

Brightlingsea Harbour Commissioners

Stakeholders Meeting

1830hrs Colne Yacht Club 02 May 2023

Chairman A Scott
Harbour Master J Thomas
5 x Commissioners D Nicholson, D Stoker, K Lumbers
18 x Stakeholders

Chairman welcomed those in attendance.

BHC is a Statutory Harbour Authority

- Established by Act of Parliament in 1927 as a 'Trust Port', an Independent Statutory Body
 - Overseen by the Secretary of State for Transport
- Trust Ports are.
 - **"a valuable asset presently safeguarded by the existing board whose duty it is to hand it on in the same or better condition to succeeding generations. This remains the ultimate responsibility of the board and future generations remain the ultimate stakeholder."**
- Required to operate on a commercial basis.
- Surpluses reinvested in the Harbour for benefit of stakeholders.
- All Commissioners, other than the Harbour Master, are unpaid volunteers.

BHC responsibility is Brightlingsea Creek

Appendix A Statutory Harbour Limits



Following closure of Colchester Port, an Act of Parliament transferred some responsibilities from Colchester Council to Brightlingsea.

- The Local Lighthouse Authority for the River Colne.
 - Responsible for specific buoys with the River
- The Pilotage Authority for the River Colne and Brightlingsea Harbour
- Colchester City Council remain responsible for the management of the River Colne
 - CCC make and enforce bylaws
 - BHC can provide assistance (eg River Patrol)
- **The Role of the Commissioners**
 - Duty Holder for safety
 - To set BHC's strategic aims,
 - Ensure that the necessary financial and human resources are in place to meet those objectives,
 - Review management performance in meeting those aims.
 - To challenge constructively and help develop proposals.
 - To scrutinise the performance of management in meeting agreed goals and objectives and monitor the reporting of performance.
 -
- The Chief Executive / Harbour Master has executive responsibility for running the business and is a Commissioner.
- Commissioners are not the Chief Executive / Harbour Master's boss.

BHC strategy

- BHC strategic objectives are shown on the BHC website and included in the annual report
 - Last updated May 2021
 - Presented at the spring 2023 stakeholder meeting
- BHC is now reviewing that strategy
 - Includes stakeholder questionnaire and Zoom sessions during April and May
- Aiming to have the updated strategy in place during the autumn

Boat Park

- BHC have operated the boat park on behalf of BTC since 2007
- BTC now wish to make their own arrangements for boat park operation
- BHC will continue to operate the boat park until February 2025, after which BTC will take on that responsibility.

Port Marine Safety Code

Environmental Projects

Upcycling boats – 5 at the moment, process.

Essex University Antifouling projects.

Saltmarsh and Carbon sequestration research.

DREDGING

Main Channel

- The deepest part is approx 10m west of leading line with depths above 1m all way down, we will correct this over the year.
- The Town pontoon to Oliver's Wharf and Fuel Barge, maintaining a depth of 0.75m below CD, we continued to achieve and will run down again this year.
- Area of the Fuel Barge, maintaining a depth of 0.75m below CD, once again achieved.

Leisure Harbour

- The pontoons and some moorings in the South channel dredged to a depth of 0.75m below CD.

Leisure Marina

- The Marina Depth, mud will always be kept in suspension.

CONTENTS

- Creek Mouth Depth
- Heritage Pontoon
- South Creek Pontoon Depths
- Point Clear Spit Development.
- Promenade Mud Flat
- Conclusions.

Creek Depth

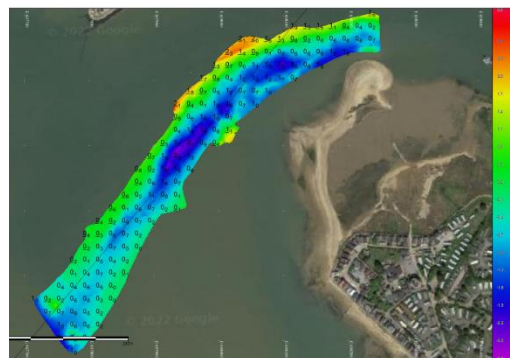
04/22

Target Level 1.0mCD

High spot at 0.4mCD.

0.5mCD contour

Dredging planned for winter



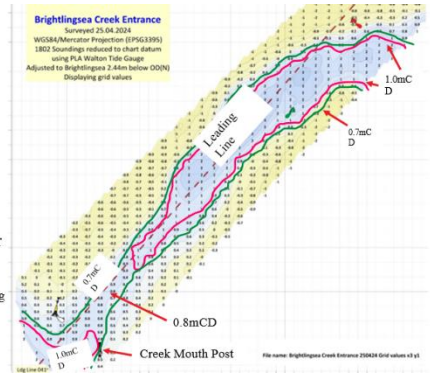
Creek mouth 03/23

- High spot 0.8mCD.
- General level dredge level is 1.0mCD.
- Target level = 1.0mCD.
- Channel located approx. 10m south of the leading line.



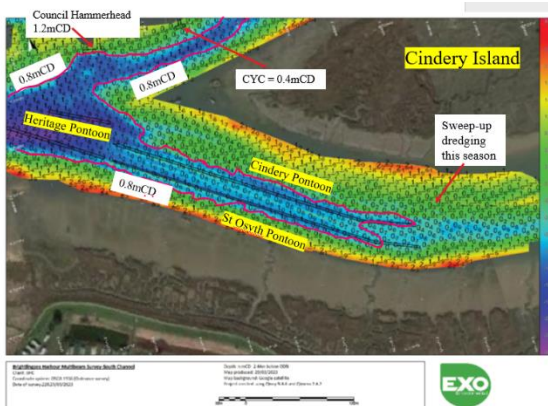
Creek Mouth 04/24 Post Dredging

- High spot = 0.8mCD.
- General level dredge level is 1.0mCD.
- Harbour agreed level = 1.0mCD.
- Changed Bathymetric Surveyor
 - Previously Exo - £6000 / survey.
 - Roger Gaspar - Work with Harbour.
 - BHC Harbour tide gauge not working - used Walton Gauge (Add 0.1m?).
 - Opportunity to resurvey as dredging is done using BHC equipment.



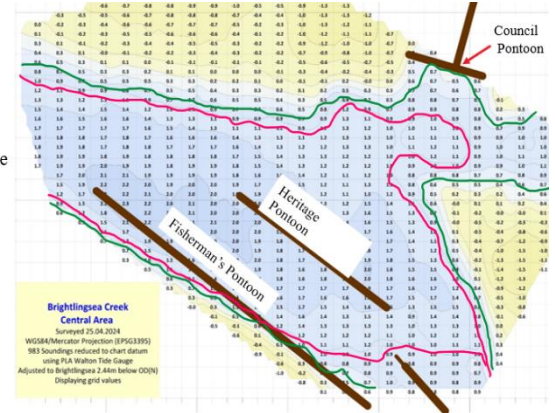
Heritage Pontoon 03/23

- Harbour target 0.75mCD.
- North of Cindery
 - Dredged to 0.8mCD.
- Between pontoons
 - Dredged to 0.8mCD.
- South of St Osyth
 - Many areas shallower than 0.5mCD.
- East turning area
 - shallower than 0.5mCD
- Sweep up dredging programmed this season.



Heritage Pontoon 4/24

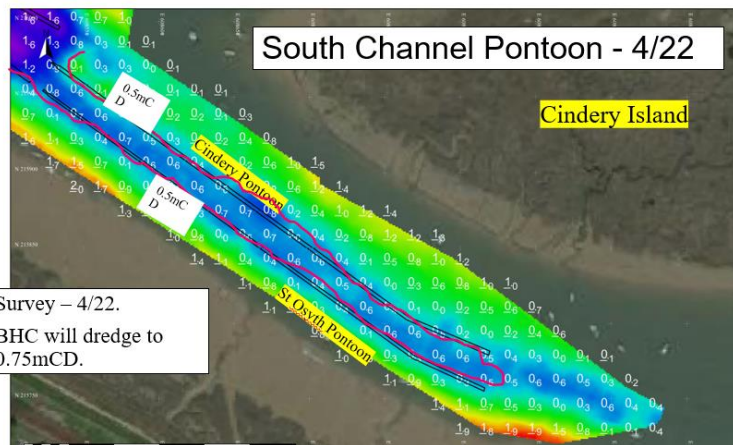
General level dredge level is 1.0mCD.



South Channel Pontoon - 4/22

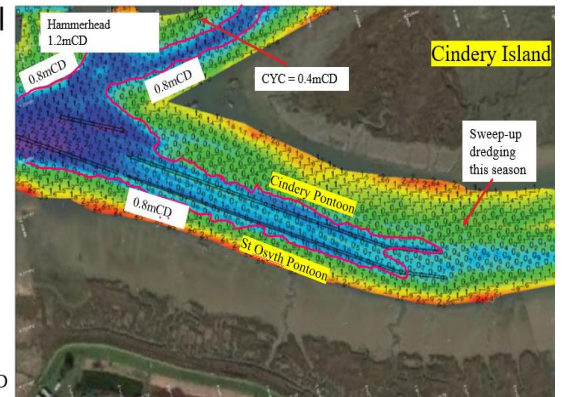
Cindery Island

- Survey – 4/22.
- BHC will dredge to 0.75mCD.



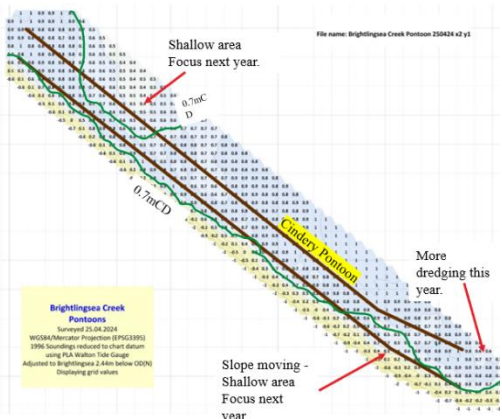
South Channel 03/23

- Harbour target 0.75mCD.
- North of Cindery
 - Dredged to 0.8mCD.
- Between pontoons
 - Dredged to 0.8mCD.
- South of St Osyth
 - Many areas shallower than 0.5mCD.
- East turning area
 - shallower than 0.5mCD



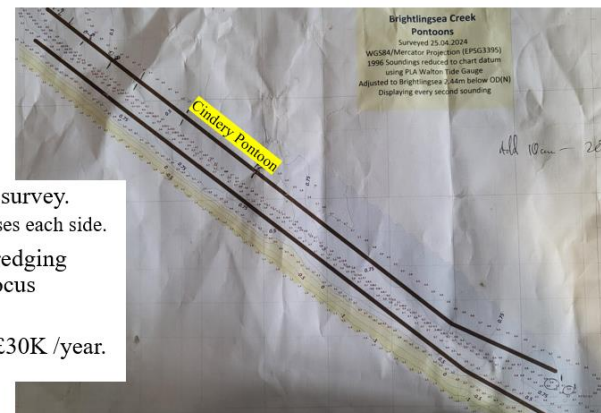
South Channel 4/24

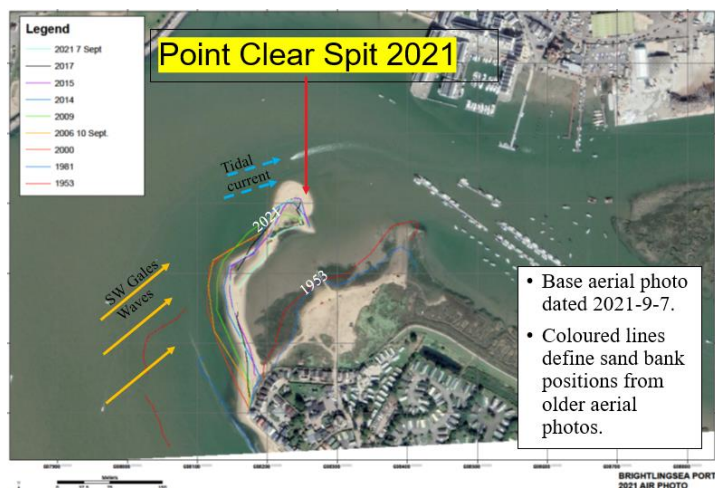
- Harbour target 0.75mCD.
- North of Cindery
 - Shallow next to Bumkin bay.
- Between pontoons
 - Dredged to 0.8mCD.
- South of St Osyth
 - Many areas shallower than 0.5mCD.
- East turning area
 - Dredged to 0.7mCD
- Sweep up dredging programmed this season.



South Channel 4/24

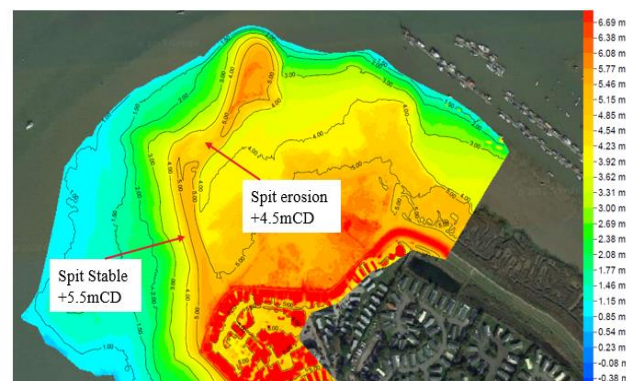
- Raw data from survey.
 - Need two passes each side.
- Resurvey as dredging progresses. – focus dredging.
- Dredging cost £30K /year.





Point Clear Stone – 10/22

- Spit head moving east.
- Neck of spit stretching and eroding.
- Contours show erosion at neck of spit.
- Reduces ferry passenger access at high tides above +4.5mCD.
- South part of spit is stable.



Promenade Foreshore Level Change 03/20 to 03/23



Conclusions

- Creek Mouth - Dredged to same level as 2023.
- Heritage Pontoon and Fishery – No change.
- South channel – Generally >0.8mCD but Bumpkin Bay area shallower.
- Good results from BHC surveying use with dredging in 2025.
- Point Clear Stone - Repeat Drone Survey in 2025.
- Promenade foreshore – Ditto.
- Marina - Monitor silt level.

Accidents

1. Undoing large seized bolt with force, when tool sheered throwing tool into side of knee , next day knee is heavily bruised and painful to walk. Tool replaced and old tool condemned.
2. Whilst handling a boat hook smacked my face/nose with boat hook and got a nosebleed.
3. MOB xxxxxxx, berth holder , fell overboard from small tender . Received VHF call from wife , man in water , dispatched ferry with crew +2 and harbour launch + 2 . Man retrieved after 5 mins in water. No ingestion of water, Satisfied no injury sustained. Individual responded to prompts relating to capacity and mindset . Satisfied no further action required . Individual returned to own vessel . Changed to dry set of clothes and dried off . Follow up 15 mins and 30 mins no concerns.
4. Cut finger while retrieving debris.
5. When stepping over trailer in yard a rusted piece of metal protruding from the trailer caught my leg tearing trousers and cutting calf (wound cleaned and covered).

Incidents

1. I was pull starting the new jet washer and it kicked back and it caught the pull cord on the life jacket and set it off.
2. Owners of xxxxxxxx , currently located on St Osyth North have reported some damage to the rear port side quarter by their swim platform.
3. CYC trailer while launching sonatas got stuck under the town jetty lifting a number of planks about halfway down.
4. Was filling up HM1 and my radio fell out of life jacket and the clip you use to attach it to your life jacket snapped off.
5. Community reach impact in berthing port side stanchion damaged.
6. Starboard engine on Colne Leader went into limp mode - 'boost pressure' was the notification issue on display. Returned to harbour from 13.
7. Xxxxxxxx Engine failure, Batemans Tower, Boat towed back to marina by Water Taxi in evening. 2 x crew on board, believed to have no anchor, not wearing Lifejackets.

Security

Police Prosecutions/ Investigations

1 x Jet Skier already reported 30kts in 8 Kts.

The anticipated theft spate has not yet happened, and it seemed it didn't happen last year. It will only ever happen if attractive stuff is left out. Make it tough for them don't leave out easy pickings. We may pick it up on CCTV, however prosecution is less than certain.

Security meeting with PFSO in compliance with the PFSP. Next meeting in June 24.

PWC

1. Early season behaviour has led to one prosecution.
2. I have engaged with Local Stakeholders regularly and to date none have come up with a viable solution.
3. I have engaged Orchards (Bourne Leisure), Police, CCC, Crime Commissioner, Essex CC, TDC, BTC and St O PC. Following several meetings, there is a desire by most to control access to the launching area.

Other

- Trinity House LLA Annual inspection compliant and still well above our 97% requirement at 99.8%.
- Post and Pre-season meeting with Clubs, continues, code of practice published by BSC.
- Lone Worker system is now operational.
- Waste – Commercial oil, Commercial waste.
- Bins on Pontoons – Then in Wreck house area.
- DP inspection carried out in January, report about to be published, on website.
- Servicing schedule on SOLAS, Lifejackets, Pilot Jackets, Life raft and other safety equipments completed in January.
- Ladder replacements, new stickers.
- PPE Matrix now in place.

Harbour Development /Plans

STAKEHOLDERS

- Harbour Users,
- Anyone who thinks they are,
- Brightlingsea and local areas community of approximately 10000 people,
- Local businesses,
- Port employees,
- Interest groups.
- Councils; Town, District and County.
- The National economy.

Trust ports are independent statutory bodies run on a commercial basis by independent boards for the benefit of their stakeholders. Trust ports are accountable to those stakeholders. The interests of the wide community of stakeholders should at all times be the guide by which the board of a trust port sets the strategy and direction of the port.

Trust port boards should consult stakeholders on **significant** decisions, where appropriate. Trust ports can and should consult and engage with stakeholders in a variety of ways including through an open Annual Meeting.

CAPITAL SPENDING

Equipment- Plan until 2050 **£1,362,819.50**

Replaced Charter Boat – Electric.

Capital Equipment Replacement 2019

Strategy endorsed, with aim to replace, as and when necessary, with more environmentally friendly equipment.

Pontoon Repairs Town Jetty.

One section connection to hammerhead.

Maintenance Dredging Harbour.

Website, booking platforms/IT/ App

Engines

Tide Gauge

We must transfer at least £63000 to reserves annually.

ACTIVITIES

The harbour is a commercial business and must be run as such. Trust port boards should reinvest surpluses to support the continuing and long-term success of the port for the benefit of its stakeholders.

Stakeholder Benefits:

Community Commitment Regatta Fireworks, Carnival + Hard Fireworks.

Local Businesses Lobster Hatchery, Engineering firms, Electrical provision, Dredging, Security CCTV and access, Cleaning, Marine service providers, Chandlers, Clubs.

Schools Engagement Schools week, still very much engaged. We support and resource the Schools week in partnership with Pioneer Trust. They hold the activity licence, they engage with the schools and collect the contributions, the Harbour take no fees. We staff the event, provide transport, vessels and coxes, provide foul weather gear, lifejackets and management. This year in addition to labour and equipment we will contribute £3250. Feedback from schools was that last year was the best ever school's week.

Stakeholder Benefits continued:

Employment 12 Permanent staff Bsea, 2 local, 7 Casual Bsea, 4 local.

Charitable Causes RNLI, Brightlingsea in Bloom, 1st Responders, Regatta, CYC Fireworks, Christmas tree festival, Museum. Sea Change sailing Trust.

Apprenticeships Workboat crewmember apprenticeship on track. Now Comm End YM. Moves on Post September. New one required.

Second Workboat crewmember apprenticeship on track, Day Skipper and YM Theory.

Business and administration Apprentice on track. Moves on Post March. New one required.

Tourism	Bringing visitors to town Boats/Ferry approx 24000		
Colne Navigation Trinity House:	Independently inspected All in good order and subject to regular servicing.		
Pilotage and vessel support			
Leisure Moorings	Pontoon full, some fore / aft remain and Swinging remain.		
Marina	Superfast Wi-Fi 100Mb.		
	Key fob for Showers, Toilets and Bins.		
Taxi	Popular still, cash price £1.50 frozen. Dogs and Children still free.		
	Taxi must be paid for, some don't use, we are caretakers.		
	Boats		
Visitors	Annual	2019	2205
		2021	3174 33% increase on 2019
		2022	3107
		2023	3290

Year on year the visitor numbers have increased we still have the cheapest prices on the East Coast.

Feedback from Visitors on survey when asked did you enjoy your stay in Brightlingsea harbour the answer was 'Yes'.

Charters; There has been no enthusiasm from Brightlingsea Establishments. We would love to do Wivenhoe to Brightlingsea. Rowhedge and St Osyth.

Ferry; This year 20th Anniversary of ferry. 3rd July 2004 from 3rd to 7th July Ferry will be at 2004 prices. This coincides with Regatta.

PC Adult £1.00 Child £0.50 Cycle £0.50 **East Mersea** Adult £2.00 Child £1.00 Cycle £1.00

Wharf and commercial activity Continued activity 10 Ships since Dec in 5 months.

Cement and Scrap.

Windfarm Project support vessels continue to use the harbour.

River Patrols Continued resourcing of River Patrols and security, including Commissioners on board.

Jetty Management, maintenance and control of the Town Jetty. Currently no one pays for use of the Jetty. We provide staff, equipment, replacement of items.

Boat Park This will transfer back to BTC in Feb 25. The Annual clean up will take place from 22nd May 2024 for two weeks.

Hard/Posts Management, maintenance and control of the posts, the cost of service is just above break even.

Staff Training General

Trg Permanent Cadre : x 13;

2 x OPRC 2P

1 x OPRC 4P

1 x VHF Radio Certificates

3 x First Aid

1 x Animal First Aid

2 x PPR

1 x PB2 RYA

1 x Fire fighting

4 x Sea Survival

1 X YM Practical

1 x YM Theory

1 x Day Skipper

2 x Eq Div Inc

1 x Pilot boat Crew

1 x Social media Trg

Trg Non-Permanent Cadre : x 11;

3 x Internal Crew Training

Induction Training

Provision of such to 2 employees.

Internal Role Training

Refresher Training for incremental staff.

Developmental training for staff generally, happens which include specialist trg but also, IT, Software, media training.

Provision of Fuel

It appears that we still provide some of the least expensive fuel;

	Commercial	60/40
BHC	1.024 Inc VAT	1.44 Inc VAT
Bradwell	1.70 Inc VAT	1.40 Inc VAT
Woolverstone		1.59 Inc VAT
Chatham		1.46 Inc VAT

This Year

- To Develop, run and maintain an electric boat.
- Run a Charter service to the Anchor at Rowhedge and to St Osyth.
- To continue to ensure that BHC investigates emerging technology and where benefits are identified it considers adding them to their inventory as equipment is replaced.
- Following the evidence gathered from anti fouling project in the last 12 months, BHC agreed that further consideration should be given to the environmental impact of current use and ways to mitigate this. We are now taking part in a university research programme on anti-fouling.

Reminder

BHC Strategy Workshop online Zoom

Time: May 28, 2024, 07:30pm

Questions from stakeholders;

Who do we call in an emergency outside the Harbour?

The current practice for a vessel outside the Harbour limits must;

- a. Call the HM coastguard on VHF C16 or Call 999.
- b. HMCG will coordinate a response.
- c. If HMCG contact BHC as part of a response we shall act accordingly.

This is not a procedure invented by the BHC it's what the HMCG require members of the public/ stakeholders to do.

<https://hmcoastguard.uk/in-an-emergency>

IF SOMETHING HAPPENS WITHIN THE HARBOUR LIMITS IT IS LIKELY WE WILL ACT IMMEDIATELY BUT WILL CALL THE COASTGUARD CONCURRENTLY.

1. What does a mooring holder get in return for their mooring fee?

- a. A Serviced Mooring, Pontoon, Fore and Aft, Swinging.
- b. Use of Harbour Taxi.
- c. Use of Waste facilities.
- d. Use of Showers and toilets.
- e. Daily Harbour inspections.

- f. Weather vigilance.

2. What does a Boat Park space holder get in return for their fee?

- a. A space to park their boat.
- b. A space to park vehicle when boat not in.
- c. Annual clear up.
- d. Access 24/7.

3. How do The Harbour Commissioners justify charging the rate per boat for the 15ft Wivenhoe One Designs for moorings in order that they can take part in Pyefleet Week?

The stakeholder was unable to attend however I wrote to him.

The cost of an overnight berth is £20 for a boat 23ft and less.

If we are approached by a member of the public that owns a WOD wishing to take part in Pyefleet we will discount the rate even though this is the busiest time of the year. Occasionally we sponsor Pyefleet, or are approached by an event organiser who will explain to Commissioners the benefits of their event to the wider stakeholder group and ask that we consider a donation or discounts, generally they have been successful.

The Harbour is not publicly funded and relies exclusively on revenues generated by the Harbour. In August last year we had 807 visiting yachts. I would add that at this point we have had no formal request or meeting by any organisation to discount Pyefleet competitor rates.

Our visitor rates are among the most competitive on the East coast and in the UK.

4. The weed on the road next to the Hard has not been cleaned up since the last High tide can the harbour do it?

Perhaps a Taxi driver between trips could do it?

The Harbours responsibility is for the water, the land belongs to the council be that TDC, Essex or BTC. In these straitened times tax payers should expect their taxes to pay for road cleaning rather than expecting private business to absolve them of their responsibilities.