

Brightlingsea Harbour Commissioners

Stakeholders Meeting

1830hrs Colne Yacht Club 14 May 2025

Chairman A Scott
Harbour Master J Thomas
4 x Commissioners T Curzon Price, C Watkins.
10 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 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
- The Role of the Commissioners**
 - Safety,
 - Setting strategic aims,
 - Ensuring that the necessary financial and human resources are in place to meet those objectives,
 - Reviewing management performance in meeting those aims.

- Challenging, constructively, and helping to develop proposals.
- The Chief Executive / Harbour Master has executive responsibility for running the business and is a Commissioner.
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- 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.

Two new Commissioners from January 2025

Tony Curzon Price - Tony is an economist who has worked as a civil servant in central government, including stints in Number 10 and the Department of Business. He serves on the board of Ofgem where he hopes to help with the energy transition. He has had a boat in Brightlingsea since 2018 and became a resident of the town in 2021. He has a love of sailing, Wing foiling, swimming and most activities on the water.

Robert Dorey - Rob was brought up on the Thames, playing around on boats and today, he is an experienced Master Mariner and Board Executive with 45 years in the industry. His roles included Head of Service of the Royal Fleet Auxiliary and later, Operations Director for Trinity House. He is now a Marine Consultant as well as an Elder Brother of Trinity House, a Fellow of IMarEST, an Associate Fellow of the Nautical Institute and is involved with a number of maritime charities. He and owns a motor cruiser in which he and his family cruise extensively, both on inland waters and offshore.

Port Marine Safety Code

Environmental Projects

Essex University environmental project, anti-fouling.

Possible work with Imperial College London monitoring the movement of the spit.

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

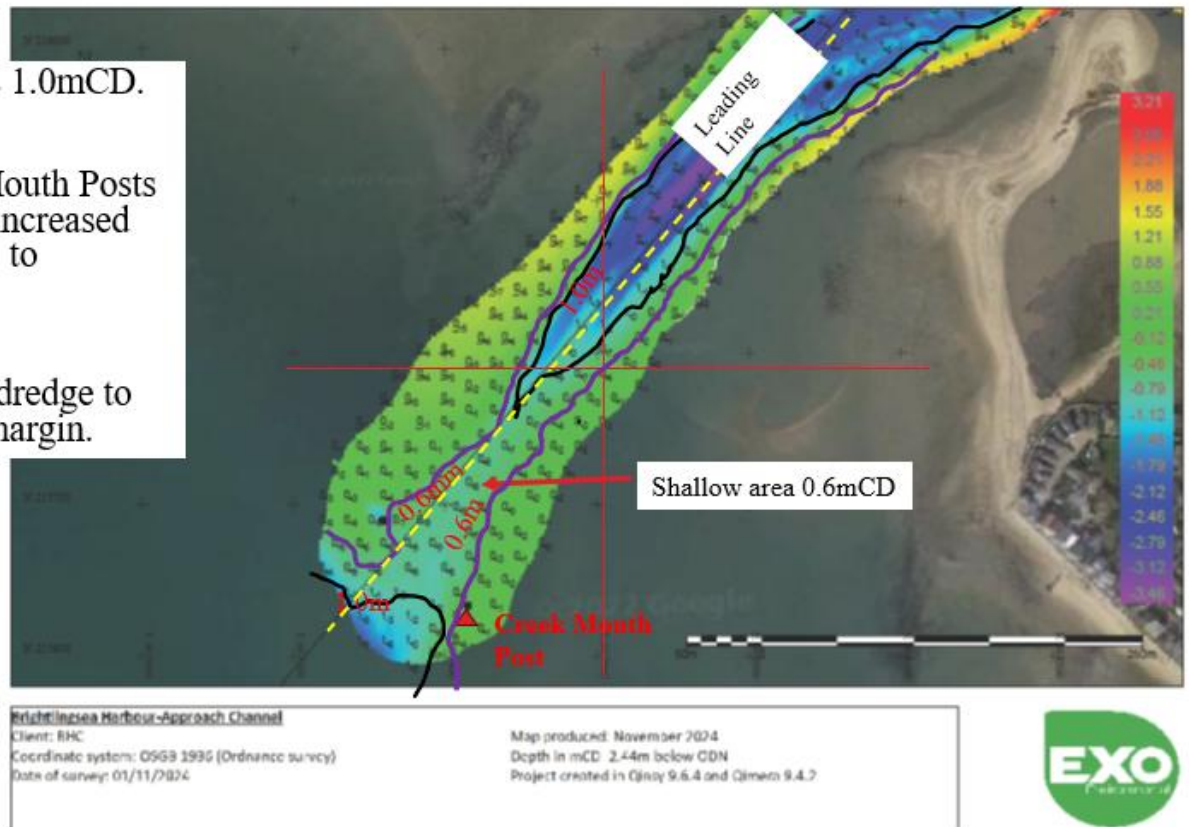
- The pontoons and some moorings in the South channel dredged to a depth of 0.75m below CD.

Leisure Marina

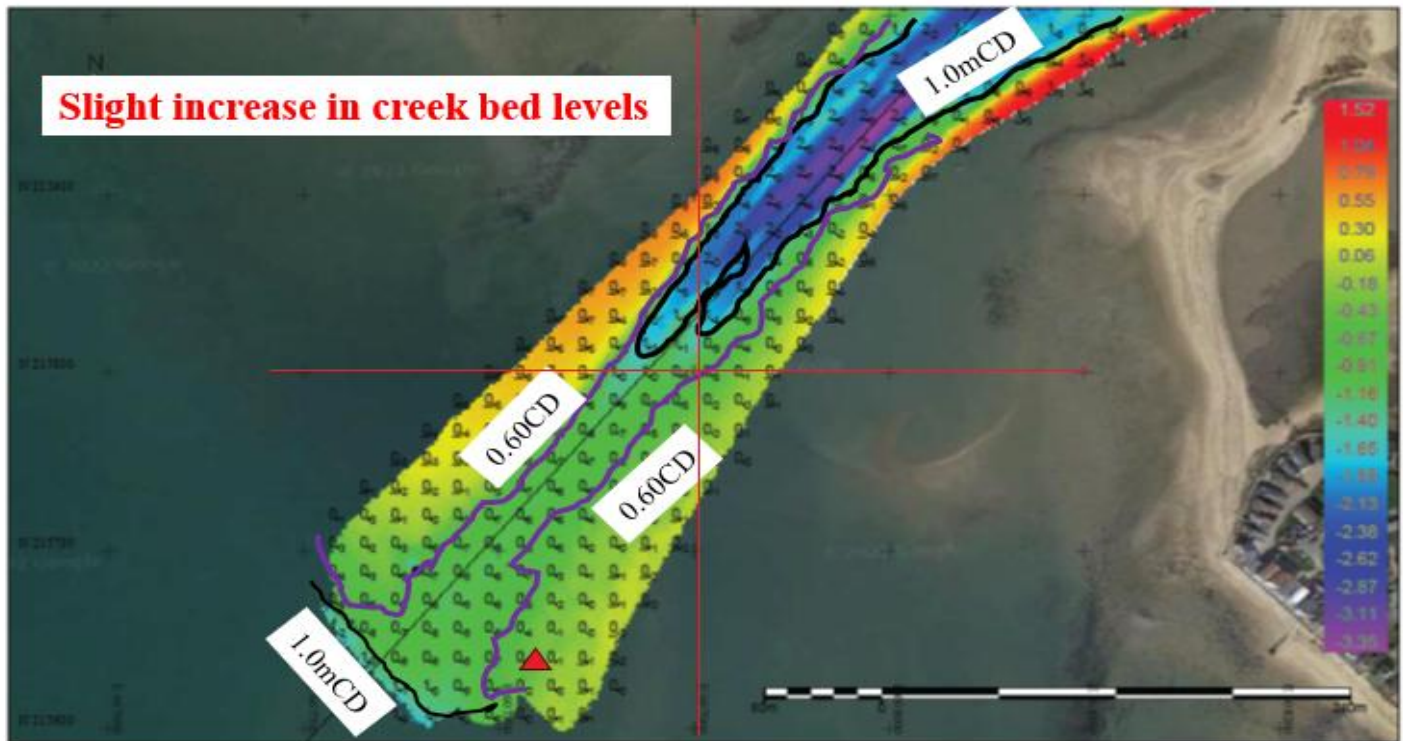
- The Marina Depth, mud will always be kept in suspension.

- Creek Mouth Channel.
- Main Channel and Point Clear Spit.
- North Creek.
- South Creek.
- Conclusions.

- Target level is 1.0mCD.
- Near Creek Mouth Posts the bed level increased from 0.8mCD to 0.6mCD.
- Plan to try to dredge to 1.1mCD for margin.



Creek Mouth Channel –Survey 29-4-2025



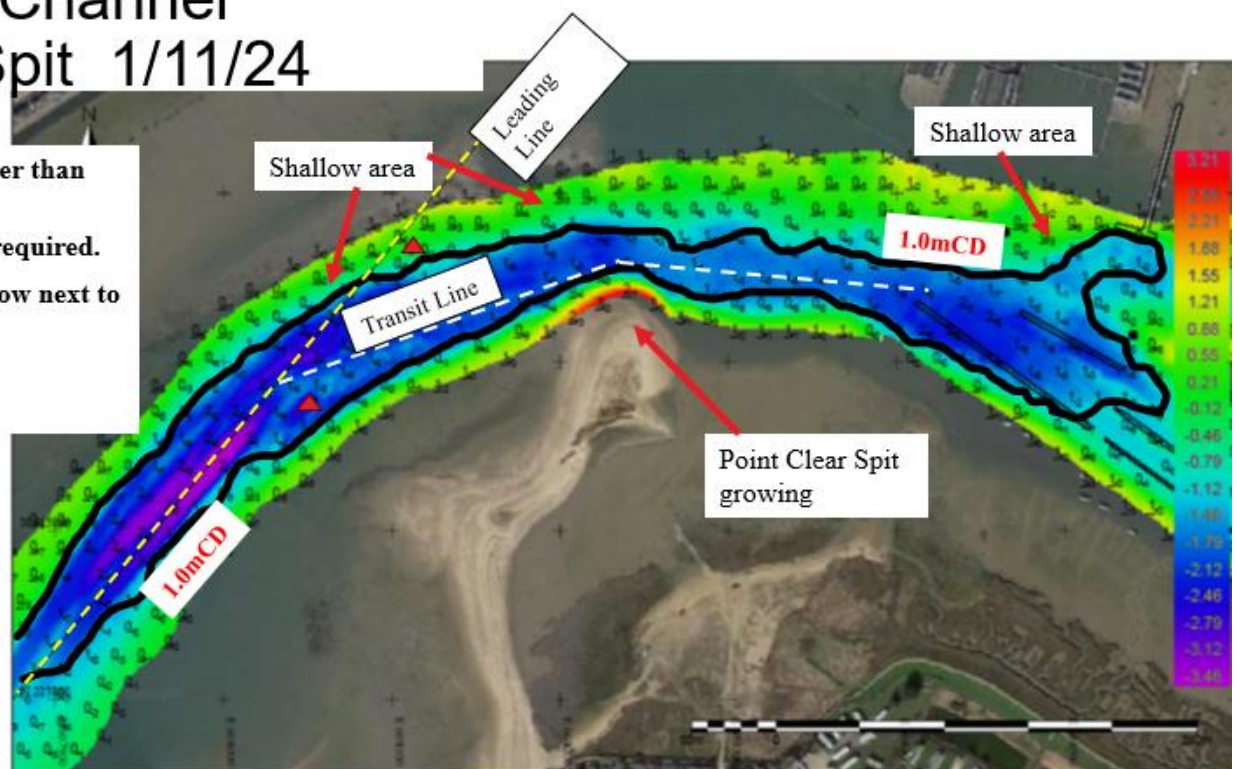
Brightlingsea Harbour-Approach Channel
Client: BHC
Coordinate system: OSG8 1536 (Ordnance survey)
Date of survey: 29/04/2025

Map produced: May 2025
Depth in mCD -2.44m below ODN
Project created in Qinsy 9.6.1 and Qimera 2.4.2



Main Channel and Spit 1/11/24

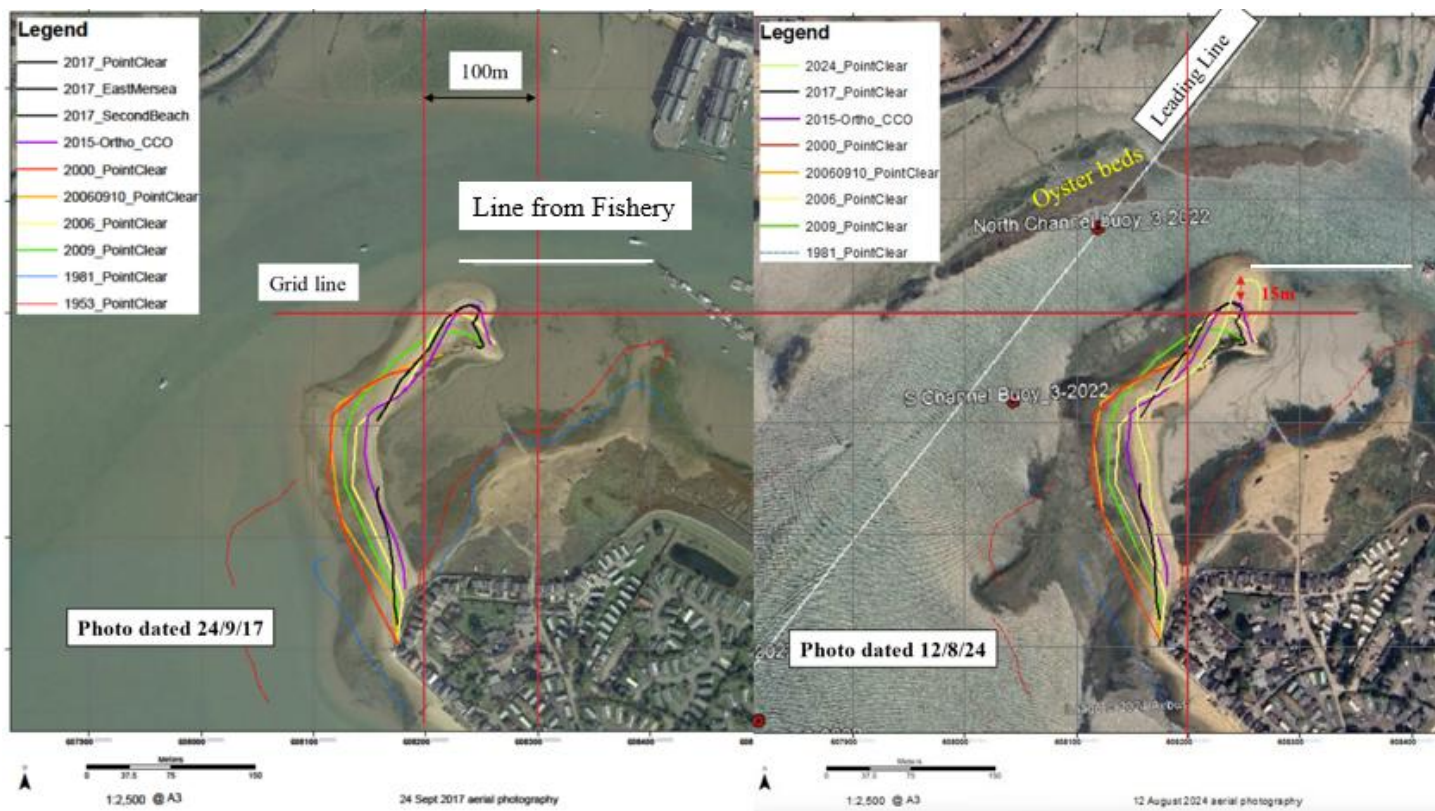
- Channel deeper than 1mCD.
- No dredging required.
- Channel narrow next to spit.



Brightlingsea Harbour-Main Navigation
Client: BHC
Coordinate system: OSG8 1996 (Ordnance survey)
Date of survey: 01/11/2024

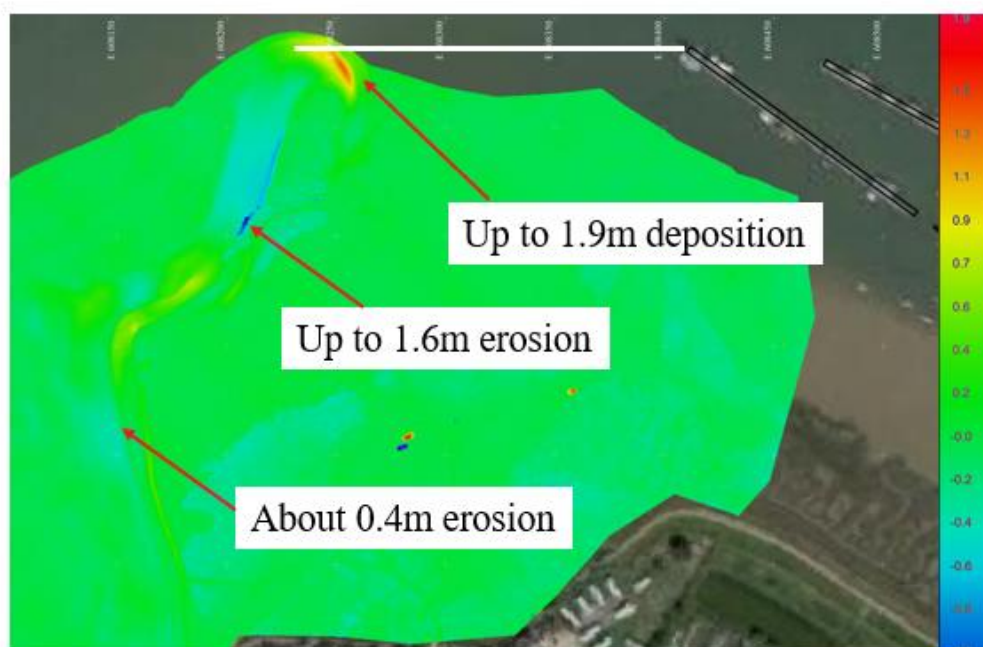
Map produced: November 2024
Depth in mCD -2.44m below ODN
Project created in Qinsy 9.6.4 and Qimera 9.4.2



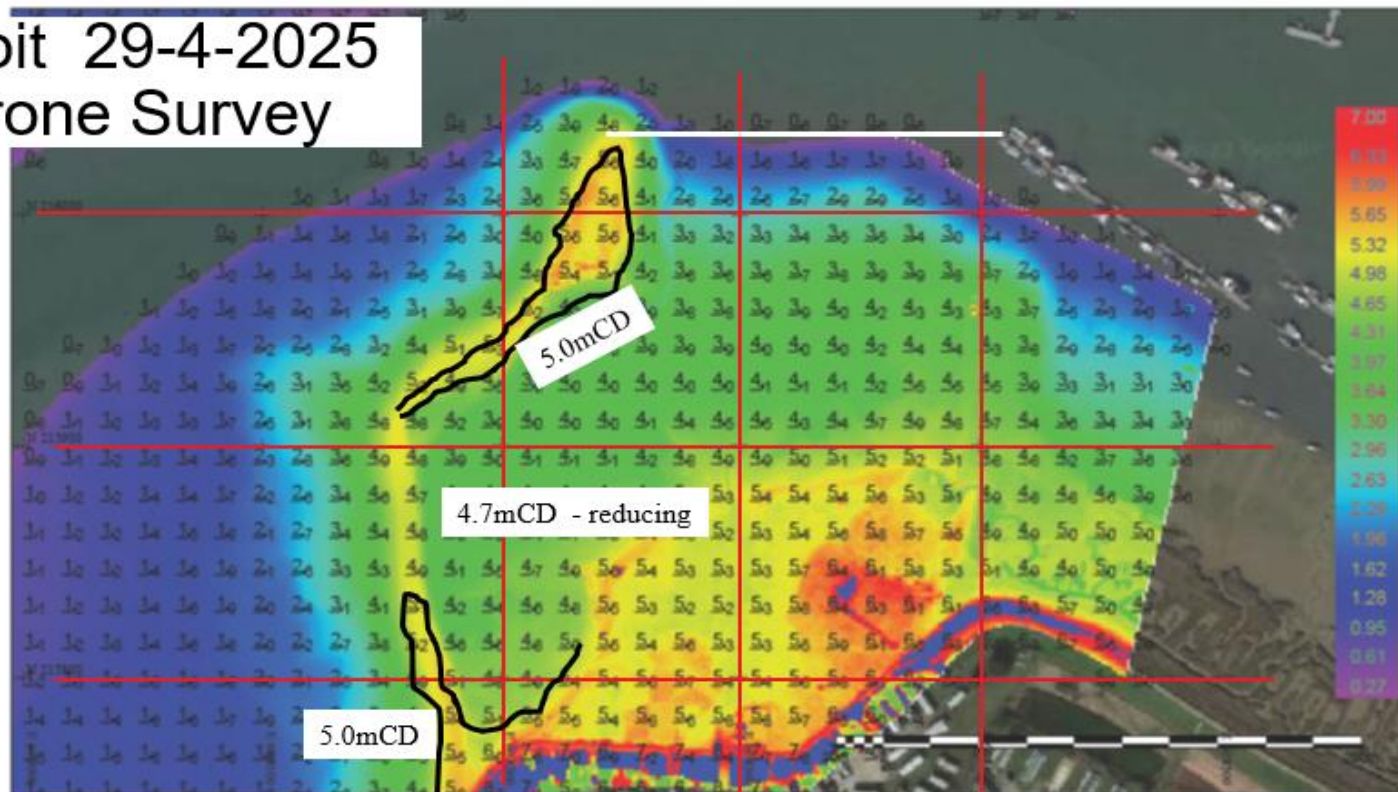


Main Channel and Spit -Drone Survey Levels Differences Oct 22 to March 23

Green areas are no change in levels.



Spit 29-4-2025 Drone Survey



Brightlingsea Harbour-Drone DEM-Stone Point

Client: B-HC

Coordinate system: OSGB 1936 (Ordnance survey)

Date of survey: 20/01/2025

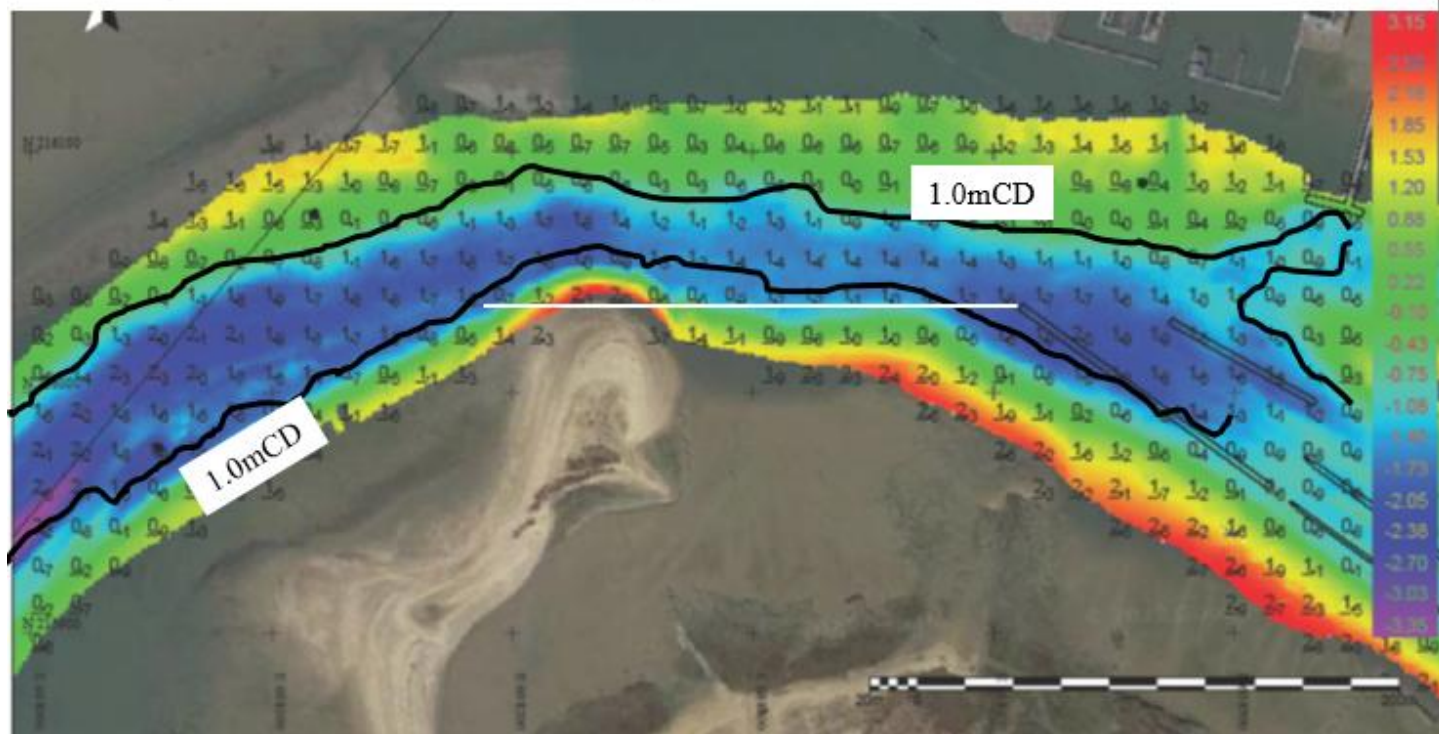
Map produced: May 2025

Depth in mCD -2.44m below ODN

Project created in Qinsy 9.6.1 and Qimera 9.4.2



Main Channel and Spit 29-4-2025 Bathymetric Survey



Brightlingsea Harbour-Main Navigation

Client: B-HC

Coordinate system: OSGB 1936 (Ordnance survey)

Date of survey: 20/01/2025

Map produced: May 2025

Depth in mCD -2.44m below ODN

Project created in Qinsy 9.6.1 and Qimera 9.4.2



- The Harbour has contacted Ioannis Karpadakis (Lecturer at Imperial College).
- The Commissioner's historical database for Spit development has been reviewed.
- Ioannis has proposed an MSc project reviewing existing data and modelling future longshore drift.
- If the MSc is successful - a PhD would be proposed.
- We hope this will also link to the IC Tidal Surge modelling.

North Channel 1/11/24 – Bathymetric survey

- Channel deeper than 0.75mCD agreement.
- No dredging required



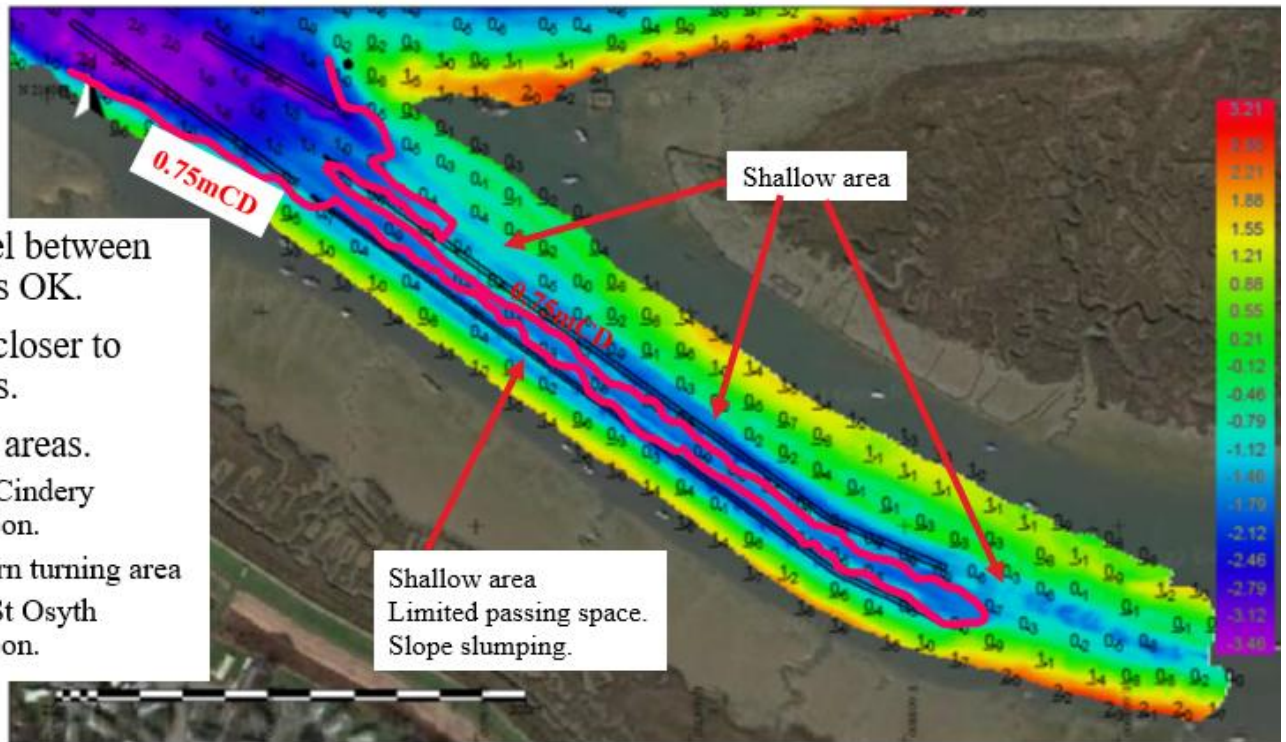
Brighton Sea Harbour-North Channel
Client: RHC
Coordinate system: OSG 1936 (Ordnance survey)
Date of survey: 01/11/2024

Map produced: November 2024
Depth in mCD: 2.44m below CDN
Project created in Qinsy 9.6.4 and Qimem 9.4.2



South Channel - 1/11/24

- Bed level between pontoons OK.
- Dredge closer to pontoons.
- Shallow areas.
 - N of Cindery Pontoon.
 - Eastern turning area
 - S of St Osyth Pontoon.

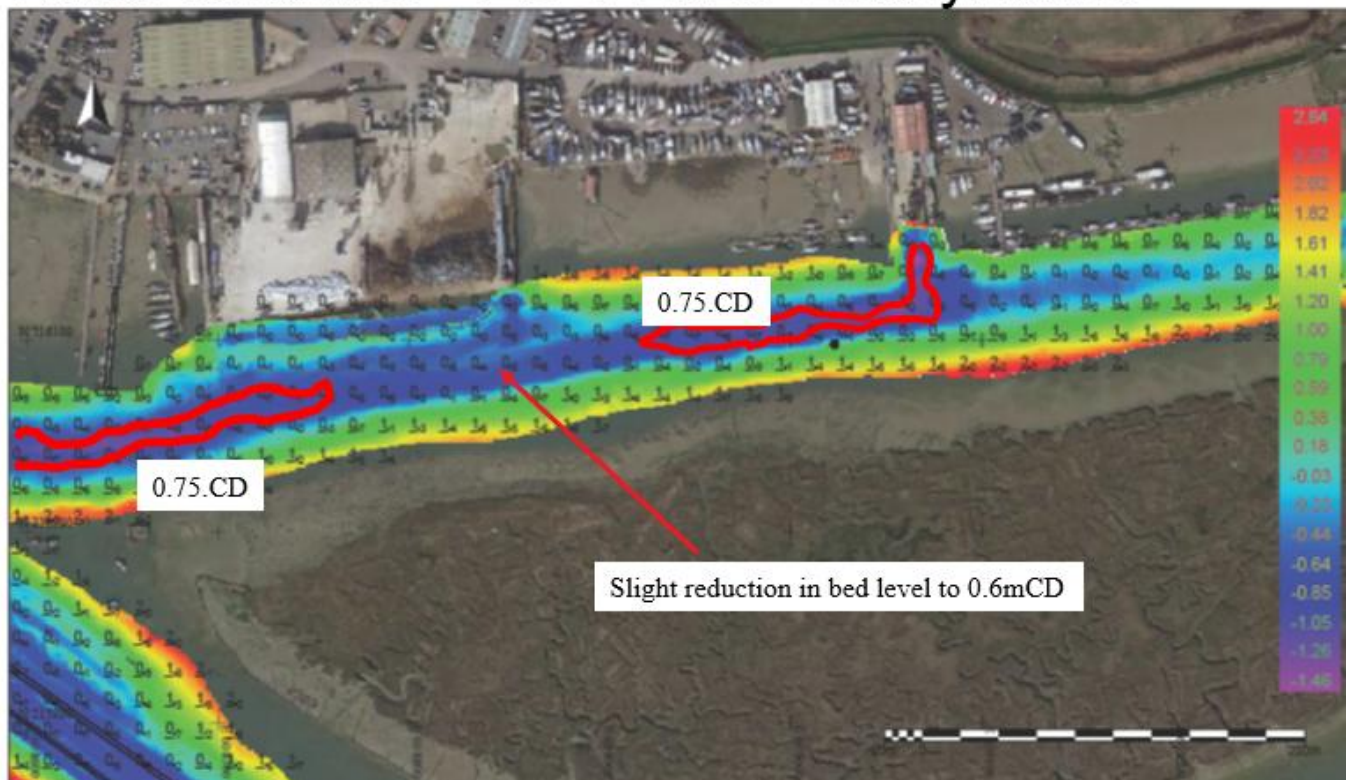


Brightlingsea Harbour-South Channel
 Client: BHC
 Coordinate system: OSGB 1936 (Ordnance survey)
 Date of survey: 01/11/2024

Map produced: November 2024
 Depth in mCD: 2.44m below ODN
 Project created in Qimay 9.6.4 and Qimera 9.4.2



North Channel – 29-4-2025 Bathymetric

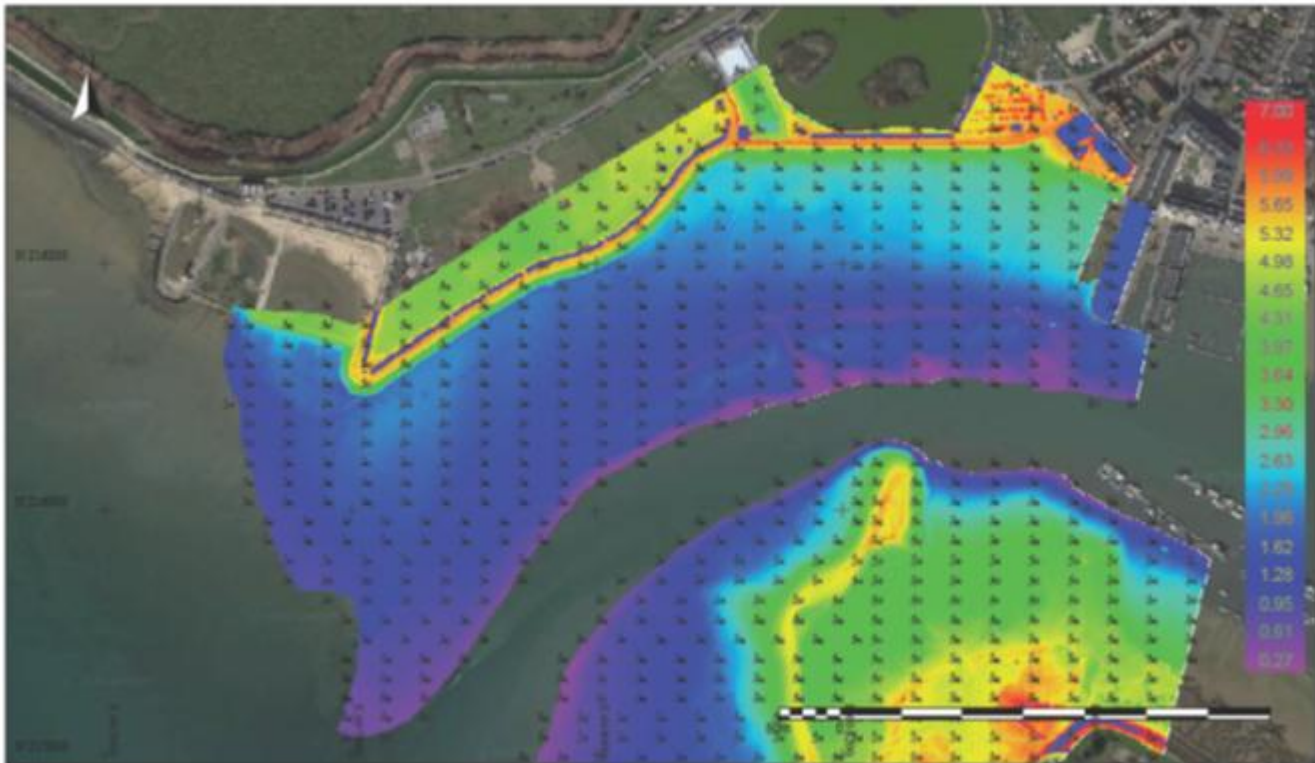


Brightlingsea Harbour-North Channel
 Client: BHC
 Coordinate system: OSGB 1936 (Ordnance survey)
 Date of survey: 20/04/2025

Map produced: May 2025
 Depth in mCD: -2.44m below ODN
 Project created in Qimay 9.6.4 and Qimera 9.4.2

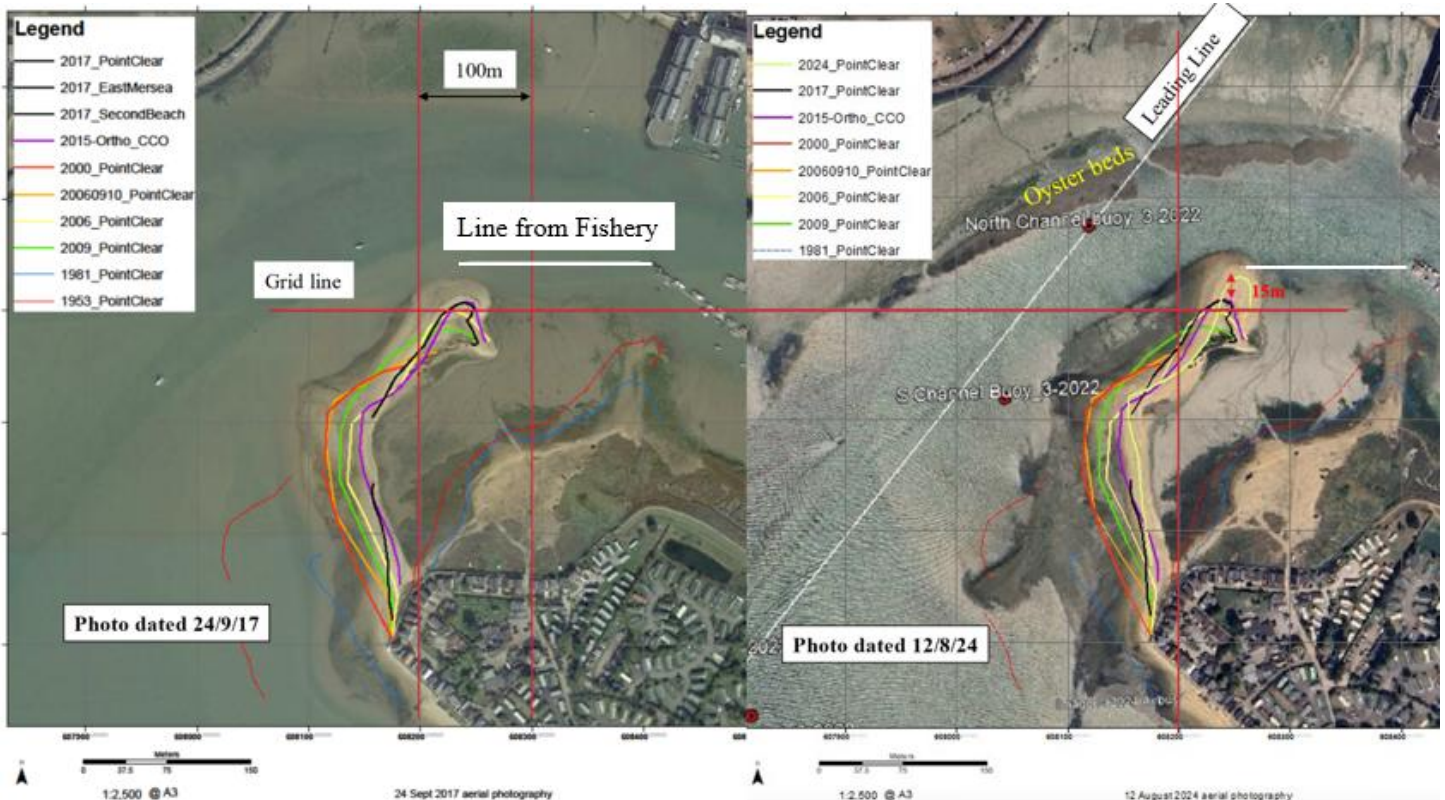


Fieldgate Dock and Spit 29-4-2025 Drone

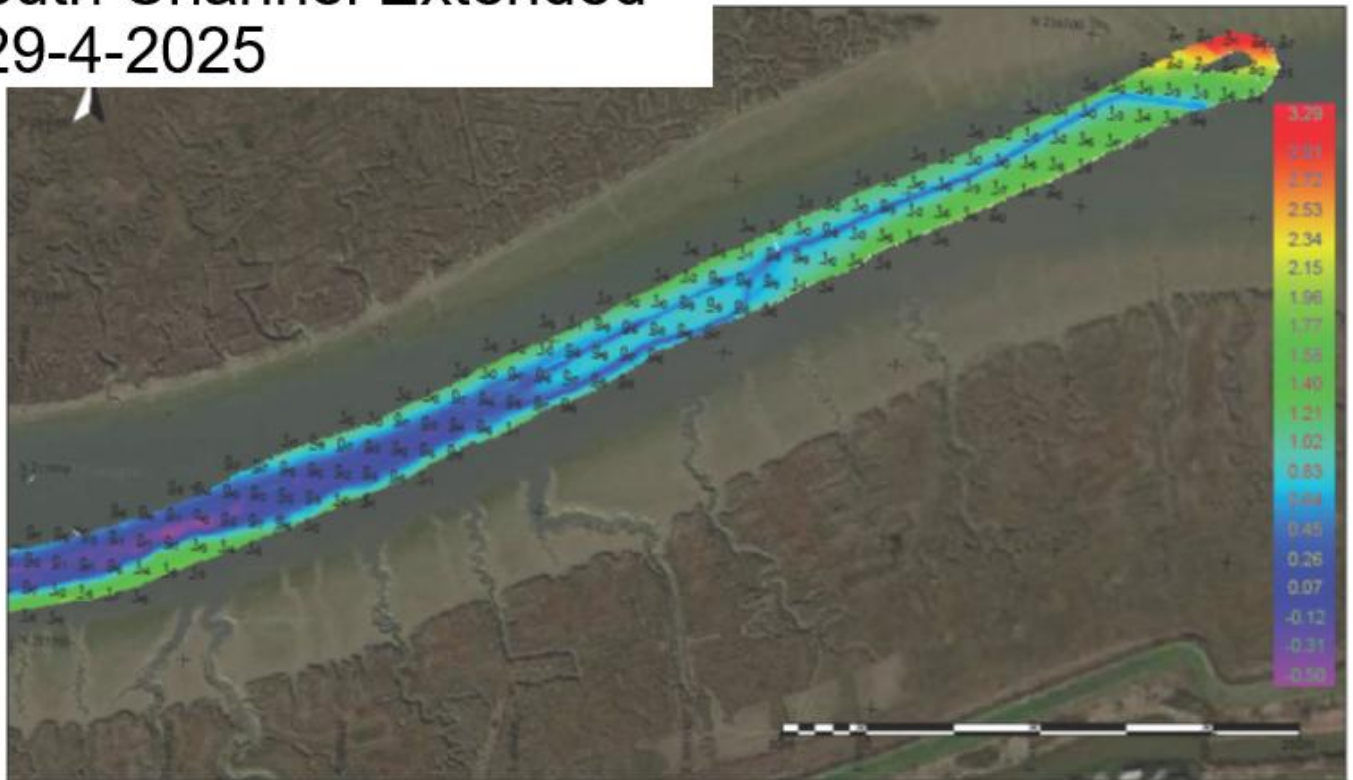


Brightlingsea Harbour-Drone DfM-Fieldgate Dock
 Client: S-IC
 Coordinate system: OSGB 1936 (Ordnance survey)
 Date of survey: 29/04/2025

Map produced: May 2025
 Depth in mCD -2.44m below ODN
 Project created in Qinsy 9.6.4 and Qinsys 9.4.2



South Channel Extended - 29-4-2025

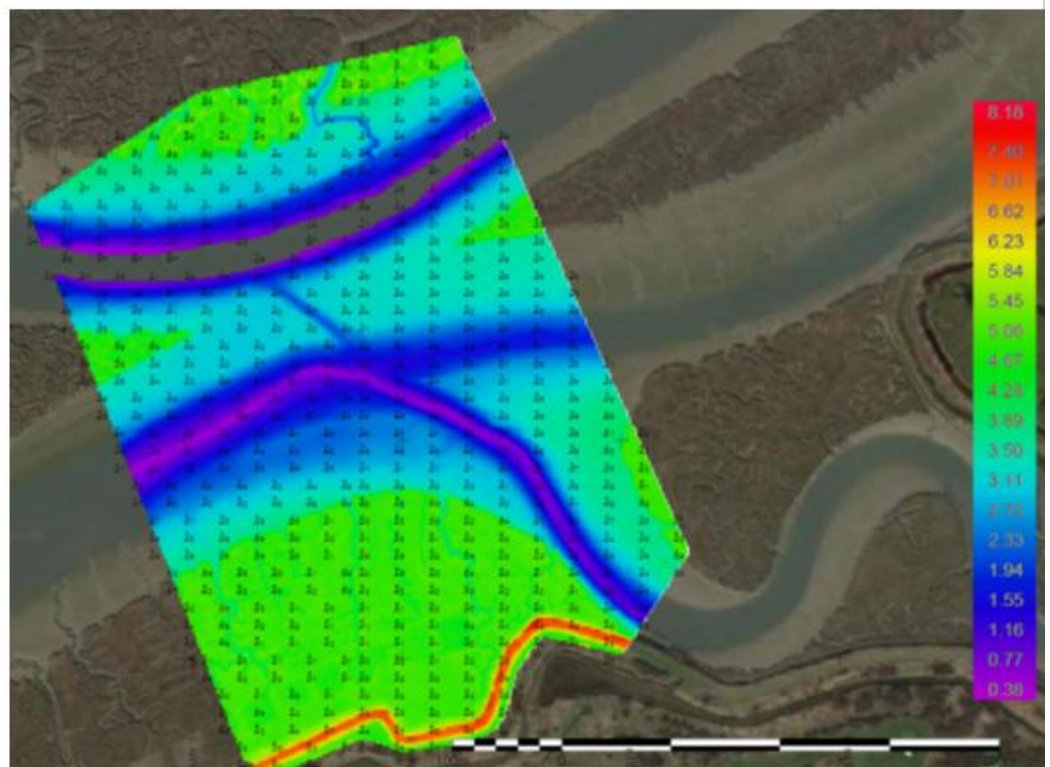


Brightlinges Harbour-South Channel Extended
Client: B-IC
Coordinate system: OSGB 1936 (Ordnance survey)
Date of survey: 20/04/2025

Map produced: May 2025
Depth: in mCD -2.44m below ODN
Project created in Qinsy 9.6.1 and Qimera 9.4.2



The Folley Drone Survey - 29-4-25



Conclusions - changes 1/11/24 to 29/4/25

Creek Mouth Channel.

- Channel slightly shallower – shallow area at 0.6mCD. (Target 1mCD)

Main Channel and Point Clear Spit.

- Channel Depth OK. (Target 0.75mCD)
- Spit still moving North-North-East between 2017 and 2025.
- Oyster bed location – (not changing).

North Creek Pontoon Depths

- Channel generally 0.75mCD – locally 0.6mCD. (Target = 0.75mCD)

South Creek.

- Between post 0.75mCD.
- Turning circle dredged to 0.9mCD.
- North of pontoons – shallow areas – more dredging.
- South of pontoons - shallow areas but slumping from slope. - Dredging difficult.

Accidents Nov to Apr		Number
1	Collision	3
2	MOB	2
3	Total	5
Incidents		
4	Medical	2
5	Total	2

Accidents

Collision x 3

Training vessel when berthing on E pontoon in east basin marina, hit tap upstand and broke the tap fitting.

Fire extinguisher box broken off Marina D pontoon (been hit with force).

Sonata got caught up in anchor on the side of boat on Fishermans ,he doesn't think they caused any damage but just making us aware in case of any further information needed.

A vessel in the marina coming out hit another leaving a scratch down the side, images sent to front desk.

Accidents

Individual x 4

Operator slipped on deck of resident vessel, landing on a tiller breaking the end where it meets the bracket.

Dog jumped into the creek swam to Cindery Island, 2 x staff followed to Cindery they were unable to catch him. Dog then swam to the Hard where a member of the public attempted to rescue during which she was bitten. The Dog swam up the pontoon where he was captured by the staff member, he bit him in the act but was brought aboard the launch and recovered to the Hard shelter where he met up with the owners. Dog was taken to vet and member of the public and staff member were treated at the Harbour Office.

Colne Ranger, staff member, whilst trying to release the filter cap with the wrench, hand slipped catching the jubilee clip, this caused a 1-inch-deep laceration to LH middle finger.

As a member of the public was walking down the jetty from the ramp to the actual hammerhead he slipped over. He said that he hit his head but that he was okay. He got up immediately and was walking and talking.

Incidents

Medical x 2

Following dog bite member of the public treated in Hospital no further action.

Staff member visited A and E was treated for Dog bite.

Security

- Anchor theft from Smack Dock.
- Reports of people smuggling.
- Security meeting with PFSO in compliance with the PFSP.
- Next meeting in Jun 25.

Please report anything unusual, it may be the key.

Marine Police

A Presentation from the Marine Police Sgt Alex Southgate was given, he emphasised that members of the public should report anything they see as it really helps.

PWC

- Orchards, St Osyth PC and Tower estates have engaged all skis now register and pay harbour dues.
- Access will be controlled on PC side; the method is still in process.
- The new problem is Foiling windsurfers, electric foilers. The RYA are visiting in July / August for a look at the Harbour.

Other Information

- Pre-season meeting with Clubs has happened.
- Waste – Commercial oil, Commercial waste, new area, next to wreck house.

- Bins on Pontoons – for the season.
- New Strategy document 2025-30 on website.
- Golden Anchor award increased to 4 Anchors.
- Servicing schedule on SOLAS, Lifejackets, Pilot Jackets, Life raft and other safety equipments completed now started.
- Two new commissioners appointed in January 25.
- Two new staff members.
- Recruiting for a new Administrative assistant 2 days.

Harbour Development /Plans

CAPITAL SPENDING

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

Capital Equipment Replacement 2019

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

Engines - Ferry

Marina – Electric upgrade.

Pontoon Repairs Town Jetty.

Maintenance Dredging Harbour.

Website, booking platforms/IT/ App

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 Local Charities, Hard Fireworks, Weatherproof clothing to local charities, Work experience, Disposing of abandoned vessels, Lads need Dads.

Local Businesses Lobster Hatchery, Engineering firms, Dredging, Matt Plant, Small engines, French Marine, Max welder, DB, Morgan Marine, Bess Electrical, Mallard surveying, 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. Last year in addition to labour and equipment we contributed £3167. Feedback from schools was that this year was the best ever school's week. We aspire to do even better this year

Employment **9** Permanent staff Bsea, **5** local, **5** Casual Bsea, **3** local.

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

Apprenticeships Workboat crewmember apprenticeship Day Skipper.
Second Workboat crewmember apprenticeship on track starts proper in September.
Business and administration Apprentice started and on track.

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 Now working in Partnership with HHA.

Leisure Moorings:

Marina Superfast Wi-Fi 300Mb.
Key fob for Showers, Toilets and Bins.

Taxi Popular still, Token £1.40 cash price £2.00 other moorings £3.00 Dogs and Children still free.
Taxi must be paid for, some don't use, we are caretakers.

Visitors Brightlingsea is a popular place to visit latest figures reveal largest April number since 2013.

Charters: There has been no enthusiasm from Brightlingsea Establishments. We would love to do
Wivenhoe to Brightlingsea.
Rowhedge, to the Anchor for Pub Lunch.
St Osyth, to the boatyard for afternoon tea.

Ferry; Ferry Numbers up significantly, Looking at groups' incentives, electronic booking rather than cash. 6
Weeks Holidays 10% discount applied to all online bookings.

Wharf and commercial activity Continued activity.
Windfarm Project support vessels continue to use the harbour three projects ongoing.

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

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. There will be a Stakeholder consultation soon on how we fund
the upkeep and ultimate replacement of our Towns Jetty.

Boat Park This is now managed and run by BTC.

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 14;
RYA Advanced PB x 1
RYA Day Skipper x 2
Pilot Crew x 1
Firefighting x 1
Electrical Safety x 1
RYA Level 2 PB x 2
VHF x 2

<i>Soc Med trg</i>	<i>x 1</i>
<i>OPRC Trg/Ex</i>	<i>x 7</i>
<i>Trg Non-Permanent Cadre: x 8;</i>	
<i>PPR</i>	<i>x 1</i>
<i>Pilot Crew</i>	<i>x 1</i>
<i>OPRC Trg/Ex</i>	<i>x 3</i>

Induction Training

Provision of such to 3 employees.

Internal Role Training

AI
Video Canva
Social Media

Provision of Fuel

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

	Commercial	60/40
BHC	0.92 Inc 5 % VAT <400l	1.34 Inc 5% VAT <400l
Bradwell	0.95 Inc VAT	1.27 Inc VAT
Woolverstone		1.54 Inc VAT
Chatham		1.40 Inc VAT

This Year

- To work with Imperial College London to study the impact of longshore drift on the Harbour.
- To maintain 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. Continues
- 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.
- Work with Harwich Harbour Authority to ensure our Pilotage service is sustainable into the future.
- To establish and implement a system of charging for the use of the Town Jetty to ensure its future maintenance and replacement.

Questions from the Public

1. Why is it cheaper to pay Harbour Dues at Brightlingsea Park and Ride than at Point Clear. It was explained by staff at BBPR that the cost of HDs were cheaper than elsewhere. **HM** stated he would follow this up as it was wrong.

2. Please could the Harbour avoid storing jetty sections on the top of the hard as it makes sailing back too difficult, perhaps it could be stored on the Promenade? The **HM** stated that it was stored elsewhere on St Osyth side on moorings until needed, but ultimately there would have to be a period where it was on the hard to carry out the repairs safely.

Managing the environmental impact of antifouling biocides in recreational marinas through stakeholder engagement

Jacob Cook then gave a presentation on the work he had done so far.

Survey results

- A survey was conducted for boat owners at Brightlingsea, gathering information on their uses and preferences regarding antifouling paint.
- 115 responses
- 74% using biocidal paints, 26% using non-biocidal paints
- 83% would consider switching antifouling paint, whilst 17% would not.

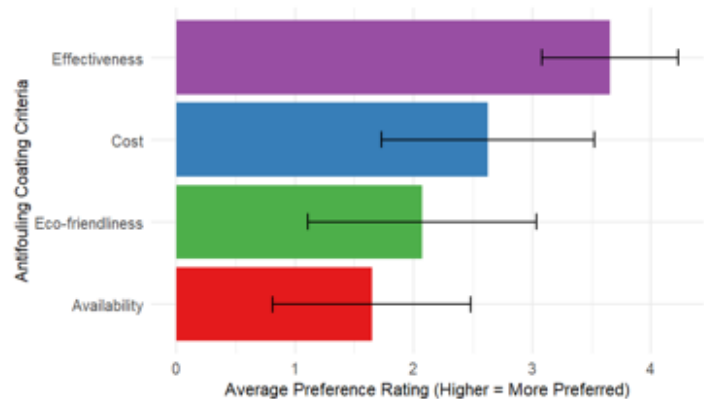


Figure 1 – Brightlingsea boat owners preferences on most important criteria for an antifouling coating. Error bars represent standard deviation.

Field work – Panel tests

Testing 5 antifouling coatings:

- *Epoxy Primer Control* (Hempel Light Primer)
- *Hempel Hard Racing* (Copper oxide)
- *Flag Cruising Antifouling* (Copper oxide)
- *Coppercoat* (Metalic copper)
- *Hempel Silic One* (Non-biocidal)

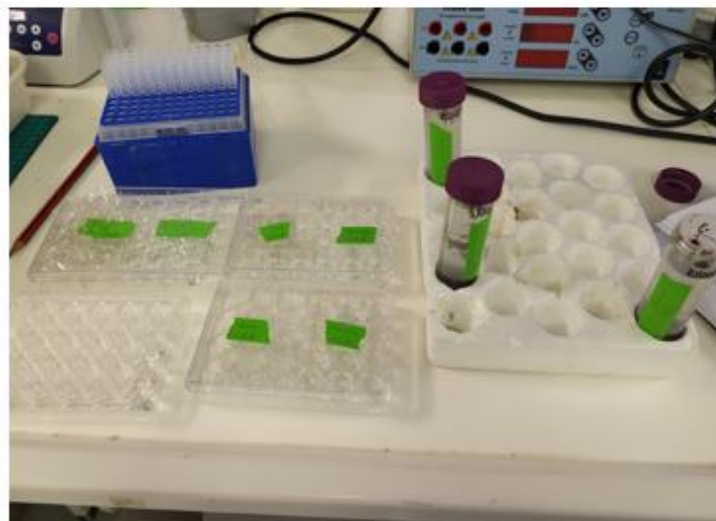
Different conditions:

- Regularly cleaned
- Seasonally cleaned
- No cleaning




Lab work


- Toxicity bioassays conditions:
 1. Coating type
 2. Concentration
 3. Exposure time
 4. Temperature
- Amplicon sequencing – identifies microbial diversity and microbial community composition
- Antifouling paint particle counts, metal analysis and antimicrobial resistance.



For updates – follow the online blog

**Brightlingsea
Harbour
Commissioners**

VHF CHANNEL 68

WEBCAM

01206 302 200
mail@brightlingseaharbour.org

Wind Speed: 3.990km/h

Wind Direction: 43.900°

Tide Height C.D.: 9999.999m

ANTIFOULING PRACTICES PANEL DEPLOYMENT
24/04/2025

[HOME](#)
[HARBOUR INFORMATION](#)
[WATER TAXI](#)
[COMMERCIAL ACTIVITY](#)
[NEWS](#)
[LIVE TIDE & WEATHER](#)
[WEBCAM BHC + BSC](#)
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ANTIFOULING PANELS DEPLOYMENT
First update from Jacob Cook who is an Essex University PhD student researching the environmental impacts of antifouling biocides in collaboration with Brightlingsea Harbour. Below is Jacob's update, however download our Visitor Guide & Timetable to learn more about this fascinating project. [Visitors - Brightlingsea Harbour](#)
JACOB'S UPDATE
After a great response to our survey, with 15 responses, we were able to identify the antifouling coatings that Brightlingsea boat owners were most interested in testing. Using this information, four panels have been assembled and deployed in Brightlingsea Harbour on 17th March coated with the following paints:

- Hempel Hard Racing (Biocidal)
- Flag Cruising Antifouling (Biocidal)
- Coppercoat (Biocidal)
- Hempel Silc One (Non-biocidal)
- Hempel Light Primer (Non-biocidal - used as control)

Three of the panels were coated in squares of these antifouling coatings and will be in the water throughout the 2025 and 2026 season. The third panel was painted with long strips of antifouling giving the opportunity to analyse fouling along a depth gradient. Each panel will be exposed to various conditioning.

- Panel 1 - Continuously submerged throughout 2025 and 2026.
- Panel 2 - Submerged throughout 2025 season, cleaned over winter and resubmerged throughout 2026 season.
- Panel 3 - Monthly cleaning throughout 2025 and 2026 season, removed over winter.
- Panel 4 - Continuously left in water.

TOM KERRIDGE COOKS
BRITAINS - 27/03/2024
WELCOMING BACK THE
SAILING SEASON - 16/04/2024
ALL THINGS RNLI - 28/05/24