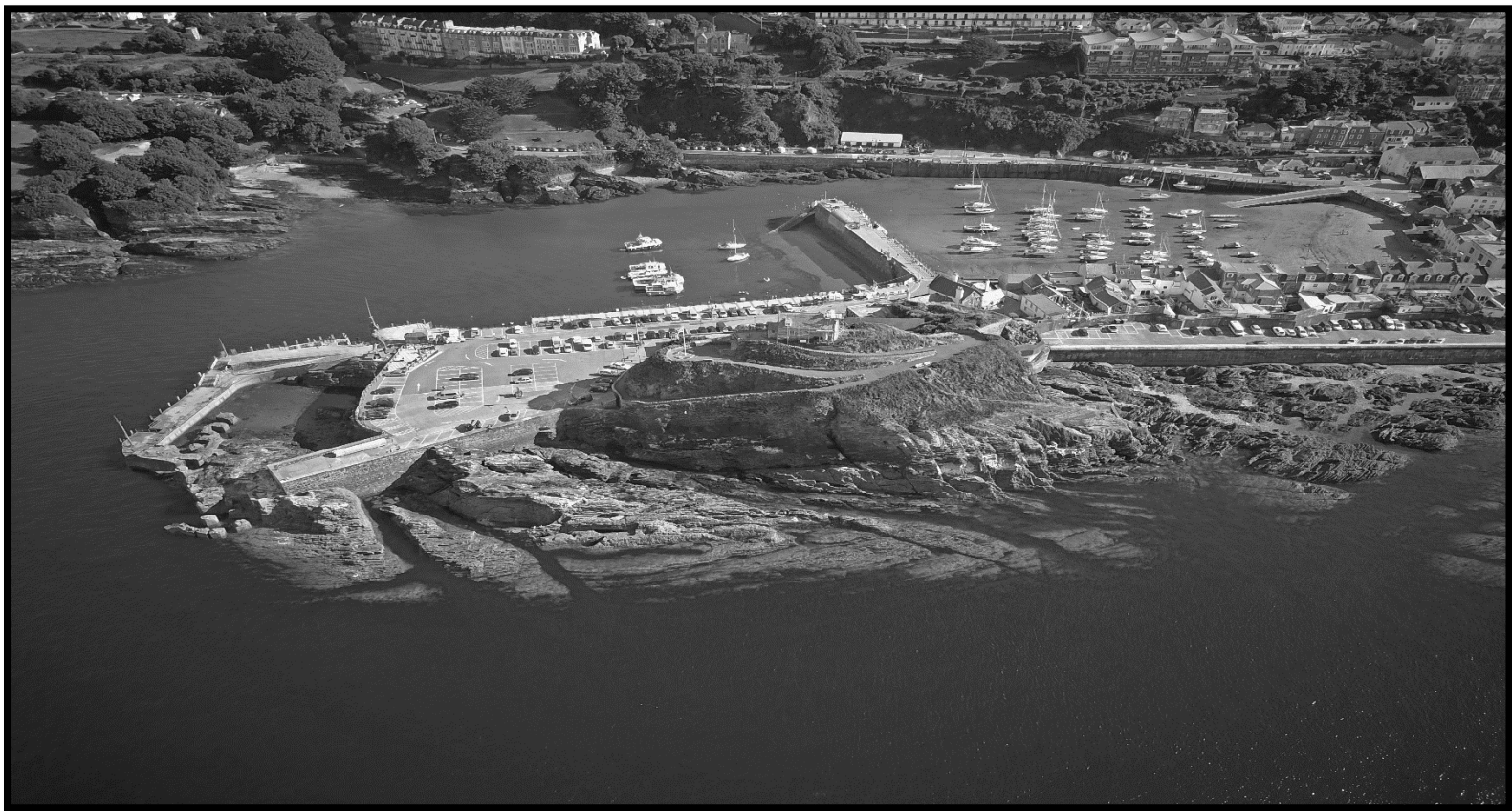




HARBOUR BOARD

Annual Report 2024/25

November 2024



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1.0 CHAIRMAN'S' INTRODUCTION

I would like to preface my report as Chairman of the Harbour Board by praising the sterling efforts undertaken this year by our excellent staff both at the harbour itself and also by the officers back at Brynsworthy. The ultimate responsibility for the efficient running of Ilfracombe harbour lies with Capt. Georgina Carlo-Paat MBE, ,George, our well respected harbour master and maritime advisor to Lynmouth Harbour. Whilst they both have different needs and attractions, they are very much the jewels in the crown along our wonderful coastline.

I welcome the recent addition to the board of a representative from Lynmouth and look forward to working with him this year.

In September we were delighted to host the annual conference and study visit of the LGA Coastal Issues Group. The three day programme showcased all that is good about our coastal communities but also highlighted the areas that still need attention. It was based around Ilfracombe Harbour and the presentations given by our officers impressed the 30 delegates with their professionalism and foresight.

I look forward to another productive and efficiently run year at the harbours both as a commercial fishing centre and as a much loved destination for visiting vessels.

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 nine members, with five being North Devon District Councillors and four Independent Board members who are appointed following a skills audit. The board is actively seeking an addition independent member to represent Lynmouth which will bring the total board members to ten.

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, this

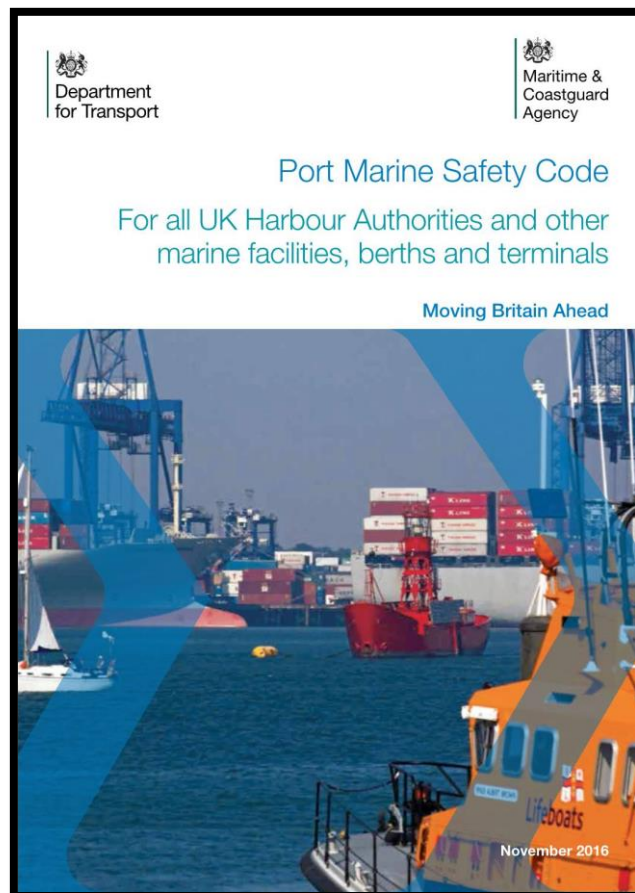
was sent by the Leader of North Devon District Council to the Maritime Coastguard Agency dated 3rd of February 2021 which is valid until February 2024.

The next date of compliance has not yet been released by the MCA, once it has we will be submitting our compliance at that time.

Both Harbours underwent the three yearly external audit in July 2023 and the findings have now been implemented.

I am hopeful that at the next round of compliance we will be able to report that Lynmouth is in compliance with the code.

The MCA have been working on a new edition of the PMSC and Guide which is due for release in the near future.



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 5 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.

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

On 23rd October the plan was exercised in conjunction with the passenger ship Oldenburg, the Fire Brigade, SWAST and the Coastguard in a multi-agency exercise. The plan has been updated accordingly.

ILFRACOMBE HARBOUR BUSINESS PLAN

In December 2023 the Harbour underwent an audit with the Devon Audit Partnership, DAP, the report was overall complimentary reporting substantial to reasonable assurances to the Harbour Authority. One of the areas that was highlighted as reasonable was the element of performance monitoring and it was observed that the Board could consider re introducing a Business Plan to bring together the different monitoring streams currently being used. At the August Harbour Board meeting the finalised plan was submitted for consideration and this has been approved as a rolling 5 year plan and supersedes the Development Strategy 2012-2026.

The Harbour Board are committed to keeping its Business Plan under review and updating it as necessary to provide a current document which informs potential developers and planners. This plan will reflect the changing circumstances and enabling the Harbour to highlight business successes.

MARINE SAFETY PLAN

ILFRACOMBE HARBOUR

Standing Targets – In compliance with the stated targets barring #4 ‘Liaison & Consultation with stakeholders’, however the formation of the Harbour Advisory Committee is in the final stages of gaining approval, following this we will be in full compliance with all standing targets.

Period Targets –

#1. Preparations for the Oil Spill Response three yearly multi agency exercise are under way and the date has been set for March 5th 2025.

#2. As reported above the new Harbour Advisory Committee formation is nearing completion.

#3. We are approximately 50% through replacing the Harbour Owned moorings and plan to complete this target over this coming winter.

LYNMOUTH HARBOUR

Standing Targets – In compliance

Period Targets –

- #1. – Slipway works post implementation inspection has signed off the works as complete
 - #2. – Navigational lights were replaced with Solar in September 2023
 - #3. - Review and achieve an Oil Spill Contingency Plan with local branch of HM Coastguard - Ongoing
 - #4. - Write relevant Policies for all users and publish on LLTC Website under harbour specific information - Ongoing
-

PLANS & POLICIES- OTHER

All associated plans, policies and standard operating procedures are up to date.

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 were inspected in February 2024 and apart from one small deficiency at Ilfracombe, quickly rectified both Harbours received clear reports from Trinity House.

In September 2023 all of Lynmouths Navigational lights were replaced along with new posts with solar powered lights with satellite monitoring with this ability Lynmouth is now registered with Trinity House on the reporting system LARS, Lynmouth AtoNs come under Ilfracombe registered as the primary monitoring authority .

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

AVAILABILITY BY ATONS 2023 -2024

Place Name	N Number	AtoN Name	IALA Category	Total Hours	No of Casualties	OOS Hours	Availability	Target Availability
Lynmouth	N08819	Lynmouth East Pier	3	8,808	0	00:00	100.00	97.00
Lynmouth	N00528	Lynmouth West Pier	3	8,808	0	00:00	100.00	97.00
Ilfracombe	N15406	Fuel Berth Approach	3	8,808	0	00:00	100.00	97.00
Ilfracombe	N13996	Ilfracombe Front	2	8,808	0	00:00	100.00	99.00
Ilfracombe	N08169	Ilfracombe Harbour Old Quay	3	8,808	1	412:34	95.32	97.00
Ilfracombe	N08170	Ilfracombe Lantern Hill	2	8,808	0	00:00	100.00	99.00
Ilfracombe	N08172	Ilfracombe Pier	3	8,808	0	00:00	100.00	97.00
Ilfracombe	N08167	Ilfracombe Pier Inner	3	8,808	0	00:00	100.00	97.00
Ilfracombe	N00530	Ilfracombe Pier Outer	3	8,808	0	00:00	100.00	97.00
Ilfracombe	N08168	Ilfracombe Pier Outer	3	8,808	0	00:00	100.00	97.00
Ilfracombe	N13997	Ilfracombe Rear	2	8,808	0	00:00	100.00	99.00
Ilfracombe	N20509	Larkstone Cove Recreational Area No.1	3	8,808	0	00:00	100.00	97.00
Ilfracombe	N20510	Larkstone Cove Recreational Area No.2	3	8,808	0	00:00	100.00	97.00
Ilfracombe	N20511	Larkstone Cove Recreational Area No.3	3	8,808	0	00:00	100.00	97.00
Ilfracombe	N20512	Larkstone Cove Recreational Area No.4	3	8,808	0	00:00	100.00	97.00

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.

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. This year saw the addition of a further 10 bays to aid in reducing the waiting list.

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 2024/25

ILFRACOMBE HARBOUR INFRASTRUCTURE

Over the past year the Harbour has been the following improvements

- New commercial watersports complex to compliment the Hub enabling local commercial operators to have a base and conduct their activities from.
- Major repair works to Old Quay Head
- The stabilisation of the cliffs above the Cove which continued the stabilisation put in place when the Fishermen's compound was built in 2015.
- New access control system for the communal areas of the Hub and both storage compounds
- Installation of an additional 'double' kiosk for the commercial day operators enabling a new operator to come into the harbour

ILFRACOMBE SEA SCHOOL

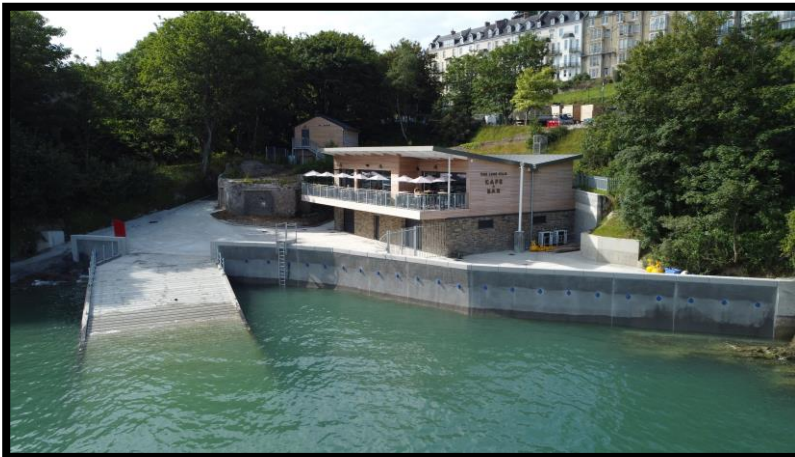
This has been the Sea Schools first year of operating and to date we have held 42 courses, across both practical and theory disciplines and have taught 170 students in all aspects of bring safer when out at sea, the students have ranged from the youngest at 12 years old to



the oldest at 75 from beginners to the more experienced sailors wanting to progress through their qualifications. The majority of the students have come from the locality although we have had students from London and enquiries from as far away as Germany. All students have given the school excellent feedback and we are currently rated as 5 out of 5 on google.

ILFRACOMBE
SEA SCHOOL

LARKSTONE WATERSPORTS HUB



Since opening its doors in July last year we have seen the installation of a series of approved special marks turning Larkstone Cove into a chartered non powered recreational area. This has enabled the Harbour to allow wild swimming within the buoyed area.

Although we cannot record the actual numbers of swimmers or public using the Hub facilities we do

have the data from the commercial operators and the clubs, from Oct 2023 to Oct 2024 we have seen the following

No.of Public taking part in watersports activities with the commercial operators = 1,297

No.of Gig sessions = 384 which equates to 4,032 people out rowing

No.of Y sail sessions = 26 which equates to 208 young persons out sailing

In total we have recorded 5,537 persons actively getting out on the water this year.

LYNMOUTH HARBOUR

Works are in progress to repair the deteriorating slipway steps and an application to Exmoor National Parks has been submitted to request approval of installing CCTV onto Rhenish Tower. This system would be linked the current system in Ilfracombe Harbour enabling 24/7 recording of the Harbour and remote monitoring. These cameras would also aid the Environment Agency to monitor the flood defences of Lynmouth.

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.

We are still awaiting these Orders to be placed before the Secretary of State of final sign off.

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.

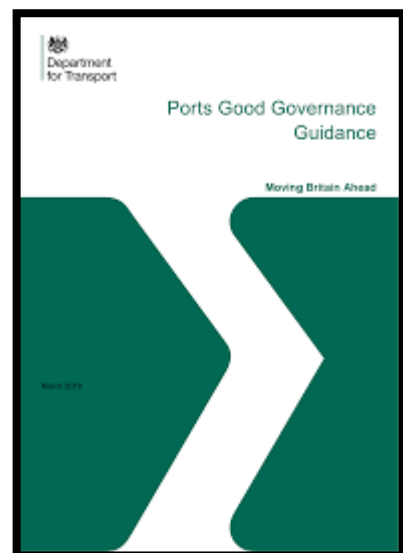
PORTS GOOD GOVERNANCE GUIDANCE (MUNICIPAL PORTS REVIEW)

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 2023

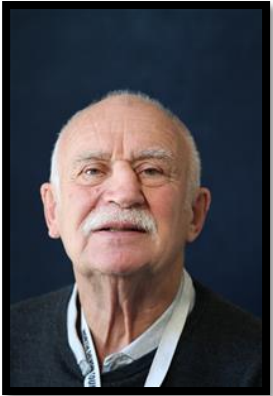
ILFRACOMBE HARBOUR

	2022/23	2023/24
Operating Income	(628,894)	(516,459)
Expenditure Operating and Maintenance	798,607	741,490
Overheads	35,753	32,100
Total Expenditure	834,360	773,590
Net Deficit/(Surplus)	172,138	257,131

LYNMOUTH HARBOUR

	2022/23	2023/24
Operating Income	(3,922)	(4,548)
Expenditure Operating and Maintenance	11,667	1,640
Overheads	24,528	24,322
Total Expenditure	36,195	25,962
Operating Deficit/(Surplus)	32,273	21,414

APPOINTED MEMBERS



COUNCILLOR MALCOLM WILKINSON

Board Chair

Party: Liberal Democrats

Ward: Morteheo



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



COUNCILLOR JOHN PATRINOS

Party: North Devon Independent

Ward: Lynton and Lynmouth

INDEPENDENT MEMBERS



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 and 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.