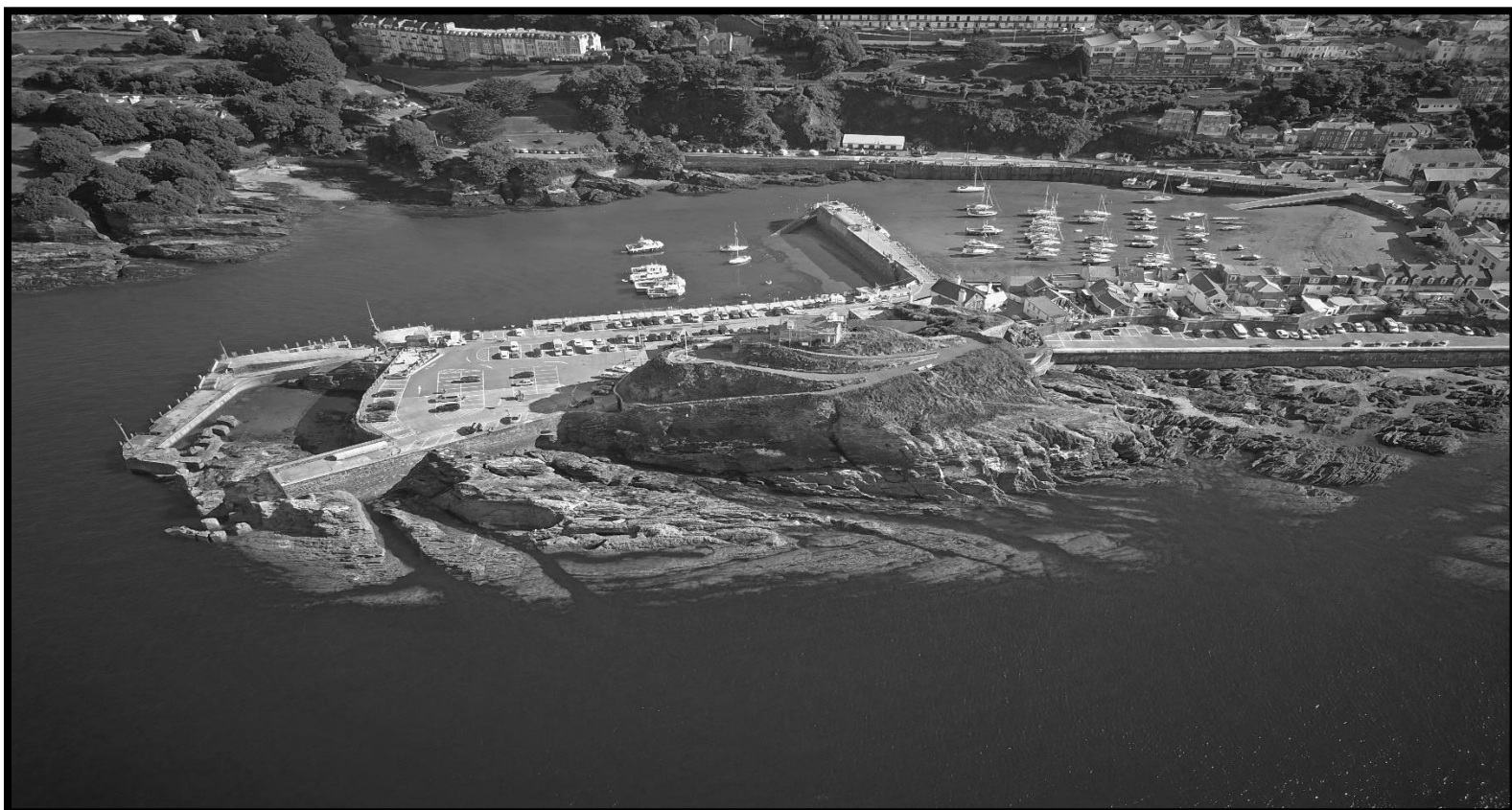




HARBOUR BOARD

Annual Report 2023/24

November 2023



CONTENTS

1.0 Chairman's' Introduction.....	3
2.0 Annual Report November 2023	4
Harbour Infrastructure.....	10
Ilfracombe Sea School.....	11
Larkstone watersports Hub	12
Lynmouth Harbour	13
Harbour Legislation.....	13
Harbour Signage.....	13
3.0 Financial Information	15
Summary profit and loss account as at 31 March 2022	15
4.0 Meet the Board.....	16
Appointed Members.....	16
Independent Members	17

1.0 CHAIRMAN'S' INTRODUCTION

This is my first Annual Report as Chairman of the North Devon Council Harbour Board and I would like to begin by thanking and praising the efforts of my predecessor, Geoff Fowler. His contributions over many years have helped shape the harbour as a centre for both industrial and recreational excellence. His involvement and vision for the Ilfracombe Water Sports Centre was recognised at the recent opening ceremony. It is a great asset for all of North Devon and is already proving to be a real success.

I would also like to praise the work undertaken by all of the Board. The knowledge and experience of the independent members is invaluable and is very much appreciated.

We are also very fortunate to have a truly professional set of staff who not only run the day to day tasks but also have informed and imaginative thoughts on the future direction of our harbours.

I look forward to continuing to develop the Harbour facilities with the valuable inputs of a very proactive Board.

I hope this Annual Report will reflect our Boards' determination to provide viability, accountability, and transparency for the maritime assets we manage.



THE HARBOUR BOARD

The Board consists of eight members, with four being North Devon Councillors and four Independent Board members who are appointed following a skills audit.

The Harbour Board has been set up following best practice which was identified in the Municipal Ports Review and it operates as a committee of the Full Council. The Harbour Board is a non- executive function and reports to the Full Council.

Its role and function is described in the Councils constitution. It is a requirement under the constitution and the Port Marine Safety Code (The Code) that the Harbour Board will provide an annual report to North Devon District Council who are the Harbour Authority and Duty Holder on how it is managing the Harbours in a manner that is consistent with relevant policies, plans and legislation.

Over the last twelve months the Harbour Board has considered a number of issues.



PORT MARINE SAFETY CODE

The Port Marine Safety Code (The Code) is primarily aimed at the 'Duty Holder' (i.e. Full Council) who is directly accountable for marine safety in harbour waters.

The Code was updated in November 2016 and sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the UK port marine environment. It is endorsed by the UK Government, the devolved administrations and representatives from across the maritime sector and whilst a failure to comply is not an offence in itself, a link may be drawn between a failure to implement the principles of the Code and prosecution under the Health and Safety legislation, therefore these bodies have a strong expectation that all harbour authorities will comply.

The Code is intended to be flexible enough so that any size of harbour or marine facility will be able to supply its principles in a way that is appropriate and proportionate to local requirements.

The new Code considers ten key areas which are, Duty Holder, Designated Person, Legislation, Duties and Powers, Risk Assessment, Marine Safety Management System, Review and Audit, Competence, Plan and Aids to Navigation.

The accompanying Guide to Good Practice on Port Marine Operations was updated in April 2018. This guide is intended to support and supplement the Port Marine Safety Code and contains useful information and more detailed guidance on a number of issues relevant to the management of port facilities.

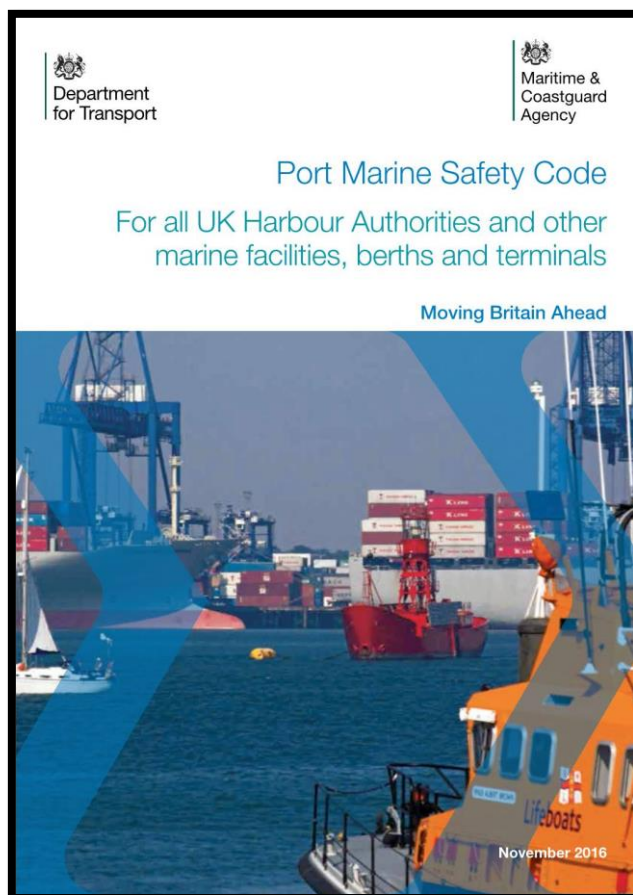
A letter of compliance with the code, which is required every three years, has

been sent by the Leader of North Devon District Council to the Maritime Coastguard Agency dated 3rd of February 2021 which is valid until February 2024.

The letter states that under the Code Ilfracombe Harbour meets the standards required and that Lynmouth Harbour does not at this time meet all of the standards required and that we as an authority are actively working towards bringing Lynmouth into full compliance.

Both Harbours underwent the three yearly external audit in July 2023 and the findings are in the process of being implemented.

The audits again found Ilfracombe to be in compliance with the code but Lynmouth, although vastly improved, still in non-compliance with code.



PORT FACILITY SECURITY PLAN

In December 2022 the Port Security Committee met to consider the continuation of Ilfracombe Harbours status as a Cruise Ship Port of call. It was decided that due to lack of Cruise ships actually landing any passengers, the last being in 2015, that the security status should be rescinded.

If there comes a time when Cruise ships wish to call at Ilfracombe again the status can be reapplied for.

At the time of rescinding the status no cruise ships were booked for the next 3 years.

Cruise ship schedules are planned 5 years in advance.



OIL SPILL CONTINGENCY PLAN

These five year plans are a requirement under the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 which requires contingency plans for any harbour or oil handling facility offering berths alongside, on buoys or at anchor, to ships of over 400 GT or tankers (oil or chemical) of over 150 GT. Due to Ilfracombe's geographical position, Historical structures and surrounding areas of AONB and SSSI, Ilfracombe Harbour is required to hold an Oil Spill Contingency Plan (OSCP)

There is a need to be capable of responding to a Tier 1 oil spill, together with holding the appropriate stock of equipment, have a formal agreement in place for a Tier 2 response together with adequate training of the required Commanders and 1st Responders and exercising of the plan. Ilfracombe's OSCP was approved by the Maritime and Coastguard Agency (MCA) in September 2022 and is valid until September 2027. Both the Harbour Master and their Deputy are trained 4P Commanders and we have 4 trained 2P 1st Responders.

To date Ilfracombe Harbour is in full compliance with the OSCP requirements.

Our Tier 2 contractors are Ambipar Response Limited.

There is no legal requirement for Lynmouth Harbour however, Ambipar is contracted to respond to all pollution events under the authority of North Devon Council this would include Lynmouth Harbour.

PORT WASTE MANAGEMENT PLAN

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 are applicable to any harbour or terminal within the UK. Every harbour authority operator has to provide waste reception facilities adequate to meet the needs of vessels normally using the harbour without undue delay to those vessels.

In addition to the provision of facilities, there is also a requirement to produce Port Waste Management Plans, valid for three years, for the harbours managed by the Council.

Ilfracombe Harbour submitted the plan for revalidation in May 2022 and was approved by the MCA 27th February 2023. The next submission is due February 2026.

This year also saw the installation of fit for purpose bin housings on the Pier and at each end of Quay Road, thanks to the hard work of NDC Litter Strategy Group, this enabled the old bins along Quay Road to be removed.

This has cleaned up the whole area and made the bins 'visible' to the public and greatly reduced the rubbish found along Quay Road.



MARINE EMERGENCY PLAN

The Plan is prepared in accordance with the legal obligations placed on authorities that are contained within:

- The Dangerous Substances in Harbour Areas regulations 1987 (Regulations 26,27 and 28)
- Control of Industrial Major Accident Hazard Regulations 1984
- Public Health (Ships) Regulations 1979

Ilfracombe Harbours Emergency Plan is up to date.

DEVELOPMENT STRATEGY 2012-2026

Ilfracombe Harbour Board are committed to keeping its Development Strategy under review and updating it as necessary to provide a current document which informs potential developers and planners. Changing circumstances and recent business successes at the Harbour have identified a need to issue an Addendum to the 2012-2026 Strategy.

The Ilfracombe Harbour Board's Development Strategy is underpinned by 4 main economic drivers, namely;

- To increase the potential for the Harbour to support and take advantage of technological and economic development in the renewable energy sector.
- To provide accommodation for new Harbour related activities and support the flexibility and inter-changeability of existing and future Harbour related uses and operations.
- To support tourism and leisure activities in Ilfracombe and the wider North Devon area.
- To ensure that Ilfracombe Harbour retains its ability to function as a viable port and fulfils its role as a Lifeboat base.



LOCAL AIDS TO NAVIGATION (ATONS)

It is a requirement under the Merchant Shipping Act 1995 (Section 198(1)) that an inspection of the Local Aids to Navigation is carried out annually by an officer from Trinity House Lighthouse Service with any deficiencies found to be rectified and reported back to them.

Both Ilfracombe and Lynmouth Harbour have received clear reports with no deficiencies reported from Trinity House.

In September 2023 all of Lynmouths Navigational lights were replaced along with new posts with solar powered lights and Lynmouth is now registered with Trinity House on the reporting system LARS.

Ilfracombe's outer Navigational lights (4) were also replaced with solar lights.

ACTIVITIES UNDERTAKEN WITHIN THE HARBOURS

COMMERCIAL

Ilfracombe Harbour has a number of commercial businesses they are divided into commercial fishermen and commercial day trip operators.

There are 9 registered fishing vessels with permanent moorings ranging from 15 to 7 metres in length.

There are 14 day trip vessels with permanent moorings ranging from Scenic Cruises to fast Rib adventures to Diving to day fishing. This year saw a new addition to the Harbour with a Fishing for Litter operator starting up who also run remote beach clean trips.

All of these businesses have premises and/or storage facilities on the Harbour.

On a seasonal basis the Lundy Ferry and supply vessel The Oldenburg operates out of Ilfracombe and the Lundy Company have offices and storage on the Harbour.

This year also saw the return of the paddle steamer PS Waverley to much delight and a very successful return it was, with fully or near fully booked trips on every Ilfracombe run.

Additionally, the Harbour has a number of marine related businesses catering to the Public, the Sea Aquarium / Café, S&P Fish Shop who sell locally caught produce from their own vessels and Walrus Fisheries who specialise in supplying North Devon Lobsters wholesale.

There are a number of commercial Water sports and Diving companies that use Ilfracombe harbour to operate out of and have storage space allocated.

LEISURE

Ilfracombe Harbour has 63 permanent moorings for leisure vessels which are all allocated with an ever-growing waiting list.

The Harbour is home to a number of clubs they are the Gig Club, Y Sail, Canoe Club and the Sea Cadets. St Georges House have storage space allocated to them on the Harbour and are regular harbour users.

The Harbour has storage facilities for Kayaks and Dinghies which are at full capacity with 43 Kayaks and 18 dinghies currently within the 2 compounds.

Ilfracombe is an attractive destination for visiting yachts and the Harbour averages 845 overnight stays per annum. The effects of the Pandemic is still being felt with a reduction of overnight stays.

Ilfracombe Harbours Slipway is one of the most accessible slipways on this coast line. It is also the RNLI slipway and is a favourite launch site for Jet Skis and all manner of privately owned watercraft.

As a drying Harbour the inner top end of the Harbour bed regularly becomes a 'beach' and is again a favourite destination, as it dries to soft sand, for families to come for the duration.

To this end and to enable order to be kept a local business has been licenced by NDC to rent out deckchairs and this has kept the area clean and tidy when the deckchairs are out.

NDC maintains and manages visiting Yacht shower and toilet facilities situated in the Yacht Club, the usage charge is inclusive of the visitors mooring dues.

NEW FOR 2023/24

HARBOUR INFRASTRUCTURE

Over the winter of 2022/23 the harbour was again successful in gaining 75% external funding from the Marine Management Organisation to continue the improvement works. These works consisted of the following

- New 500kg landing davit for all fishermen to use
- More specialised fendering for the Cove berths
- Installment of Quay Edge protection to prevent further deterioration of the Cove edge where the mooring lines and chains wear the concrete edge away.
- Replacement of all inner Harbour ladders with specialised Port safety ladders.
- Installation of protection fendering for the ladders on Quay Wall and the installation of rated mooring eyes along the top of the Quay Wall.
- Installing additional storage compounds for the fishermen to help clear up the Cove and Old Quay Head areas.
- The resurfacing of the working area and the installation of a new pedestrian walkway with recycled marine waste, a percentage of which came from the Harbour commercial fishermen themselves.

These works are nearly completed with only a few elements still outstanding with all works expected to be finished by end of October.





Alongside the funded works the Harbour Authority (HA) also approved the resurfacing of the lower Cove area and Marine Drive.

The HA also approved the remedial works to the end of Old Quay Head where the stone facing had started to come away from the interior mass concrete, these works are due to be completed by end of October, and approved the cliff stabilisation works on the Cove and the works required to stabilise an area on Stone Bench.

ILFRACOMBE SEA SCHOOL

In August this year the Harbour was granted recognition by the Royal Yachting Association (RYA) to be an approved training centre.

The Sea School offers Sailing and Powerboat practical courses

Along with a full range of theory classes.

Ilfracombe Sea School is the only RYA training centre in North Devon offering this range of courses.

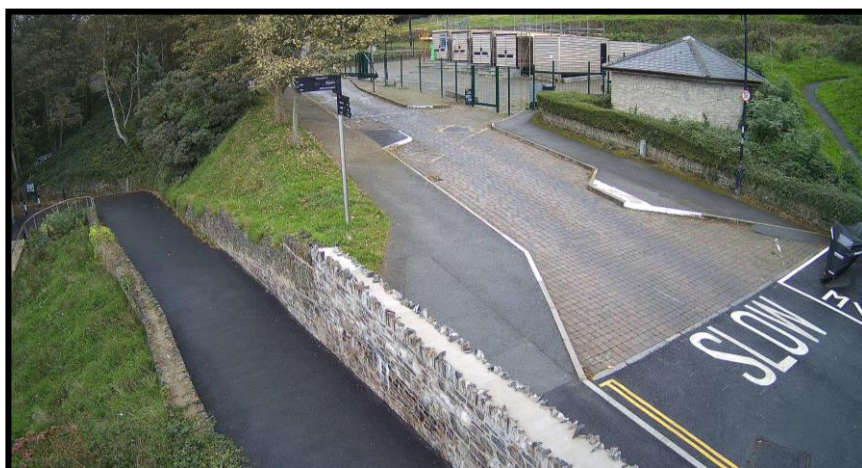


LARKSTONE WATERSPORTS HUB

The long awaited Watersports Hub opened its doors on July 13th this year and is proving to be a great attraction to the area. Already since opening we have seen 1,636 users of the new facility, this is a combination of the Hub clubs, these being the Gig Club, the Canoe Club and Y Sail. The Lime Kiln Café have also reported above expected numbers during this time.



During this time also saw the installation of the new Watersports secure Commercial Operators Complex situated in the Upper Marine Drive Car Park. This offers storage for the 3 main operators, H2Outdoors, Active Escape and Coastal Swim Coaching along with bespoke changing room facilities and the use of the main Hub facilities which includes use of the showers and toilets on site. We were also delighted to be able to offer storage for the regional Scouts. We have instigated a 'day use' permit that allows for any visiting groups/schools the use of the complex and changing rooms along with the use of the main Hub facilities.



LYNMOUTH HARBOUR

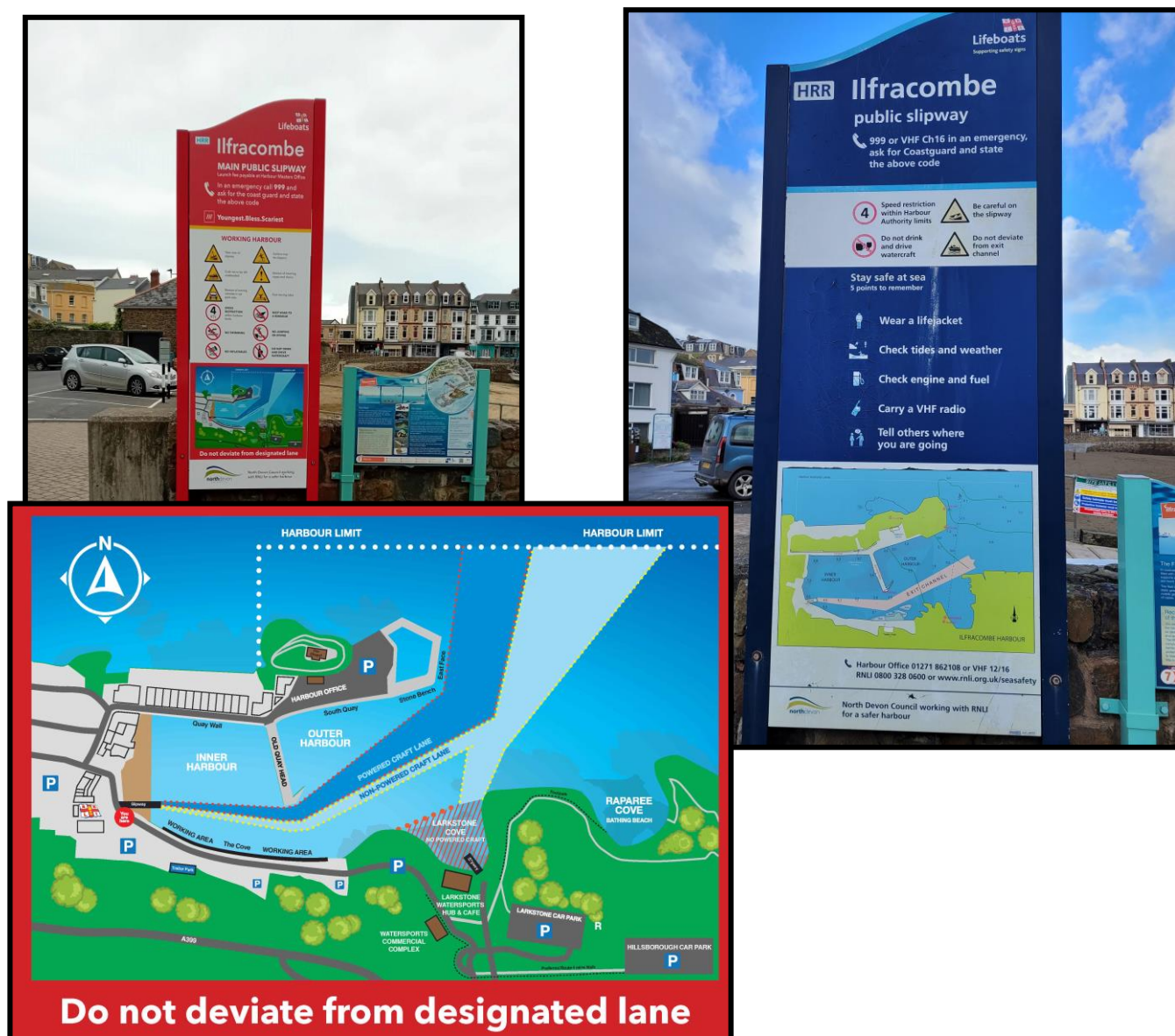
This year saw the replacement of the deteriorating handrails with new marine composite handrails and the successful repair of the Slipway.

HARBOUR LEGISLATION

Since the powers review undertaken by Ashford's LLP in 2020 the Harbour Authority has been working towards a Harbour Revision Order for Ilfracombe Harbour and a Harbour Empowerment Order for Lynmouth Harbour, both of these have now completed the public consultation phase of the process. These orders have been sort to bring, in the first instance, both Harbours under the same authority and to bring all legislation up to date with the addition of General Directions which supersedes By Laws. General Directions will enable the Authority to establish up to date and fit for purpose operating directions for both Harbours.

HARBOUR SIGNAGE

With the opening of the Hub we overhauled all of the Harbour main safety signage to include the Hub and the new designated channels to separate the non-powered and powered crafts.



ENVIRONMENT

Ilfracombe Harbour is set within a Voluntary Marine Conservation Area and partly within an Area of Outstanding Natural Beauty and adjacent to a Marine Conservation Zone. Within its boundaries it has Grade 1 and Grade 2 Star listed buildings. It is adjacent to Sites of Special Scientific Interest and County Wildlife Sites and immediately adjacent to the Harbour is a site designated as a Scheduled Ancient Monument. Part of the Harbour footprint includes a section of the North Devon Heritage Coast and a Local Nature Reserve. All of these factors reflect the unique nature of the harbour, its long history and its place in the community.

As a Harbour and Public Authority there are certain legal duties that must be upheld contained within the Harbour Act 1964 the Environmental Protection act 1990 and the Natural Environment & Rural Communities Act 2006 amongst others.

To this end Ilfracombe has developed an Environmental Management Plan which is regularly reviewed and is up to date.

PORTS GOOD GOVERNANCE GUIDANCE (MUNICIPAL PORTS REVIEW)

The Department for Transport (DfT) has published the new Ports Good Governance Guidance which is focused on corporate governance for all statutory harbour authorities in England. It includes sections relevant to all types of ports with specific detailed guidance on trust and local authority owned ports. This guidance is for all ports and harbours irrespective of whether they are managed as a trust, municipal or private port.

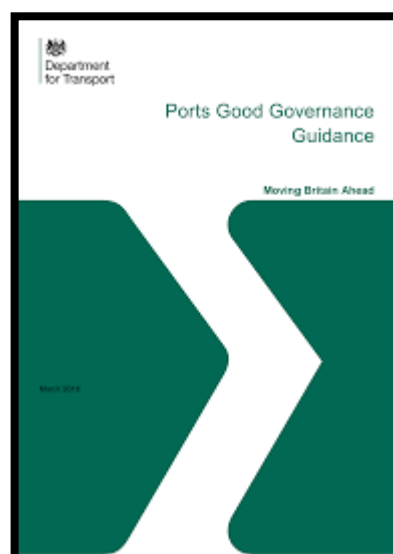
HARBOUR BOARD REPORTS

During the last twelve months the Harbour Board has considered a number of reports.

- The Quarterly Designated Person reports
- Annual Charges review
- Quarterly updates on Aids to Navigation
- Quarterly updates on Harbour Security
- Quarterly updates on Infrastructure
- Quarterly reports from the Ilfracombe Harbour community forum
- Updates on Future Projects
- Final report on the Harbour powers review
- Ilfracombe Harbour Marine Emergency Plan
- Ilfracombe Harbour Marine Safety

Management System

- Appointment of an independent member to the Harbour Board
- Lynmouth Harbour Marine Safety Management System



3.0 FINANCIAL INFORMATION

SUMMARY PROFIT AND LOSS ACCOUNT AS AT 31 MARCH 2022

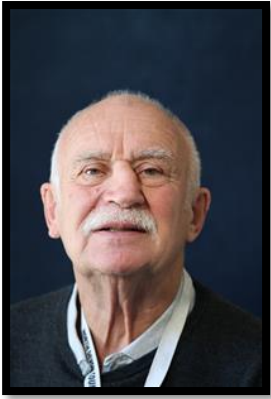
ILFRACOMBE HARBOUR

	2021/22	2022/23
Operating Income	(141,976)	(628,894)
Expenditure Operating and Maintenance	277,636	798,607
Overheads	36,478	35,753
Total Expenditure	314,114	834,360
Net Deficit/(Surplus)	172,138	205,465

LYNMOUTH HARBOUR

	2021/22	2022/23
Operating Income	(3,926)	(3,922)
Expenditure Operating and Maintenance	9,136	11,667
Overheads	20,928	24,528
Total Expenditure	30,064	36,195
Operating Deficit/(Surplus)	26,138	32,273

APPOINTED MEMBERS



COUNCILLOR MALCOLM WILKINSON

Board Chair

Party: Liberal Democrats

Ward: Morteohoe



COUNCILLOR JUNE WILLIAMS

Board Vice Chair

Party: Liberal Democrats

Ward: Ilfracombe East



COUNCILLOR DANIEL TURTON

Party: Conservative

Ward: Ilfracombe East



COUNCILLOR SARA WILSON

Party: North Devon Independent

Ward: Ilfracombe West



ILFRACOMBE TOWN COUNCILLOR BERT GEAR

Bert was born in Ilfracombe and is now retired after running his own business in the town for over 20 years.

He has been a town councillor for over 6 years.

Bert is a Trustee for the Ilfracombe Museum, and an Ex-Launch Authority for our RNLI Lifeboat.



MR TIM GIBBS

After a career in the Merchant Navy ending as Chief Engineer, he spent many years working around the world in management with ship owners and shipyards. For the last 15 years he has undertaken a number of voluntary jobs and worked freelance on several large marine projects. He is a Chartered Engineer and a Fellow of the Institute of Marine Engineering, Science & Technology



MR MARTIN J CLEARY MSC

Graduating as a mine surveyor in 1975 was the precursor to his appointment as statutory surveyor at collieries within the Staffordshire and Warwickshire coalfields. Following the closures of deep mines during the 1990's, He then qualified in Civil Engineering and Environmental Management. In the course of which he joined Robert Wynn and Sons, a specialist heavy lift company primarily serving the electricity supply industry and renewable energy sector throughout the UK. In 2001 Martin was appointed Director responsible for many ground breaking projects. Martin retired to Ilfracombe in 2015 where Martin and his wife carried out a restoration of their Victorian home. Martin is a keen gardener and allotmenteer.



MR NIGEL THOMAS

Nigel was born in Barnstaple and lived 40 plus years in Woolacombe. He trained as a Marine Engineer and went to sea with Shell Tankers. Then working for Appledore Shipyards he worked in Plymouth on Naval contracts. He then moved over to the operation of large jack up rigs, building the Second Severn Crossing and the Antirion bridge in Greece. Transferring back to the oil industry Nigel operated oil rigs in various world-wide locations, finally becoming a Rig Mover, Barge Engineer trainer and commissioner for new builds worldwide. Nigel finally came ashore 4 years ago. Nigel is an avid sailor with a yacht and a small RIB.