



Lymington Harbour Commissioners
Annual Report | 2009



CHAIRMAN'S INTRODUCTION

I hope that you will find this new format for the Annual Report a worthwhile improvement. It is part of our plan to further develop communications with all our stakeholders. We also intend to augment the work of the advisory group by holding a 'surgery' at the beginning of the new season so that mooring holders and others can meet Commissioners face to face and discuss any aspects of harbour management in which they have an interest.

This has been a very busy year again for the Harbour with increased visitor numbers and significant extra work behind the scenes to update our operations. Whilst the details are all contained in this annual report, I would like to highlight a few important items.

By far the most significant with regard to the future viability of the Harbour is that after much hard work by our Consulting Engineers, potential contractors and Commissioners we expect to place a contract to build the first phase of our Harbour Protection Breakwater in January 2010. Work will start in May and run through to September. It is likely that work on this vital project may restrict access on the western side of the main channel during this time. We will do our best to minimise and manage any problems.

You will see that the cost of financing this project has required a 10% increase in the harbour protection levy. This is unavoidable if we are to begin to preserve the harbour for the future. The project will last for thirty years and costs will be spread out so that all future users as well as current mooring holders will make a contribution.

The summer review of ferry operations has been completed and BMT have issued their report following discussions with all the relevant stakeholders. Environmental aspects of the new ferry operations have been subject to a request for judicial review, the result of which is not currently known. Any resulting restrictions on operations will threaten a significant portion of our income stream and could trigger a need for higher dues from other river users in order to ensure that we can continue to properly discharge our statutory and regulatory responsibilities.

Finally I would like once again to congratulate the staff for another year of hard work and commitment that has ensured that the Harbour has operated successfully throughout the season.

Peter Griffiths
Chairman

1 Constitution

Lymington is an independent Trust Port constituted by Act of Parliament in 1951 and amended by various harbour legislation acts and statutory instruments. It is governed by an independent Board of ten Commissioners with day-to-day management delegated to the Harbour Master/Chief Executive.

Lymington Harbour Commission (LHC) is the statutory harbour authority for Lymington Harbour. The Commission also provides services and moorings for harbour users.

As a Trust Port, LHC is a 'not for profit' organisation and totally self financing, receiving no grant funding from local or national government sources. LHC generates its income from Harbour dues, the provision of marine facilities/services and its other business activities. The Board of Commissioners, apart from the Harbour Master/Chief Executive receive no remuneration or expenses.

Any financial surplus is re-invested back into the development of Lymington Harbour and marine services for the benefit of the Harbour users and local stakeholders.

2 The Board

The Board consists of nine independent non-executive Commissioners and the Harbour Master/Chief Executive. The Commissioners are appointed on merit on an open recruitment basis to provide the Commission with the professional skills and experience to determine the policy and business decisions of the organisation. The Commissioners are appointed in accordance with the provisions of the Lymington Harbour Revision (Constitution) Order 2002. The Board of Commissioners, apart from the Harbour Master/Chief Executive receive no remuneration.

Three Commissioners were re-appointed for a final term on the 1st November 2009, Peter Griffiths, Graham Swetman and Jeremy Moss. Captain Wendy Maughan was appointed for a second term.

3 Objectives

Lymington Harbour Commission aims to manage the Lymington River and the Harbour as a small trust port in accordance with the Lymington Harbour Orders of 1951 to 2002.

The Commissioners will seek to exercise their authority in a manner which is consistent with the special environmental character of the area while maximising the safe use of the harbour and its enjoyment by both leisure and commercial users.

4 Harbour Activities

MOORINGS AND RECREATION

Mooring occupancy for 'permanently' let moorings was almost 100% in 2009. There was a marginal increase in the number of moorings. We continue to have a healthy waiting list up some 14% on last year with some 685 members.

DESCRIPTION	2008 y/e 31st Dec	2009 y/e 31st Dec
Let Permanent Moorings	655	657
No. Visiting Boats	6,543	6997

The number of visiting boats increased by approximately 7% in 2009, a strong performance in the current economic climate.





COMMERCIAL VESSELS

Wightlink introduced its new 'W' Class ferries on the 24th February 2009. Because of a combination of the increased capacity of the new ferries and operational constraints arising from Wightlink not securing the consents required to modify the berth infrastructure at their Lymington Terminal, annual trips have reduced from 21,807 trips in 2008 to 15,460 in 2009.

Puffin Cruises have reported that their passenger ferry service to Yarmouth and summer cruise programme remained on a par with 2008. As in previous years, Blue Funnel cruises operated a ferry service during Cowes week, making 44 trips.

5 Navigation & Marine Safety

LIGHTS & MARKS

The General Lighthouse Authority inspected and audited our local aids to navigation. The availability targets for navigation aids in Lymington River were met. The Commissioners issued 13 Local Notices to Mariners in 2009.

During the year a comprehensive review of Navigation Aids has been undertaken which concluded that certain marks no longer adequately mark the navigation channel. Our recommendations for improvement have been forwarded to Trinity House for approval and we have submitted our application for relevant consents. We anticipate that the changes will be implemented by April 2010 at which time a Local Notice to Mariners informing of the changes will be issued.

ENFORCEMENT

32 formal warnings covering byelaw offences were issued in 2009. The Commissioners successfully prosecuted 3 byelaw offences in a hearing held on the 4th November. All of the formal warnings and one of the prosecuted offences concerned breaches of the harbour speed limit.

OFFENCE	FORMAL WARNING	PROSECUTION
Speed (Bye-law 5)	32	1
Waterskiing (Bye-law 38)	0	1
Navigating without due care (Bye-law 4)	0	1



6 Health & Safety

PORT MARINE SAFETY CODE (PMSC)

In February 2009 the Commissioners appointed Nicholsons Risk Management as 'Designated Person' to provide independent reassurance to the Board that its Safety Management System (SMS) is fit for purpose, and compliant with the provisions of the PMSC.

The Safety Management System was reviewed and audited by Nicholsons Risk Management between the 3rd and 10th March 2009 and found to be compliant with the requirements of the PMSC. We continue to keep both our marine and shore based risk assessments and procedures under review as part of this process. To promote greater safety awareness we invited Nicholsons Risk Management to undertake an interim review in November. Separately the Board's Health & Safety policy and Emergency Plans were reviewed.

The Department for Transport formally launched the "refreshed" Port Marine Safety Code guidance on the 29th October following extensive consultation with the MCA and industry. The most significant revisions to the Code include:

- A reference to relevant national legislation that has come into force since its original publication in 2000.
- A two-page summary of the main points of the Code, and;
- Clarification of key elements.



In conjunction with Nicholsons Risk Management we have commenced a review of the revised Code in order to identify if there are areas where LHC should consider making changes. Future reviews will be audited on compliance with the revised Code.

INCIDENT COMPARISON

SAFETY INCIDENT	2008	2009	Diff.
	No	No	Diff.
Capsize (with personnel)	0	4	+4
Collision - Moored Vessels	5	11	+6
Collision - Moving Vessels	1	2	+1
Collision with Ferry	3	0	-3
Collision - Navigation Aids	3	3	0
Fire	1	1	0
Grounding	9	25	+16
Impede ferry/Other craft	23	19	-4
Man Overboard	4	1	-3
Near Miss - Ferry	8	7	-1
Near Miss - Other	2	0	-2
Other	13	25	+12
Slipway Incident	2	4	+2
Speed Infringement	64	32	-32
Vessel Adrift	11	16	+5
Wash other Vessels	0	1	+1
Wash Ferry	5	9	+4
Total 1st Jan to 31st Dec	154	160	+6

NON SAFETY INCIDENT	2008	2009	Diff.
	No	No	Diff.
Boat Damage	23	19	-4
Pollution	8	10	+2
Tampering	2	1	-1
Theft	11	12	+1
Other	10	20	+10
Total 1st Jan to 31st Dec	54	62	+8

BYELAWS & POWERS OF DIRECTION

The Department for Transport had proposed to introduce a new Navigation Bill that would have included new powers for all statutory harbour authorities to issue General Directions. Unfortunately this draft bill was not included in the 2008 Queens Speech and has therefore not progressed. The new General Power of Direction would have enabled more harbour authorities to issue General Directions for enforcement of safety of navigation as opposed to using local byelaws. Because of the lengthy delays and costs associated with refreshing byelaws, the majority of the industry supported the introduction of the proposed new powers as they would have been an effective, timely and cost effective mechanism for responding to changing circumstances.

The recent introduction of the new 'W' Class ferries has demonstrated that the Harbour Commissioners existing powers are insufficient to respond to changing circumstances in a timely manner and highlighted the short comings of the existing byelaw application process. For this reason LHC have decided to promote a Harbour Revision Order (HRO) to obtain Powers of General Direction. Progress has been limited because we have been advised to await the outcome of the HROs being promoted by both Yarmouth and Poole Harbour. Harbour authorities in the UK are closely monitoring the progress and the outcome of these two HROs to provide guidance and precedence in respect to the drafting and implementation. The main issue is to test the requirement and issues with respect to a condition to consult user/interest groups prior to any changes in general directions with an agreed arbitration process if agreement is not reached between the harbour authority and any of the consulted parties.

NEW FERRIES

A comprehensive programme of river trials was undertaken between September 2008 and February 2009, supervised by LHC Patrols and BMT SeaTech (BMT), LHC's independent marine risk consultants. During this period there was good co-operation from Wightlink and other river users. Regrettably Wightlink took the decision on the 24th February to introduce the new ferries before the completion of this work and the publication of BMT's Risk Assessment report. After legal advice, LHC determined that it had insufficient powers to prevent operation given that Wightlink were

operating in accordance with interim safe operating guidance which had been developed based on experience and information that had been obtained from the risk assessment trials up to that point. Subsequently, BMT SeaTech published their draft report and following a stakeholder consultation meeting on the 2nd April, the report was finalised and published on the 5th May.

The primary conclusion of the report was that the overall level of risk within the harbour remains very low provided the recommended risk control measures were adopted. Wightlink confirmed that they would operate the new ferries in accordance with the requirements for safe operation that LHC had laid down based on the recommendations in the report and LHC's experience during the trial period.

Notwithstanding the above, there remained concerns from stakeholders about some aspects of the ferry operation. In particular it was recognised that the trials had not been able to incorporate periods when river traffic was at its busiest. It was agreed that it would be beneficial to commission BMT to undertake a review of ferry operations at the end of the 2009 season. To inform their review, BMT spent a number of key dates on the water as well as undertaking an analysis of incidents during the season.

Their report was published on the 19th November 2009 following a further meeting with stakeholders. In summary they concluded *"that the W-Class ferries and the leisure users were co-existing well and, although there were some areas which could be improved, the conclusions and recommendations of their earlier report still stand."* They also concluded that *"The historically low levels of marine risk on the river have not, in the opinion of the BMT team, been eroded by the introduction of the W-class ferries."* Copies of both reports are available for download on the LHC website.

There are a number of further recommendations which LHC will be progressing. As with all activities on the river, risk management of the new ferries will continue to be subject to formal review.



INCIDENT MANAGEMENT/OIL SPILL RESPONSE

LHC is pleased to report that its annual oil spill response exercise in June was confirmed as fulfilling the requirements of The Merchant Shipping (Oil Pollution Preparedness Response and Co-Operation Convention) Regulations 1998. With four external agencies, Wightlink and the Berthon Marina in attendance, Ian Jackson of the MCA Counter Pollution Branch was impressed with the exercise and response and confirmed that LHC continued to meet the necessary criteria.

There are always areas for improvement and amendments have been made to the Oil Spill Response Plan.

7 Environment

BREEDING WATERBIRD SURVEY

Each year Hampshire County Council undertake a breeding water bird survey covering the intertidal marshes between Pitts Deep in the east and Hurst Spit in the west.

Their report indicates that the 2009 season was much better than 2008 with generally fine conditions during May and June. Despite a deterioration in the weather during July most species appeared to raise some young successfully. Black-headed Gulls once again established large colonies on the salt marsh at 'Pylewell' and on neighbouring 'Boiler' and 'Normandy'.

Reports from the egg collectors suggested the season got off to a very slow start possibly due to lack of food in the water with the season being around two weeks later than normal. Overall Tern numbers were down on the previous year but with better breeding success



presumably due to the less stormy weather during June. Small fish also appeared to be in good supply during the summer months.

NEW FERRIES

There has been much concern about the introduction of the new 'W' Class ferries and their potential effect on the protected local environment. In February 2009, Natural England formally issued their advice to statutory and competent authorities, on the predicted effects of the new ferries on Natura 2000 sites over their operational life. Natural England advised that *"it cannot be ascertained that the introduction of the 'W' Class ferries will not have an adverse effect on the Natura 2000 interest"*.

Wightlink (and their expert advisors) disagreed with Natural England's conclusions. The Lymington Harbour Commissioners appointed Black and Veatch to provide independent expert advice on this matter. Their report concluded that the new ferries would cause erosion of at least 0.5ha of intertidal mud flat over their predicted lifespan which they deemed to be a significant effect upon the protected habitat. Based on the advice received, the Commissioners also requested (without success), that Wightlink refrain from introducing the new vessels into service until they had reached agreement with Natural

England on mitigating the predicted effects. It should be noted that based on the legal advice received, the Commissioners had no powers to stop the ferries operating on environmental grounds and this was subsequently acknowledged by the Government.

Notwithstanding the above, there are significant uncertainties in identifying the extent of any ferry impact within an area that is subject to rapid natural change. This is illustrated in the significantly differing views expressed by experts in their various reports. During the season, Wightlink's consultant has been undertaking monitoring in the river to a methodology agreed with Natural England to identify if there have been any significant short term effects. At the time of writing it is understood from Natural England that no significant short term effects have been identified to date. Long term impacts will be monitored through a Bathymetric survey programme.

At the time of writing it is understood that Wightlink have submitted their mitigation proposal for a habitat replenishment scheme to Natural England for consideration. This has been worked up following extensive consultation with Natural England, other regulatory authorities, and organisations with an interest in the proposed site. The Commissioners have been consulted albeit we have yet to consider the finalised proposal.

8 Staff & Training



A second seasonal Patrol Officer was appointed for the six months from April to September inclusive. This new post has enabled our patrol team to extend its coverage

of the harbour during the summer months and strengthen LHC's control of waterborne activity at peak times.

The Harbour Master & Harbour Operations Manager attended a workshop course aimed at refreshing knowledge and understanding of the UK legislative environment and the requirements of the Port Marine Safety Code. The Harbour Master and Harbour Operation Manager also attended a UK Level 4P (On Scene Commander) Oil Spill Response course and the Harbour Master also successfully undertook a further OPITO assessment providing an On Scene Commander Qualification. Three members of the team refreshed their First Aid qualifications.

9 Harbour Protection Project

We have been progressing our strategy to protect the Harbour from unacceptable exposure due to the loss of salt marsh through erosion. This will be facilitated by building two breakwaters, one on each side of the main navigation channel. Without action, much of the harbour will become untenable for moorings and recreational use as it is enjoyed today.

The breakwaters will be built in a multi-phased approach, the speed of which will be dictated by the rate of salt marsh depletion. In December 2008 we received regulatory approval to proceed. Unfortunately, unexpectedly high build costs meant that we were unable to award a construction contract in time for summer 2009. Subsequent work on 'value-engineering' has moderated the costs following a second tender exercise and we expect to award a construction contract in January 2010 for the Phase 1 construction of a single 100m long breakwater on the western side of the channel at 'Cocked Hat' at a cost of about £1.4m. Works are expected to commence on the 1st May 2010 and will be completed by September.

As previously explained, the funds to pay for the project will continue to come from river users in the form of harbour dues. It will also be necessary to borrow to fund the balance of construction costs for each phase. Based on our cash flow projections, all river users (mooring holders, marina berth holders, ferry operators, visitors, etc) face further significant increases in the Harbour Protection element of the dues to cover the costs for Phase 1 and subsequent phases.



Plan of proposed breakwaters showing phasing.

The fifth year of accounting for the Harbour Protection Fund ended on the 31st March 2009 when the position was:

	£
Balance at 1st April 2008	279,771
Harbour Protection Fees Collected	105,223
Less: monies spent on project	<u>(38,232)</u>
Balance as at 31st March 2009	<u>346,762</u>

The expenditure covered detailed engineering design work, the drafting and issue of tender documents and post tender analysis by our consulting engineers.

This is a long term project (approx 30 years) and the Commissioners will remain alive to the possibilities of trying to secure grant funding/assisted finance facilities from new and previously explored sources albeit without a high expectation of success.

10 Consultation

HARBOUR ADVISORY GROUP

In another busy year the Advisory Group met three times and commented on a number of matters related to the ongoing management of the harbour. Representatives also attended separate meetings to comment on the risk assessment reports into the operation of the new ferries produced on behalf of the Commissioners by marine risk consultants BMT Seatech/Isis.

The group also drew attention to their concerns about the potential impact of the new ferries on the environment and commented amongst other things on

mooring policy, the Environment Agency's Water Level Management Plan, the review of navigation aids, and the Commissioners' intentions to apply for a Harbour Revision Order to obtain Powers of General Direction.

On the 1st February, John Bence (Recreational Users), Andrew Bradbury (Coast Protection Interests), Wayne Grose (Commercial Fishermen), Dylan Kalis (Marinas), and Roger Wilford (Environment) were reappointed for new three year terms. At the AGM meeting on the 6th May, John Bence was re-elected as Chairman for a further 12 months.

11 Looking Forward 2010/11

BUSINESS RISK

As we move into 2010, we await the outcome of a Judicial Review which has been brought by members of the Lymington River Association to challenge if the correct regulatory process has been followed by Wightlink and the Government prior to the introduction of the new W Class ferries. The outcome is anticipated early in the New Year.

In the event that the challenge is successful and it is determined that the new ferries were not lawfully introduced, then there is a risk that Wightlink may be instructed to cease operating or operate a reduced service until due process has been followed. If this is the case, it will result in a significant reduction in dues revenue for the harbour as LHC can only charge dues if Wightlink are using the harbour. In these circumstances, LHC will have no option but to raise harbour dues from



other river users to make up the shortfall. It is essential that our income continues to match our projected expenditure in order to ensure the solvency of LHC going forward and to ensure that LHC can properly exercise its statutory and regulatory responsibilities.

2010/11 CHARGES

The Commissioners are increasing dues and charges by an average of 2.5% to cover normal operating costs. LHC is a 'not for profit' organisation and must raise income in direct proportion to its costs which are continuing to rise despite the recession.

In addition, as explained elsewhere in this report it is necessary to increase the Harbour Protection Dues. For 2010/11, net charges will increase by 10% from £8.63 to £9.49 per metre excluding VAT.

The above increases are based on an assumption that Wightlink will continue to operate and that LHC will continue to receive dues at the budgeted level.

The final point to note is the reversion of VAT from 15% to 17.5% from the 1st January, 2010 which gives rise to a 2.5% increase across the board. In common with all other VAT registered businesses there is no escape from this taxation increase.

GOVERNANCE

Since the end of 2008 the Department for Transport (DfT) has been consulting on a recently updated 'Guide to Good Governance' following an independent review of Trust Ports by PricewaterhouseCoopers. Trust Ports are 'not for profit' organisations that plough all financial surpluses back into the development of the harbour and the services they offer.

The updated guidance was subsequently issued by the DfT. We will be undertaking a review of the updated guidance to consider where we may need to develop working practices.

INFRASTRUCTURE

There are four significant 'on the water projects' planned for 2010. The construction of the first part of the western breakwater as part of the Harbour Protection Project and the improvements to navigation aids have been discussed elsewhere.

After around 35 years, the Harbour Master's pontoon has reached the end of its useful service life and will be replaced in March. The new pontoon will continue to provide a pick up/drop off point with walk ashore access for all river users, an emergency services berth, tender berths, watering points, and six bookable visitor berths for boats under 8m.

In November, the Dan Bran pontoon area will be dredged for the first time since Winter 2005/6 and is expected to take around 8 weeks, subject to weather. During this time berth holders will be relocated to river moorings.

In addition to the above confirmed works, we have set aside a provision to refurbish or replace the visitors' pontoon at Town Quay which is over 30 years old. The decision on whether to repair or replace will be made following a survey which will be undertaken during the summer. It is planned to undertake these works in the first quarter of 2011.

Finally, our mooring barge engine is in need of replacement. The new engine will be installed over the summer so that the barge is ready for use in time for the winter 2010/11 mooring maintenance programme.

12 Finance

INCOME & EXPENDITURE ACCOUNT – YEAR ENDING 31ST MARCH 2009

	2009	2008
Turnover – Continuing Operations	869,255	831,896
Operating Expenses	<u>575,347</u>	<u>562,089</u>
Gross Profit	293,908	269,807
Administrative Expenses	<u>335,992</u>	<u>55,476</u>
<i>Operating (Deficit)/Surplus</i>		
- Continuing Operations	(42,084)	214,331
- Interest Receivable	<u>20,771</u>	<u>22,882</u>
<i>(Deficit)/Surplus before Taxation</i>	(21,313)	237,213
Taxation	<u>26,614</u>	<u>28,404</u>
<i>(Deficit)/Surplus after Taxation</i>	(47,927)	208,809
Transfer to Harbour Protection Reserve	66,991	59,333
Transfer to Pile Replacement Reserve	<u>5,000</u>	<u>5,000</u>
	<u>71,991</u>	<u>64,333</u>
<i>(Deficit)/Surplus for the year transferred to Revenue Reserve</i>	£(119,918)	<u>£144,476</u>
Reserves at the end of the year amounted to:		
Capital Reserve	12,500	12,500
Revenue Reserve	311,688	431,606
Harbour Protection Reserve	346,762	279,771
Pile Replacement Reserve	<u>25,000</u>	<u>20,000</u>
	<u>£695,950</u>	<u>£743,877</u>

FINANCIAL STATEMENT – YEAR ENDING 31ST MARCH 2009

Turnover increased by approximately 4% overall. Casual fee rates were not increased this year but revenues from casual fees increased by 8% over the previous year largely due to a significant increase in short term sublet mooring revenue due to more effective working practices.

Operating expenses increased by 2.4% overall with savings in maintenance charges largely offsetting an increase in operating staff costs due to the implementation of a salary, structure and training review. This included the appointment of a new seasonal Patrol Officer post arising from our application of the principal of continuous improvement with regard to safety matters under the Port Marine Safety Code, and to provide a temporary out of season patrol resource during the risk assessment trials for the new ferries. Maintenance charges reduced primarily because in 2007/8 maintenance charges were inflated by the visitors shower block refurbishment.

Administrative expenses (excluding pension provision adjustments under FRS17) increased by 24% over the previous year. This was primarily due to:

- 1 the appointment of an additional part time officer (two year fixed term contract) to facilitate the administration of a significant increase in the provision of short term sublet moorings and to provide a resource to cover the increased administration demands in the areas of safety and maintenance; and
- 2 the retirement of the Treasurer and the subsequent recruitment, and increased 'market rate' employment costs for a qualified replacement; and
- 3 an increase in professional fees associated with the implementation of a new safety management system, a review of Port Marine Safety Code compliance, and legal advice on property matters.

The provision for the pension scheme deficit (in accordance with FRS17) has been increased by £143,740 as the actuarial valuation shows a deterioration in the funding of the scheme, compared with a surplus in 2007/8 of £99,610. This has resulted in a pre tax deficit of £21,313 compared with a surplus of £237,213 the previous year.

Excluding the adjustments for the pension scheme deficit, the pre-tax surplus from normal trading is £122,427 for this year compared to £137,603 last year. The net income transferred to the Harbour Protection Reserve this year is £66,991 compared to £59,333 in 2007/8.

The balance sheet continues to show a sound financial position with a satisfactory level of reserves. The Harbour Protection Reserve has a balance at the 31st March 2009 of £346,762.

13 Harbour Commissioners, Officers & Harbour Advisory Group

The persons presently holding office as Commissioners are as follows:

Name	Special Interest
Peter Griffiths (6)	Chairman and Safety portfolio
Jeremy Moss (6)	Vice-Chairman
Tony Blachford (4)	Moorings portfolio
Peter Allen (5)	Finance portfolio
John Clarke (6)	Environment portfolio
Peter Cummings (5)	Personnel portfolio
Capt. Wendy Maughan (4)	
Graham Swetman (4)	
Rupert Wagstaff (5)	
Ryan Willegers (6)	Chief Executive/Harbour Master

The Board of Commissioners met 6 times during 2009. The number of Board meetings attended by each Commissioner is shown in brackets against their name. Commissioners also attended a number of additional meetings of the supporting Committees and the Harbour Protection Project work group. At their invitation, the Chairman and Harbour/Master Chief Executive attended meetings of the Lymington Harbour Advisory Group.

Commissioners are required to declare any interests that are relevant to the management of the Harbour. A register of these is available for inspection at the Harbour Office and at www.lymingtonharbour.co.uk.

OFFICERS

Ryan Willegers	Harbour Master/Chief Executive
Colin Freeman	Harbour Operations Manager
Alexandra Bevington	Treasurer P/T
Phillip Pitman	Harbour Assistant
Aaron Woodford	Harbour Assistant
Luke Machin	Harbour Assistant
Sue Beech	Office Administration P/T
Pat Dowdall	Office Administration P/T

HARBOUR ADVISORY GROUP

Recreational users	John Bence (Chairman, member of RLymYC and LTSC)
Commercial boat owners	Wayne Grose (local fisherman)
Ferry operators	Jon Matthews (Wightlink Limited)
Marinas	Dylan Kalis (Lymington Yacht Haven Ltd)
Local People	Cllr Martina Humber (Lymington and Pennington Town Council)
Local business	Andrew Wilkes (Lymington and District Chamber of Commerce)
Environmental interests	John Durnell (Hampshire and Isle of Wight Wildlife Trust) Roger Wilford (Lymington, Keyhaven and District Wildfowlers Association)
Coast protection interests	Dr Andrew Bradbury (NFDC Coast Protection)



Harbour Master/Chief Executive: **Ryan Willegers**
Harbour Operations Manager: **Colin Freeman**
Treasurer: **Alexandra Bevington**
Administration Officer: **Sue Beech**

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