified report from the auditors.

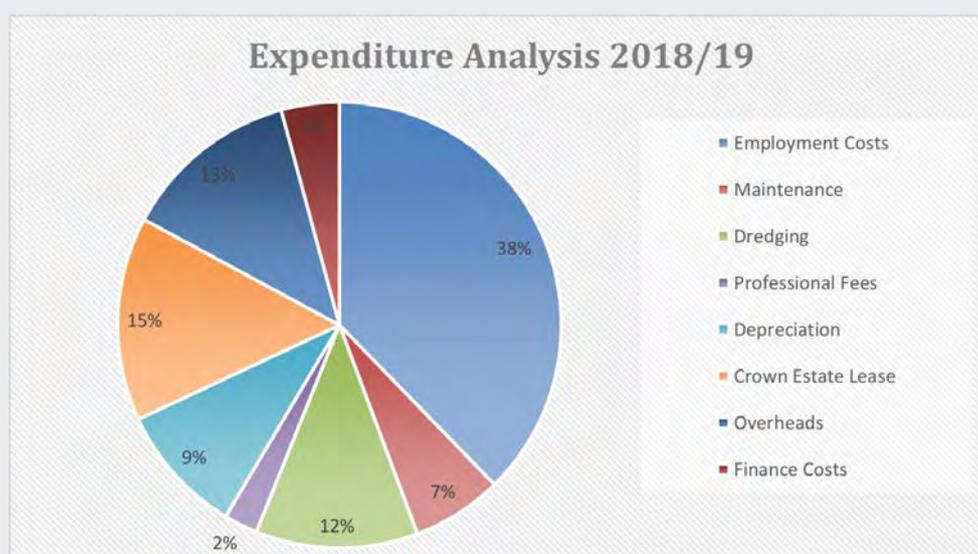
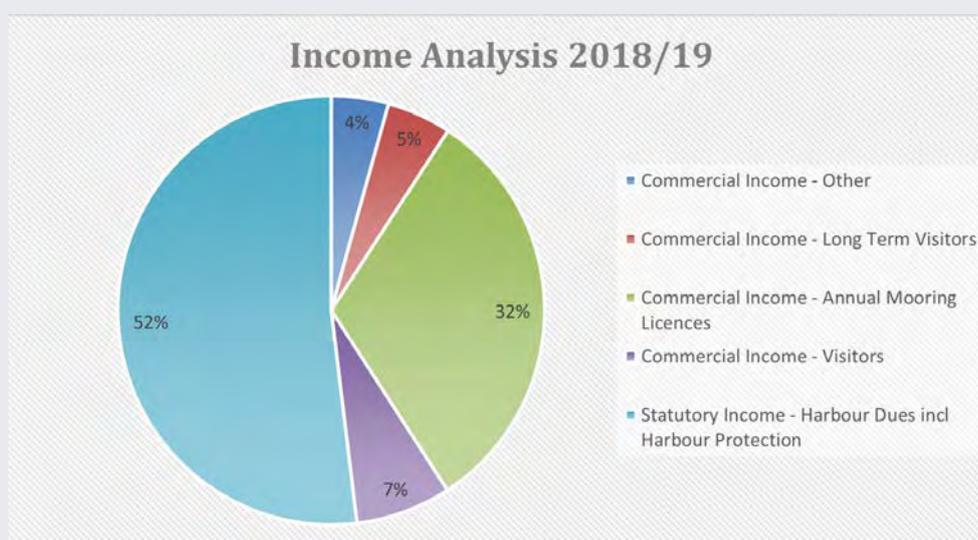
Signed on Behalf of the Commissioners
R. Jenner – Chairman

RESULTS AND OPERATING REVIEW – Year ending 31st March 2019

Lymington Harbour Commissioners continues to maintain a strong financial position. Turnover has increased by 3.9% on the previous year. In order to improve transparency turnover is broken down between statutory harbour authority income (dues) and income generated from commercial operations. The key financial and other performance indicators during the year were as follows:

	Unit	2019	2018
Turnover	£	1,555,704	1,497,265
Gross Profit	£	839,807	761,567
Gross Profit Percentage	%	54	51

At the end of the financial year the statement of financial position and cash flow statement continue to show a sound position with a satisfactory level of cash and reserves.



PENSION SCHEME

The provision for the deficit on the pension scheme has been reduced by £7,380 this year compared to an increase of £93,320 last year.

LOAN

During the year £200,700 (2018 - £200,700) of capital and £32,659 (2018 - £38,339) of interest was repaid on the £2,007,000 secured loan facility from the New Forest District Council to fund the cost of facilitating the second phase of breakwater construction to protect the harbour.

13: COMMISSIONERS, OFFICERS & HARBOUR ADVISORY GROUP

HARBOUR COMMISSIONERS

The persons holding office as Commissioners during 2019 are as follows:

Name	Board Meeting Attendance	Special Interest
Richard Jenner	6/6	Chairman
Timothy Harford	6/6	Vice Chairman & Moorings Portfolio
William Peach	5/6	Business Development Portfolio
Robert Mitchell	5/6	Finance Portfolio
Paul Martin	5/6	
Andrew Richards	5/6	
Jane Challener	6/6	Environment Portfolio
Alison Towler	6/6	Personnel Portfolio
Chris Lisher	5/6	Safety Portfolio
Ryan Willegers	6/6	Chief Executive/Harbour Master

The Board of Commissioners met six times during the year. The number of board meetings attended by each Commissioner is shown against their name together with the number of meetings they were eligible to attend. The first figure represents attendance and the second figure the possible number of meetings. For example, 5/6 signifies attendance at five of six possible meetings. In addition, five meetings were attended by the Chairman of the Lymington Harbour Advisory Group or his representative.

Commissioners also attended a number of meetings of the supporting committees. At their invitation, the Chairman and Harbour/Master Chief Executive attend meetings of the Harbour Advisory Group. Commissioners are required to declare any interests that are relevant to the management of the harbour. A register of these is available for inspection at the Harbour Office and on LHC's website.

OFFICE MANAGEMENT TEAM

The management team holding office during 2019 were as follows:

Ryan Willegers	Harbour Master/Chief Executive
Colin Freeman	Harbour Operations Manager
Frances Moores	Treasurer

HARBOUR ADVISORY GROUP

The persons holding office as Harbour Advisory Group Members on the 31st December 2019 are as follows:

Recreational Users	Peter Upcher (Royal Lymington Yacht Club & Lymington Town Sailing Club) Peter Lock (Lymington Amateur Rowing Club)
Commercial Boat Owners	Rob Thompson (West Wight Charter Skippers Association)
Ferry Operators	Derek Graham (to June). Adrian Whinney (from July) (Wightlink Limited)
Marinas	Rupert Wagstaff (Lymington Yacht Haven Ltd)
Local People	Cllr Barry Dunning (Lymington & Pennington Town Council) Don Mackenzie (Lymington Society)
Local Business	Andrew Wilkes (to June). Guy Standley (from July) (Lymington and District Chamber of Commerce)
Environmental Interests	Robert Chapman (Hampshire and Isle of Wight Wildlife Trust) John Clarke (Lymington, Keyhaven & District Wildflowers Association) David Illsley (New Forest National Park Authority)
Coast Protection Interests	Peter Ferguson (New Forest District Council Coast Protection)

Details of the constitution and the minutes of the Harbour Advisory Group meetings can be found at: www.lymingtonharbour.co.uk/harbour-advisory-group



Harbour Master/Chief Executive: **Ryan Willegers**
Harbour Operations Manager: **Colin Freeman**
Treasurer: **Frances Moores**

LYMINGTON HARBOUR COMMISSIONERS

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Front/Back Cover Photo Credit:
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