



LYMINGTON  
HARBOUR



# LYMINGTON HARBOUR COMMISSIONERS

Annual Report | 2020

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Photo Credit: Tony Ferris



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Photo Credit: Alan Mayell



## CHAIRMAN'S INTRODUCTION

*Photo Credit: Adrian Chisnell  
2020 Photo Competition Winner*

Like every other organisation in 2020, we have been impacted by the COVID pandemic and we recognise that many of our stakeholders will also have been affected. Our staff have had to deal with ever changing security protocols and other challenges to enable themselves and other harbour users to operate in a safe way. I would like to thank all our users for their patience as we dealt with these challenges, and to sincerely thank all our staff for the way they have adapted.

For the year ending March 31<sup>st</sup> 2020 we reported a pre-tax profit of £344k and thanks to the cost management measures we have taken as well as government support initiatives, I am pleased to be able to say that we expect to be able to report a financial surplus for the year ending in March 2021.

During 2020 we completed the reconfiguration of the Town Quay mooring area. As well as improving the resident mooring arrangements, the development increased the number of walk ashore visitor berths from 19 to 46 and will help to generate additional boat tourism for Lymington. We have received a lot of positive feedback on the new facilities.

The last stage of this project will be to upgrade the washrooms. We are in the final stages of reaching agreement with NFDC with a view to having new washrooms for the 2022 season. Lymington will then be able to offer a most competitive visitor offering, comparing favourably with other Solent harbours.

I am pleased that we have been able to retain focus on our longer term (2020-2025) strategic plan. An updated Harbour Development plan will be submitted for public consultation in 2021. The plan focuses on aligning mooring provision with waiting list demand as well as improving navigation access. We remain acutely aware of the long waiting list for moorings and our need to address this.

The Commissioners have started a longer-term review to ensure our financial commitments regarding Harbour Protection, maintenance and investment in improving facilities, can be met within our current assumptions. In 2022 we will need to replace the eastern wave screen at an estimated cost of £400K and, by the end of the decade, the next stage of the harbour protection breakwater project will be necessary at an estimated cost of between £4-5m.

I would like to thank all members of the Lymington Harbour Advisory Group, chaired by Rupert Wagstaff, for their engagement and support during the year. They provide a vital conduit for feedback on all aspects of our activities.

This year, two long serving commissioners retired. Richard Jenner had served for 9 years including three as Chairman, and Paul Martin who retired after 6 years service. I would like to thank them for their service and to welcome our two new Commissioners, John Morrow and Mike Bowles who will bring considerable experience to our Board. It has been gratifying that we have had such a good response from applicants for these positions.

I would like to thank all my fellow Commissioners for their continuing support and commitment.

In closing, I know I speak for all the Commissioners in thanking Ryan Willegers our Chief Executive and Harbour Master for his outstanding leadership during 2020.

Let us hope that 2021 will bring a more normal year. I wish all our users a safe and enjoyable 2021 season.

**Tim Harford**  
**CHAIRMAN**

## 1: STRATEGIC PLAN 2020 – 2025

In October 2020, Lymington Harbour Commissioners (LHC) completed and published its Strategic Plan 2020-2025, following consultation with the Harbour Advisory Group and stakeholders.

The plan was produced before the COVID-19 pandemic, and whilst the full medium and long term impacts on the economy are not yet known, LHC acknowledges the risks to the harbour and its supporting tourism and marine economies.

The Commissioners will therefore continue to keep under review LHC's Strategic Plan, key objectives, priorities and delivery plans, some of which will inevitably be impacted.

### VISION

To fulfill the potential of the harbour in delivering first-class port facilities and leisure services, whilst being at the heart of the community and a key local economic driver.

### MISSION STATEMENT

To provide a first-class service to our customers and stakeholders while providing value for money. Continue to develop the infrastructure and facilities, while maintaining and improving the natural environment through sustainable management and conservation of the harbour.

### STRATEGIC OBJECTIVES

1. Continue investment into infrastructure, marine based services and harbour facilities. Produce a Harbour Improvement/Development plan by 2021 in consultation with stakeholders.
2. Manage the harbour income and asset base to support the delivery of statutory duties and strategic objectives to fund harbour improvements and to maintain a sheltered and protected harbour.
3. Improve access to the harbour through developing, promoting, or supporting initiatives that improve awareness of, or increase opportunities to get on the water.

4. Support sustainable and sympathetic development and conservation of the harbour while preserving its character and protecting or enhancing the marine environment.
5. Enable and support the activities of stakeholders including the encouragement of leisure activities, trade and business in the harbour.



Photo Credit: Sally Harris

## 2: GOVERNANCE & REGULATORY

### LEAD POLICY

Manage the Harbour in an open and accountable manner.

#### STRATEGIC PLAN OBJECTIVES (2020)

**Transparency & Accountability:** Review stakeholder engagement processes to ensure they remain effective and in line with Ports Good Governance Guidance. Due to officer time constraints as a result of managing LHC's response to the pandemic, this remains outstanding but will be conducted in the first quarter of 2021.

**Portfolio Management:** Commissioners to take ownership of their respective portfolios and collective responsibility for the compliance with policies and the delivery of the overall strategic plan. During 2020, committee makeup and portfolio leads were reviewed to reflect changes to the Board of Commissioners.

**Reporting:** The Commissioners will receive regular Strategic Plan updates and will report annually to stakeholders through the Annual Report and annual public meeting. The 2019 Annual Report was published in January 2020. The 2020 public meeting scheduled for the 26<sup>th</sup> March was cancelled due to the COVID-19 pandemic. This is the Annual Report for 2020.

#### GOVERNANCE POLICY

Lymington Harbour Commission (LHC), constituted under the Pier and Harbour Order (Lymington) Confirmation Act and Orders 1951 to 2014, is the Statutory Harbour Authority for Lymington Harbour.

Lymington Harbour is a Trust Port, designated by the Department for Transport (DfT). As such, it is an independent statutory body, run by an independent board for the benefit of stakeholders. LHC is committed to working in accordance with the principles of governance published in the Ports Good Governance Guidance - DfT March 2018.

The guiding principles of LHC are set out in a strategy document, currently the Strategic Plan 2020-2025. Progress towards the Strategic Plan objectives is reported bi-monthly to Commissioners, up to twice a year to the Harbour Advisory Group, and annually at a public meeting and in our annual report.

Port business is conducted in the interests of the whole community of stakeholders, openly, accountably, and with commercial prudence. The DfT 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 Lymington Harbour Stakeholders.

[www.lymingtonharbour.co.uk/governance](http://www.lymingtonharbour.co.uk/governance)

#### 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.

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 term is as Chairman.

Richard Jenner stood down as Chairman on the 31<sup>st</sup> May 2020 and retired as a Commissioner on the 31<sup>st</sup> October after serving three three-year terms, including one term as Chairman.

Paul Martin retired as a Harbour Commissioner on the 31<sup>st</sup> October after serving two three-year terms plus 5 months as a co-opted Commissioner. At the September Board meeting, Chairman Tim Harford and Harbour Master Ryan Willegers thanked the retiring Commissioners for their valuable contribution to LHC.

Following a competitive recruitment process, the Board appointed two new Commissioners. John Morrow was appointed for a three-year term effective from 1<sup>st</sup> August 2020. Mike Bowles was co-opted from the 1<sup>st</sup> August until the 31<sup>st</sup> October and appointed for a three year-term effective from the 1<sup>st</sup> November 2020.

In compliance with LHC's governance process for re-selection, the Board agreed for Jane Challener and Alison Towler to be reappointed to serve a 2<sup>nd</sup> three-year term, effective from the 1<sup>st</sup> June and 1<sup>st</sup> November 2020 respectively.

At their meeting on the 16<sup>th</sup> March, the Board appointed Tim Harford as Chairman for a three-year term, effective from the 1<sup>st</sup> June 2020. At the same meeting Alison Towler was appointed as Vice Chairman for a three-year term, also effective from the 1<sup>st</sup> June 2020.

The Board of Commissioners met six times during the year. The number of board meetings attended by each Commissioner is shown in the table below 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.

Commissioner	Board Meeting Attendance	Special Interest
Richard Jenner	5/5	Chairman to 31/05/2020
Timothy Harford	6/6	Vice Chairman to 31/05/2020. Chairman from 01/06/2020. Moorings Portfolio
William Peach	6/6	Business Development Portfolio
Robert Mitchell	6/6	Finance Portfolio
Paul Martin	4/5	
Andrew Richards	6/6	
Jane Challener	6/6	Environment Portfolio
Alison Towler	6/6	Vice Chairman from 01/06/2020. Personnel Portfolio
Chris Lisher	6/6	Safety Portfolio
John Morrow	2/2	
John Michael Bowles	2/2	
Ryan Willegers	6/6	Chief Executive/Harbour Master

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 declared interests is available for inspection at the Harbour Office and on LHC's website.

[www.lymingtonharbour.co.uk/board-of-commissioners](http://www.lymingtonharbour.co.uk/board-of-commissioners)



Chairman, Tim Harford presents a leaving gift to Paul Martin (Left) and Richard Jenner (Right)



## LYMINGTON HARBOUR ADVISORY GROUP

As recommended by the Department for Transport and required under its constitution, Lymington Harbour Commission consults and seeks guidance from an advisory committee whose members represent the beneficiaries and stakeholders of Lymington Harbour.

Lymington Harbour Advisory Group (LHAG) meets several times a year and aims to provide an effective two-way communication mechanism between harbour users and the Harbour Commissioners. LHAG has 13 members representing interests including recreational users, commercial shipping, marinas, local businesses, coastal protection, local people, the RNLI and environmental interests.

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 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 Lymington Yacht Club. Meeting minutes are published on LHC's website. [www.lymingtonharbour.co.uk/harbour-advisory-group](http://www.lymingtonharbour.co.uk/harbour-advisory-group)

Stakeholder Group	Organisation	Representative
Recreational Users	Royal Lymington Yacht Club, Lymington Town Sailing Club & Lymington Sailability	Roy Froud
	Lymington Amateur Rowing Club, Sea Scouts & Lymington & District Sea Fishing Club	Peter Lock
Commercial Boat Owners	West Wight Charter Skippers Association	Rob Thompson
Ferry Operators	Wightlink Limited	Capt Adrian Whinney
Marinas	Lymington Yacht Haven & Berthon Boat Company	Rupert Wagstaff
Local People	Lymington & Pennington Town Council	Councillor Barry Dunning
	Lymington Society	Don Mackenzie
Local Businesses	Lymington & District Chamber of Commerce	Guy Standley
Environmental Interests	Hampshire & Isle of Wight Wildlife Trust	Robert Chapman
	Lymington, Keyhaven & District Wildfowling Association	John Clarke
	New Forest National Park Authority	David Illsely
Coast Protection Interests	New Forest District Council	Peter Ferguson
RNLI	Lymington RNLI	Al Mackay

### 3. PERSONNEL MANAGEMENT

**LEAD POLICY**  
 Ensure LHC’s management culture motivates and empowers its team with the training, skills and ethos to deliver LHC’s strategic objectives.

#### STRATEGIC PLAN OBJECTIVES (2020)

**Performance Review: Undertake a performance appraisal for all staff and set performance objectives where appropriate.** Due to the pandemic, appraisals were not conducted in 2020. In recognition of this, 2021 appraisals have been brought forward.

**Staff Handbook: Develop and implement a staff handbook incorporating employment policies and procedures.** Due to the impact of the pandemic on officer time, the production of a staff handbook to consolidate employment policies and procedures remains outstanding. This will now be progressed in 2021.

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

The Harbour Master/Chief Executive, Ryan Willegers maintains overall responsibility for the organisation, delegating the majority of the day to day operation to the appropriate manager.

The Operations Manager, Colin Freeman, is responsible for the day to day operational

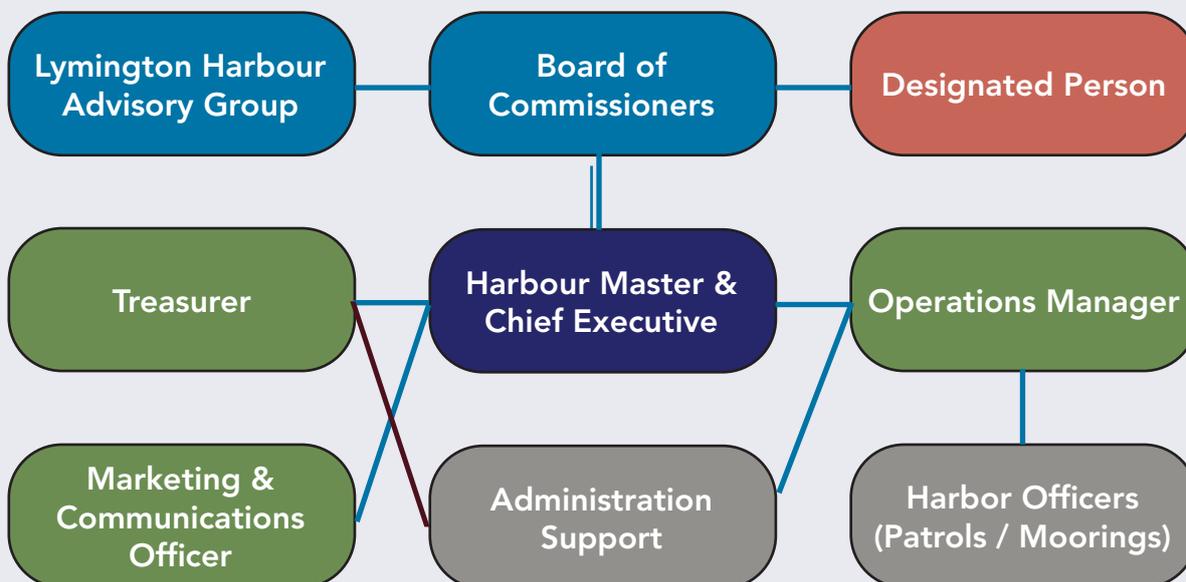
management of LHC’s marine services and moorings and for the harbour patrol officers.

Treasurer Frances Moores is responsible for the accounting and financial management and has personnel responsibilities. Frances is also the Data Protection Officer for LHC.

The Marketing and Communications Officer, Cecilia Floren is responsible for the marketing of LHC’s commercial services, as well as stakeholder and media communications.

Due to the need to mitigate the risks of the COVID-19 pandemic on the business, for 2020 significant changes were made to the normal staffing and roster arrangements. This included maintaining separate on the water teams throughout the summer season, some office staff working from home, and some office-based staff being furloughed.

During the year, staff received training in VHF radio, fire-awareness, first aid, manual handling, oil spill response, engine maintenance and Harbour Master professional development. The Harbour Master attended a number of online seminars and forums run by the ports industry to keep abreast of changes in legislation and good practice.



## 4. SAFETY & SECURITY

### LEAD POLICY

Promote a safety-first culture ensuring the highest standards in health and safety for LHC employees and harbour users through operating a safety management system that fully complies with the Port Marine Safety Code.

### STRATEGIC PLAN OBJECTIVES (2020)

**Marine Safety Management Plan (MSMP): The MSMP to be reviewed annually. LHC Board to ratify plan on an annual basis.** The Port Marine Safety Code 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. LHC's safety management system is documented in its MSMP. The MSMP was formally reviewed and ratified by the Board of Commissioners at their meeting in May 2020. As part of this process, LHC also reviewed its risk assessments and safety control measures in consultation with the relevant harbour stakeholder groups.

**Local Notices to Mariners (LNTM): Increase distribution to harbour users.** In 2020 the number of people subscribing to receive email notifications increased by 10%. LNTM's are also published on LHC's website. During the year 15 LNTM's were issued.

**Review and Report: Hold three internal safety meetings annually. Hold one River User Safety Group meeting per year (or as required). Report on marine safety performance in the annual report.** During the year internal safety reviews were held in January, May and September. The River Users Safety Group meeting was held on the 6th March. The meeting provides an opportunity for LHC, leisure stakeholders and commercial users to discuss safety aspects of all activities in Lymington Harbour.

**Lost Time Injuries: Eliminate staff lost time injuries.** In 2020 there were no lost time injuries as a result of an accident or injury at work. During the year LHC continued to invest in staff training to deliver safety objectives and our safe operating procedures were reviewed and improved.

**Pilotage: Conduct a review of pilotage in accordance with the published pilotage policy.** Under the Pilotage Act 1987, LHC, as the Competent Harbour Authority, is required to keep the need for a pilotage service under review. It is LHC's policy to review the need for a pilotage service every 5 years. A review was conducted in the first quarter of 2020 and included consultation with operators of qualifying vessels. The findings of the review, which were adopted by Commissioners at their May Board meeting, continued to conclude that a pilotage service was not required and that pilotage was not compulsory. The next review is scheduled for May 2025, unless circumstances dictate that an earlier review is required.

**Moorings: Review mooring infrastructure to identify if there are areas where it is desirable to reconfigure to benefit navigation.** A review has been undertaken and draft recommendations for incorporation into a Harbour Development Plan are in the process of review by the mooring and safety committees prior to consideration by the Board of Commissioners in the first quarter of 2021.

**Audit: Obtain an independent annual safety audit and report. Report annually on safety incidents.** The Port Marine Safety Code (PMSC) recommends the appointment of a Designated Person to provide independent assurance directly to the Duty Holder (the Board of Commissioners) that the marine safety management system is working effectively and is compliant with the requirements of the Code. This is achieved through a formal annual audit and report. LHC have appointed Montgomery Smedley of marine consultancy ABPmer as Designated Person. In April, Mr Smedley conducted his audit and produced his report which concluded that LHC and its harbour operations were fully compliant with the requirements of the PMSC. The audit findings were reported to the Board of Commissioners at their May 2020 meeting and the full report and compliance statement are published on LHC's website.



Photo Credit: Marc Colby

## Aids to Navigation

Due to the COVID-19 pandemic, Trinity House Lighthouse Service (THLS), the General Lighthouse Authority for England & Wales, cancelled their annual inspection of Aids to Navigation (AtoN) in 2020. LHC continued to report on the availability of AtoN's during the year which are summarised in the table below.

No. Marks	Target Availability	Actual Availability
45	97%	100%

## Emergency Planning, Exercises and Training

Under the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operations Convention) Regulations 1998, Lyminster Harbour is required to hold an incident management exercise every year to test the effectiveness of its Oil Spill Response Plan. As Wightlink (the Isle of Wight ferry operator) is also a Statutory Harbour Authority within Lyminster Harbour, we share a response plan which is jointly exercised.

Every third year the regulations require that the exercise must involve our contracted professional oil spill responder and deploy equipment to a Tier 2 level. This took place on the 30<sup>th</sup> September with the exercise facilitated and monitored by Adler & Allen, our professional contractor. This year it was a Wightlink led exercise with a spill scenario involving their operation. Relevant agencies and key operational stakeholders participated. Two notification exercises were also carried out during the year to test 'call out' arrangements. Both included a practical boom deployment.

In September the Harbour Master and Operations Manager attended a Level 4 oil spill response refresher course. Three officers also attended a Level 2 refresher course.

In December, a desk top exercise was carried out to test LHC's emergency plan. The incident scenario involved a collision incident with a dredging barge. The exercise also involved a practical deployment of a Jason's Cradle to recover a person from the water.

## Incidents and Investigations

Where incidents are reported, details are recorded, and where appropriate, are the subject of further investigation. For safety related incidents, the principle purpose of investigations is to establish the contributing causes, identify any learnings, and make an assessment on whether any changes are required to risk assessments and risk control measures.

The adjacent table shows the trend for safety incidents reported over the last five years. There was a small increase in the number of incidents in 2020. As in previous years groundings, vessels adrift and collisions with moored vessels or stationary objects featured prominently.

Of the twelve incidents in the "collisions with moored vessels/stationary objects" category, nine involved small vessels underway coming into contact with moored boats or harbour infrastructure. Eight incidents were due to helm errors, with one being a deliberate act which was the subject of follow up by the Hampshire Marine Police Unit. Two further incidents related to Lyminster Amateur Rowing Club sculls becoming pinned against a moored



commercial fishing vessel due to the effects of the ebb tide when attempting to pass under the railway bridge. A further similar incident relates to the reported capsizes. In response to the difficulties experienced by Lymington Amateur Rowing Club sculls and to improve mooring flexibility, LHC will be reconfiguring the commercial fishing boat pontoons in April 2021.

The final incident in this category involved Wightlink ferry 'Wight Sun'. In November the inbound ferry collided with No. 11 navigation beacon and the end of the eastern wave screen marking the entrance to Horn Reach. The subsequent investigation's preliminary conclusion was that the primary cause was a sudden squall bringing strong winds and poor visibility resulting in a momentary loss of control and positional awareness. A recommendation arising from the investigation was that in consultation with the Harbour Master, Wightlink will review bridge procedures to identify whether any changes could be implemented to mitigate the risk of a similar incident occurring. The incident was also the subject of a notification and report to the Marine Accident Investigation Branch.

Of the twelve incidents in the "groundings" category, eight were due to leisure vessels leaving the navigation channel due to helm error. One of these occurred at night when an inbound RIB ran aground to the east of the entrance to the river, resulting in a suspected back injury to a crew member and subsequent RNLI and Coastguard assistance following a Mayday call. Two of the grounding incidents occurred as a result of engine failure. A further incident occurred when two persons in hired kayaks became stranded on saltmarsh with weather conditions deteriorating. Both were evacuated by Coastguard helicopter. A further grounding was reported inside the eastern margins of the marked navigation channel in the lower reaches. This will be the subject of survey and if necessary, dredging this winter.

Of the eighteen incidents in the "vessel adrift category", fourteen were due to the vessel mooring lines parting, either because they were poorly secured or in poor condition. A further four were vessels that needed assistance following mechanical issues.

Of the three "near miss – ferry" incidents, two involved leisure boats being in breach of the collision regulations and causing the ferry to have to take evasive action to avoid a collision. A further incident involved a leisure boat suddenly losing propulsion causing the ferry to take avoiding action.

The "other" incident category is used to define incidents that do not fall within the other defined categories. They included a boat sunk on its moorings, youths tomb stoning and damage to mooring lines through a fouled propeller.

Safety Incident	2016	2017	2018	2019	2020
Capsize (with personnel)	5	1	4	3	1
Collision – Moving Vessels	1	1	0	1	0
Collision with Ferry	0	0	0	0	0
Collision – Moored Vessel/Stationary Object	8	6	17	11	12
Fire	0	1	1	0	0
Grounding	10	14	16	13	12
Inappropriate Navigation	7	5	3	3	0
Man Overboard	0	1	1	2	4
Near Miss – Ferry	2	1	3	4	3
Near Miss – Other	3	0	0	1	1
Other	5	1	1	10	6
Slipway Incident	3	0	3	1	5
Speed Infringement	8	4	14	4	7
Tampering	0	0	0	1	3
Vessel Adrift	8	1	7	15	18
Wash Other Vessels	2	0	1	0	0
Wash Ferry	2	1	1	0	0
<b>Total 1<sup>st</sup> Jan to 31<sup>st</sup> Dec</b>	<b>64</b>	<b>37</b>	<b>72</b>	<b>69</b>	<b>72</b>

The overall number of non-safety incidents have remained broadly the same in the last three years. The incidents in the “boat damage” category were mainly due to mooring related issues such as an anchor getting snagged and inadequate fendering arrangements.

Incidents of “theft” increased this year, reflecting a significant increase in anti-social behaviour experienced around the river this year. Four of the incidents involved tenders being taken with two subsequently found abandoned. A further incident involved reported damage and theft from a motorboat, with the same boat being the subject of unauthorised access (“tampering”) on two further occasions. The other incidents involved the theft of trailers and personal property away from the water, and a theft of fuel.

The “other” category included reports of anti-social behaviour and trespass on pontoons.

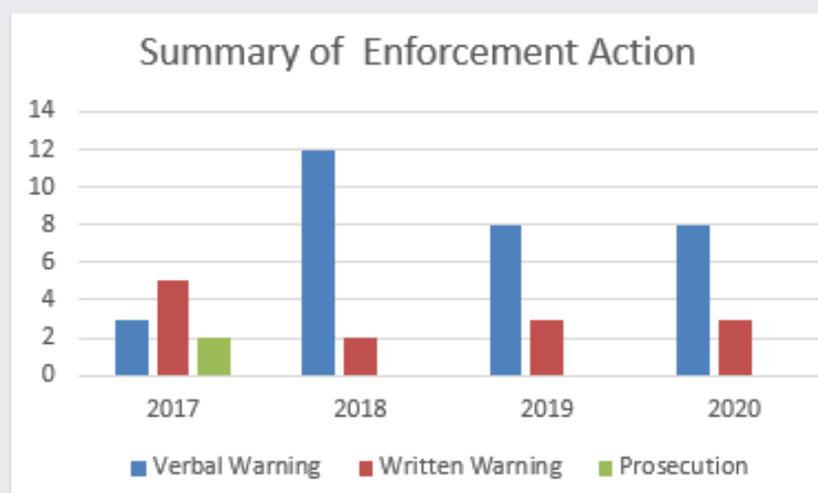
Non Safety Incident	2016	2017	2018	2019	2020
Boat Damage	19	9	3	15	8
Pollution	0	2	1	1	4
Tampering	3	2	0	2	6
Theft	0	10	4	2	9
Other	31	29	24	8	4
<b>Total 1<sup>st</sup> Jan to 31<sup>st</sup> Dec</b>	<b>53</b>	<b>52</b>	<b>32</b>	<b>28</b>	<b>31</b>

### 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, formal warning and prosecution. Harbour Patrol Officers are proactive in LHC’s primary approach of educating and informing offenders and regularly attend enforcement seminars run by the Hampshire Marine Police Unit.

The table below summarises enforcement action. In 2020, verbal warnings were given for speeding, inappropriate navigation and slipway use infringements. Two written warnings were given for speeding. A further written warning was given for failing to report an incident and navigating at night without displaying navigation lights.

[www.lymingtonharbour.co.uk/patrols-enforcement](http://www.lymingtonharbour.co.uk/patrols-enforcement)



## 5: PORT & HARBOUR DEVELOPMENT

### LEAD POLICY

Promote and deliver sustainable harbour development policies to safeguard existing and support new business, services, investment and employment.

### STRATEGIC PLAN OBJECTIVES (2020)

**Harbour Development Plan: Develop, consult and publish a Harbour Development Plan (target timeline 2020-2021).** A comprehensive review of mooring infrastructure, including analysis of mooring supply and future demand has been completed and potential development options identified for inclusion in the Harbour Development Plan. The findings of the review and arising recommendations are in the process of being considered by the mooring and safety committees prior to being considered by the Board of Commissioners at their March 2021 meeting.

LHC has also held two meetings with the principle user organisations of the Bath Road slipway to discuss future development options that will improve both user experience and safety. Any significant development will require a shared funding approach and investigation of grant funding opportunities, possibly through Sport England. This will be a longer-term project, with the timing being impacted by the effect of the pandemic on finances and the timing of the Environment Agency plans to improve the flood defences between Hurst Spit and Lymington which will include the slipway and adjacent areas. LHC has asked Lymington Town Sailing Club, Royal Lymington Yacht Club and Lymington Sailability to form a working group to give consideration to what lower cost initiatives would provide greatest benefit to leisure user experience and safety in the shorter term. Once received, proposals will be considered for inclusion in the Harbour Development Plan.

Once approved, the draft Harbour Development Plan will be the subject of consultation with the Harbour Advisory Group before going to public consultation in June 2021.

**Infrastructure Review: Update the condition survey report of principle assets to include a**

**report on anticipated maintenance expenditure requirements over a ten-year period.** This was postponed as part of our efforts to mitigate the financial impact of COVID-19. Now that we have more certainty, LHC's consulting engineer has been appointed to undertake the survey in February 2021.

**Town Quay Washrooms & Quayside: Work in partnership with New Forest District Council (NFDC) and Lymington & Pennington Town Council (L&PTC) on a public consultation to help shape views on LHC/NFDC proposals to redevelop the LHC washrooms and the public toilet facilities and L&PTC proposals to improve the surrounding landscape. Have new washrooms ready for spring 2021.** A public exhibition on potential options for the design of the washroom building and improvements to the surrounding landscape was held in January 2020. The presented options were informed by the results of a public consultation held in 2019 to identify preferences and priorities.

The project was paused in March due to the impact of COVID-19 and the financial uncertainty this created for the participating organisations and work did not recommence again until September to take stock of the new financial realities. We are now in the final stages of reaching agreement with NFDC with a view to having the washrooms available for the 2022 season.



## Town Quay Mooring Reconfiguration Project

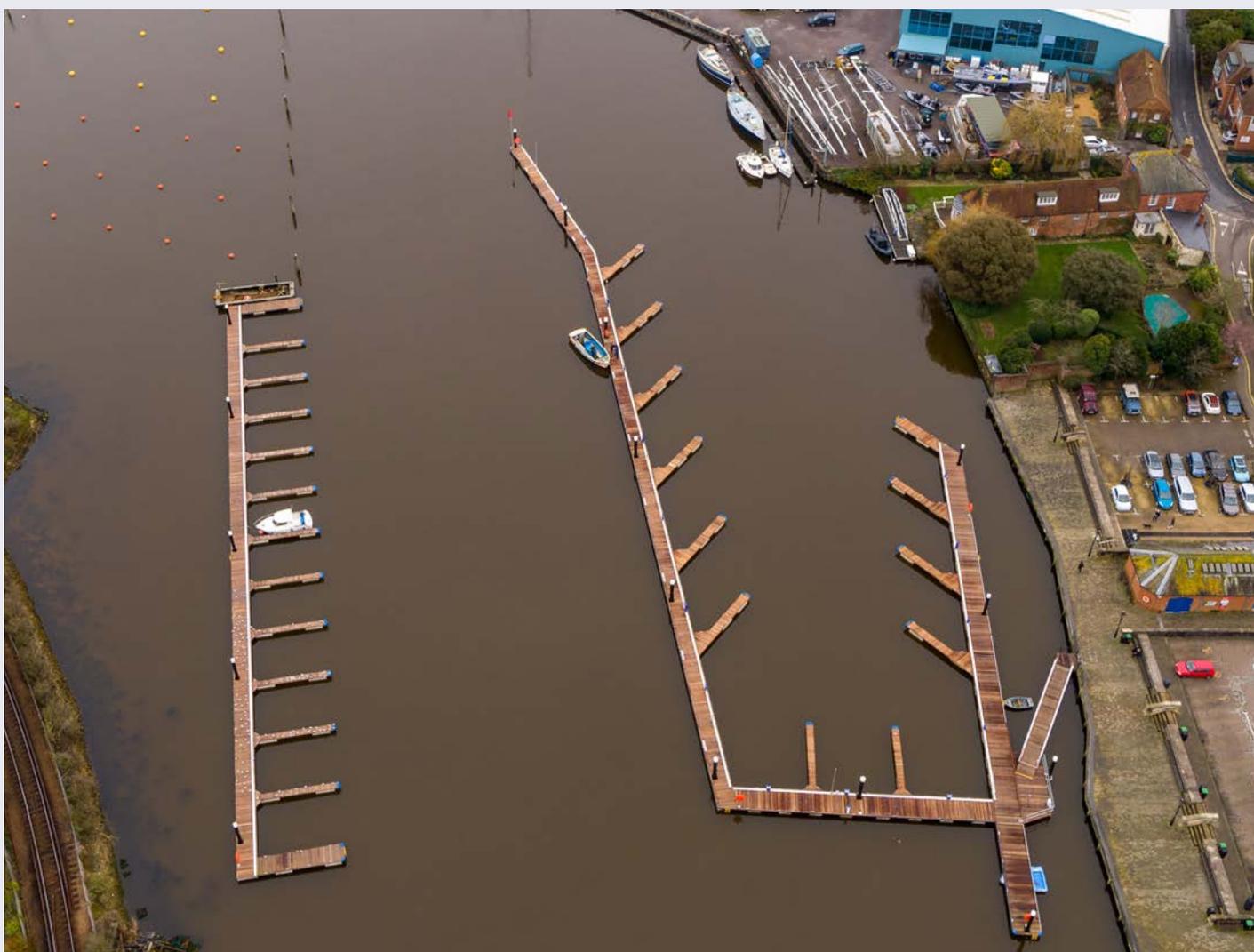
A key strategic objective for the 2015-2020 plan was to bring forward proposals to redevelop the Town Quay area to modify the visitor mooring provision to provide the type of facilities expected by modern yachtsmen and, in turn, to improve the vibrancy of the Town Quay area as a tourist destination.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

Following the award of a contract to Walcon Marine to install the new pontoons and mooring piles, works were completed in February. Unfortunately, the plan for an official opening in April by Lymington Town Mayor, Anne Corbridge and marine journalist, author and broadcaster Tom Cunliffe had to be cancelled due to the national lockdown for the COVID-19 pandemic.

During the season the walk ashore visitor pontoon was used both for long term and overnight visitors (see Marine Services & Business Development for more information), with positive feedback from many users.

We now look forward to using this facility in more normal times. The reconfiguration of the mid river resident moorings in this area to pontoon berths (not walk ashore) has also proven popular.

However, following difficulties some Lymington Amateur Rowing Club sculls have experienced when transiting under the railway bridge in strong ebb tides (see Safety and Security section), and following consultation with the commercial fishermen about improving the flexibility of the commercial berths, LHC will be reconfiguring the alignment of the commercial fishing boat pontoons in April 2021.



## 6: MARINE SERVICES & BUSINESS DEVELOPMENT

### LEAD POLICY

Provide and invest in marine services, facilities and initiatives that are market-led and customer focused, adding long term value to the "harbour offer" in accordance with Trust Port principles.

### STRATEGIC PLAN OBJECTIVES (2020)

**Promote Services:** Through the implementation of a marketing plan, promote marine facilities, branding and stakeholder benefit opportunities to assist in achieving business objectives. Although impacted by COVID-19, LHC continues to implement its marketing plan.

**Improve Services:** Implement customer feedback and response policies across LHC's marine service provision to ensure continual improvement in services provided. In January LHC implemented an online customer satisfaction forms visitors and residents. Feedback received will help us to inform how we can improve our facilities and customer experience.

**Visitor Destination:** Through the implementation of a marketing plan and improved facilities, increase visitor boat stays to the harbour throughout the year. In common with many harbours, the impact of COVID-19 and lockdown has resulted in a significant fall in visitor stays in 2020. Further details are provided in the Moorings and Recreation report below.

**Partnership Working:** Develop existing and generate new partnerships with local businesses to encourage additional boat visits through the provision of 'added value'. For 2020, LHC worked with 8 local organisations and businesses to provide 'added value' offers to visiting boats. Unfortunately, the COVID-19 pandemic has had an adverse impact on the availability and take up through restrictions, closures and reduced visitor numbers. Going forward, LHC will continue to work with local businesses to generate new partnerships and

offers to encourage waterborne tourism to the Town.

**Improved Access:** Increase harbour use and revenues through adopting a proactive approach to developing and promoting alternative ways to access the water. Support and promote access to the water for children and young people. There have been no new initiatives to develop and improve access to the water in 2020, albeit LHC continues to support the Royal Lymington Yacht Club junior sailing programme and Lymington Sailability.

**Stakeholder Benefit:** Identify and invest in community/stakeholder benefit initiatives which may not have a commercial return in accordance with Government guidance. In 2020, LHC continued to support community and stakeholder benefit initiatives. These are summarised in the Financial Management section.

**Harbour Moorings:** Undertake a strategic evaluation every five years of mooring infrastructure provision against waiting list and market demand. Report on recommendations to optimise mooring provision having regard to the strategic objective to improve access and changes to navigation requirements. Where applicable, incorporate recommendations into the Harbour Development Plan. A comprehensive review of mooring infrastructure including analysis of mooring supply and future demand has been completed and potential development options identified for inclusion in the Harbour Development Plan. The Commissioners will now consider the options presented, with the intention of publishing a draft Harbour Development Plan for a public consultation in June 2021.

**IT Investment:** Increase investment in online platforms to reduce administration and improve the customer experience. In February 2020, LHC introduced a new reservation system for visitor bookings after two years of development by local company, Harbour Systems. Because of the pandemic there was limited opportunity to gain experience with the new system before the peak summer months, so a decision was taken to delay the implementation of the online booking element of the system until February 2021.

## Moorings and Recreation

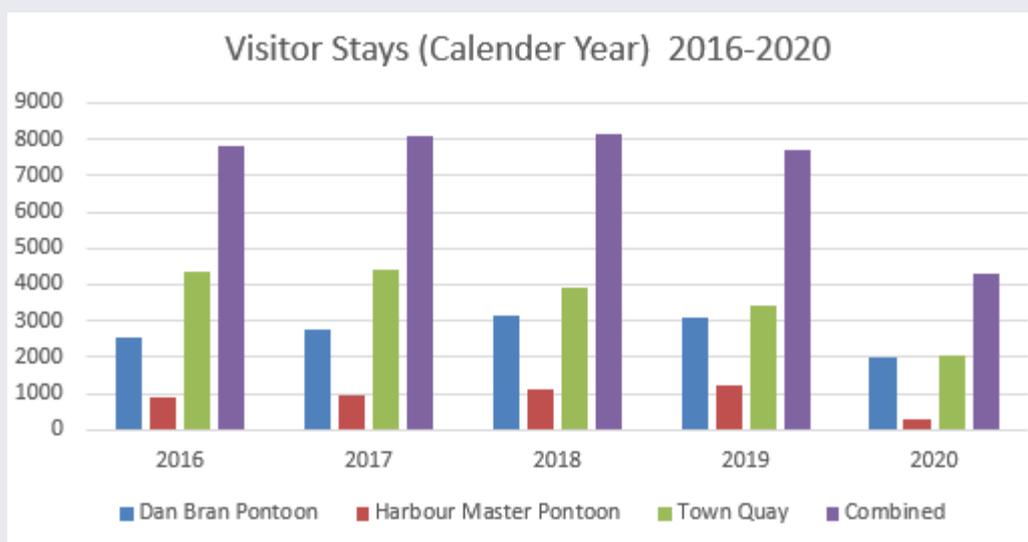
There continues to be a long waiting list for resident moorings. At the 4<sup>th</sup> December 2020, the waiting list for an annual resident mooring comprised 634 applicants. This represents an increase of 81 (14.7%) since the same date in 2019. In addition, 306 existing mooring holders are on the waiting list to 'upgrade' their mooring.

Regardless of whether an applicant is still waiting to be 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.

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. We will continue with this in 2021.

Due to the pandemic, which meant that for approximately 4½ months of the year overnight visitors were not allowed, we saw a 44.2% fall in visiting boat stays to 4,300 visits.

Leading up to the initial national lockdown in March, Commissioners sought to mitigate the financial uncertainty by taking an early decision to guarantee some income from visitor berths. This was achieved by allocating two thirds of the new walk ashore berths at Town Quay, all of the mid river visitor moorings, and the Harbour Master pontoon berths to long term visitors between March to September. Together with the need to limit visitor numbers to mitigate the COVID-19 risk, this meant that LHC had a lower capacity for visiting boats when the initial lockdown ended at the beginning of July. The table below shows the trend in visitor stay numbers in recent years.



On the plus side, the extra income from Long Term Visitor (LTV) mooring licences during the lockdown period helped to mitigate the fall in visitor numbers. At the financial year end (31<sup>st</sup> March 2021), LTV income is currently projected to be above budget by 72.4%.

## Commercial Vessels

Due to COVID-19, Wightlink saw a substantial reduction in the number of trips made in 2020. Although 11,564 trips were originally planned for 2020 (compared with 10,712 in 2019), Wightlink made just 5,440 trips in 2020, a fall of 53%. For 2021, Wightlink are currently forecasting they will operate in the region of 8,700 trips but this may change due to the ongoing uncertainty caused by the pandemic.

Puffin Cruises were also adversely affected by the pandemic restrictions and were only able to operate a shortened season from July to September. Overall, they made 588 river cruise trips compared with 736 trips in 2019, a fall of 20%. Also due to the pandemic, Gosport Ferry Company cancelled all eight of their planned cruise trip visits to Lympington over the summer.

There continues to be a small but active commercial fishing and charter angling fleet, albeit the latter was also adversely impacted by the pandemic restrictions.

## 7: ENVIRONMENT

### LEAD POLICY

Maintain and improve the natural environment through sustainable management and conservation of the harbour, estuary, and local environment. Actively improve the Harbour's 'green' credentials.

### STRATEGIC PLAN OBJECTIVES (2020)

**Dredging Management Plan: Maintain a sustainable and cost-efficient dredging management plan underpinned by long-term monitoring. Explore opportunities for beneficial use of dredged sediment both locally and in the wider area through the Solent Forum 'Beneficial Use of Dredging in the Solent' (BUDS) initiative.**

In accordance with the Conservation Assessment Protocol on Maintenance Dredging and the Habitats Regulations (2010), LHC continues to maintain a Baseline Document that records and updates the state of knowledge of dredging activities in Lymington Harbour and the local opportunities for beneficially using dredged sediment. The Baseline Document makes an evaluation of the relationship between maintenance dredging activities and the current condition of Natura 2000 sites and is used to help inform regulators when considering renewal of dredging disposal licences, including beneficial use. The Baseline Document is formally reviewed every 5 years.

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. LHC has a 7-year licence valid until 2024, 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 most recent monitoring report (July 2019) 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. In 2020 a further 5,353 tonnes of mud have been placed.

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 access. Four potential sites have been identified and during 2021 LHC will consult on these prior to applying for a marine licence.

LHC continues to be an active 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. In February 2020 Solent Forum's consultant ABPmer completed the second phase of the project to undertake a feasibility review and cost benefit analysis for sediment recharge project(s) on West Solent saltmarshes. For the latest information on BUDS visit:

[www.solentforum.org/services/Current\\_Projects/buds](http://www.solentforum.org/services/Current_Projects/buds)



**Harbour Protection:** Every 5 years, review New Forest District Council, Channel Coast Observatory and Environment Agency monitoring of saltmarsh erosion rates in order to inform the timing of future extensions to the rock breakwaters. Continue to explore cost effective opportunities for slowing down marsh erosion through beneficial placement of mud dredged from the river. In 2020 LHC asked its environmental consultant to conduct a review of the latest monitoring data available to make an assessment of saltmarsh loss since the last review in 2014 and update predictions of when the next phase of breakwater construction will be required.

The report concluded that a reasonable estimate for when the extension to the western breakwater will be required was within the next decade, but ultimately this will be informed by harbour operations and a sense that conditions are becoming less than ideal. The report also concluded that the as constructed eastern breakwater will provide protection to the harbour for the foreseeable future. The report also updated predictions in relation to breakwater settlement. These forecasts have been used to update LHC's financial planning.

**Water Quality:** Encourage the Environment Agency (EA) and Southern Water to meet their statutory responsibilities for river and estuarine water quality. Through provision of appropriate facilities and education, facilitate responsible waste disposal. Identify and implement proportionate initiatives for removal of plastics from the harbour. LHC continues to work with the Solent Forum, the Green Blue and the Solent and Poole Boating and Water Quality Group to help identify, publicise and address water quality issues. Regional coordination is important as the high levels of nutrients in our coastal waters come from a wide variety of predominantly land based sources throughout the Solent.

LHC recycles waste it generates where possible. In 2020 LHC enhanced its recycling provision on the Dan Bran pontoon. Unfortunately, due to the pandemic, planned initiatives to facilitate a litter pick in the harbour with the help of the local paddleboard community and Lymington Sea Water Baths were put on hold.

**Environmental Audit:** Undertake an environmental audit of LHC operations and implement an environmental performance action plan. Establish key performance indicators and report annually.

An environmental audit of LHC's operations and activities has been completed and a draft action plan produced for review by the Environment Committee. Due to constraints on officer time as a result of the pandemic, Environment Committee review of the audit and draft action plan has been delayed until 2021. Some 'easy wins' identified by the audit and listed for action in the draft action plan have been progressed in 2020. These included the introduction of recycling waste segregation on the Dan Bran pontoon, the introduction of electronic payslips, and the introduction of a timed heater in the harbour building.

**Coastal Defence Strategy:** Monitor development of the NFDC/EA coastal defence strategy for Lymington. Ensure proposals co-ordinate with LHC strategic objectives. Identify opportunities to increase mooring provision where upgrades to the coastal defences allow. Co-ordinate future slipway development plans with coastal defence requirements. LHC have been invited to sit on the Stakeholder Advisory Group (StAG) for the Environment Agency's project to upgrade the sea defences between Hurst Fort and Lymington. In November, two Commissioners from LHC's Environment Committee participated in the inaugural meeting. The Environment Agency is currently putting together a short video that explains the project to promote awareness to a wider audience including residents and local communities. When received, LHC will publish the video on our website and through the harbour newsletter, together with future updates.

**Wildlife:** Continue to explore opportunities to work with the Hampshire Wildlife Trust, Royal Society for the Protection of Birds and Natural England on habitat improvement and management initiatives in the Lymington River estuary. Due to the pandemic, this has been a quiet year but LHC continues to work with local officers from both organisations to support their valuable work to manage, monitor and protect local habitat and wildlife.



Photo Credit: Sally Harris

## 8: COMMUNICATIONS & STAKEHOLDER RELATIONS

**LEAD POLICY**  
 Ensure LHC effectively uses its communication channels to consult and be accountable to the stakeholders and to promote the harbour and its marine services.

### STRATEGIC PLAN OBJECTIVES (2020)

**Advisory Committee: Improve stakeholder awareness of the role of the Lymington Harbour Advisory Group (LHAG).** Encourage and support wider stakeholder engagement with LHAG. LHC continue to highlight awareness of the role of LHAG through our website, leaflets displayed in the Harbour Office reception, and periodic features in the harbour newsletter.

**Marketing: Work towards a goal of more effective, impactful and measurable communications and marketing of the harbour.** LHC continues to implement its marketing plan, albeit modified because of the pandemic. As well as marketing through our internal channels (website/social media/visitor newsletter), in 2020 we also placed advertisements in the Poole Harbour and Purbeck Advertiser, Yarmouth and Beaulieu Harbour Guides, Poole Racing Association Handbook, Reeds Marina Guide, the Solent Handbook and in the annual 'On the

Water' feature in the Lymington Times. We also had advertorials in All at Sea and Sailing Today.

**LHC Role in The Community: Through the implementation of a marketing plan, improve awareness of the role LHC plays as custodian of the harbour with regard to the town, tourism, surrounding community and local businesses.** We continue to implement initiatives to increase awareness of the role LHC plays through our website, newsletters, local press, initiatives with local schools, and our social media presence. We publish the minutes of the open section of Commissioner Board meetings on our website as well as the minutes of Harbour Advisory Group meetings.

In recent years we found our participation in the Lymington Seafood Festival to be very helpful in increasing awareness of our role in the community through a shared stand with Hampshire & Isle of Wight Wildlife Trust and the RSPB. Unfortunately, due to the pandemic, we took an early decision to cancel our participation in 2020 but we hope to be back in 2021.

**Stakeholder and Media Engagement: Encourage increased take-up and subscription to LHC's stakeholder E-newsletters, Notices to Mariners and media communications.** In 2020 we continued to encourage sign up to our newsletters, notices to mariners and media communications. Details are shown in the table below.

Media Type	Local Notices to Mariners	Harbour Newsletter	Visitor Newsletter	Facebook	Twitter	Instagram
No. Subscribers/Followers	1,008	1,147	1,056	381	228	1,074
% Change	+10%	+8%	+3%	+89%	+29%	+5%

**LYMINGTON HARBOUR**

*New for 2020*

46 new walk ashore berths at Town Quay – right in the heart of town  
 All berths with power, water and free WiFi

"Lymington River and its approaches offer a safe haven for yachtsmen. We have a beautiful river and harbour area, and we pride ourselves on offering a friendly welcome to all."  
 Ryan Willegers, Harbour Master

**ONLY A STEP AWAY...**

- Charming Harbour with First Class Mooring Facilities
- Beautiful Georgian Town & Historic Market
- Fantastic Dining Experiences
- New Forest Walks & Cycling

LET'S GET SOCIAL:

Find out more:  
 WWW.LYMINGTONHARBOUR.CO.UK  
 INFO@LYMINGTONHARBOUR.CO.UK  
 01590 672014

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## 9: FINANCIAL MANAGEMENT

### LEAD POLICY

Ensure that the commercial and financial management is robust, market-led and enables LHC to deliver its statutory duties, strategic objectives and fund harbour improvements.

### STRATEGIC PLAN OBJECTIVES (2020)

**5 Year Budget Plan:** Update the rolling five-year budget plan and ten-year forecast to ensure financial planning is aligned with delivery of strategic plan objectives. LHC continues to review and update its financial planning to ensure it is aligned with strategic objectives.

**Reporting and Targets:** Develop report benchmarking LHC activities with comparable harbours. Publish benchmarking results and key performance indicators. Harbours come in different sizes and with different business models. For example, some harbours will just have leisure activities and others will also have commercial activities, such as ferry operations. Others, like Yarmouth will derive a significant proportion of their income from letting property, whereas Lymington does not. The KPI's in the table below seek to make meaningful comparisons between Cowes, Yarmouth and Lymington (as competing local harbours) using information from the latest Annual Report and Financial Statements.\*

Performance Metric	Lymington	Yarmouth	Cowes
Gross profit percentage (excludes administration costs)	48.3%	39.9%	39.8%
Profit before tax as a % of turnover	21.0%	14.1%	17.3%
Productivity (turnover per FTE headcount) £	105,809	80,437	118,908
Productivity (profit before tax per FTE headcount) £	22,252	11,319	20,594

\* Lymington published accounts were for YE 31/03/2020. Cowes and Yarmouth published accounts were for YE 31/12/2019.

**External Funding:** Seek to identify and develop external funding and commercial sponsorship for community benefit projects. No external funding or sponsorship has been identified for community benefit projects in 2020. As reported in the Port and Harbour Development section, LHC has held two meetings with the principal organisations that use the Bath Road slipway to discuss future development options that will improve both user experience and safety. This longer-term project will require a shared funding approach and investigation of grant funding opportunities.

**Co-operative Purchasing:** Work with other local harbours to explore if there are opportunities to reduce costs through bulk purchase of higher value consumables. Due to the pandemic, this has not been progressed in 2020.



## Coronavirus/COVID-19

Both in 2020 and looking forward, LHC is taking steps to ensure that we are managing and continue to plan for the ongoing challenges presented by the Coronavirus crisis.

The impact of the pandemic will result in a material reduction in LHC revenues for the financial year ending 31<sup>st</sup> March 2021. LHC has been able to mitigate the overall effect on the predicted financial results through a prompt decision to curb all non-essential expenditure, and through allocating long term visitor licences (March to September) to provide some income certainty from visitor moorings. We were also able to take advantage of a number of Government support initiatives.

The medium and long term impact of the pandemic on the yachting, marine and harbour business still carries uncertainty but LHC is committed to working with stakeholders to ensure that Lymington Harbour is well placed to meet the challenges and potential opportunities ahead.

### 2021/22 Charges

In November the Commissioners finalised the pricing for the provision of its commercial services (such as resident and visitor moorings) and statutory harbour dues for the 2021/22 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 (excluding the harbour protection levy) by an average of 3% for the 2021/22 financial year. Long Term Visitor mooring licence charges for mid-river moorings downstream of the railway bridge will increase by approximately 5%. The Harbour Protection Levy will increase by 2.5%.

## Annual Report and Financial Statements

The Lymington Harbour Commissioners 'Annual Report and Financial Statements for the Year ending 31<sup>st</sup> March 2020' is available to view on our website. Summary Financial Statements are provided in this report together with pie charts summarising income and expenditure.

<https://www.lymingtonharbour.co.uk/annual-report>



RESULTS AND OPERATING REVIEW – Year ending 31<sup>st</sup> March 2020

Lymington Harbour Commissioners continues to maintain a strong financial position. Turnover has increased by 2% 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	2020	2019
Turnover	£	1,587,139	1,555,704
Gross Profit	£	766,661	839,807
Gross Profit Percentage	%	48	54

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

**PENSION**

The provision for the deficit on the pension scheme has been increased by £95,110 this year compared to a reduction of £7,380 last year.

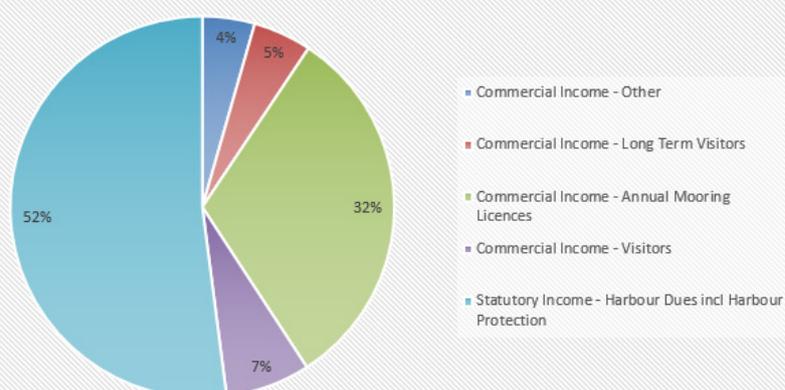
**LOAN**

During the year £200,700 (2019 - £200,700) of capital and £26,979 (2019 - £32,659) 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.

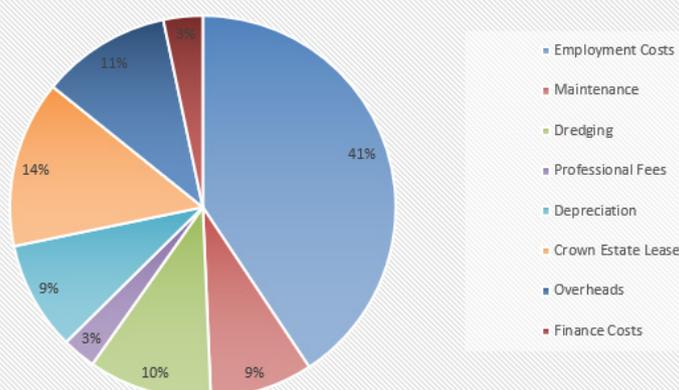
**POST BALANCE SHEET EVENTS STATEMENT**

The Commissioners are closely monitoring the impact that the COVID-19 pandemic will have on the income and operations of the Lymington Harbour Commissioners (LHC) business. The Commissioners have undertaken a robust review of LHC's finances and believe LHC has adequate reserves to cover the period of uncertainty and reduced income caused by the pandemic and will be able to continue as a going concern for at least 12 months.

Income Analysis 2019/20



Expenditure Analysis 2019/20



PROFIT & LOSS ACCOUNT - Year ending 31<sup>st</sup> March 2020

	2020 £	2019 £
Turnover	1,587,139	1,555,704
Cost of sales	<u>(820,478)</u>	<u>(715,897)</u>
Gross profit	766,661	839,807
Administrative expenses	<u>(391,651)</u>	<u>(363,521)</u>
Operating profit	375,010	476,286
Other interest receivable & similar income	5,755	6,711
Interest payable & similar expenses	<u>(46,979)</u>	<u>(54,659)</u>
	<u>(41,224)</u>	<u>(47,948)</u>
Profit before tax	333,786	428,338
Taxation	<u>10,469</u>	<u>(91,563)</u>
<b>Profit for Financial Year</b>	<b><u>344,255</u></b>	<b><u>336,775</u></b>

STATEMENT OF COMPREHENSIVE INCOME - Year ending 31<sup>st</sup> March 2020

	2020 £	2019 £
Profit for the year	344,255	336,775
Remeasurement gain/(loss) on defined benefit pension contribution scheme	<u>(35,980)</u>	<u>52,480</u>
<b>Total comprehensive income for the year</b>	<b><u>308,275</u></b>	<b><u>389,255</u></b>

BALANCE SHEET at 31<sup>st</sup> March 2020

	2020 £	2019 £
<b>Fixed Assets</b>		
Tangible assets	4,705,013	4,207,615
<b>Current Assets</b>		
Debtors	166,723	183,532
Cash at bank and in hand	1,437,459	1,750,433
	1,604,182	1,933,965
<b>Creditors:</b> Amounts falling due within one year	<u>(1,038,733)</u>	<u>(1,190,513)</u>
<b>Net current assets</b>	565,449	743,452
<b>Total assets less current liabilities</b>	5,270,462	4,951,067
<b>Creditors:</b> Amounts falling due after one year	(702,450)	(802,800)
<b>Provisions for liabilities</b>	<u>(239,698)</u>	<u>(223,338)</u>
<b>Net assets excluding pension asset/(liability)</b>	4,328,314	3,924,929
Net pension liability	<u>(797,850)</u>	<u>(702,740)</u>
<b>Net Assets</b>	<u><b>3,530,464</b></u>	<u><b>3,222,189</b></u>
<b>Capitals and Reserves</b>		
Capital Reserve	12,500	12,500
Infrastructure Review Reserve	-	30,000
Wavescreen Reserve	-	135,000
Harbour Protection Reserve	1,359,455	1,360,065
Pile Replacement Reserve	-	51,762
Revenue Reserve	<u>2,158,509</u>	<u>1,632,862</u>
<b>Total Capital and Reserves</b>	<u><b>3,530,464</b></u>	<u><b>3,222,189</b></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](http://www.lymingtonharbour.co.uk/annual-report). The full financial statements were approved on the 13<sup>th</sup> July 2020 and include an unqualified report from the auditors.

**Signed on Behalf of the Commissioners**  
T.W. Harford – Chairman

## STAKEHOLDER BENEFITS

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 and local community. During the 2020 calendar year, LHC funded / committed to fund stakeholder dividend projects to the value of £48,626:

Beneficiary	Benefit
<b>Solent European Marine Site Management Group (SEMS) and Solent Forum</b>	LHC is a funding member of SEMS and Solent Forum.  <i>LHC is committed to protecting and, where possible, enhancing our natural environment.</i>
<b>Lymington Sailability – A registered charity which provides opportunities for sailing and powerboat activities for people of any age who have a disability.</b>	A free of charge mooring for 'Susan Mary' a wheelchair accessible boat with the aim of increasing waterborne participation of persons with disabilities.  <i>Initiative supports LHC business objective to improve access and participation in waterborne activities.</i>
<b>Local Environment, Harbour Stakeholders</b>	Ongoing project to beneficially use dredged sediment from the harbour to slow down erosion of the saltmarsh and intertidal mudflats that provide important habitat for wildlife and essential protection to the harbour.  <i>Project supports LHC objective to maintain a sustainable and cost efficient dredging plan and to explore opportunities for beneficial use of dredged sediment. Project also supports objective to explore cost effective opportunities to slow down marsh erosion and enhance our natural environment.</i>
<b>Local Businesses and Town</b>	Marketing Lymington and the 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>
<b>Local Businesses</b>	LHC is a funding member of the Lymington and Pennington Chamber of Commerce  <i>Initiative supports LHC objective to develop waterborne tourism in support of the town and to improve awareness of the role LHC plays as custodian of the harbour for the benefit of the town and surrounding community.</i>
<b>Local Community</b>	Sponsorship of a photography competition for images taken around the harbour.  <i>Though generating community engagement, initiative supports LHC objective to improve awareness of the role LHC plays as custodian of the harbour for the benefit of the town and surrounding community.</i>

Unfortunately, due to the pandemic, a number of planned stakeholder and local community initiatives did not take place. These included:-

- The provision of a work experience programme for a student from a local school. This is normally an annual initiative.
- Support for of the Junior Sailing Regatta run by Royal Lymington Yacht Club through the provision of free berthing and sponsorship of an award for good sportsmanship. This is normally an annual initiative.
- Attendance and participation at the Lymington Sea Food Festival. This was a repeat initiative.
- Planned investment in new washroom facilities at Town Quay for visiting yacht crews. LHC have reached an agreement in principle with NFDC for the provision of new washroom facilities by spring 2022 as part of their wider Town Quay improvement project with Lymington and Pennington Town Council. This investment will be recorded as a committed stakeholder benefit project once a formal agreement has been signed in 2021.



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

## **LYMINGTON HARBOUR COMMISSIONERS**

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