Brightlingsea Harbour Commissioners
Stakeholder Meeting
10th November 2026 at 1830
Colne Yacht Club

Chairman	A Scott
Harbour Master	O Evans
2 x Commissioners	C Watkins, D Stoker
29 x Stakeholders	

Meeting Finished 2030

Brightlingsea Harbour Commissioners

Brightlingsea Harbour Commissioners

Stakeholder Meeting 10th November 2026

AGENDA

1. Chairman Introduction and Accounts Overview

2. Harbour Master Presents Harbour Updates

3. Duncan Nicholson Presents Update on Point Clear Spit

4. Jacob Cook (Essex University) and Chris Toole (Product Manager Hemple)with an Update on Antifouling Testing in Brightlingsea and a Q&A Session with Hemple.

5. AOB

Brightlingsea Harbour Commissioners

Chairman Introduction and Accounts Overview

Brightlingsea Harbour Commissioners

New CEO and Harbour Master

- Welcome to Owen Evans, promoted to Chief Executive and Harbour Master.
  - Owen has also been appointed a Harbour Commissioner

- James Thomas, our previous CEO / HM has moved to another maritime role, based in the SW of England

Brightlingsea Harbour Commissioners

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
  - 100-year anniversary in July next year
- Trust Ports are
  - “a valuable asset safeguarded by the Commissioners whose duty it is to hand it on in the same, or better, condition to succeeding generations. This remains the ultimate responsibility of the Commissioners 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

Brightlingsea Harbour Commissioners

BHC responsibility is Brightlingsea Creek

Appendix A Statutory Harbour Limits



- Creek-Mouth boundary is line between Bateman's Tower and the St Osyth Martello Tower.
- Wharf is operated by 'Port of Brightlingsea', not BHC

Brightlingsea Harbour Commissioners

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
  - Accountable to Trinity House, the lighthouse authority for England and Wales
- 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)

Brightlingsea Harbour Commissioners

Role of Commissioners

- The role of the Commissioners
  - The 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.

Brightlingsea Harbour Commissioners

Finances Year ending 31st March 2026

- Turnover £847,531
- Surplus (Loss) -£8,619
  - Loss expected and allowed for in budget, as BHC carried out the 5-yearly dredge of marina, along with a wider harbour dredge
  - Dredge cost £110,500 for the marina and £18,500 for the harbour maintenance dredge (less than the previous 2 years maintenance dredging costs) – these figures include the mobilisation.
  - Surpluses are reinvested for benefit of stakeholders.
- Mainly in replacing assets which have reached the end of their life
  - Eg piles, pontoons, boats, etc.
- BHC has around £1.8m invested in those assets
- HM calculates that BHC need to put aside each year, on average, £ 70,000 so that we can replace those assets as required.
- Expect 2027 season harbour fees to increase in line with CPIH; 3.6%
  - This has been the approach for many years
  - Though 2023/24 fee increase was less than CPIH

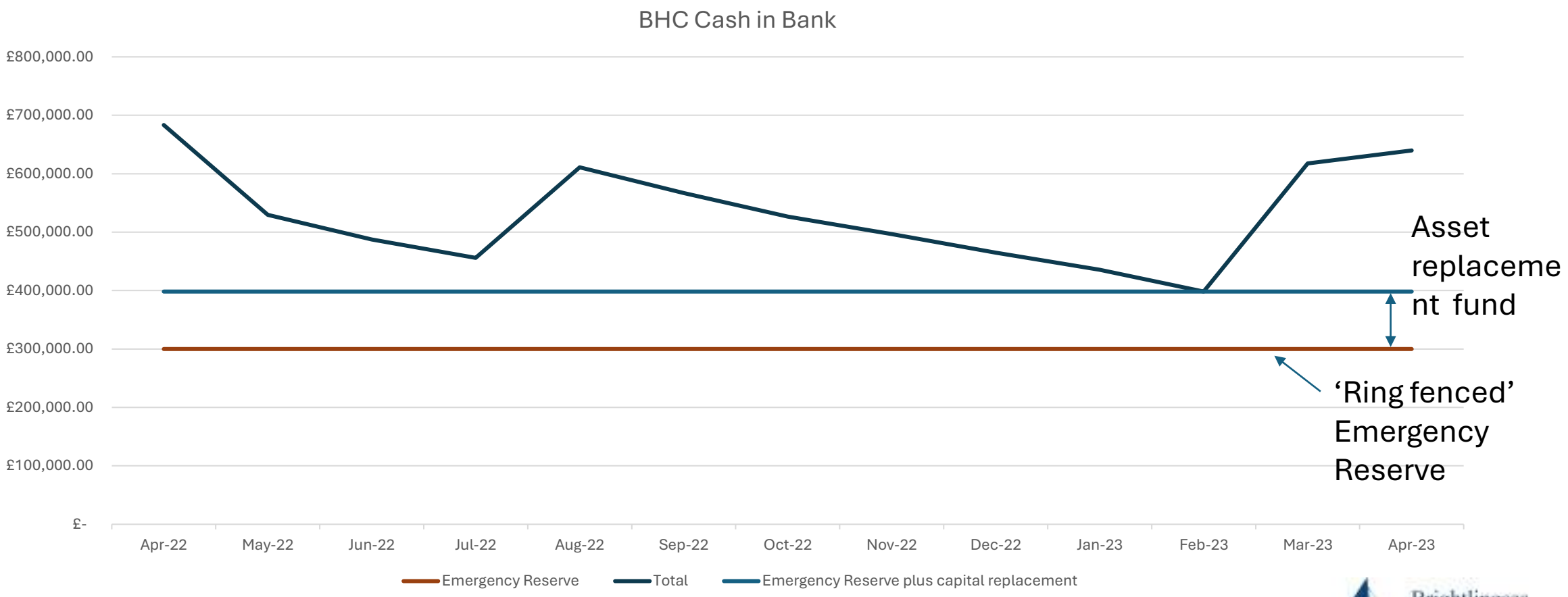
Brightlingsea Harbour Commissioners

Main sources of income

- Colchester City Council
  - Fee to BHC for taking on the local lighthouse authority and pilotage responsibilities
  - Helps pay for buoy maintenance, work boat depreciation
- Fees from commercial shipping
  - Pays pilot fees, pilot boat depreciation, pilot boat crew, associated harbour costs, etc
- Harbour dues
  - Low compared to other harbours.
  - Maintenance of harbour navigation aids, removing hazards, harbour monitoring and information, staff, etc.
- Berthing fees
  - From BHC owned moorings
  - Some of lowest on the east coast
  - Boating visitor nights; 2029 visitors in 2026 season.
  - Ferry, Tours and Water Taxi
  - Makes a small surplus
  - Ferry and Tours enables around 18,000 people to see the harbour and Colne from a boat

Brightlingsea Harbour Commissioners

Monthly Spend



BHC strategy

- Updated a couple of years ago
- Available from BHC website

Brightlingsea Harbour Commissioners

Harbour Dues pay for

- Staff – Ensuring the smooth and efficient management of the Harbour including
  - Navigation safety,
  - protection of the marine environment
  - responding to and managing marine emergencies.
  - Assisting harbour users
- Harbour Control Equipment
  - CCTV,
  - Communications
  - Live Weather and Tidal information.
- Patrols - Providing advice and assistance to mariners and enforcing Harbour legislation.
- Maintenance –
  - Ensuring Aids to Navigation are maintained to Trinity House requirements,
  - mark the navigable channels,
  - safe moorings are properly serviced and fit for use,
  - patrol and workboat vessels are in service,
  - channels surveyed and dredged where required,
  - harbour signage and other essential equipment.
- Removing Hazards - Any danger to navigation or pollution risk to ensure the harbour is safe to use.
- Training and Development - Contributing to safe and efficient operations.

Harbour Master Presents Harbour Updates

Brightlingsea Harbour Commissioners





Gazette

News | The U's | Things to do | Crime | Traffic | Business

News | Court | Transport | Politics | A120 campaign

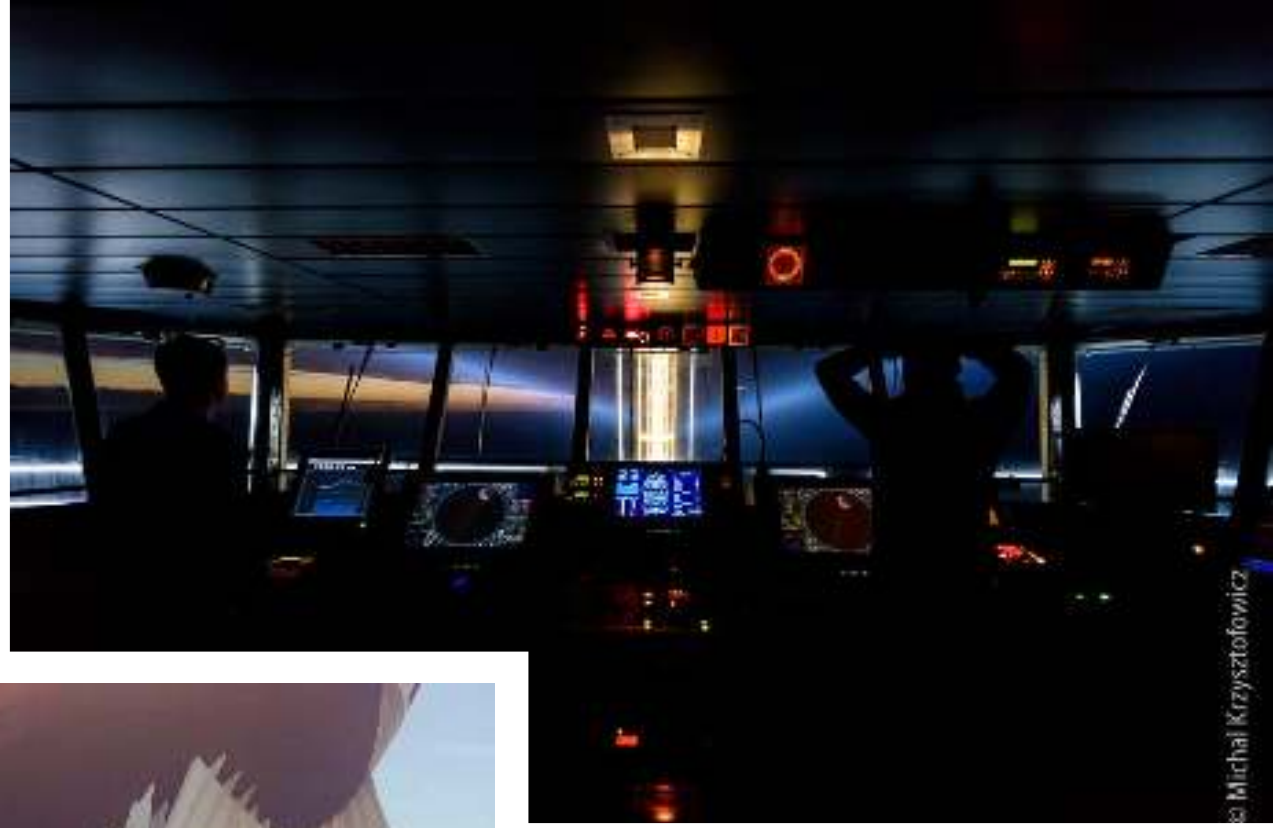


Damage: A barge is pulled into a pontoon in Bures Mill Lane




Orchards Holiday Village - Point Clear




© Michał Krzysztofowicz









Equal Earth · Countries of the World





Brightlingsea Harbour Commissioners

Deputy Harbour Master March 2019 – April 2026



Deputy Harbour Master, Steven Young, July 2026

Brightlingsea Harbour Commissioners










ALERT





“So, what are you going to change first?”

- Preparing for potentially difficult times ahead.
- Streamlining our services where possible.
- Improving on our maintenance standards.
- Adapt to the changing users needs.
- Become as self sufficient as we possibly can.
- Be at the heart of our community.

Brightlingsea Harbour Commissioners

Community







Brightlingsea Harbour Commissioners

Maintenance and Operations









Brightlingsea Harbour Commissioners

Maintenance and Operations







Brightlingsea Harbour Commissioners

Maintenance and Operations









Brightlingsea Harbour Commissioners



Brightlingsea Harbour Commissioners

Maintenance and Operations



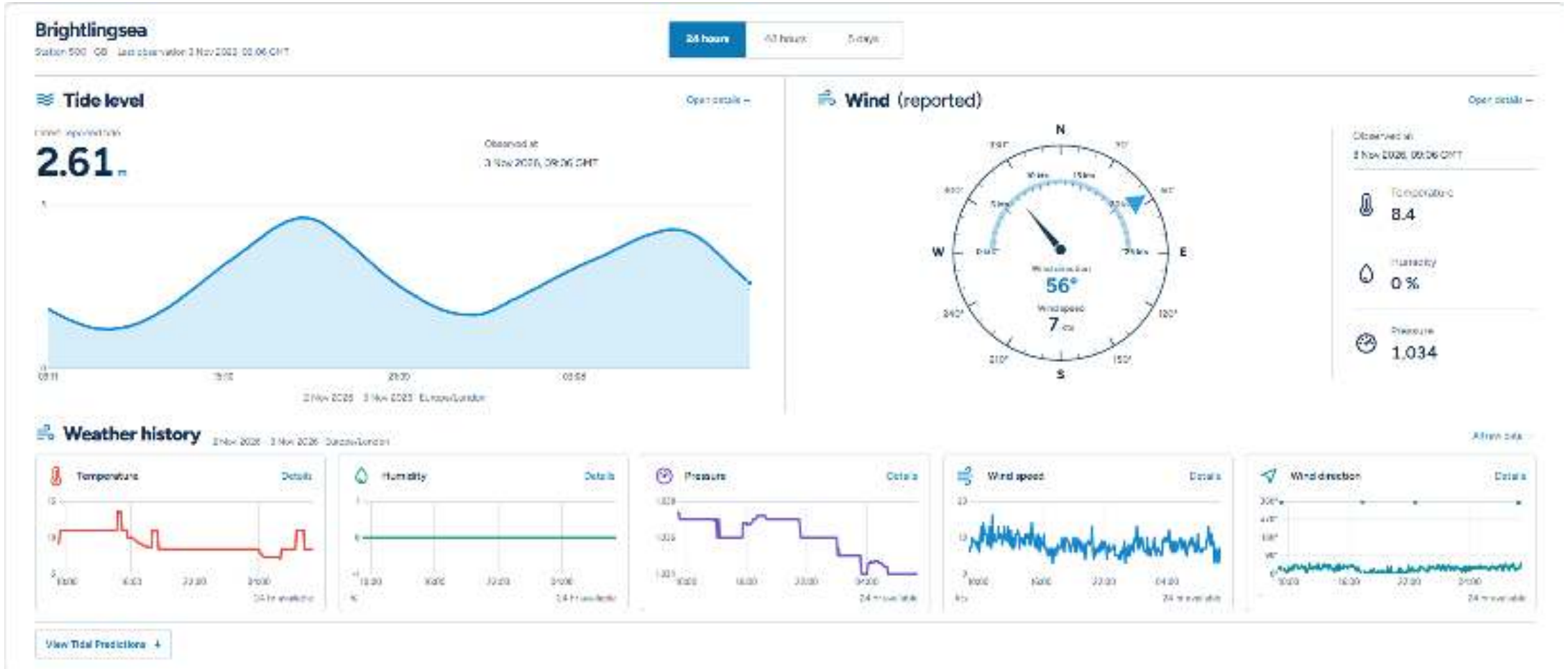
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Brightlingsea Harbour Commissioners

New Weather Station



Brightlingsea Harbour Commissioners

Visiting Vessels



2025
2232 Visiting Vessels

2026
2029 Visiting Vessels

Brightlingsea Harbour Commissioners

BRIGHTLINGSEA HARBOUR

ACCIDENTS & INCIDENTS | SIX-MONTH REVIEW

6 May - 6 November 2026 / Internal reporting form

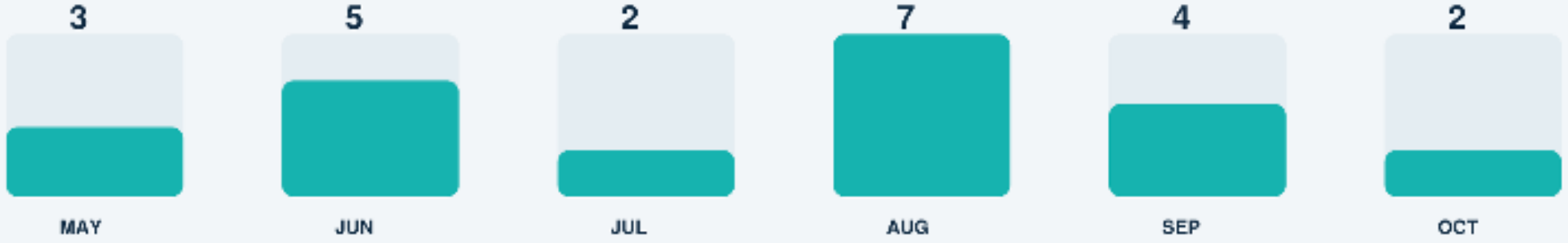
172 TOTAL REPORTS
All reporting categories

22 INCIDENTS
Recorded as Incident

1 PERSONAL ACCIDENT
Recorded as Personal Accident

WHEN DID INCIDENTS OCCUR?

23 incident / personal accident records by report date



ALL REPORTING CATEGORIES

Maintenance	102	Incident	22	Faulty equipment	19
Observation	18	Estates / stock	10	Personal accident	1

Source: Harbour reporting log. Counts reflect recorded classifications, not verified severity or unique casualties.

BRIGHTLINGSEA HARBOUR

6 MAY – 6 NOVEMBER

ACCIDENTS & INCIDENTS | YEAR-ON-YEAR

2025

35 recorded events

2026

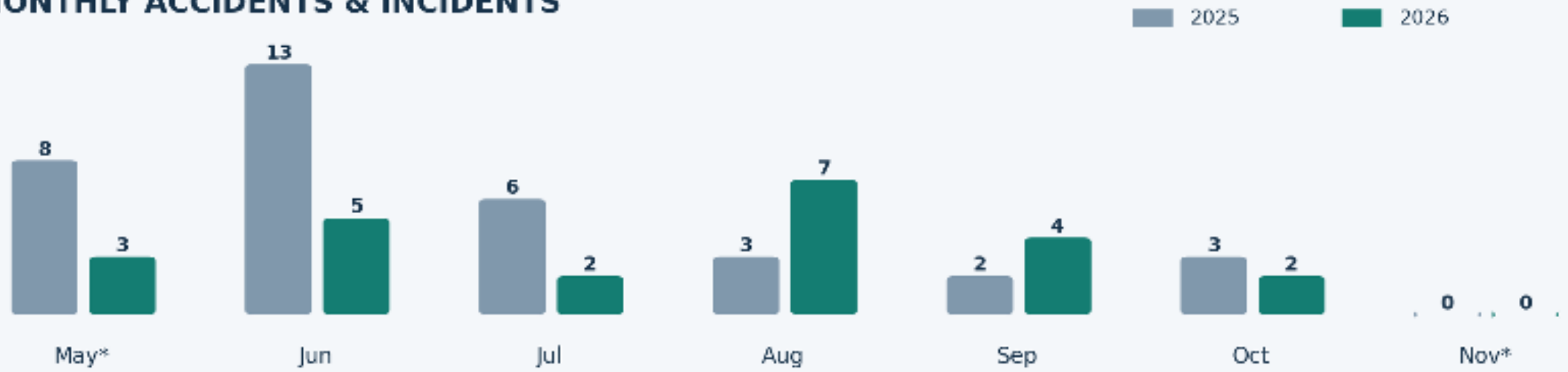
23 recorded events

CHANGE

−34.3%

12 fewer recorded events

MONTHLY ACCIDENTS & INCIDENTS



ALL REPORTS	**176 → 172**	**PERSONAL ACCIDENTS**	**2 → 1**

* May and November are partial months. Source: harbour reporting register; categories Incident + Personal Accident.

Rising Running Costs

Brightlingsea Harbour Commissioners

The Rising Cost of Moorings 2011 – 2026

Material and labour costs have increased significantly over the last 15 years, making mooring provision and maintenance substantially more expensive.



COMPONENT COSTS – 2011 vs 2026

2011 figures are estimates based on typical market prices at the time. 2026 figures are actual quoted costs received by Brightlingsea Harbour Commissioners. All prices exclude VAT.

CC4 MOORING BUOY



2011 (estimate)	2026 (quoted)	Increase
£55.00	£130.30	↑ 137%

22mm CHAIN (per metre)



2011 (estimate)	2026 (quoted)	Increase
£4.50	£14.22	↑ 216%

13mm CHAIN (per metre)



2011 (estimate)	2026 (quoted)	Increase
£2.00	£5.90	↑ 195%

SHACKLES



2011 (estimate)	2026 (quoted)	Increase
£3.00	£8.12 (22mm) £3.71 (13mm)	↑ 170–190%

ANATOMY OF A BRIGHTLINGSEA MOORING



COST TO SUPPLY ONE MOORING

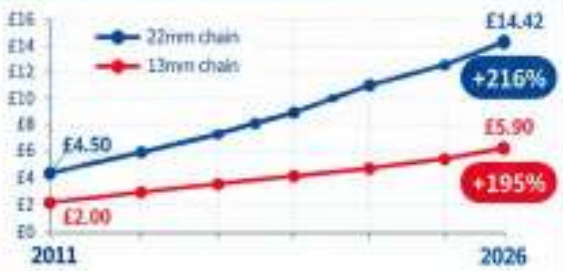
Based on 1 x CC4 buoy, 2m of 22mm chain, 5m of 13mm chain and 3 shackles.

Component	2026 cost (each)
CC4 buoy	£130.30
22mm chain (2m @ £14.22)	£28.44
13mm chain (5m @ £11.80)	£40.24
Shackles (1 x £8.77 + 2 x £3.71)	£15.54
Total equipment cost per mooring	**£214.52**

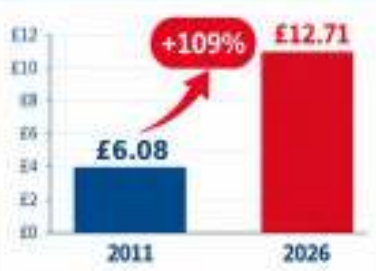
TOTAL EQUIPMENT COST FOR 246 MOORINGS

Chain (2m of 22mm + 5m of 13mm)	£16,895.28
Shackles (3 per mooring)	£3,822.84
CC4 buoys	£32,053.80
Total equipment cost (for 246 moorings)	**£52,771.92**

CHAIN PRICE INCREASES (PER METRE)



UK STATUTORY MINIMUM WAGE



WHY COSTS HAVE INCREASED

Higher material prices
Resin buoys, steel chain and galvanised fittings have remain restricted since 2011.

Increased labour costs
The National Minimum Wage has more than doubled since 2011.

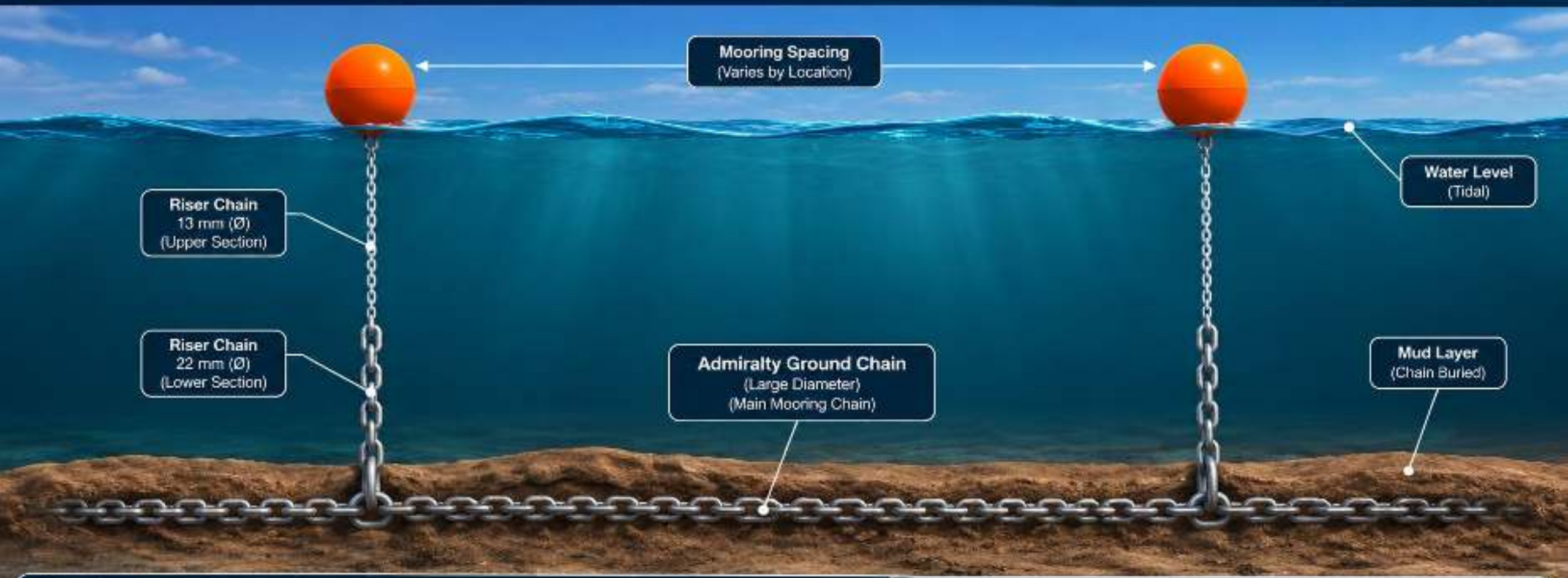
Greater operational costs
Workboat running costs, fuel, insurance and compliance have all risen significantly.

More frequent maintenance
Tougher environmental conditions and higher wear increase servicing and replacement costs.

Traditional Mooring – Cross Section

Components and Construction

BRIGHTLINGSEA HARBOUR COMMISSIONERS



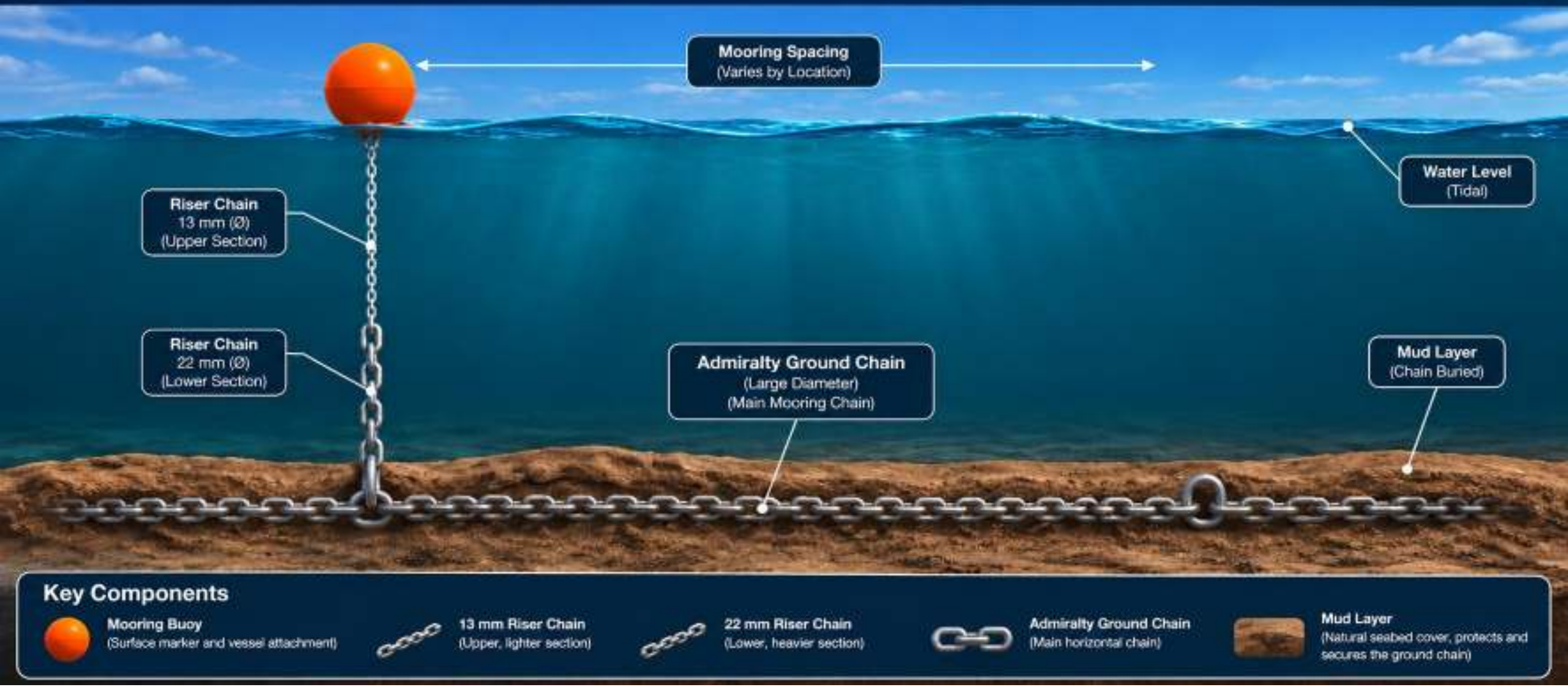
Key Components

- **Mooring Buoy** (Surface marker and vessel attachment)
- **13 mm Riser Chain** (Upper, lighter section)
- **22 mm Riser Chain** (Lower, heavier section)
- **Admiralty Ground Chain** (Main horizontal chain)
- **Mud Layer** (Natural seabed cover, protects and secures the ground chain)

Traditional Mooring – Cross Section

Components and Construction

BRIGHTLINGSEA HARBOUR COMMISSIONERS



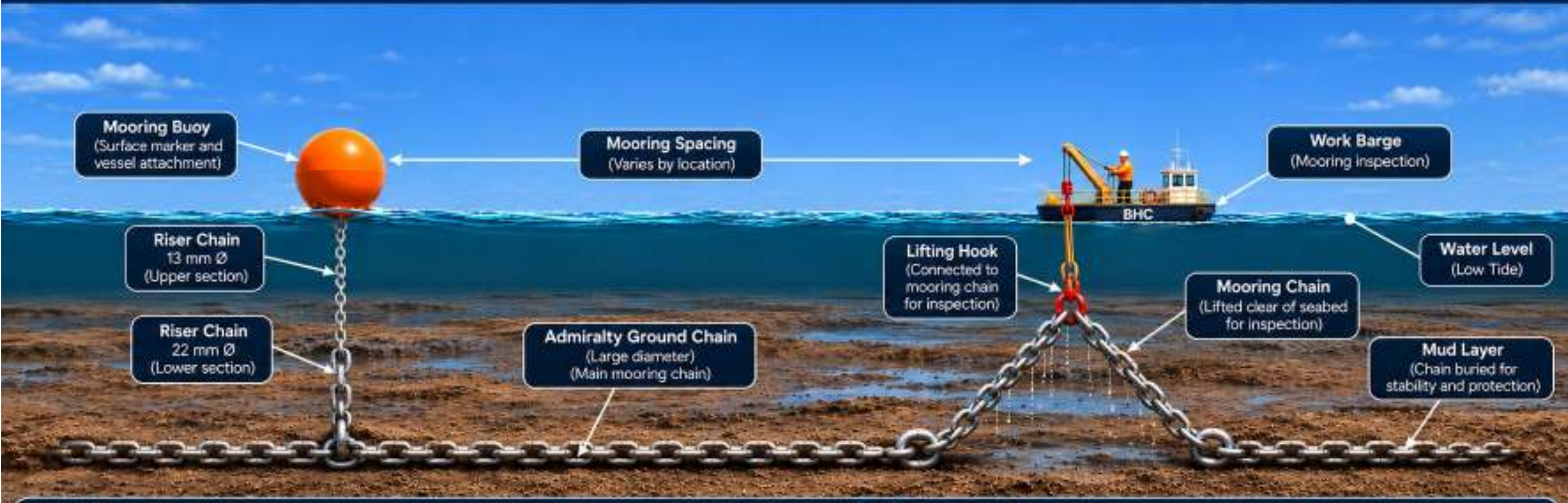
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Traditional Mooring – Cross Section & Inspection Lift

Construction, Components and Inspection Process

BRIGHTLINGSEA HARBOUR COMMISSIONERS



Key Components

Mooring Buoy
Surface marker and vessel attachment

13 mm Riser Chain
Upper, lighter section

22 mm Riser Chain
Lower, heavier section

Admiralty Ground Chain
Main horizontal mooring chain

Mud Layer
Natural seabed cover, protects and secures the chain

Inspection Process



1. Release the chain from the ground chain (shackles or link).
2. Raise the chain section clear of the seabed for inspection.
3. Examine chain, shackles and fittings for wear, corrosion or damage.
4. Lower and re-seat the chain on the ground chain.

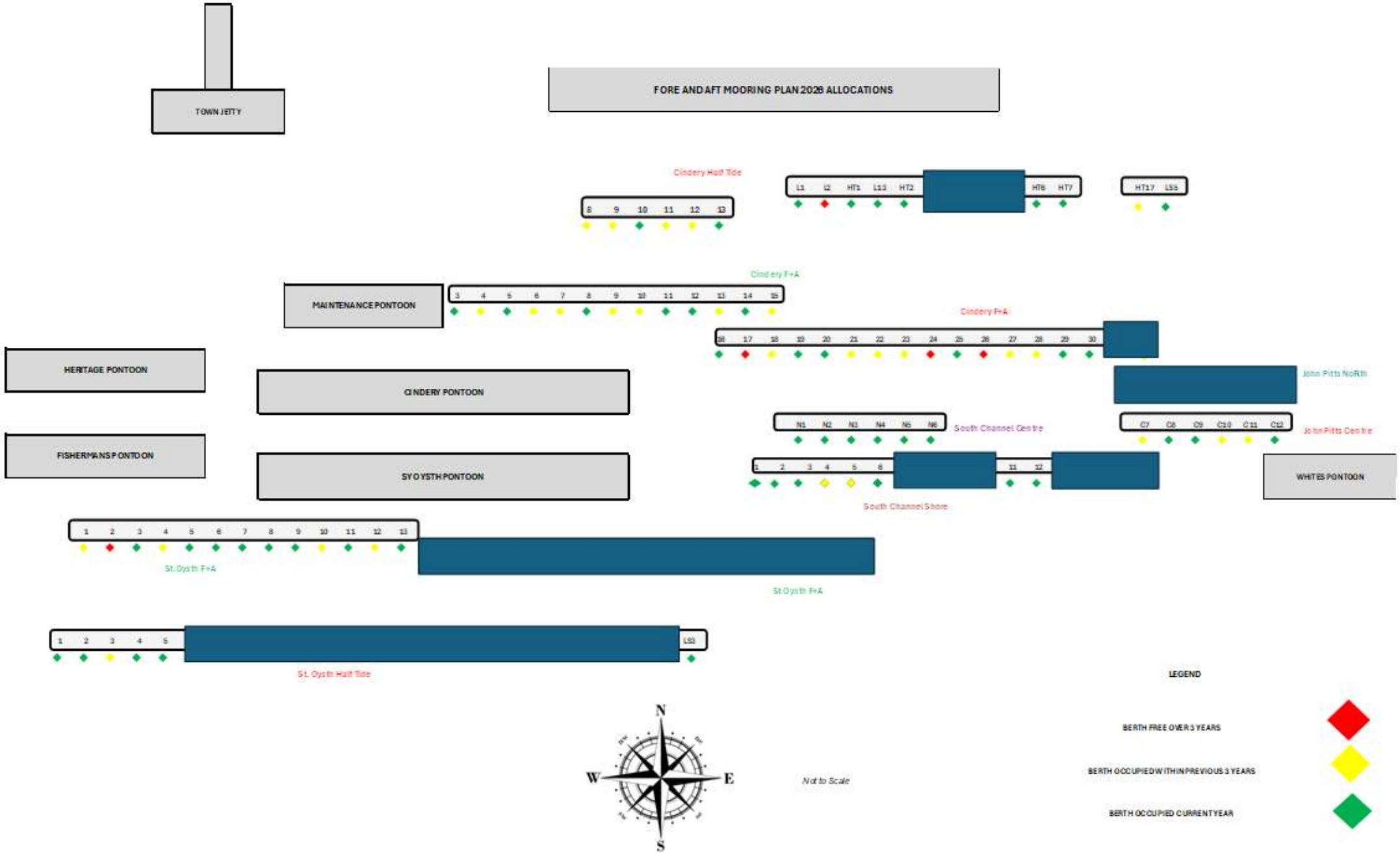
How do we keep offering competitively priced buoyed moorings whilst ensuring they are serviced and maintained to a high standard – without passing the maintenance cost burdens onto other stakeholders?

Brightlingsea Harbour Commissioners

We are going to:

- Reduce our single riser chain and buoys down from 246 to 141 (reduction of 105)
- Keep the ground chain so we can reinstate if demand returns
- Offer a selection of moorings in areas not occupied at almost cost price

Brightlingsea Harbour Commissioners


FORE AND AFT MOORING PLAN 2026 ALLOCATIONS
TOWN JETTY
Cindery Half Tide
8 9 10 11 12 13
L1 L2 HT1 L13 HT2
HT6 HT7
HT17 LS5
Cindery F+A
MAINTENANCE PONTOON
3 4 5 6 7 8 9 10 11 12 13 14 15
Cindery F+A
16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
HERITAGE PONTOON
John Pitts North
CINDERY PONTOON
N1 N2 N3 N4 N5 N6
South Channel Centre
C7 C8 C9 C10 C11 C12
John Pitts Centre
FISHERMANS PONTOON
1 2 3 4 5 6
11 12
WHITES PONTOON
SYDYSTH PONTOON
South Channel Shore
1 2 3 4 5 6 7 8 9 10 11 12 13
St.Dysth F+A
St.Dysth F+A
1 2 3 4 5
LS3
St. Dysth Half Tide
N
W
E
S
Not to Scale
LEGEND
BERTH FREE OVER 3 YEARS
BERTH OCCUPIED WITHIN PREVIOUS 3 YEARS
BERTH OCCUPIED CURRENT YEAR

What will this mean?

- Reduction in maintenance cost
- Reduction in staff hours to service moorings, meaning full-time staff can be re-tasked without the need to bring in contracted staff to assist
- More sea room in the creek

Brightlingsea Harbour Commissioners

What more can we do to keep costs down?

Self-Sufficiency

Brightlingsea Harbour Commissioners

What have we done so far?

- Brought all maintenance where possible in house
- Employed our own marine engineer
- Training apprentices to feed the industry
- Purchased land that we rent out to generate additional income
- Tender for works we cannot supply ourselves

Brightlingsea Harbour Commissioners



TENDERS AND OPPORTUNITIES

HOME

NOTICE TO MARINERS & RANGE NOTICES

HARBOUR INFORMATION

COMMERCIAL ACTIVITY

VISITING BY BOAT

WATER TAXI

BOAT TRIPS AND FOOT FERRY

BOOK A FERRY

LIVE TIDE & WEATHER

WEBCAM BHC + BSC

PUBLIC RECORD

FILMING LOCATION

CONTACT US

NEWS AND UPDATES

TENDERS AND OPPORTUNITIES

RESEARCH COLLABORATION OPPORTUNITIES:

JOBS & CAREERS

Brightlingsea Harbour Commissioners invite tenders and quotations from contractors and suppliers for the works and services that keep the harbour safe and well maintained.

Each opportunity below sets out the scope of work, tender documents, closing date and how to submit. We welcome bids from businesses of all sizes, including local firms. For general enquiries, contact the Harbour Office on 01206 302 200 or mail@brightlingseaharbour.org.

Winter Maintenance Dredging – Closing Date 13th November 2026

Brightlingsea Harbour Commissioners are seeking experienced dredging contractors for maintenance dredging of Brightlingsea Harbour, Essex, in February and March 2027. To find out more about this work and submit a tender open the following link.

Winter Maintenance Dredging - Closing Date 13/11/26

5m Aluminium Chain / Work Barge – Closing Date 04th January 2027

Brightlingsea Harbour Commissioners invite tenders from experienced boatbuilders to design and build a new 5 metre aluminium chain and work barge for mooring, buoy and maintenance work at Brightlingsea Harbour on the Colne Estuary, Essex.

The barge is approximately 5m × 2m in marine-grade aluminium, with a working load of about 1 tonne, a heavy-duty bow roller, a removable lifting frame, perimeter railings and mounting provision for a Yamaha F25 outboard and a 12 V winch. Prices are required with and without a wheelhouse. Target budget £15,000; delivery April/May 2027. To tender for this work open the document below.

5m Aluminium Chain / Work Barge Application– Closing Date 04/01/27

Tenders must arrive by the stated closing date and time; late tenders will not be considered. Bidders meet their own tendering costs.

What more can we do to keep costs down?

Dredging

Contractor

£1000 per tide small scale

£3500 per tide large scale



BHC Operated

£300 per tide maintenance scale



Brightlingsea Harbour Commissioners
Celebrating 100 Years (1927–2027)
29th July 2027

Brightlingsea Harbour Commissioners

Brightlingsea Harbour's

Centenary year

Things to look out for...



Golden Water Taxi Tokens

For one year only our usual blue Water Taxi Tokens will be turning gold. Used by mooring holders and visitors to travel to and from their boats.

100 Years of the Harbour Display at Brightlingsea Museum

To celebrate 100 years of Brightlingsea Harbour, pop along to Brightlingsea Museum to see the Harbour's Centenary display. From Wednesday 14th July - Sunday 8th August 2027.





A Day of Free Harbour Tours

The Harbour will be offering a day of free Harbour Tours, on 29th July 2027, A chance to explore the Harbour and learn more about its history. More details & booking info visit our social media or the Harbour website.

A BBQ for all of our Mooring Holders

To thank our mooring holders for being part of the Harbour community, we'll be hosting a BBQ. Mooring holders will recieve an email invite in the new year!



Brightlingsea Harbour Commissioners

Brightlingsea Harbour Commissioners

Duncan Nicholson Presents Update on Point Clear Spit

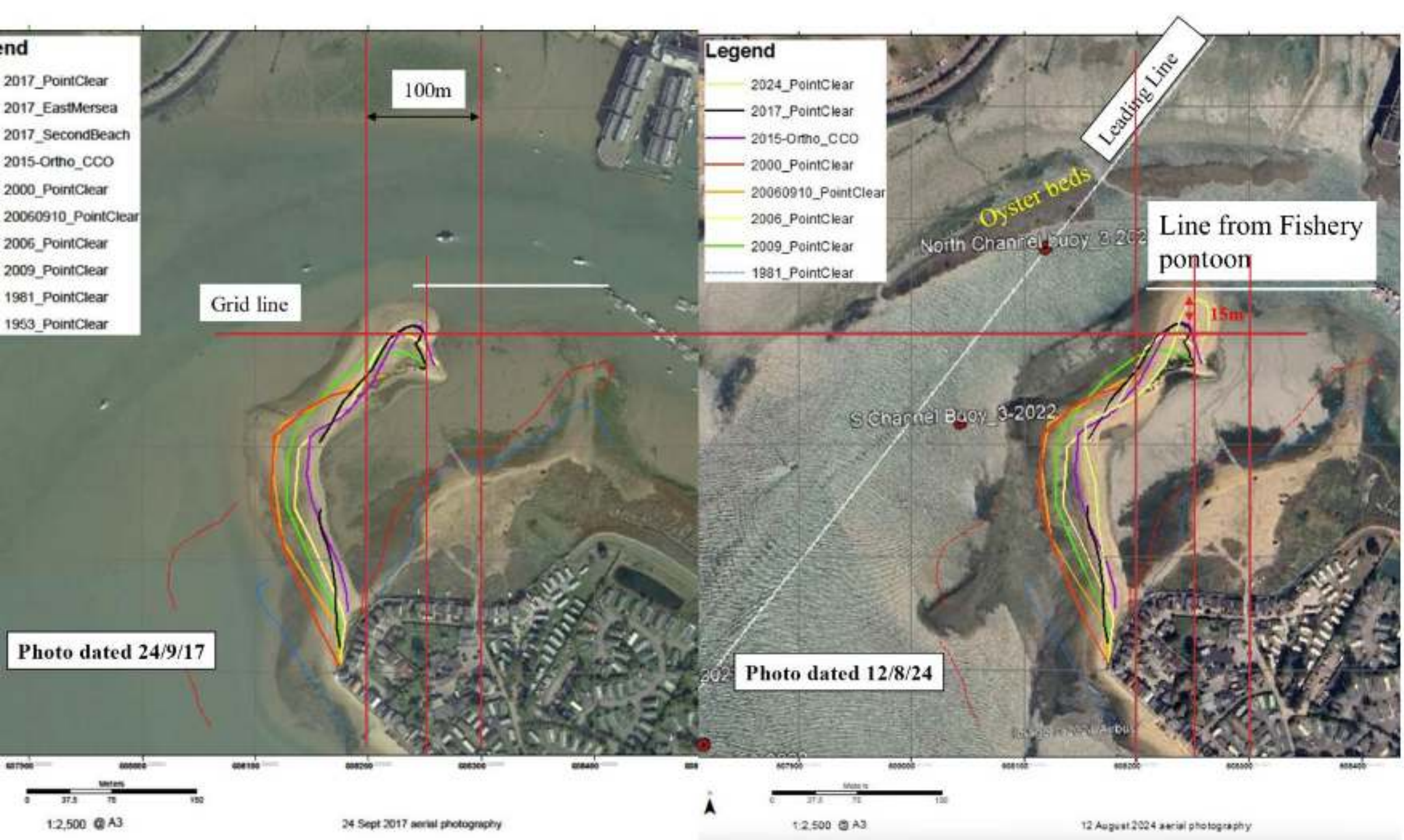
Brightlingsea Harbour Commissioners

Brightlingsea Harbour Commissioners – Stakeholder Meeting 10-11-2026

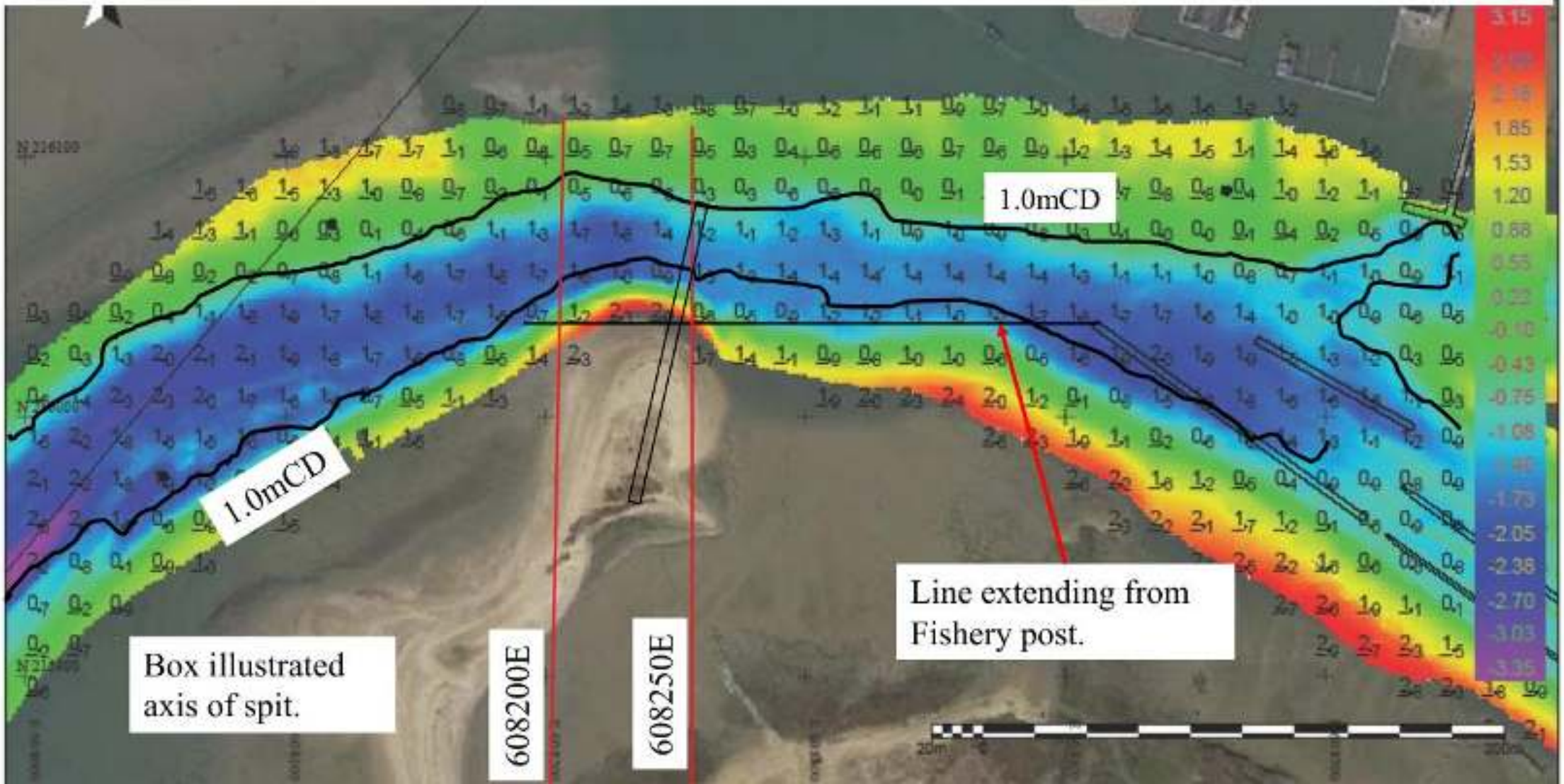
POINT CLEAR SPIT

CONTENTS -

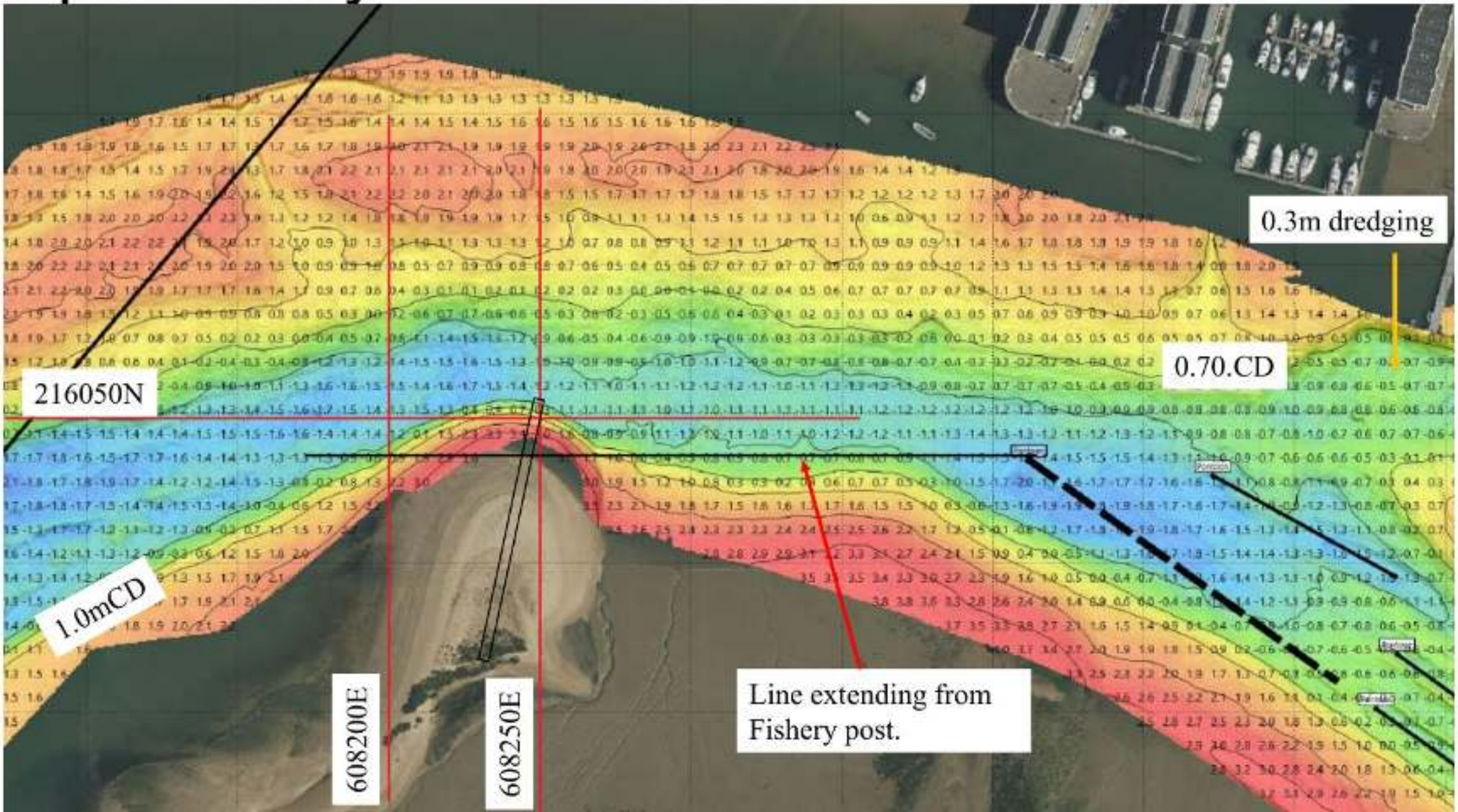
- **Historical development of Point Clear Spit (Aerial Photos 2017 and 2024)**
- **Spit surveys (2025 and 2026)**
- **Survey - Beach Linking Spit to Point Clear (2026)**
- **Conclusions.**


end
2017_PointClear
2017_EastMersea
2017_SecondBeach
2015-Ortho_CCO
2000_PointClear
20060910_PointClear
2006_PointClear
2009_PointClear
1981_PointClear
1953_PointClear
100m
Grid line
Photo dated 24/9/17
1:2,500 @ A3
24 Sept 2017 aerial photography
Legend
2024_PointClear
2017_PointClear
2015-Ortho_CCO
2000_PointClear
20060910_PointClear
2006_PointClear
2009_PointClear
1981_PointClear
Leading Line
Oyster beds
North Channel Buoy_3-202
Line from Fishery pontoon
15m
S Channel Buoy_3-2022
Photo dated 12/8/24
1:2,500 @ A3
12 August 2024 aerial photography

Spit 29-4-2025
Bathymetric Aerial Photos

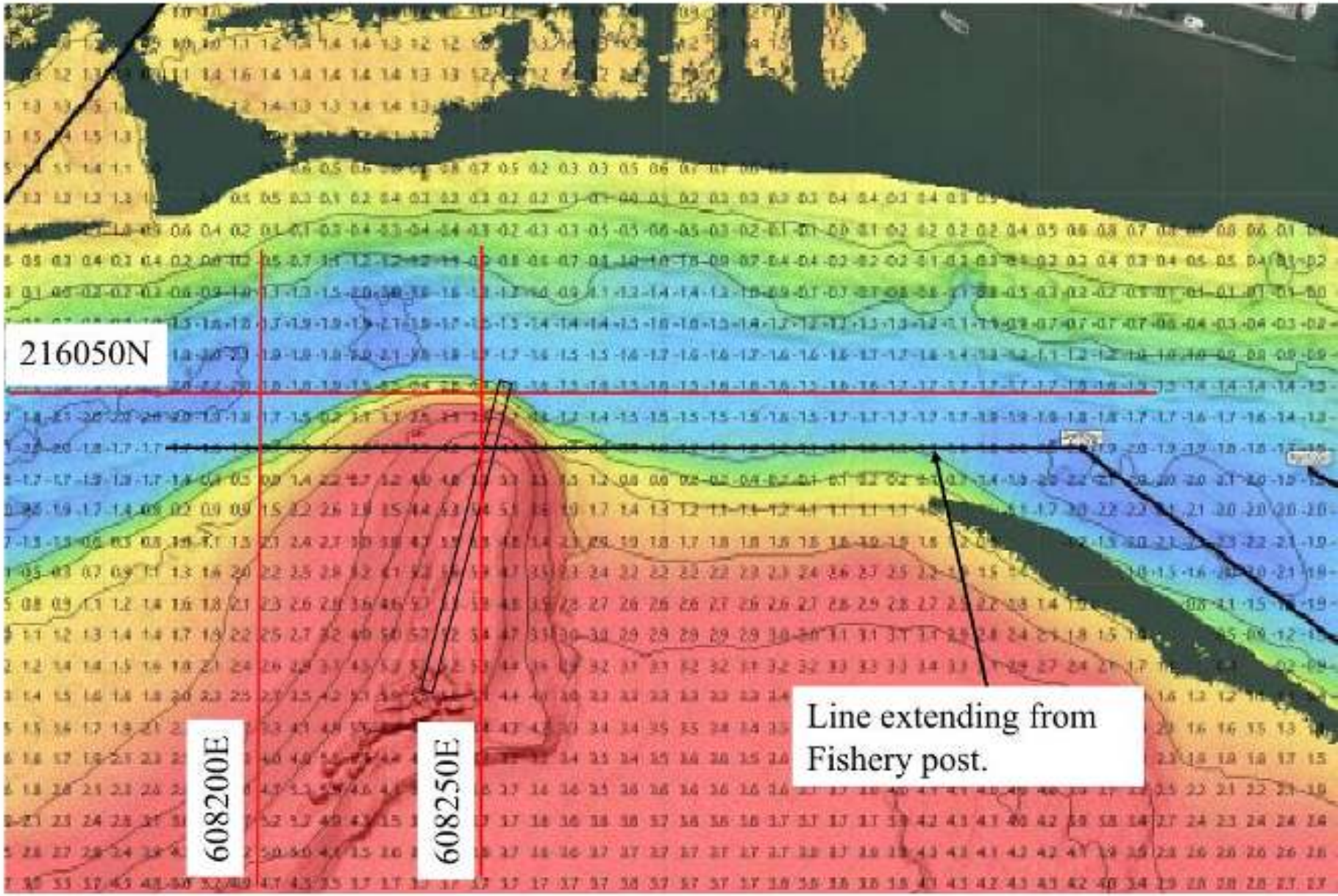


Spit Survey - 1-11-2025



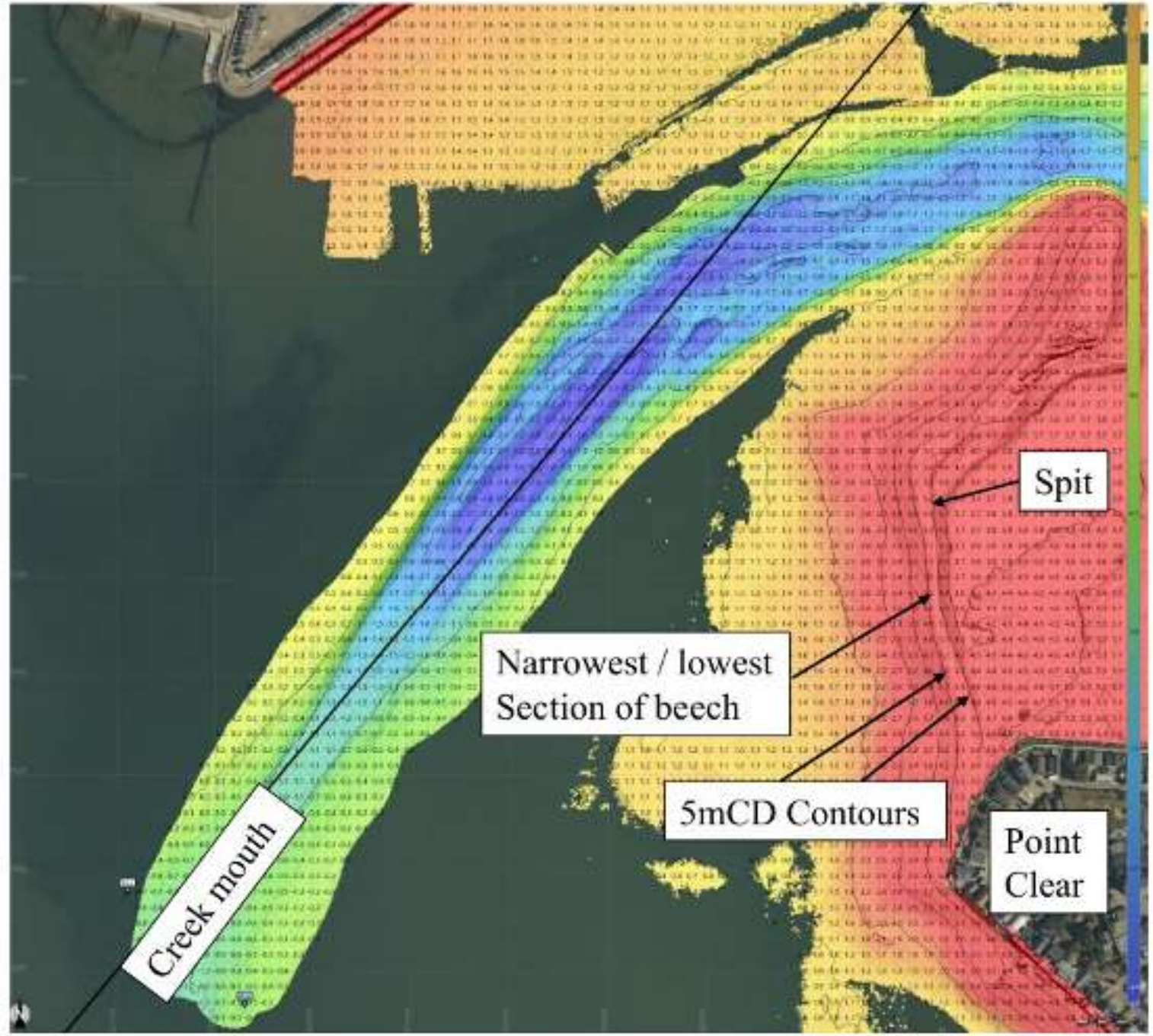
Spit Survey 19-10-2026

- First combined bathymetric and drone surveys.
- Compare with grid lines and line for cindery pontoon.
- Box – links vegetation and contours



Beach linking Spit to Point Clear

- First time we have drone contour data.
- Location of narrow beach.
- Continue to monitor for beach erosion.



Conclusions on Spit

- Since WW2 the spit has been moving north into the Creek.
- The use of Drone and Bathymetric surveys increases contouring.
- The drone survey at low tide is best.
- There is evidence of on-going development of the spit head.
  - To the east.
  - To the north.
- Two years of data is not enough to quantify current movement.

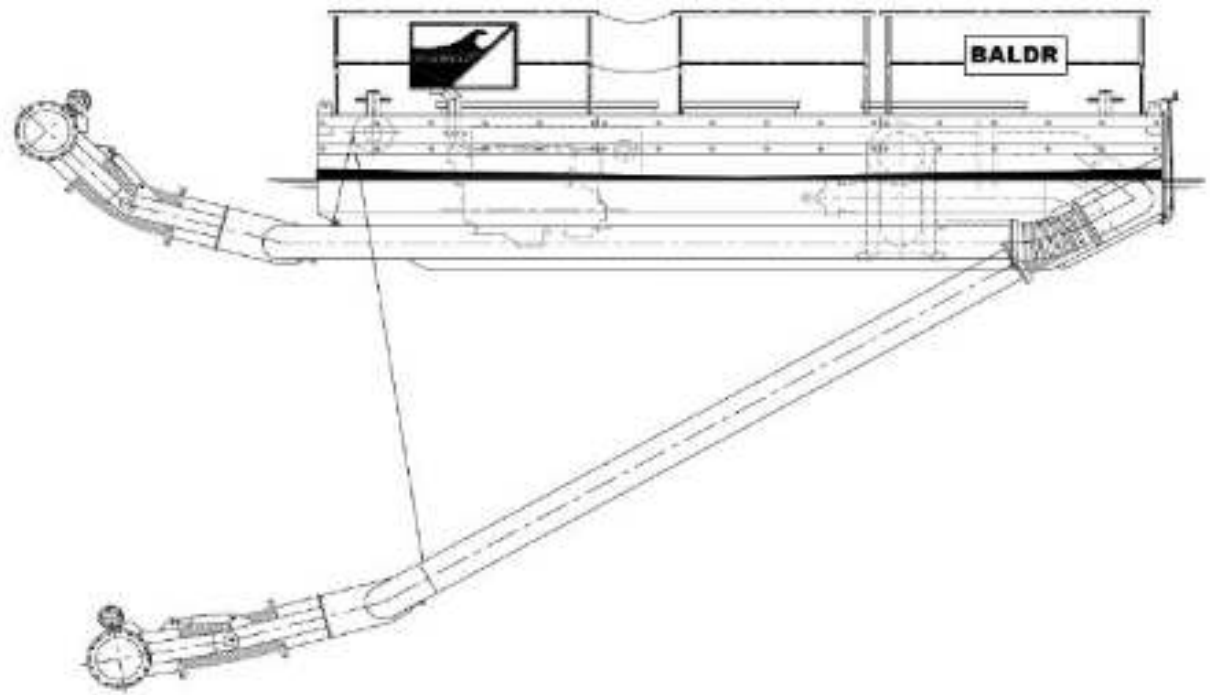
- Spit to Point Clear - More surveys are needed to quantify erosion rate of erosion - need to be linked to beach erosion to the south.

Harbour Dredging

- Creek Mouth
- North Channel
- South Channel

Van Oord – Water Injection Dredger

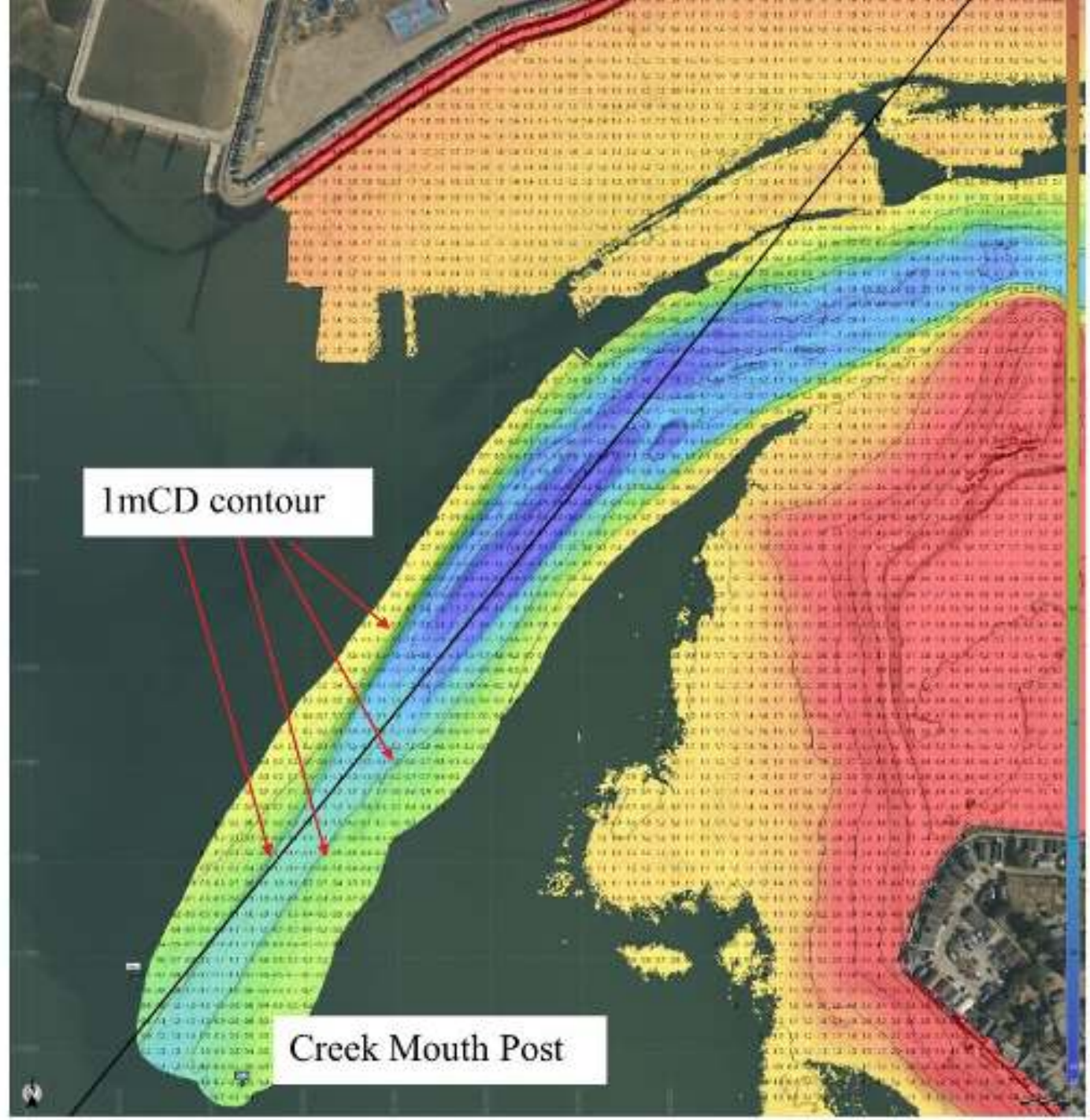




- Dredger has on board survey system to control dredge depth and location

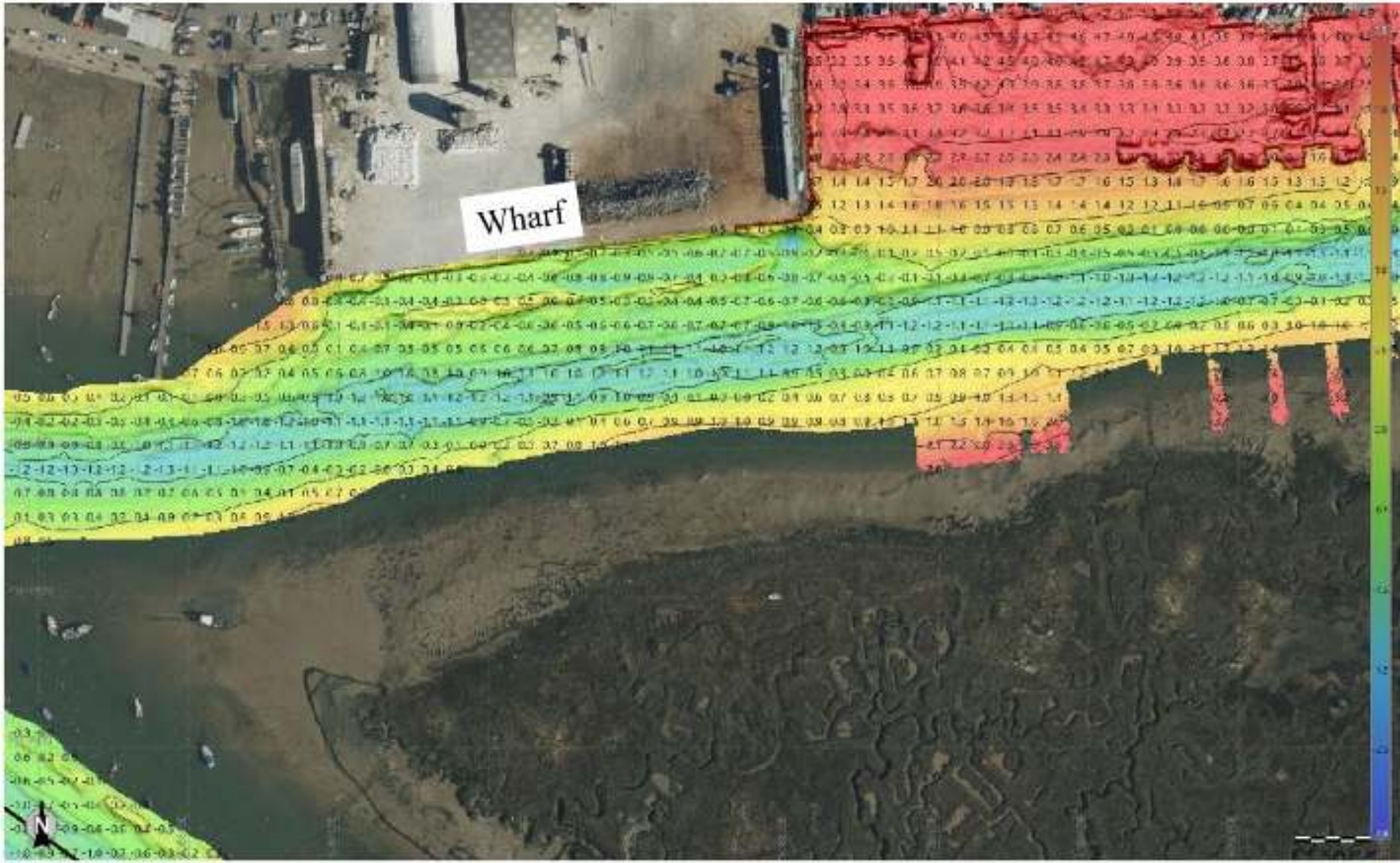
Creek Mouth - Dredging

- Channel dredged to below -1mCD.



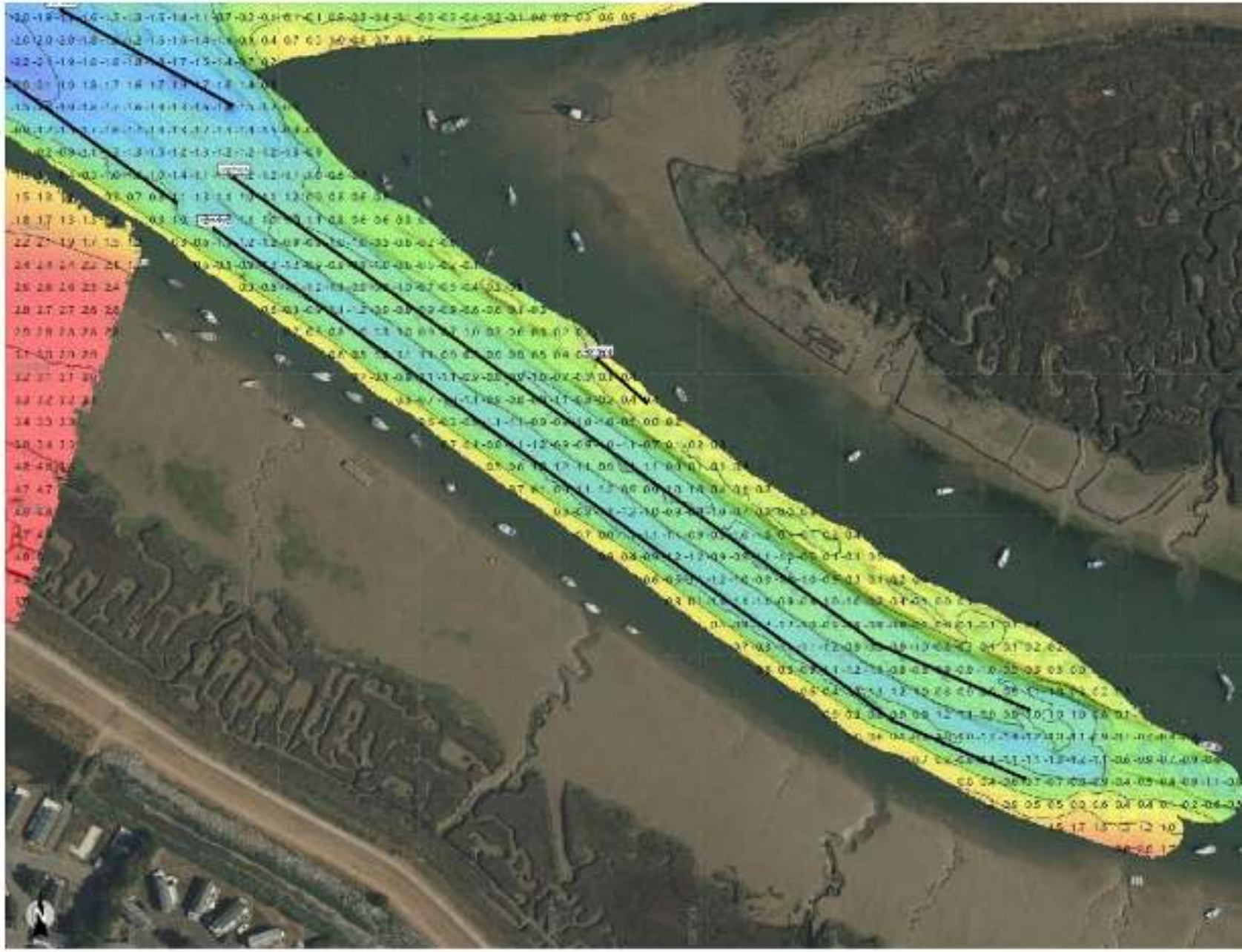
North channel

- Channel below -1mCD



South Channel

- Cindery and St Osyth Pontoons dredged to >O.75mCD



Thank you for your attention
Any Questions

Jacob Cook (Essex University) and Chris Toole (Product Manager Hemple) with an Update on Antifouling Testing in Brightlingsea and a Q&A Session with Hemple.

Brightlingsea Harbour Commissioners

University of Essex

How Have Antifouling Coatings Performed at Brightlingsea?

Results from Two Seasons of Experimental Trials

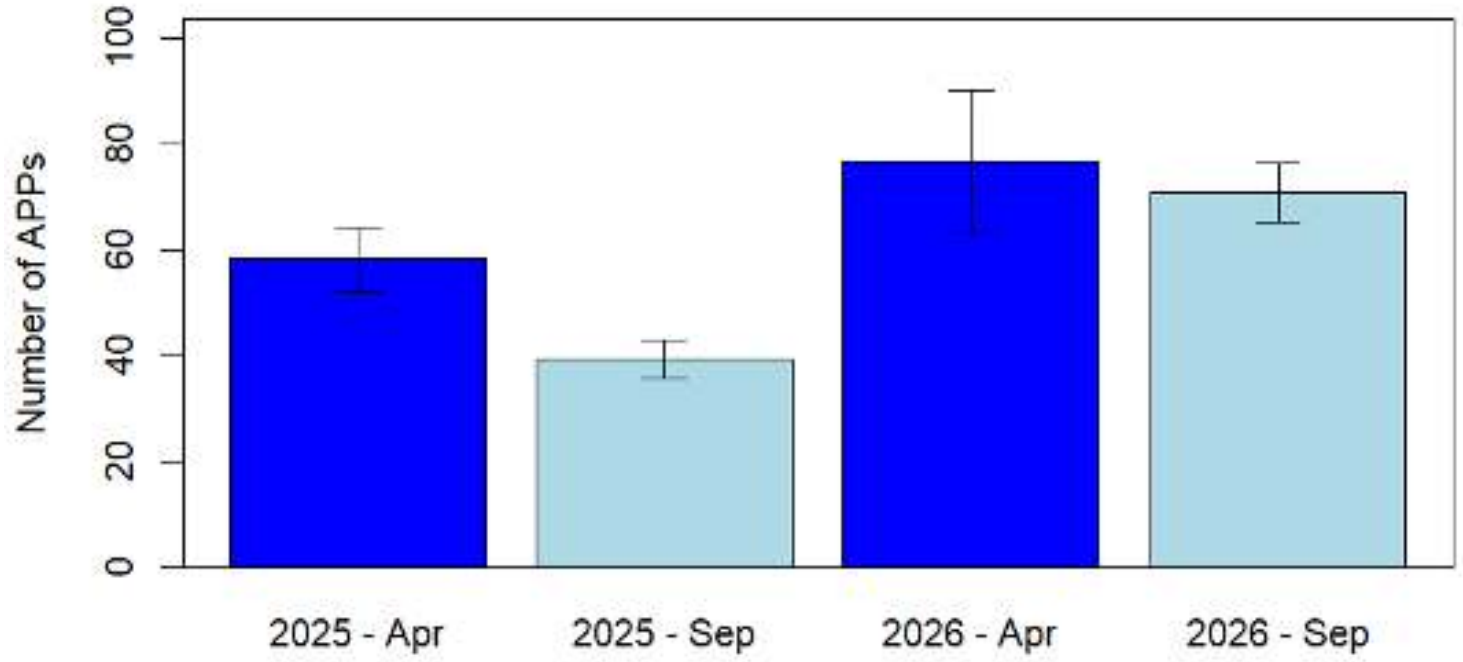
Jacob Cook, Nick Aldred, Natalie Hicks, Zorzeta Bakaki

University of Essex
School of Life Sciences
Department of Government



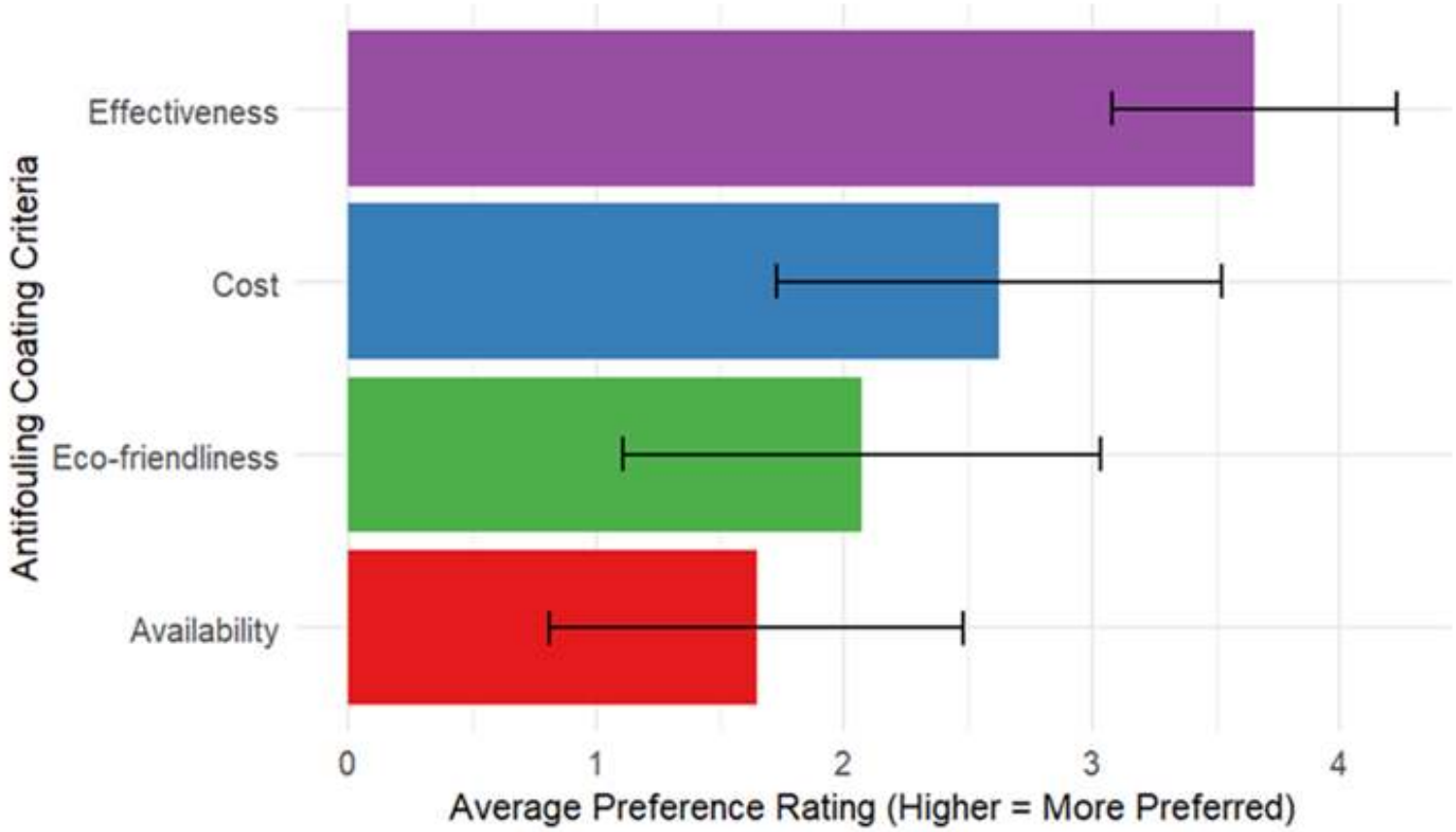


Antifouling pollution



Mean antifouling paint particles per 10 g sediment at Brightlingsea Cleaning Posts

Stakeholder-driven research



Experimental design

Coating name	Coating type	Mode of action	Components	Typical use
Hempel Hard Racing	Hard matrix, copper-based	Biocidal (slow leaching of copper through matrix)	Cuprous oxide (Cu_2O)	High-speed vessels
Flag Cruising Antifouling	Soft ablative (self-eroding) coating	Biocidal (controlled leaching triggered by water flow)	Cuprous oxide (Cu_2O)	Cruising yachts and leisure craft
Coppercoat	Copper-epoxy hybrid	Biocidal (long-term copper ion release via surface oxidation)	99% pure copper powder in epoxy resin matrix	Long-term protection (up to 10 years)
Hempel Silic One	Foul-release, biocide-free	Physical deterrence (low surface energy, non-stick)	Silicone elastomers and hydrogel	Environment-sensitive locations

Experimental design



- Panels deployed from March to November on the visitors' pontoon across two seasons
- Photographic monitoring throughout deployment
- Two cleaning regimes:
  - Regular monthly cleaning
  - Seasonal cleaning

Hempel Light Primer (control)

Hempel Hard Racing (copper oxide)

Flag Cruising Antifouling (copper oxide)

Coppercoat (metallic copper)

Hempel Silic One (non-biocidal foul-release coating)



April



May



June



July



August



September

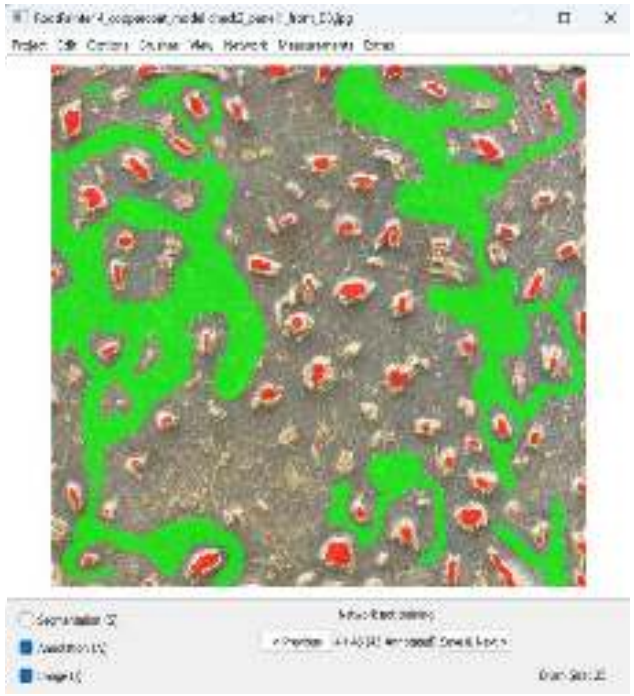


October



November

Machine learning solution (CNN)

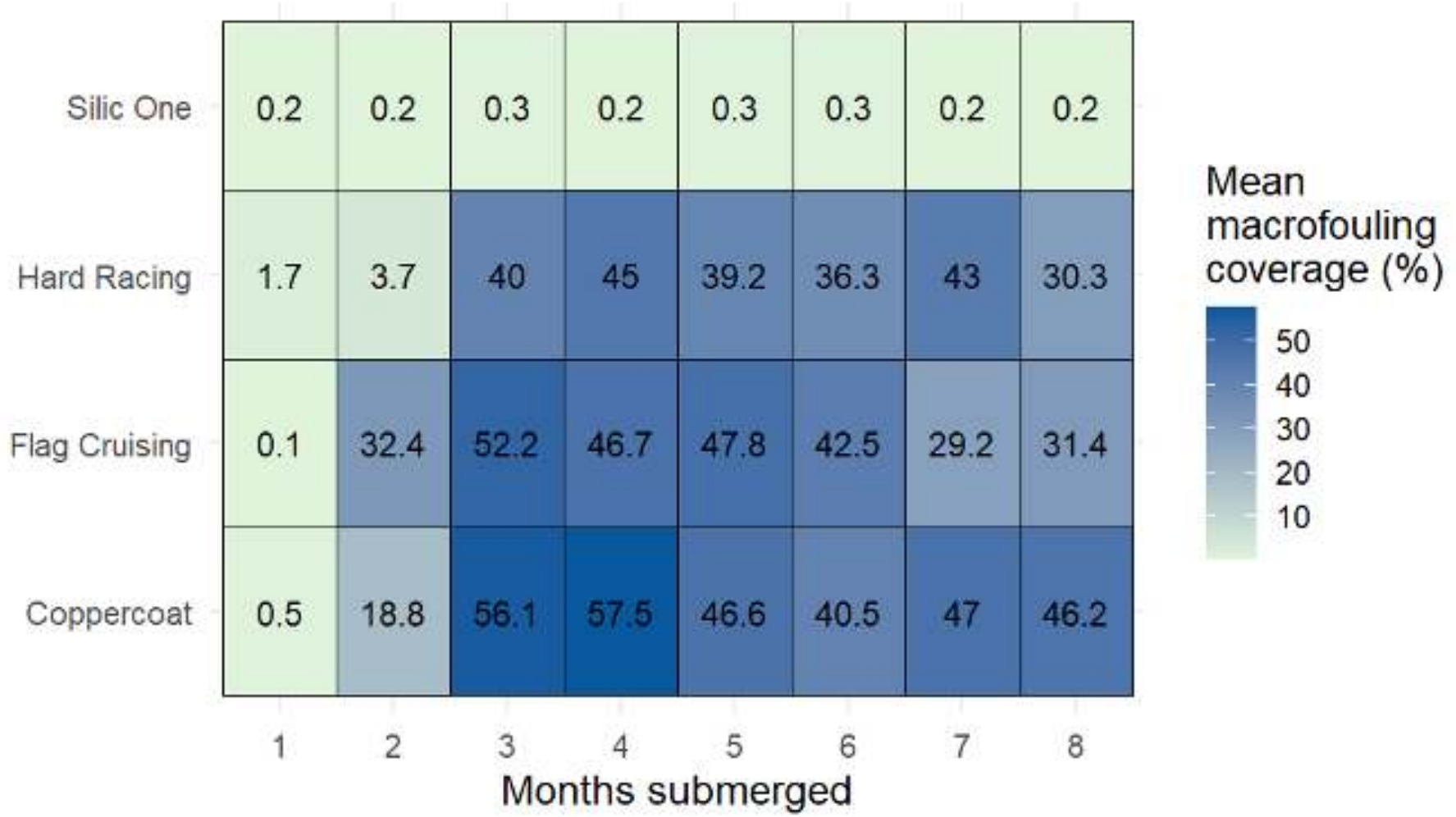




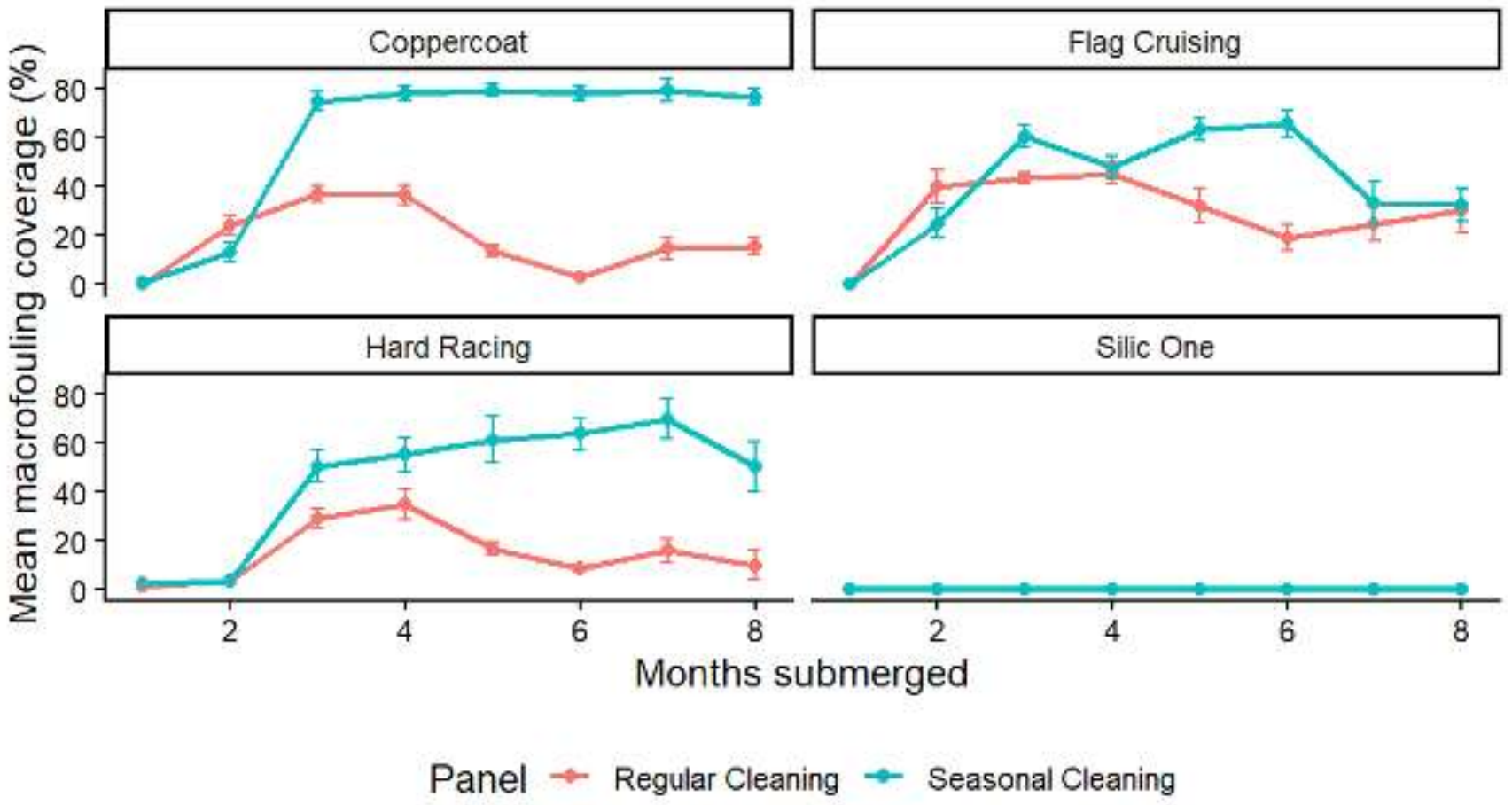


TRAIN 🖌️ → **REFINE** 🔄 → **PREDICT** 🧠

2025 results – coating performance



2025 results – cleaning regime



2026 results – coating performance



Brightlingsea's Environmental Conditions

- Sediment-rich estuarine environment
- Local fouling community
- Tidal currents











University of Essex

Thank you

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AOB

Brightlingsea Harbour Commissioners