



## The King's Lynn Conservancy Board

### Performance Report 2017.



King's Lynn Conservancy Board, Common Staith, King's Lynn, Norfolk PE30 1LL.

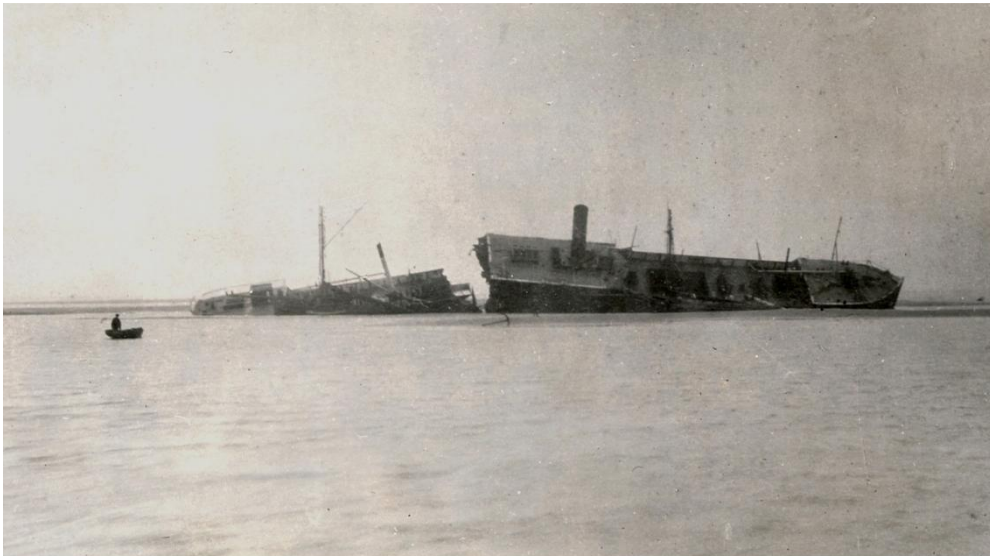
Telephone: 01553 773411 Fax: 01553 763431

Email: [klcb.hm@btconnect.com](mailto:klcb.hm@btconnect.com)

[www.kingslynnport.co.uk](http://www.kingslynnport.co.uk)

Why the King's Lynn Conservancy Board was formed.

In December 1889 the vessel "Wick Bay" ran aground, and despite efforts to refloat her, subsequently broke her back and became a constructive total loss. This resulted in a significant claim against the King's Lynn Corporation, who were the Conservators of the Harbour and approaches and had to raise the money to remove the wreck from the Channel.



This disaster led to the King's Lynn Conservancy Act of 1897; whereby a Board representing local interests was appointed to safeguard the river, deal with the safe marking of the channel, collection of dues and the removal of wrecks. Later the Board also became the Pilotage Authority.

The King's Lynn Conservancy Board, hereafter called the 'Board' is a Trust Port, a self-financing, non-profit making organisation, deriving its income from users of the Port of King's Lynn, and Navigational marks in the Wash. It receives no financial assistance from the Government or the Local Authority, but like any other commercial concern it relies on balancing income in relation to expenditure for its successful operation.

Associated British Ports operate and have jurisdiction within the enclosed Docks, the Riverside Quay and the Fisher Fleet.

Front Cover Photographs:-

*Top left:* **St. Edmund** Buoy maintenance, category 2 vessel up to 60 miles from a safe haven.

*Top right:* **Conservator** Tug, category 2 vessel up to 60 miles from a safe haven

*Left:* **St. Ann** Pilot vessel, category 2 up to 60 miles from a safe haven.

*Right:* **United** Pilot vessel, category 3 up to 20 miles from a safe haven.

*Left:* **Staplewear** Launch category 3 up to 20 miles from a safe haven.

*Right:* **Ardenfast** Multipurpose category 3 up to 20 miles from a safe haven.

About the King's Lynn Conservancy Board.

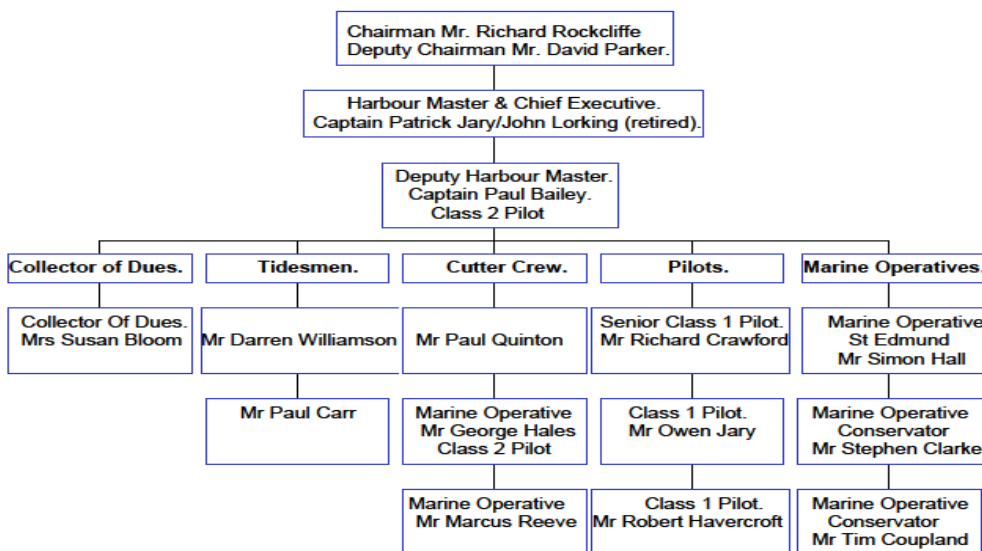
The King's Lynn Conservancy Board is the Statutory Port and Harbour Authority, and is responsible for the safe navigation of all the users of the river Great Ouse and approaches within its area of jurisdiction. This area extends from "Staplewear" near Stowbridge to seaward encompassing the South-eastern part of the Wash. The Wash is contained within the Wash and North Norfolk Coast European Marine site. The Board is represented on the core management group and the advisory group. Within the Boards area are Sites of Special Scientific Interest and a Nature reserve, which contain extensive areas of foreshore and salt marsh, which supports colonies of birds, seals and wildfowl. The area also includes extensive shellfish beds and breeding grounds and habitats for significant populations of other fish and invertebrates.

Trust Port Review and the King's Lynn Conservancy Board.

The Government conducted a review of Trust ports and produced a Guide to Good Governance. This required that all of the Trust Ports had to produce and submit an implementation plan, which would bring about the changes required under the Guide to Good Governance. These changes were to be implemented by July 2002. The Board's implementation of the recommendations of the Guide to Good Governance resulted in **The King's Lynn Conservancy Board (Constitution) Harbour Revision Order 2001**. This was to reduce the number of Board members from twenty one to twelve. The objective was to ensure that all Trust Port Boards became independent and fit for purpose. The Guiding principles for the appointment process are Responsibility, Merit, Independence, Equal opportunities, Probity, Openness, Transparency and Proportionality. All Board members should fully understand their duties and responsibilities, and should adhere to the following principles in the conduct of the Boards business, Independence, Accountability, Openness, Selflessness, Integrity, Objectivity, Honesty and Leadership. Following advertisements and finally an Interview panel, the new Board of 12 members were selected and commenced their duties in February 2002. All Board members have completed a declaration of interests form and agreed to the code of conduct. The Deputy Harbour Master is an officer of the Board and as the "Designated Person" under the Port Marine Safety Code attends the Board meetings.

King's Lynn Conservancy Board organisation 2017

King's Lynn Conservancy Board Organisation 2017.



## **Membership of the King's Lynn Conservancy Board.**

1<sup>st</sup> January to 31<sup>st</sup> December 2016.

		<b>Representing:</b>
Chairman:	Mr R. C. Rockcliffe. (App 19.02.15)	Stakeholder
Deputy Chairman:	Mr D. F. Parker. (App 18.02.16)	Stakeholder
Members:	Dr P. Richards. (App 22.10.15)	Stakeholder
	Mr R.Ward. (App 03.03.15)	Stakeholder
	Mr P.Brooks. (App 17.09.15)	Stakeholder
	Cllr B.Long (Res 21.07.16)	BC of KL & WN
	Cllr. P.Kunes. (App 16.07.15)	BC of KL & WN
	Cllr. S.Squire (App 21.07.16)	BC of KL & WN
	Cllr. B. Ayres. (App 17.03.16)	BC of KL & WN
	Cllr. C. Sampson. (App 18.02.16)	BC of KL & WN
	Cllr. D. Collis. (App 20.02.14)	NCC
	Mr M. Doherty. (App 19.02.15)	TUC
	Capt. J. Lorking.	Harbour Master & CE

### **Board Members attendance during 2016.**

	<u>Actual</u>	<u>Possible</u>
Cllr B.Ayres	7	11
Mr P.Brooks	8	11
Cllr D. Collis	6	11
Mr M. Doherty	8	11
Cllr P. Kunes	7	11
Cllr B. Long	2	7
Capt J. Lorking	11	11
Mr D. Parker	11	11
Dr P. Richards	11	11
Mr R. Rockcliffe	11	11
Cllr C. Sampson	11	11
Cllr S. Squire	3	4
Mr R. Ward	11	11

The King's Lynn Conservancy Board employs fourteen staff providing a 365 day a year service, covering all functions from pilotage, port information service, port operations, pilot cutter, tug and buoy maintenance crews and administration. The Board operate two fast pilot cutters "St. Ann" & "United" to transfer the pilots to and from the ships in the Wash. The Tug "Conservator" is used to assist the larger vessels dock and undock safely and also provides emergency towage cover in the port approaches. The buoy vessel "St. Edmund" is used to maintain and move the navigation marks in the constantly changing approach channel. The Board own and maintain over 40 buoys and 12 beacons, which are deployed in the approach channel. The Lightbuoys and Beacons are solar powered and the Buoys are changed and refurbished after 2 years on station. Almost the entire approach was changed from in 2015, from the "Bulldog Channel" to the "Daseley's Sled". Because of the constant changes, the Channel and Harbour are frequently surveyed using the "Staplewear" and "Ardenfast". In 2016 the "St. Edmund" carried out 62 buoy moves and changes to navigational aids, as a result of the changes to the approach channel.

#### Contingency Planning.

The Board has its own Emergency plan, Pollution response plan and Waste management plan, which have been approved by the Maritime Coastguard Agency. The officers and staff have attended the required training courses for oil spill response training. The International Ship and Port Facility Security (ISPS) Code has been implemented, and the Board's Security plan has been approved by Maritime Security Compliance, Department of Transport.

The Board has to keep planning ahead to keep pace with the changing needs of the marine sector as well as to meet the requirements of legislation. It needs to invest in proven technology and equipment to meet the demands of a thriving port. The port has to remain competitive and the Board must therefore provide good value for money for its services. The Board will continue to strive to improve efficiency and maintain a rigid control on expenditure.

#### The way forward.

The implementation of the financial plan will effectively direct the Boards attention to areas where action is needed to overcome any potential difficulties, and ensure that the users of the Port, and the Boards staff, can carry out their day-to-day business in as safe an environment as possible. To implement the best practices of the Port Marine Safety Code and to assist in developing the potential of the Port of King's Lynn for the benefit of all. To measure the progress and assess value for money in all operations and expenditure, the Board has developed indicators and targets, which are used when presenting management information. They will also show existing users that the Board provides its services in a very cost effective and efficient manner. The Board will continue working to improve all aspects of its service in line with the vision and direction set out in its Performance Report. This will ensure that the King's Lynn Conservancy Board will meet the challenges of the 21<sup>st</sup> century.

#### Mission Statement.

The longer-term aim of the Board is set out in its mission statement: -

"The King's Lynn Conservancy Board will continue to run a safe, efficient and cost effective port operation involving the management, maintenance and regulation of its activities and shipping to the port for the benefit of the community and business for the foreseeable future. In so doing it will strive to invest in new technology and equipment to maximise the quality and value for money of its services in order to maintain existing and help attract new business to the port."

This aim has been broken down into strategic objectives, which provide a framework for action plans set up to exploit the potential of the Harbour and overcome any obstacles to future development.

The Key strategic objectives of the Board are: -

To maintain existing buildings, craft, plant, equipment and Quays in good serviceable order.

To invest in proven new technology, craft and equipment where there is a clear need, and to the benefit of the Board and its customers.

To ensure that its investments are secure and provide the best return.

To be open and accountable to all the stakeholders.

To ensure that the staff work in a safe environment, are well motivated and encouraged to achieve they're full potential through training.

To maximise quality and value for money, by ensuring that the services provided by the board are delivered in a professional, efficient, and streamlined manner, whilst still maintaining the highest possible standards of safety and service.

To operate the Board in an environmentally sustainable manner as possible.

Harbour and approaches infrastructure plan, repairs and maintenance.

The Board has a rolling programme for normal repair and maintenance. It is essential to have a proactive approach and to identify potential problems and deal with them in a planned way, particularly since the business is dependant on infrastructure being in first class, safe and serviceable condition. The plan has the following components:

- A rolling program for maintenance:
- Buildings and property
- Navigational aids
- Craft, Plant and equipment

The Board has undertaken substantial capital expenditure on upgrading the Navigational aids in the approaches and the Harbour. This has involved the conversion of all lit navigational aids to solar power, providing improved visibility for marine traffic to and from King's Lynn, reducing the health and safety risks to the employees and using a more environmentally clean source of power.

In 2001, the Board has invested in a new 13 metre pilot launch "St. Ann", which replaced the "Denver" which had been in service for 25 years.

In 2002, the "St. Edmund" underwent her annual survey at Lowestoft, for compliance with the workboat code and also an extensive overhaul. The Boxing club roof was re felted and further repairs to the roof of the Harbour office.

In 2003, the Board replaced the 26 years old tug "Conservator", with a new build. On 27<sup>th</sup> July 2003, the new tug "Conservator" was delivered to King's Lynn by the builders Damen. This is the fifth tug the board have operated since 1898; she is the most powerful with twin caterpillar engines providing a total of 1080 b.h.p. this gives a speed of 10 knots and a bollard pull of 14 tonnes. The old "Conservator" was sold to new owners in July 2003. The Harbour Office exterior also underwent extensive repairs and repainting.

In 2004, A "Mosquito" fighter bomber which had crashed in the Wash in March 1945 was discovered. The Plane and remains of the crew were recovered. The Tower underwent a

refurbishment to make it weather tight. The “St. Edmund” underwent her annual survey at Lowestoft, for compliance with the workboat code.

In 2005, the most significant event for the year was the beach recharge.

The project lasted from July until November and landed 338,480 tonnes of dredged material on the beach. This was brought into the Boards area by the dredgers from a dredging ground 20 miles away. These operations could only take place over the spring tide periods to allow the barges to get right into the beach. The Board installed a Transas AIS system which enabled the progress of the dredgers, tugs and Barges involved in the recharge project to be monitored.

In 2006 A program of improvements to the St Edmund’s were approved, which included safer access at the Purfleet quay, increased lifting capacity of the crane, renewing the power generator and relocating the wheelhouse to improve the deck working arrangements. A crane, power pack and generator were purchased in the year and improvements to the boarding arrangements at the Purfleet Quay were installed. Because of the continued reduction in throughput of the Port, a major restructuring of service provision was carried out. This resulted in staff levels being reducing from 20 to 15. Tug “Conservator” underwent an intermediate survey at Lowestoft for compliance with the Work boat code. A Tornado GR4 crashed into the Southern Wash, the crew ejected safely and the wreckage was recovered.

In 2007 the St Edmund improvements continued with the new crane, generator and hydraulic power pack fitted in February and the new wheelhouse fitted in June. With the removal of the old wheel house this opened up the foredeck for improved access for the crane to work over the bow. In June the “United” underwent her annual refit and underwater survey for compliance with the workboat code. In July the annual audit of Navigational aids was carried out by Trinity House. The fishing vessel Hopeful 1 sank in the Wash and subsequently dried out at the next low water, allowing the vessel to be pumped out and refloated on the next tide. The “St. Edmund” underwent her survey for compliance with the Workboat code. In November H.M.S. “Brocklesby” made a courtesy visit to King’s Lynn

In 2008 there were continued discussions on the proposed Lincs cable route through the Wash. The Board held a joint Tier 2 oil pollution/ deployment exercise with ABP. The St Ann underwent a refit and survey for compliance with the workboat code. Conservator went to Lowestoft in to undergo survey for compliance under the workboat code. Trinity House surveyed the Boards Navigational Aids. AIS transponders were fitted to the St Ann and United. A Kings Lynn fishing vessel Georgie Fisher sustained flooding whilst fishing on the Pandora sand and the vessel sank in 3 metres of water the crew safely transferred to another vessel. There was no pollution. The owners recovered the vessel on the next tide. The Board provided craft to allow members of the Nar Ouse regeneration scheme to undertake a fact finding mission from the river user’s point of view. Following a bumper harvest agricultural exports significantly increase in the last 2 quarters of the year. Palm Paper commences building their paper mill using the docks to import the concrete building structure and machinery.

In 2009 the Pilot cutter “United” had two new Volvo D7C-B-TA engines fitted.

The Board signed up with Natural England and other Wash and North Norfolk Coast Ports to complete a Dredging Protocol Base line Document in time for the next application for Dredging Disposal Licences. The Board conducted an Audit for Compliance with the Port Marine safety Code and confirmed compliance to the MCA. The old Sugar beet jetty was demolished in May. The pilot cutter “St Ann” suffered a fire when lubricating oil ignited when it

came into contact with a hot surface. The crew activated the Engine room fire suppression system which smothered the fire and after a short period to allow cooling, the cutter returned to King's Lynn under her own power.

The "Lisa von Lubeck" visited in July as part of the Hanse festival. The Boards Navigational Aids were inspected by Trinity House In August. The Palm Paper Mill was completed and paper making commenced in September. The fishing vessel "Bussard" sank whilst alongside the Boal quay, she was subsequently partially refloated and deposited mid river off Skinners point. A wreck marking buoy was laid and Notices to Mariners issued. The Owner made various attempts to recover the vessel without success. As the vessel continued to pose a hazard to navigation the Board used their Statutory Powers and had the wreck removed in December. Further discussions between the Wash Ports and Centrica were held regarding mitigating measures to protect the safety of shipping along the proposed cable export route through the Wash.

In 2010 In January drifting Ice in the river posed a hazard to small craft. In February the Pilot cutter "United" stemmed a navigation buoy and suffered damage to the bow area. A combined Pollution response exercise was carried out with ABP's tier 2 responder. In May new working practices commenced covering alternate weeks of port operations. In July "Arklow Freedom" broke adrift from Riverside Quay, the Boards pilot and craft brought the vessel back alongside. In August the Boards Navigational Aids were inspected by Trinity House. South Quay 6 silos and loading tower were demolished. In September the Dory re entered service having been modified and a new engine fitted. In November the "St Ann" was lifted out at Fosdyke for inspection. New boarding arrangements fitted at the South Wall allowing the duty pilot boat to be moored there.

In 2011 the launch Staplewear and light vessel the Roaring Middle underwent significant refits during the year. The pilot cutters were lifted out and annual refits were carried out at Fosdyke.

Following risk assessments of the proposed cable route and burial depths of the cables, mitigating measures to ensure the safety of navigation were agreed with the Lincs Windfarm. This also involved the Wisbech and Sutton Bridge anchorage being re aligned and marked by lightbuoys with one fitted with AIS.

Netgain carried out consultation on Marine Conservation Zones. Our Oil pollution Plan has been approved until 2016. Anglia Water undertook a feasibility study on transferring material from Ely to King's Lynn by barge.

In 2012 "Bulldog" beacon and "Z" beacon were both fabricated and replaced. During her scheduled dry dock survey the Volvo engines from the St Edmund were replaced with Scania DI12 engines, and along with re-pitched propellers the winch bed was also renewed. The engines have met expectations with regard to clean emissions, easy starting, increased speed and reduced fuel consumption. The last remaining inshore section of the Lincs export cable was laid and buried using Nessie III and was connected to the offshore export cable. KLCB staff were employed to carry out repairs to Centrica buoys W1 and B1. King's Lynn Heritage open day included the Harbour office being open to the public and KLCB Craft in the Bentinck Dock. The Board's Security plan has been approved by Maritime Security Compliance, Department of Transport. The Board also had the lead role in a joint KLCB/ ABP pollution deployment exercise

In 2013: January: A new 3 year disposal licence granted by MMO, February: New trustees of the Board attended a training day on the Boards craft. Kitchen roof repairs and internal fittings carried out. March: "St Ann" suffers damage to propellers replacements fitted. July:



Council visitor pontoons installed SQ5. Tug "Conservator" underwent 10 year survey for compliance with the workboat code. "St Ann" suffers contact damage with navigation Buoy sent away for repair. August: Launch "Staplewear" caterpillar engine damage. September: Heritage open day Harbour office and St Edmund open to public. October: Fast Dory cylinder head repairs. Searle's "Sea lion" driven ashore at Snettisham during gale, 2 crew lifted off by helicopter. "Sea Lion" refloated and taken ashore at Hunstanton. "St Ann" re enters service following repairs. November: "Staplewear" re enters service after fitting a new engine. December: Tidal surge highest tide recorded at King's Lynn at 9.8 metres above dock sill. Following survey of the channel Port operations continue unaffected.

In 2014 March Tidal and metrological monitoring equipment was fitted to the Bulldog beacon the data being uploaded every five minutes to a Website, the Dolly Peg Beacon on the Boston side and another site at Sutton Bridge are also included. July Joint Tier 2 deployment exercise with ABP, ABP acting as lead authority. St Edmund undergoes modification to a dry exhaust system and replacement of the power pack for the Hydraulics, Lifting gear tested. August "Reggedijk" breaks adrift from riverside Quay, prompt Tug assistance brought the vessel safely back alongside. September agreement reached with Centrica on the management of W1 and W2 Light buoys in perpetuity. Harbour office open for Heritage open day with displays from the SAC Joint Advisory Group. November TCP Lincs often take over responsibility for the Lincs export Cables. The Dory engine failed due to turbo and cylinder head problems repairs underway. December Race Bank Wind farms ongoing dialog with Dong energy on Port Marine Safety Code Risk assessment for the proposed Export cables. Staplewear upgraded to Workboat Code category 3 working. Dory repairs completed engine fails again. Due to costs and availability of spares a review is prepared for January Board meeting.

In 2015 January, the Dory was replaced by an x MOD combat support craft the "Ardenfast" with twin diesel engine to jet drives. April, Staff updated oil spill response training. Shipping approach channel changes in area of Pandora sand to new Tango channel further to the west which leads to Daseley's Sled additional buoyage deployed to monitor changes. May, Dina M crane barge to King's Lynn to load and then install a tide gauge for the Environment Agency in the old Wisbech channel. Continued Changes to the approach channel Pandora Sand buoyage discontinued Tango channel used. Bed levelling carried out on Dock point for navigational maintenance dredging. June, main approach channel buoyage changed from "Bulldog Channel" to "Daseley's Sled". July, UXO operations commence in the Wash to locate, move or destroy UXO on Race Bank export cable route. August, International water ski event held in the Harbour. Trinity House Inspect navigational Aids. September, Heritage open day held in King's Lynn Harbour Office open with additional displays from the Wash and North Norfolk Coast Special Area of Conservation joint advisory Group. The exterior of the Harbour office was repainted.

In 2016 The KLCB Port Security Plan was approved by the MCA. The Environment Agency apply to the MMO to trial bed levelling on the Stowbridge "Hump" to reduce the height of this sand bank. June KLCB organise and host a Tier 2 oil spill response exercise on the Purfleet Quay with MCA, ABP, A&A and other organisations in attendance. July KLCB vessel "Conservator" proceeded to Grimsby dry dock for essential maintenance and certification surveys. The King's Lynn Hanseatic Waterski event was held in the KL Harbour. Trinity House attended KLCB Harbour office and area of jurisdiction for the annual inspection of navigational aids. July Pilot Cutter "United" proceeded to Fosdyke dry dock for essential maintenance and certification surveys. KLCB vessel "Ardenfast" was refitted with a new starboard engine & gearbox. August Problems were encountered in the navigational channel

to the North of the Port due to over flushing of the Fisher fleet. Race bank Windfarm works ongoing with KLCB Port Authority inspections carried out on vessels "Taccola", "Bartolomew Dias" & "Isaac Newton". KLCB were issued with a new 10 year licence for maintenance dredging. September KLCB hosts KL Heritage open day. Dutch Barge "Tosca" enquired into the possibility of making passage into the tidal river from the Nar loop. Pilot Cutter "St Ann" proceeded to Fosdyke dry dock for essential maintenance and certification surveys. KLCB vessel " St Edmund" proceeded to Grimsby dry dock for major refit and certification surveys. December Due to the retirement of Harbour Master & Chief Executive Captain John Lorking interviews were conducted and the successful replacement Captain Patrick Jary was chosen from over 60 applicants.

### **Key Performance Indicators.**

**Shipping Safety Reports** will represent numbers of significant navigational incidents per 1000 vessel movements and averages per year. These will include collision, last minute avoiding action, near miss, endangered persons or property and pollution incidents involving quantities in excess of (1 tonne). This report will be incorporated as a statement in the existing programme of monthly and annual safety reports.

In 2016 there were 221 commercial vessels resulting in 511 acts of pilotage. There was 1 Pilot incident reported.

### **Health & Safety Review 2016.**

Reported by Capt P. Bailey Designated Person under the Port Marine Safety Code.

#### 1. Commercial craft

1 notifiable incident to commercial vessels at King's Lynn during 2016

MV Scanlark when departing the docks loaded failed to deploy either anchor as requested by the pilot, and in spite of frequent assurances by the Master to the Pilot that everything was in good order and anchor ready for use. The vessel grounded on Common Staith, but refloated with out assistance and returned to the Docks. MCA informed and a Surveyor attended. Windlass machinery was completely defective. Vessel was allowed to proceed to a repair yard subject to use of a tug to enable to swing and escort until Pilot satisfied. Master also had to sign stating that anchors could be deployed if required.

#### 2. Fishing vessels

Nil to report during 2016

#### 3. Leisure Craft

Incidents during 2016

January: a small cabin cruiser was noted in difficulty off the docks with 1 person ashore on the west Lynn side towing it with the tide back towards Kings Lynn. 2 people noted sitting in wheelhouse. No attempts made by the people to attract the attention of passing craft, or other people. An off-duty coastguard auxiliary observed the craft and notified the Humber MRCC as was getting towards dusk. Due to upcoming shipping programme and lack of awareness by crew, the pilot boat was

tasked to investigate and offer to tow boat to pontoons which duly did. Boat subsequently was towed by KLCB craft and staff to the slipway and placed onto a trailer and completed journey by road. Apparently, the owner was attempting to navigate from London to Pontefract via Cambridge & Boston, but had no knowledge or awareness of tidal waters and had run aground at speed on a shoal in the Cut and broken his stern drive unit, but was not aware of how to alert people or use a VHF radio !!

4. Staff

No reportable incidents to staff under RIDDOR during 2016

2 minor injuries were recorded, 1 resulted in a finger injury when un-reeling wire off a drum, and 1 sprain to an ankle when slipped on boarding a craft at night. Some discussions as to better working practices, possible alternatives, and highlighting of hazards.

5. South Quay

Nil to report.

6. Misc.

St Edmund:

In November lifted out at new facility in Grimsby to replace the propellers and shaft bearings, as well as extensive modifications to deck & gantry roller system due to excessive corrosion on the deck rollers and play in bearings, still original from new. Local specialist marine engineering company designed manufactured and installed heavy duty modern deck equipment and simplified the gantry arrangements resulting in better winch pulling capacity from the reduction in leads and friction. Modern echo sounder system was also fitted.

Ardenfast:

Radar unit fitted.

In June Stbd engine suffered loss of power and cooling water leaks. Damage to head suspected. Lifted out of boat by staff and transported to specialist repair facility in Poole. After strip down found extensive damage to head and some pistons & liners, unit not economical to repair. Replacement short engine sourced and built upto KLCB requirements and re-fitted to boat. Whilst engine out of boat, modifications made to fuel system and shut-off.

AIS equipment was fitted and installed to St Edmund, Conservator & Staplewear, allowing position to be broadcast and to track other vessels.

United:

In September the Radar unit failed, and due to old age was not able to obtain replacement parts. An identical radar and electronic compass system as fitted to other pilot boat was fitted and has additional benefit that radar targets are linked to the AIS system and are "labelled" on the display.

### Investment plan.

The Board has financial reserves, which are invested and provide a safe and secure income to the Board. These investments are deposited with recognised financial institutions. Through 2016, the investment returns varied from 0.8% to 1.2%.

### Openness, Accountability and fit for Purpose.

The use of the Internet to provide safety information and promote awareness of the functions of the King's Lynn Conservancy Board, and the port of King's Lynn, at **[www.kingslynnport.co.uk](http://www.kingslynnport.co.uk)**

The Board meets on the Thursday following the third Wednesday of every month (except August), where reports are given on:

- The approach channel
- Environmental Issues
- Finance
- Health and safety issues
- Legislation relevant to the Board
- Port operations
- Pilotage
- Trade of the Port

Minutes of the meetings, Trade of the Port, and the Annual financial report are produced and are available for inspection at the Harbour Office.

The Board holds its Annual General Meeting in September. The King's Lynn Conservancy Board advisory group which is also the King's Lynn & West Norfolk Advisory group, for the Wash & North Norfolk Coast European Marine site has met throughout the year. The membership is made up of people having an interest in, or who conduct activities in the Wash & North Norfolk Coast European Marine site. This advisory group ensures that all interests are fully considered with particular reference to commercial activities that have historically existed within the Wash and is able to provide the Board with expertise in fields that are outside of their knowledge. The Advisory group meetings take place at the Harbour office. Board members have current and relevant skills that they bring to the Conservancy Board. When vacancies arise for Board members, candidates are selected from people who respond to an advertisement, and complete a skills audit and a declaration of interest's form. Interviews are then held to select the new members. All Board members have to agree to a code of conduct, which insists on the following:

### **Selflessness, Integrity, Objectivity, Accountability, Openness, Honesty and Leadership.**

New board members will attend an in-house induction course, detailing the constitution of the Board, its functions, statutory powers and obligations, boardroom and reporting procedures, and a history of the Boards development, through to its current operations and procedures.

### Management and personnel development.

- The Boards management and organizational structure whilst working well will undergo regular assessment, to highlight any improvements that can be made.

Keystones of this development:

- Implementing the recommendations and good working practices of the Port Marine Safety Code.
- Regular staff and Health and Safety meetings.
- Highlight the potential for further staff development.
- Developing an overall staff-training plan.
- Training of the staff to achieve their full potential and if possible promoting from within the Board.

Quality and Value of Service.

The Board is committed to provide a Quality service and strives “to continually improve the quality, reliability and safety of our services to ensure they meet our customers and all legislative requirements”. This policy will be implemented by:

- Involving all staff in education and training.
- Establishing close working relationships with all customers and suppliers.
- Keeping abreast of legislative requirements.
- Regular discussions with customers on needs/requirements.
- Regular internal quality audits.

To ensure it provides the most cost-effective service to its customers, the Board will continue to review efficiency measures in an effort to minimize cost. These will include:

- Reviewing port operation and administrative costs for potential savings
- Investigating alternative working practices
- Maximizing income from assets and investments
- Improved financial management measures to facilitate target setting
- Improved assessment of financial performance.
- Improved budgeting.
- Contingency planning.

**Finance and Trade through the Port.**

Trade throughput of ABP King’s Lynn increased from 474,432 tonnes in 2015 to 507,718 tonnes in 2016. The throughput of cargo was carried by 221 vessels of 518,136 G.T. Budgets for 2016 anticipated 550,000 tonnes of cargo and 258 vessels.

The frequency of larger vessels using the port has continued in 2016 with the average Gross Tonnage of vessels increasing from 2,065 to 2344 G.T. The average cargo has increased to 2297 tonnes.

Financial results for 2016.

Turnover	1,233,100
Cost of sales	- 614,787
Expenses	- 386,961
Exceptional income	33,216
Operating Profit	<u>264,568</u>

Financial results for 2015.

Turnover	980,736
Cost of sales	-547,534
Expenses	-416,182
Exceptional income	0
Operating Profit	<u>17,020</u>

Chairman's Preface.

It is pleasing to be able to report an improvement of tonnage handled in the port in 2016, to 507,718 tonnes, although we are still not quite at our budgeted tonnage of 550,000 tonnes.

The Board's finances have been bolstered to a large extent by revenue from the activities of Dong Energy in their cable laying endeavours, this has resulted in revenue to the value of some £98,815 during the course of the year. The large proportion of this income was from goods dues, partly for the cable itself, but also for goods dues on excavation works for two jointing pits, a nearly equal portion came from deployment and hire of various buoys.

The payments from Dong Energy have of course been 'one off' receipts and should continue to be regarded as such. This revenue went towards allowing additional payments to be made to The KLCB Pension Fund, pulling the fund away from the significant deficit situation previously experienced. There is however still the ongoing deficit to be paid off for The Pilot's National Pension Fund, this drain on resources will continue for several years yet.

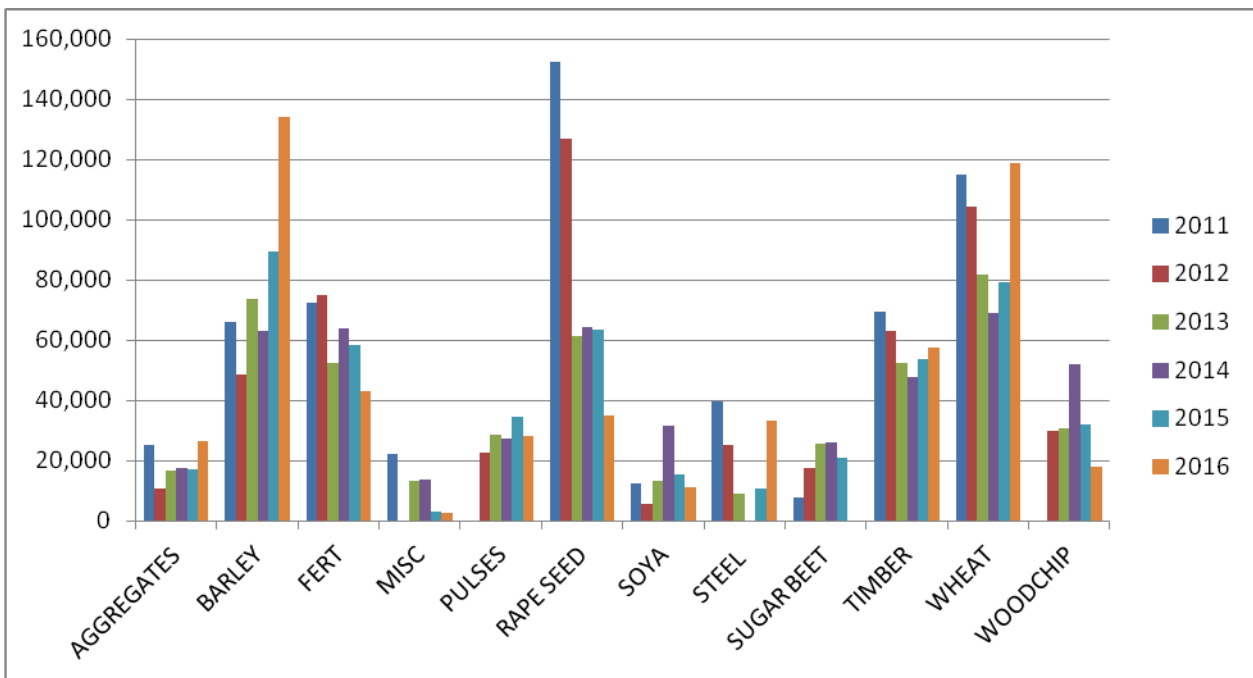
During the year Cllr. Brian Long resigned as a Borough Council representative c, he had not been able to attend board meetings regularly due to taking on the role of leader of The King's Lynn Borough Council. We welcomed Cllr. Sandra Squire to The Board, I am pleased to note that she has been an enthusiastic member of The Board involving herself in low-water surveys, buoying and pilotage trips as well as regular attendance at meetings and visits to the ABP side of the port.

In October we received the resignation of Capt. John Lorking as Harbour Master and Chief Executive, at the time this was somewhat worrying and unexpected, however upon advertising for the post we had a strong field of applicants, resulting in a selection process and final interviews, with the resulting decision to appoint Capt. Patrick Jary on the 16<sup>th</sup> of December 2016. Pat was a previous employee of The Board and has settled very well into the post – we welcome him back to the service of The Board!

Again I offer my sincere thanks to all board members for their time and council. I would of course also like to offer real thanks to all the staff of the board for their dedication and efforts over the course of 2016.

Richard C. Rockcliffe.

**Trade of the Port 2011 to 2016.**



**Trade Turnover and Operating expenditure 2011 to 2016.**

Performance Report 2017

