



COWES
HARBOUR

ANNUAL
REPORT
2022



**COWES HARBOUR
COMMISSION**

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INTRODUCTION

Welcome to Cowes Harbour Commission's Annual Report

Cowes Harbour is a Trust Port, designated and recognised by the Department for Transport (DfT). As such, it is an independent statutory body, run by an independent board of commissioners for the benefit of stakeholders. We are committed to operating within government DfT guidelines, as published in the Ports Good Governance Guidance.

Port business for Cowes Harbour is conducted in the interests of all stakeholders with openness, transparency, accountability and commercial prudence. The DfT requires Cowes Harbour Commission to operate as a commercial business, seeking to generate a surplus from its operations and marine services. Surpluses are then reinvested into the port or otherwise directed towards the interests and benefit of Cowes Harbour stakeholders.

The board of commissioners consists of independent non-executive commissioners and the chief executive. The commissioners are appointed on merit on an open recruitment basis to provide Cowes Harbour Commission with the professional skills and experience to determine the policy and business decisions of the organisation. The commissioners are appointed for a term of three years and can usually serve a maximum of two terms. A maximum of two additional commissioners can be co-opted at any one time for specific purposes and serve for a period of 12 months.

As recommended by the DfT, the Commission consults and seeks guidance from an Advisory Committee whose members represent the beneficiaries and stakeholders of Cowes Harbour.

The Cowes Harbour Advisory Committee is a key part of good governance, enabling stakeholders to table ideas and raise concerns to the board and senior leadership team and assist in the flow of information to the Cowes community. The Committee is consulted on all matters substantially affecting the management, maintenance, improvement, conservation, protection, or regulation of Cowes Harbour and its navigation. The Advisory Committee meets several times a year and aims to provide an effective two-way communication mechanism between Cowes Harbour Commission and its key stakeholders and harbour users.

We encourage all stakeholders to provide input and feedback to the Commission or through the Advisory Committee so that we can continue to operate a thriving port that is fit for the future.



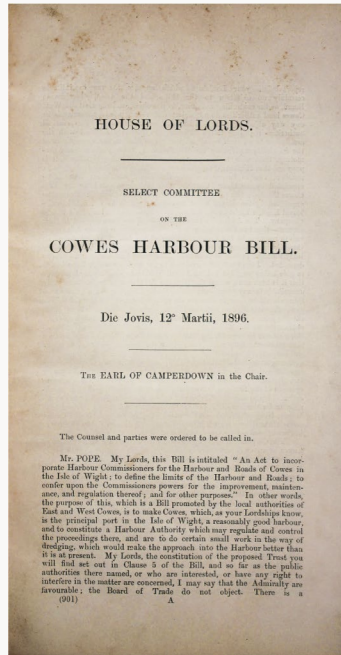
**COWES HARBOUR
COMMISSION**

HARBOUR AUTHORITY & MARINE SERVICES

COWES HARBOUR COMMISSION

CELEBRATING 125 YEARS

INCORPORATED 7 DECEMBER 1897



© Royal Collection Trust



Commemorative Jubilee Coin



© Beken of Cowes

DIAMOND JUBILEE OF H.M. QUEEN VICTORIA

The plaque that now exists on the Parade was erected to commemorate the Diamond Jubilee of H.M. Queen Victoria, in 1897, and H.M. Queen Elizabeth, in 2012. The original marble plaque was erected in 1897 and commemorated the opening of Victoria Parade on Cowes parade seafront celebrating Queen Victoria's diamond jubilee June 22 1897.

COWES HARBOUR BILL 1896

The Cowes Harbour Act and Revision Orders form the legal basis for the establishment and authority of Cowes Harbour, first set out in the Harbour Docks & Piers Clauses Act of 1847 and the subsequent Cowes Harbour Commission Acts and Harbour Revision Orders.

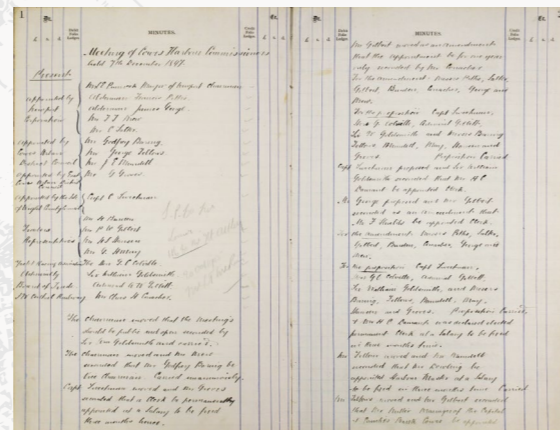
THE TURBINIA

Eduardo de Martino's painting of The Naval Review at Spithead, 26 June 1897. Celebrating the Queen's Diamond Jubilee, a total of 165 British warships assembled at Spithead. The Review was not only a display of naval prowess, but also new technology: the steam launch 'Turbinia', in the foreground, was the world's first steam turbine ship and the fastest ship in the world at the time, capable of the unheard of speed of 34 knots.

Source: rct.uk

INAUGURAL MEETING OF COMMISSIONERS 7 DECEMBER 1897

A total of 18 men formed the first Board with representation from East and West Cowes 'Urban District Councils'; Newport Corporation and the Isle of Wight Council; traders; the Yacht Racing Association; The Admiralty; The Board of Trade and the Isle of Wight Central Railway, all under the chairmanship of Mr Charles Edward Pinnock, Mayor of Newport. The remit of the Board was to sustainably manage the Harbour and from the first meeting the proceedings were made open to the public at the request of the Chairman.



1898 MAP OF COWES & THE RIVER MEDINA

COWES HARBOUR 1897



A view of the Harbour in 1897

© Beken of Cowes

THE HARBOUR MASTER

This was the only image we could find of a Cowes Harbour Master from this period. We believe he was a Mr Frank Osborne and has distant relatives still living in Cowes. He was the Harbour Master a little before the full inauguration of Cowes Harbour Commission in 1897, serving as Harbour Master between 1884 and 1894.



© Beken of Cowes

© Royal Southampton Yacht Club



THE QUEEN'S CUP

The Queen's Cup was presented to the Royal Southampton Yacht Club by Queen Victoria in 1897, her Diamond Jubilee year. Eleven boats entered the first Queen's Cup race on 9 August 1897. It was won by Latana, a 165-ton yawl owned by Mr W M Johnstone.

STRATEGIC PLAN 2022 - 2027

PURPOSE

Cowes Harbour Commission exists to maintain a thriving port that is fit for the future.

VALUES

The Commission will conduct its business in accordance with the following values:

- SAFETY FIRST
- INTEGRITY
- AGILITY
- KINDNESS AND CONSIDERATION
- COLLABORATION
- INNOVATION
- SUSTAINABILITY

VISION

In five years, Cowes Harbour Commission will ensure that:

- COWES IS A SAFE AND BUSY HARBOUR
- WE ARE A VALUED EMPLOYER
- COWES IS A DESTINATION OF CHOICE
- WE ARE A RESPECTED SERVICE PROVIDER
- WE ARE TRUSTED AND VALUED BY STAKEHOLDERS
- COWES IS A PORT THAT 'DOES IT PROPERLY'

MISSION

Cowes Harbour Commission will:

Manage the Harbour in accordance with the principles in the DfT's Ports Good Governance Guidance document.

Promote and deliver a safety-first culture ensuring the highest standards in health and safety for our employees and Harbour users whilst complying fully with the Port Marine Safety Code.

Commit to the sustainable management and conservation of the harbour, estuary and local environment.

Promote and deliver sustainable Harbour development policies to safeguard and support new and existing business services, investment and employment.

Ensure that commercial and financial management is robust and market-led to enable us to deliver our statutory duties, strategic objectives and to fund Harbour improvements.

Create long-term value by aligning our business development activities, key stakeholder relationships and communications strategy with our strategic goals.

Support and maximise the potential of our employees by implementing policies and procedures that align with our strategic goals and address the needs of our employees and the Harbour.

Continue to communicate and engage with key stakeholders on the strategic development of the Harbour.

Support and develop marine employment.



CHAIR'S REVIEW



Following two years as a Harbour Commissioner, I was delighted to have the opportunity to take on the role this year of Chair of the CHC board. Starting any new role is always a challenge, but I was very fortunate that I was able to call on the vast experience of our past chair, David Riley. In the absence of finding a suitably accounts qualified commissioner, David also kindly agreed to support the Commission for a further year for, which I shall always be grateful. As many of you will know, sadly, David passed away last December. The support David gave me in my first year as chair, was delivered in David's usual helpful, charming, and knowledgeable way, nothing was ever too much trouble. This is something I shall always remember and will be forever in his debt.

We also saw the change of chair of the very important Cowes Harbour Advisory Committee (CHAC). I would like to thank John Corby for all his hard work, and commitment to the role over the past 6 years. I am extremely pleased that Mark Southwell has taken over as chair and I am very much looking forward to working with him. Mark has already put in place good foundations to ensure there is good two-way dialogue between the Harbour Commission and our key stakeholders.

This year was always going to be an unknown quantity after Covid. I am pleased to see that our post Covid bounce back has seen a return to the 2019 levels.

A key factor in ensuring the future of our harbour is in good hands, is the strength and capability of CHC's board, and the knowledge and experience they provide in supporting our Chief Executive and his team. To achieve this, all commissioners must have a proven expertise in one of our commercial functions. Supporting this standard, I am very pleased to welcome Richard White as a commissioner, responsible for commercial property development. One of Richard's previous roles was as a Global Property Director – responsible for 3000 properties in 120 countries.

At the last AGM, we presented our 2022 – 2027 strategy. I am a firm believer that a strategy is not produced and then quietly placed at the bottom of the desk draw, never to be seen again. It must be a document that the board is continually accountable for and measured against. I am delighted to report that the board's commitment to owning and delivering the strategic plan is impressively on track, with several exciting and interesting projects in the pipeline.

Whilst our primary responsibility is to promote and deliver a safety-first culture in our harbour, we also have a responsibility to deliver good services and benefits to all of our stakeholders. There are a number of exciting projects we are working on including working closely with key partners on the future development of yachting events in Cowes, exploring the potential of increasing the number of harbour moorings, and how we might accommodate larger events. Our plan to develop Kingston Marina is a typical example of one of these initiatives. Once complete it will offer improved facilities and services to our marine users. We are also working with IOW Council on a number of key projects for East Cowes. The cruise ship market is important to the harbour and our towns and we are developing tailored offerings to appeal to their passengers. And if that isn't enough, we have developed a new modern brand and website for Cowes Harbour.

It has certainly been an exciting first year for me. As you can see, we have no intention of easing up in delivering the best possible service to our customers in Cowes, East Cowes, and our Harbour users.

Phil Hagen

Phil Hagen
Chair

CHIEF EXECUTIVE'S REVIEW



2022 was my second year as CEO and what an incredibly exciting and busy year it has been.

I am pleased to report that turnover in 2022 increased by £539k (16%) mostly attributed to increased fuel sales, additional commercial contracts, and higher visitor numbers, now back at the levels we enjoyed in 2019.

This additional income was offset by an increase in costs of £565k; 24% up on the previous year. This was mainly due to an increase of fuel purchased, high material costs for external commercial contracts, an increase in maintenance costs and new equipment purchases. Despite these changes I am pleased that we ended the year with a £356k surplus.

Our commercial contracts team secured new third-party contracts in a number of places around the Island and in Portsmouth which has further cemented our reputation for being able to carry out a variety of marine-based activities in addition to the jobs we normally carry out in and around the harbour, and at other locations around the Island.

We published a new five year Strategic Plan during the year, which sets out what we aim to achieve between 2022 and 2027. Starting with a revised purpose, values and vision, our mission is to ensure that *“Cowes Harbour is a thriving port that is fit for the future”* and we continue to actively communicate and engage with key stakeholders on the strategic development of the harbour.

We have a number of key projects in the pipeline that will improve harbour services and facilities and help us to achieve our environment and sustainability ambitions. We aim to deliver these ambitious plans by making our own investments and hopefully securing external funding to facilitate the innovation that we are keen to deliver.

Finally, judging from the bookings we have received already for events, there are early indications that 2023 will be another busy year for visitors to Cowes, so I look forward to what I hope will be a very good year for the harbour and all the businesses that support the visitor economy.

Gary Hall
Chief Executive

SIX CLEAR GOALS FOR THE FUTURE

1. SAFETY & SECURITY

To promote and deliver a safety-first culture ensuring the highest standards in health and safety for our employees and harbour users whilst complying fully with the Port Marine Safety Code.

PROGRESS SO FAR:

Significant improvements have been made to all of CHC's health and safety procedures and marine safety management systems. We meet current legislation and are confident under the scrutiny of external audits.

2. ENVIRONMENT & SUSTAINABILITY

A commitment to ensure the sustainable management and conservation of the harbour, estuary, and local environment.

PROGRESS SO FAR:

We commissioned a carbon management plan (CMP) and over the five year period covered by this CMP our aim is to reduce our carbon emissions by 15%, compared to the 2019 baseline.

We are already educating customers on alternate fuel types and have committed to procuring more environmentally-friendly fuels. We are exploring the feasibility of updating our harbour patrol and commercial vessels to hybrid/electric propulsion systems. We have also installed new electric chargers at Trinity Landing and Shepards Marina.

3. PORT & HARBOUR DEVELOPMENT

To promote and deliver sustainable harbour development policies that safeguard existing and support new business, services, investment and employment.

PROGRESS SO FAR:

Planning permission was secured in December to develop Kingston Wharf and we are busy working on plans for the first phase including hard-standing on the lower tier at Kingston together with a new boat wash-down facility and new pontoons.

We also invested heavily in new plant and equipment and installed new pontoons. We are also working to increase the number of experiences that cruise ship passengers can enjoy when visiting Cowes. In 2022, there were 12 cruise ship calls to Cowes, this year 14 are already booked. CHC will be working more closely with businesses in Cowes to ensure they get the most from passengers and passengers get the best experience.

4. HUMAN RESOURCES MANAGEMENT

To support and maximise the potential of our employees by implementing policies and procedures that align with our strategic goals and address the needs of our employees and the harbour.

PROGRESS SO FAR:

We continue to invest in the development of our people with training and new twice-yearly performance and development reviews, assessing the CHC team against our annual and five year Strategic Plan objectives. The team also welcomed a number of new people including Shane Wood as our new Harbour Master and Richard Hale in Marketing. We now have a strong team at CHC and we look forward to achieving the goals we have set ourselves.

5. FINANCIAL MANAGEMENT

Ensure that commercial and financial management is robust, market-led and enables us to deliver our statutory duties, strategic objectives and to fund harbour improvements.

PROGRESS SO FAR:

A 16% increase in turnover this year. Regular analysis and reporting is in place together with robust procurement processes for large expenditure items.

6. MARKETING & BUSINESS DEVELOPMENT

Create long-term value by aligning our business development activities, key stakeholder relationships and communications strategy with our strategic goals.

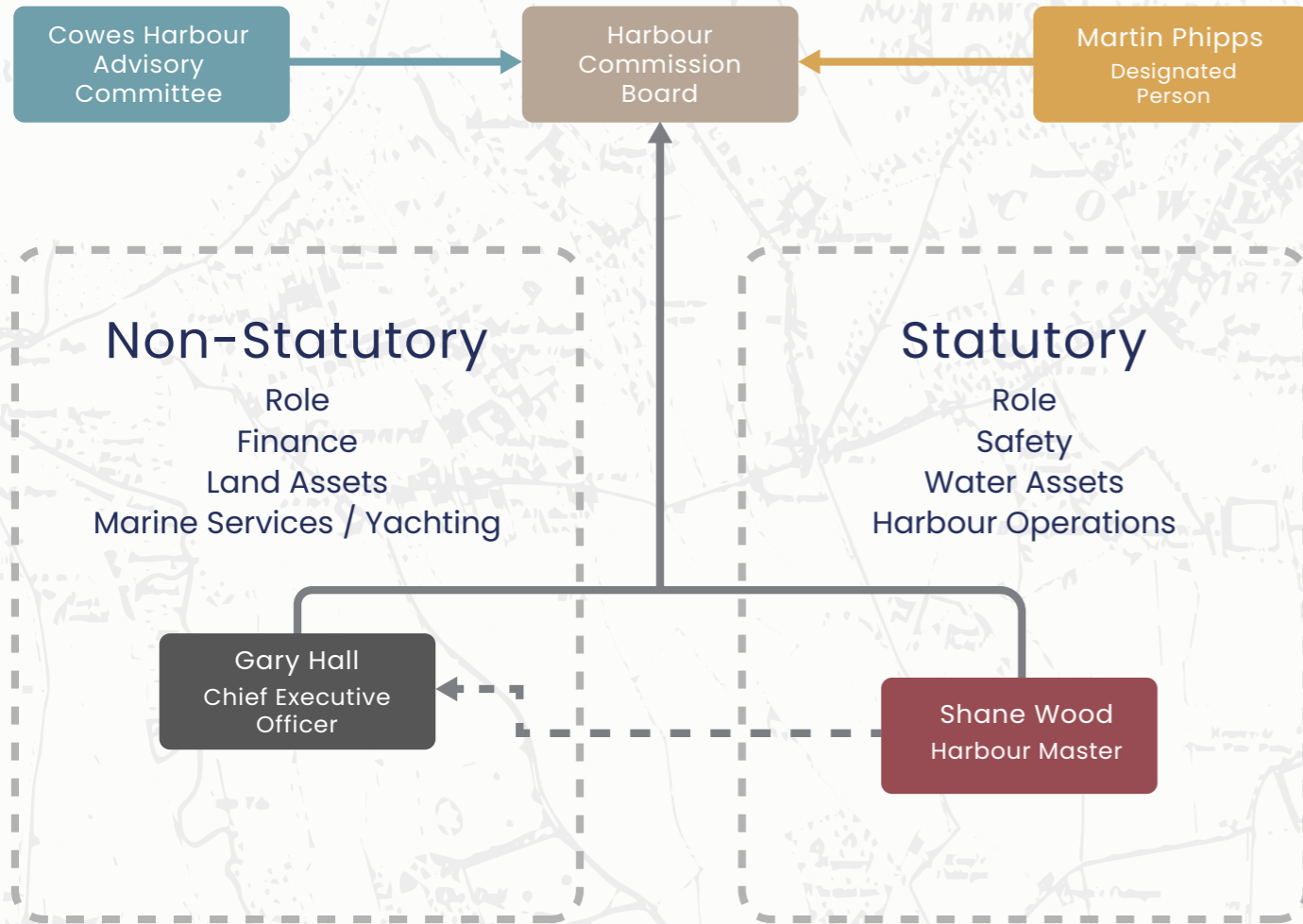
PROGRESS SO FAR:

Following a tendering exercise in 2022, we will be launching a new website in Q2 of 2023 with new branding to place a greater emphasis on the promotion of Cowes Harbour as a destination. Supporting the new website will be a new WebApp providing useful information to people visiting Cowes by boat or as a tourist. Using their mobile phone, boat owners will be able access all the key information they need to plan their visit to Cowes, and visitors will be able to access a town map and directory that will provide details of all the shops, pubs, restaurants and unique businesses of Cowes. This change in emphasis is to help increase levels of public engagement and create a new openness; we hope our community and stakeholders will see this shift in culture as another positive step towards working together for the benefit of Cowes on both sides of the river.

Please see the Five Year Strategy 2022-2027 document for further details:

cowesharbourcommission.co.uk/publications

COWES HARBOUR COMMISSION STRUCTURE



Gary Hall
 Chief Executive
 & Commissioner



Shane Wood
 Harbour Master

The Commissioners currently serving on the board are as follows:



Phil Hagen
 Chair
 Strategy & HR
 Management



James Evans
 Deputy Chair
 Governance &
 Regulatory



Vanessa Clifford
 Marketing
 & Business
 Development



Jason Losty
 Safety & Security



Richard White
 Commercial
 Property
 Development



Fiona Fitzherbert-Brockholes
 Environment &
 Sustainability



Steve Sheridan
 Finance



Clive Blount
 Marine Services &
 Port Development

MEET THE TEAM

Cowes Harbour Commission (CHC) employs 30 people including a leadership team that has the necessary skills and experience to ensure Cowes Harbour is managed in a safe, sustainable, and commercially viable manner for the benefit of harbour users and the wider community.

Senior Leadership Team



Gary Hall – Chief Executive

Gary was appointed as CEO in February 2021 and is responsible for providing strategic leadership of all CHC’s operations. He is also a Commissioner on CHC’s Board.

He is responsible for the long-term strategic development of Cowes Harbour, driving growth, change, innovation and improvement, whilst building and developing effective relationships with our highly valued customers and broad ranging stakeholders.



Shane Wood – Harbour Master

Captain Shane Wood was appointed as Cowes Harbour Master in February 2023. He previously spent 38 years at sea, the majority of which was in the Royal Fleet Auxiliary where he served all over the world in a variety of operational roles. Just before he joined the Harbour Commission, Captain Wood spent eight years as master aboard dredgers where he carried out dredging and clearance operations in a number of ports and harbours around the UK.



Theresa Dunford – Finance & HR Manager

Theresa was appointed in 2009 and is responsible for providing the financial management and monitoring of all CHC resources ensuring effective and accurate recording and accounting procedures, good practice and effective audit processes are established that comply with all company, statutory and legal requirements placed upon CHC.

Theresa is also responsible for the delivery of CHC’s HR provision, working in partnership with external providers.

Leadership Team



Jock Rafferty – Marine Services Manager

Jock joined CHC in 2013. He is responsible for the day-to-day operation of CHC’s yacht and marine services and supports the achievement of CHC’s vision to develop Cowes Harbour and its services for the benefit of harbour users and key stakeholders.



Jeremy Smither – Harbour Engineer

Jeremy was appointed in 2020 and is responsible for all the planned and reactive maintenance on CHC’s marine and property assets, ensuring they are kept in a safe and useable condition. He supports the achievement of CHC’s vision to develop Cowes Harbour and its services, whilst maintaining a safe environment for all CHC staff and stakeholders.



Jennie Smith – Deputy Harbour Master

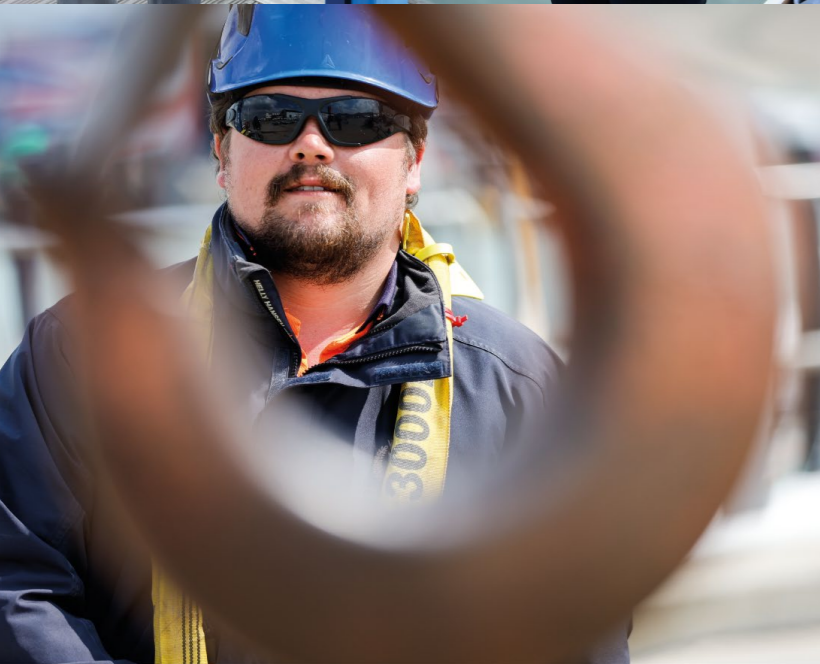
Jennie joined the team in September 2021 from Falmouth Harbour, where she was Harbour Master Assistant, having previously been a 2nd Officer with Disney Cruise Line. As Deputy Harbour Master, Jennie assists Shane Wood in all statutory related matters, such as marine safety and harbour legislation. She is training to be a Cowes Harbour pilot.



Richard Hale – Marketing Officer

Richard joined the team in January 2023. He is responsible for communications and marketing internally and externally plus development and delivery of the marketing strategy. His main objectives are to raise the profile of the Commission’s work and to promote Cowes Harbour as a destination to visitors, enhancing the customer experience across all business areas from introduction to transaction and legacy.

OUR PEOPLE



COWES HARBOUR ADVISORY COMMITTEE

As recommended by the Department for Transport, Cowes Harbour Commission consults and seeks guidance from an advisory committee whose members represent the beneficiaries and stakeholders of the harbour.

The Cowes Harbour Advisory Committee is a key part of good governance, enabling stakeholders to table ideas and raise concerns relating to the harbour with the Commission, and in turn, to comment on proposed changes to the operation of the harbour.

The Committee meets several times a year and aims to provide an effective mechanism for two-way communication between the Commission, key stakeholders and harbour users. Gary Hall and Shane Wood attend the meetings on behalf of the executive, alongside Clive Blount, the commissioner who is the link to the board.

Regular agenda items in 2022 included harbour safety, the General Directions, stakeholder benefits, slipways, water taxis, harbour development and sustainability. Minutes from Advisory Committee meetings are available on the Cowes Harbour Commission website.

“We have had really positive feedback on the open and collaborative approach of the new structure of the CHC team lead by the CEO and Harbour Master. The new vision is recognised and appreciated and we would like to see that permeate to all businesses and services that welcome visitors to Cowes”

Mark Southwell

KEY ISSUES INCLUDED:

Slipway in East Cowes

Proposals for a new slipway in East Cowes were progressed and an initial tender for design and cost proposals created by a working party comprising CHC, East Cowes Town Council, Isle of Wight Council, UKSA and Red Funnel, with Isle of Wight Council leading. We are still pushing for resolution on this important facility for Cowes.

Kingston Wharf

The Advisory Committee continues to support the Commission’s plans for development at Kingston, and to push for site-wide improvements to services and facilities. The Advisory Committee is an advocate for Kingston Boatyard to remain a ‘DIY facility’ where owners can work on their boats or use the contractor of their choice. The Harbour Commission supports this vision.

Safety in the Harbour

We are pleased to see that safety is still demonstrably the number one priority for the harbour under the new split roles of CEO and Harbour Master. We will be looking at ways to ensure our committee can echo the 'safety on the water' message ashore so visitors and residents feel safe in Cowes and East Cowes as well as along both sides of the river.

Environmental and Clean Water Focus

We have a very clear desire to improve water cleanliness and will continue throughout 2023 to develop our environmental focus.

Harrison Site

The committee is very pleased this has been resolved and are hopeful there is to be a way forward with marine related businesses for the good of Cowes.

| Stakeholder Groups | Organisations | Representative | |
|--|---|--|---|
| Medina Waterfront Freehold Residents | | John Corby, Owner Corby Yachts | |
| Sailing and Training Establishments | UKSA | Ben Willows, CEO UKSA (Vice Chair) | |
| Isle of Wight Council | IWC Newport Harbour Authority | CLlr Lora Peacey-Wlcox | |
| Cowes Town Council | CTC | CLlr Anni Adams & CLlr Michael Paler | |
| East Cowes Town Council | ECTC | CLlr Karl Love & CLlr Tracy Reardon | |
| Red Funnel Group | RFG | Leanna Lakes, Operations Director Red Funnel | |
| Marina Operators | East Cowes Marina Cowes Yacht Haven (see CTWT) | Mike Townshend, Marina Manager East Cowes Marina | |
| Cowes Town Waterfront Trust | CTWT | Daniel Jehan, Managing Director Cowes Yacht Haven | |
| Business Associations | Cowes High Street Businesses | Lou Newlands, Joli | |
| Cowes Clubs and Classes Association | CCCA | Giles Peckham, Commercial Director Cowes Classics Week | |
| Cowes Week Ltd | CWL | Laurence Mead, Regatta Director CWL | |
| Medina Combined Clubs | Medina Mariners Association East Cowes Sailing Club | Newport Rowing Club Ryde Rowing Club | Dave Casson, East Cowes Sailing Club |
| Shipyards and Wharf Operators (Cowes) | Medina Wharf Medina Yard Lallows | Victory Yard Diverse Marine | John Corby, Owner Corby Yachts |
| Shipyards and Wharf Operators (East Cowes) | RWE Power Clarence Boatyard Independent Boat Builders | Wight Shipyard Aluminium Marine Consultants (AMC) RNLI Inshore Lifeboat Centre | Rob Stewart, Commercial Director AMC |
| Commercial Vessel Operators | Solent & Wightline Cruises Seacat Services Faversham Shipping | Carisbrooke Shipping Williams Shipping | Mark and Lee Rayment, Solent & Wightline Cruises Julian Shawyer, Williams Shipping |
| Commercial Fishermen and Water Taxis | | Bob Holt, Cowes Water Taxis | |
| Cowes RNLI | RNLI | Mark Southwell, Lifeboat Operations Manager Cowes RNLI (Chair) | |

All of our agendas and minutes can be viewed on the CHC website, together with a list of stakeholder groups and committee members.

cowesharbourcommission.co.uk/advisory_committee

Contact the Advisory Committee chair by email chac@cowes.co.uk

HARBOUR SAFETY

Cowes Harbour Commission (CHC) appointed marine consultancy ABPmer to provide a complete check of its compliance with the Port Marine Safety Code (PMSC) in February 2023. ABPmer were pleased to declare CHC to be compliant with all requirements of the Code.

Cowes Harbour Master, Capt. Shane Wood said: *“The results confirm that Cowes Harbour Commission is fully committed to providing a safe harbour for all of our local port community and all our visiting harbour users. The audit also shows areas where we have some “best practices” from which other harbours and ports could benefit.”*

Incidents

Under Cowes Harbour General Direction 3.8 all commercial incidents and serious leisure incidents are required to be reported to the Harbour Master, however Cowes Harbour encourages the reporting of all incidents and near-misses by all stakeholders. Anyone can report an incident using our online system, located in the header of our website or via cowesharbourcommission.co.uk/incident. Incidents can also be reported by phone and email, and of course, captured by the patrol officers on the water.

Top 3 incidents 2022

| | |
|----------------------|----|
| Failure – Propulsion | 49 |
| Collision / Allision | 21 |
| Pollution | 10 |

There was a total of 177 incidents recorded in 2022. Failure of propulsion in leisure vessels was the most recorded category. CHC, in conjunction with the RYA and the RNLI has started a campaign to educate and remind boat owners of the importance of preparing and maintaining their vessels appropriately.

Top 3 interventions in 2022

| | |
|-------------------------|-----|
| Speeding / Wash | 113 |
| Swimming | 14 |
| Cutting Through Mooring | 5 |

The harbour patrol officers made 149 interventions – over 70% of which were in relation to speeding and wash. Education is the first step in engaging with people who contravene the General Directions, and this is usually sufficient. Five warnings were handed out with a follow up of one written warning. There were no repeat offences by anyone receiving a written warning.

Navigation Aids

The annual inspection of navigation aids took place in October 2022 by Trinity House as the General Lighthouse Authority and all CHC navaids were operational and found to be in good order.

An availability of navaids of 99.29% was achieved in 2022, exceeding the industry target of 97%.

PORT & HARBOUR DEVELOPMENT


As well as the physical sites at Town Quay, Shepards Marina and Kingston Boatyard, the Commission has many floating and land-based assets, including vessels, machinery, navaids, pontoons, moorings, and a floating fuel barge.

We secured planning permission to develop Kingston Wharf in December and are busy working on plans for the first phase including hard-standing on the lower tier at Kingston together with a new boat wash-down facility and new pontoons. Based on the current timetable, this work should be completed by the summer of 2024.

We also invested heavily in new plant and equipment across our sites and installed new pontoons as part of our rolling programme of harbour facilities and service improvement including the installation of new electric chargers at Trinity Landing and Shepards Marina.



119
Navaids



Patrol & workboats 8

152
Swinging Moorings

124
Seasonal event



25



River pontoons
4,300m



1 Fuel barge



8 Cranes & machinery



40 Pile moorings

CONSERVATION, ENVIRONMENT AND SUSTAINABILITY

CHC is committed to the sustainable management and conservation of the harbour, estuary, and local environment and is working with harbour users and statutory authorities to ensure that the balance between the use of the estuary and its environment is maintained.

Seagrass and Salt Marsh Restoration

In 2019, the Isle of Wight was recognised as part of UNESCO's worldwide network of Biosphere Reserves. The Isle of Wight Biosphere Reserve covers an area of 91,496 hectares of which two thirds are marine areas.

A key focus in the Medina estuary is the restoration of saltmarsh and seagrass which all provide food and shelter to wildlife living in this extraordinary ecosystem. Important as nursery, spawning and refuge areas for fish, the plants themselves stabilise the sediment and absorb nutrients from the surrounding seawater. The buffer the habitats provide can also reduce wave energy and help in flood protection.

Many organisations worked together to map and assess the health of the Solent's seagrass beds, collect seeds from healthy plants and identify suitable restoration sites. With the assistance of Cowes Harbour Commission, the first seeds were planted at the chosen restoration site in early 2022. The site is being monitored and the information shared to help develop the restoration work further.

Cowes Harbour Commission has helped to monitor the Medina saltmarsh since 2009 and the reduction in the size of the marsh has led to concern about its future. Although the influence of sea-level rise and smothering by green algae are likely to have caused a lot of the change, other factors such as boat wash and trampling make the problem worse. In 2022, positive steps have been made to incorporate recommendations about strengthening this habit and utilising some of the excess from maintenance dredging in the estuary to help support coastal habitats.

Native Oyster Restoration

CHC is working with UKSA and the Solent Seascape Project to help support the restoration of native oysters in the Solent. The oysters help to filter nutrients from the water, improving water quality and will eventually help to repopulate the Solent with this commercially important species. Funding was provided by CHC to purchase nursery cages to create new oyster populations within the harbour in 2023.

Carbon Management Plan

As part of our carbon reduction plans, we commissioned a carbon management plan (CMP) to be completed during the year in order to have a baseline from which to work.

The baseline data was taken on emissions generated in 2019 (i.e. a year not impacted by Covid) at which point the carbon footprint was calculated to be 944.00 tCO₂e (tonnes of carbon dioxide equivalent) (135.40 tCO₂e excluding 'Well To Tank' WTT fuels). Over the five-year period covered by this CMP, we aim to reduce our carbon emissions by 15%, compared to the baseline recorded in 2019.

Around 80% of the carbon emitted (including WTT fuels) by CHC is based on the WTT fuels we provide to our customer base. Only 10% is directly based on CHC emissions which are in CHC's direct control. We are therefore working with our customers to educate them on alternate fuel types and management practices which should assist in carbon reductions. We have also committed to procuring fuels which are more environmentally friendly thus reducing the WTT emissions.

In addition, we are exploring the feasibility of updating our harbour patrol and commercial vessels to hybrid/ electric propulsion systems. External funding is required to facilitate this change, so we are working with strategic partners to submit funding applications that will enable us to install clean energy infrastructure that can then be utilised to charge electric boats in our fleet and potentially our buildings.

Advanced Mooring Systems

CHC has been working with Natural England, the RYA and other partners to understand the effectiveness and practicality of Advanced Mooring Systems (AMS). These moorings reduce the negative impact of some types of moorings on seagrass and CHC installed three AMS on marker and monitoring buoys in 2022. This work will help to increase understanding around installation, costs and maintenance of AMS and help to monitor their effectiveness in the Solent.

SUMMARY FINANCIAL STATEMENTS

Statement of Comprehensive Income For the Year Ended 31 December 2022

| | 2022 | 2021 |
|---|------------------|-----------|
| | £ | £ |
| TURNOVER | 3,919,743 | 3,380,823 |
| Cost of sales | 2,832,804 | 2,267,998 |
| GROSS SURPLUS | 1,086,939 | 1,112,825 |
| Administrative expenses | 730,636 | 720,400 |
| | 356,303 | 392,425 |
| Other operating income | - | 6,764 |
| OPERATING SURPLUS | 356,303 | 399,189 |
| Deficit from changes in fair value of investment property | - | (204,000) |
| Interest receivable and similar income | 4,687 | 485 |
| Interest payable and similar expenses | (22,964) | (16,616) |
| Other finance costs | (11,000) | (13,000) |
| | (29,277) | (233,131) |
| SURPLUS/(DEFICIT) BEFORE TAX | 327,026 | 166,058 |
| Tax on surplus/(deficit) | 67,526 | 182,689 |
| SURPLUS/(DEFICIT) FOR THE FINANCIAL YEAR | 259,500 | (16,631) |
| Actuarial gain/(loss) on pension scheme | 1,008,000 | 448,000 |
| Income tax relating to other comprehensive income | (252,500) | (48,640) |
| TOTAL COMPREHENSIVE INCOME FOR THE YEAR | 1,015,000 | 382,729 |

PLEASE NOTE: The Financial Statements are a summary of the information taken from the full financial statements. These summary financial statements may not contain sufficient information to allow a full understanding of the financial affairs of the Commission. For further information, the full financial statements, the Auditors Report on these financial statements and the Commissioner' Report should

Statement of Financial Position For the Year Ended 31 December 2022

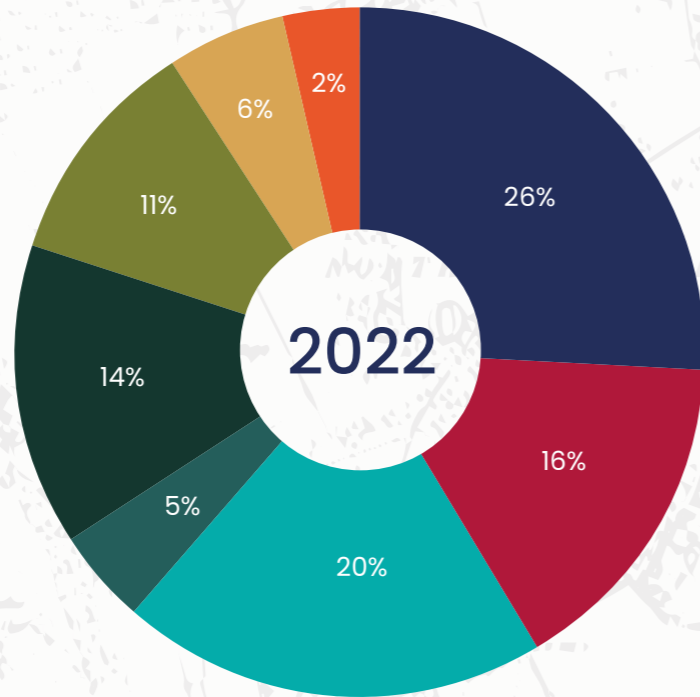
| | 2022 | 2021 |
|--|--------------------|-------------|
| | £ | £ |
| FIXED ASSETS | | |
| Tangible assets | 11,113,812 | 10,086,945 |
| Investment property | - | 1,012,000 |
| | 11,113,812 | 11,098,945 |
| CURRENT ASSETS | | |
| Stocks | 46,442 | 52,129 |
| Debtors | 282,566 | 295,750 |
| Cash at bank and in hand | 2,629,319 | 2,597,016 |
| | 2,958,327 | 2,944,895 |
| CREDITORS | | |
| Amounts falling due within one year | 1,038,022 | 1,206,167 |
| NET CURRENT ASSETS | 1,920,305 | 1,738,728 |
| TOTAL ASSETS LESS CURRENT LIABILITIES | 13,034,117 | 12,837,673 |
| CREDITORS | | |
| Amounts falling due after more than one year | (3,239,132) | (3,371,941) |
| PROVISIONS FOR LIABILITIES | (741,748) | (417,495) |
| PENSION ASSET/ (LIABILITY) | 421,000 | (589,000) |
| NET ASSETS | 9,474,237 | 8,459,237 |
| RESERVES | | |
| Retained earnings | 9,474,237 | 8,459,237 |

be consulted. Copies of these financial statements can be obtained from the Cowes Harbour Commission website www.cowesharbourcommission.co.uk

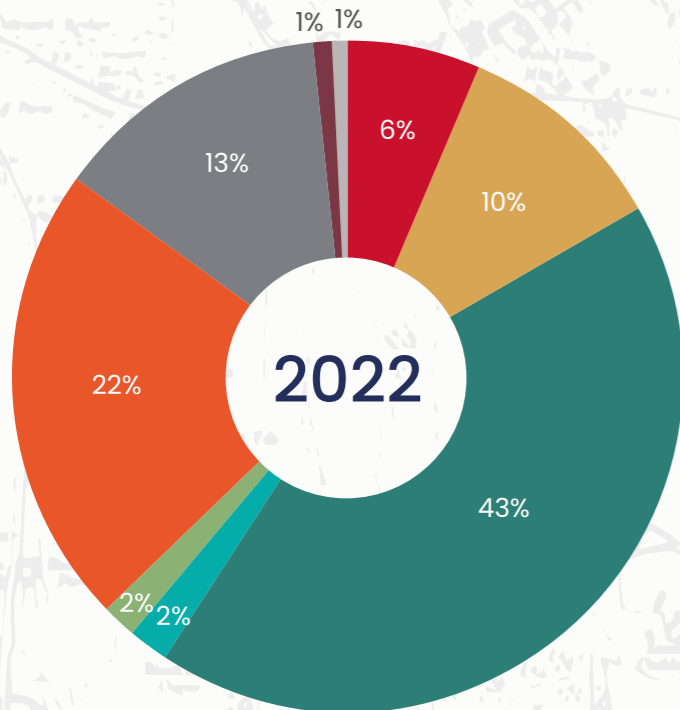
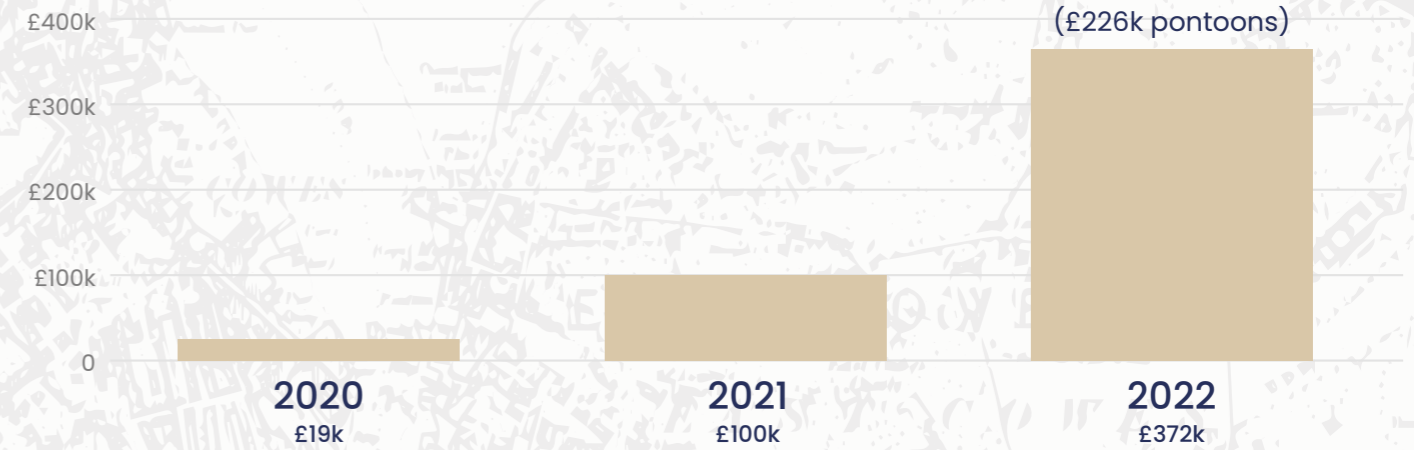
The full financial statements were approved on 28 April 2023 and include an unqualified report from the auditors. Signed on behalf of the Commissioners by P Hagen – Chair.

INCOME 2022

- Harbour Dues
- Harbour Moorings
- Shepards Marina
- Pilotage
- Kingston Boatyard
- Commercial Marine Services
- Net Fuel Sales
- Other Income



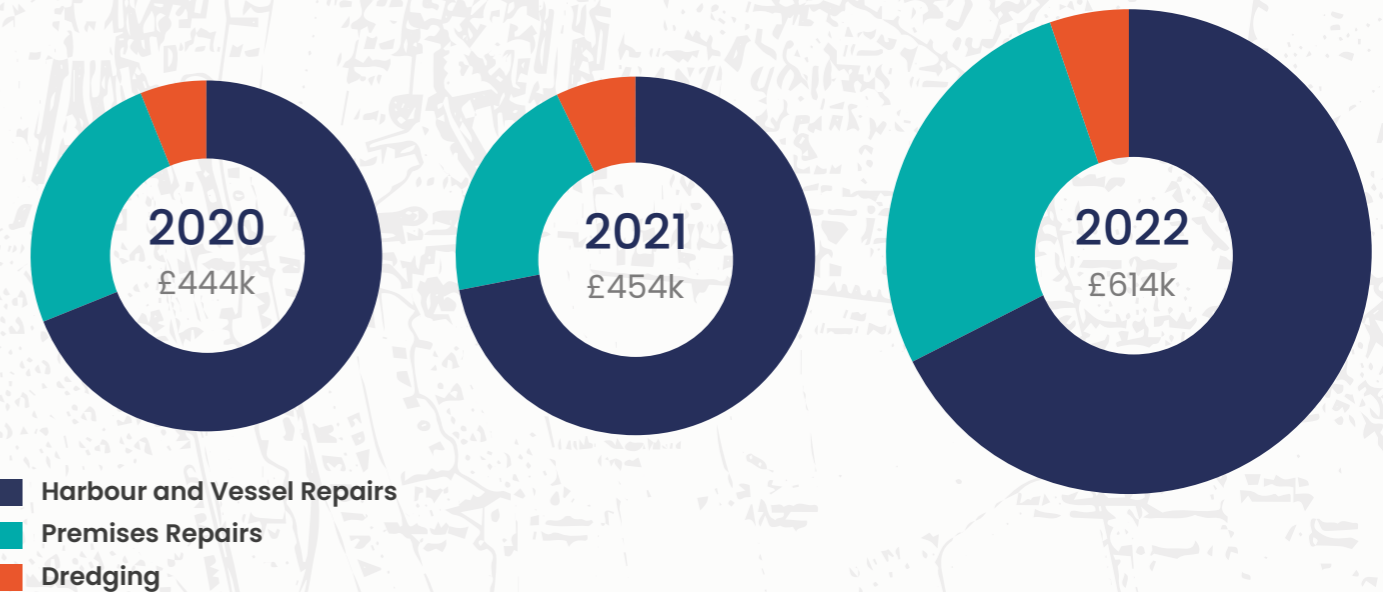
CAPITAL SPEND



EXPENDITURE 2022

- Direct Costs
- Administration Expenses
- Staff & Contractor Costs
- Other Expenses
- Stakeholder Benefits
- Maintenance
- Capital Expenditure
- Health and Safety Advice / Staff Development
- Kingston Development Fees

MAINTENANCE (Harbour, vessels, premises, and dredging)

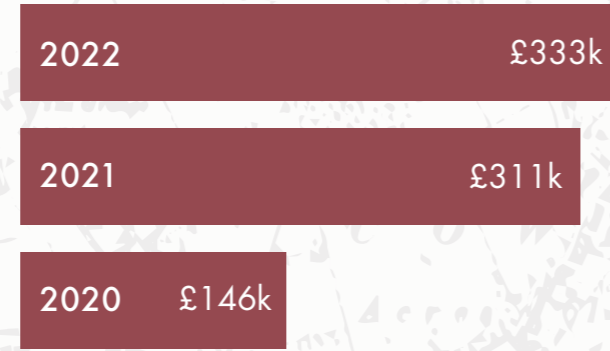


YACHT SERVICES AND VISITOR STATISTICS

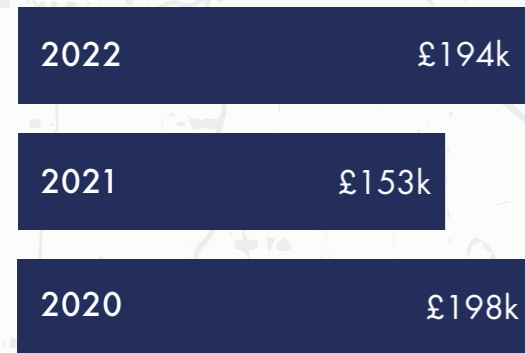
Total Annual Mooring
(Harbour and Marina)



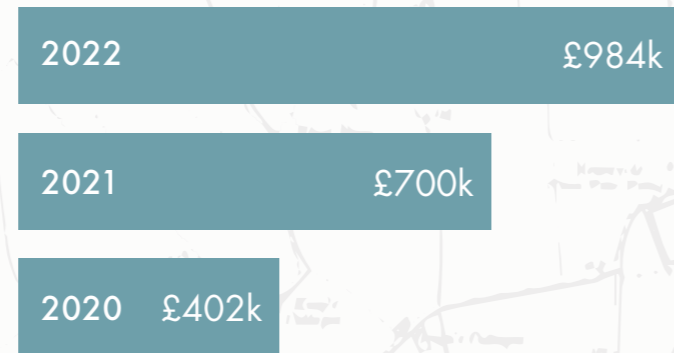
Total Visitor Moorings
(Harbour and Marina)



Boatyard Storage

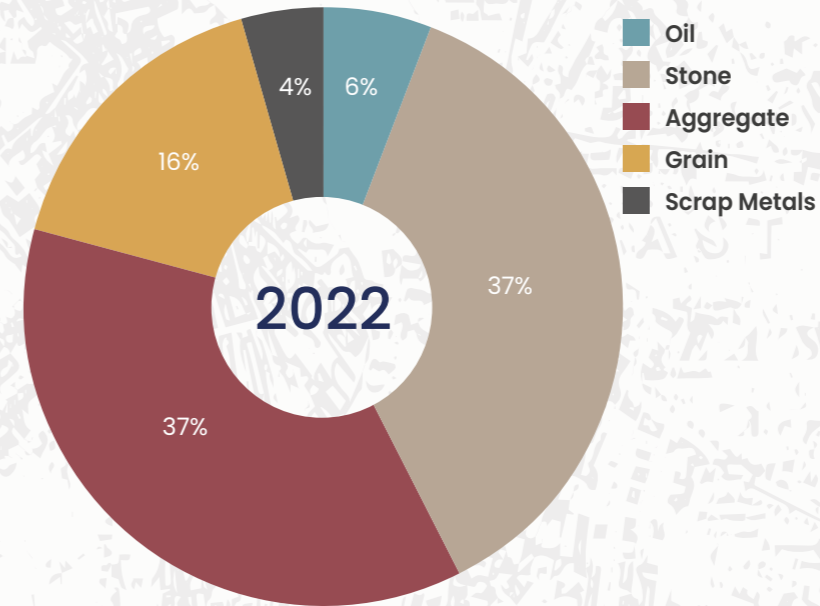


Total Fuel Sales
Total Gross Fuel Sales

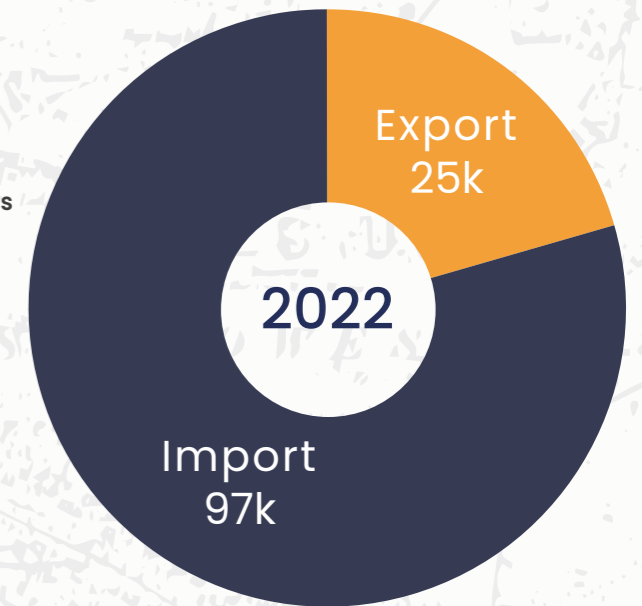


COMMERCIAL STATISTICS

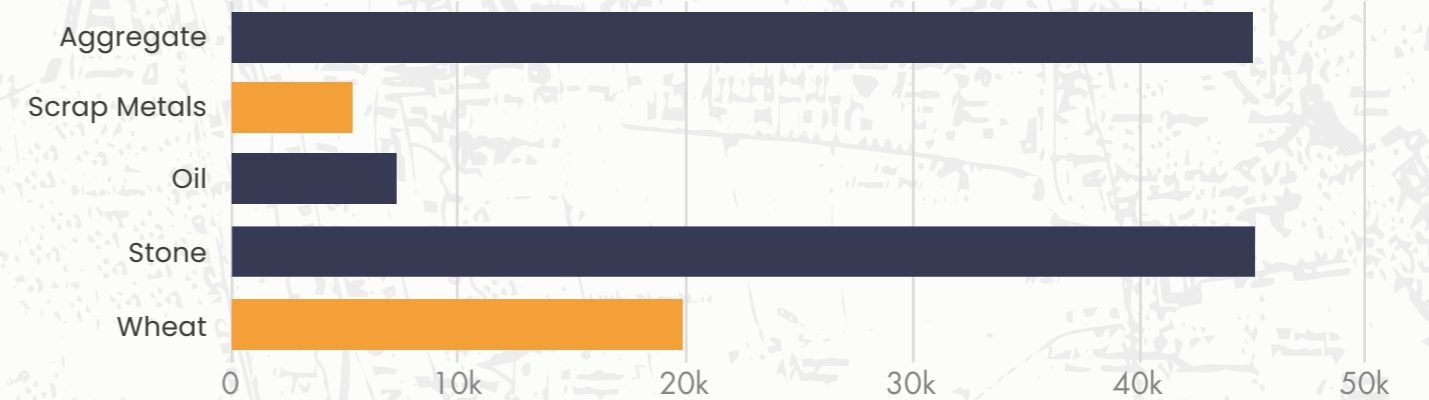
Cargo by type



Import and export by tonnes



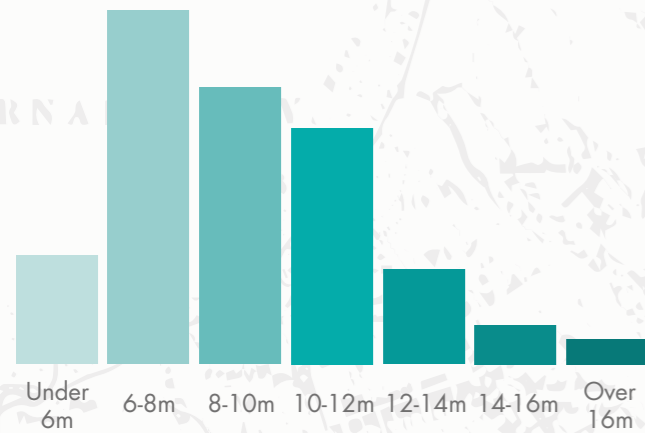
Import and export



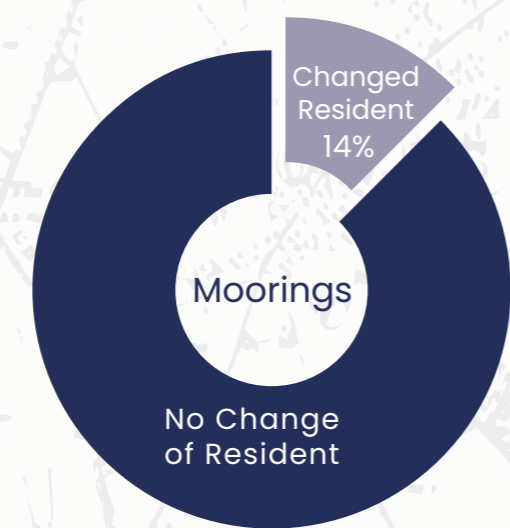
CUSTOMER STATISTICS

Resident Moorings

Average Boat Lengths

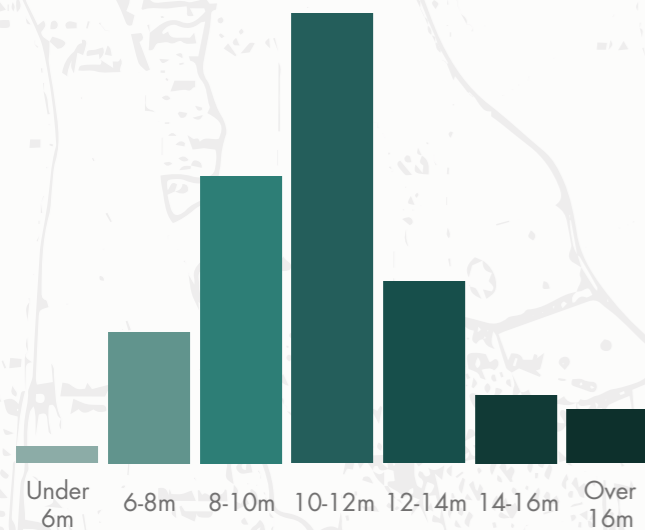


Change of Mooring Occupancy



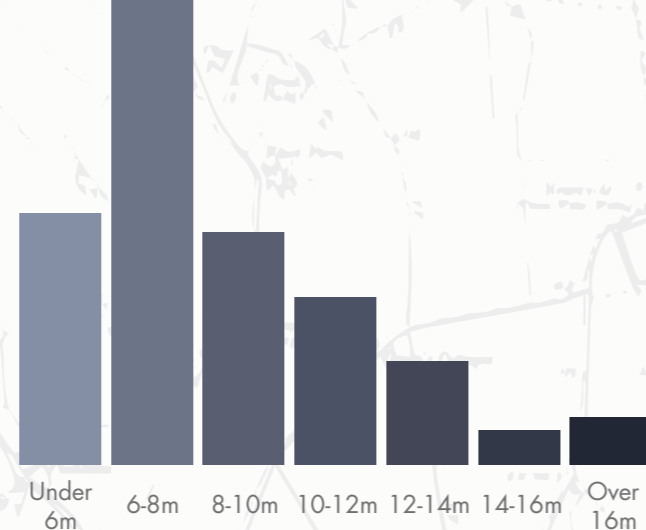
Shepards Marina Visitors

Average Boat Lengths



Main Harbour Visitors

Average Boat Lengths

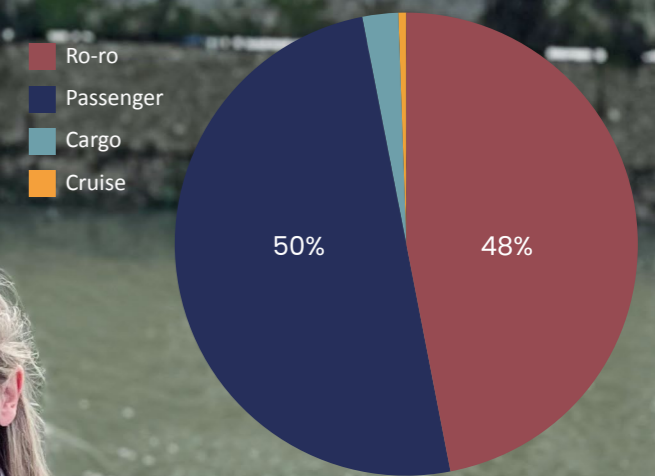


COMMERCIAL SHIPPING

Pilotage Acts

| | |
|------|-----|
| 2022 | 166 |
| 2021 | 99 |
| 2020 | 101 |

Commercial Vessel Movements

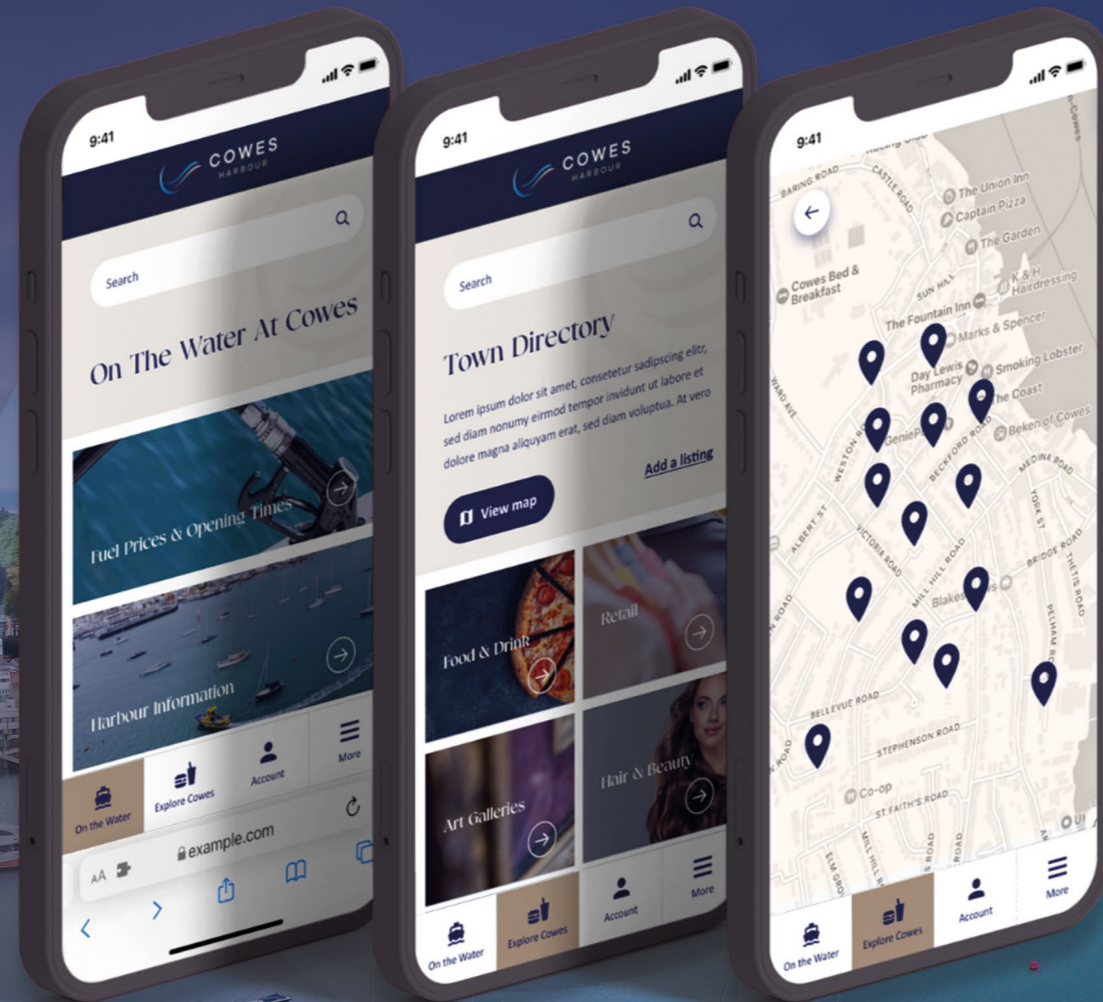




PROMOTING COWES AS A DESTINATION

Introducing a new Cowes Harbour brand. The new design isn't going to replace the Cowes Harbour Commission branding we're all familiar with but will sit alongside it and give a home to all the things we love about Cowes, the marine trades around the harbour and the wider town.

Cowes Harbour as a brand will become a vehicle for the positive promotion of the harbour as a destination without infringing on the formal and statutory role of Cowes Harbour Commission. The existing CHC branding will be home to all the statutory safety, competent authority and more formal messaging we publish. LNTMs, for example, will remain under the CHC banner but promotional offers available from Kingston Boatyard or information on the High Street will come from Cowes Harbour.

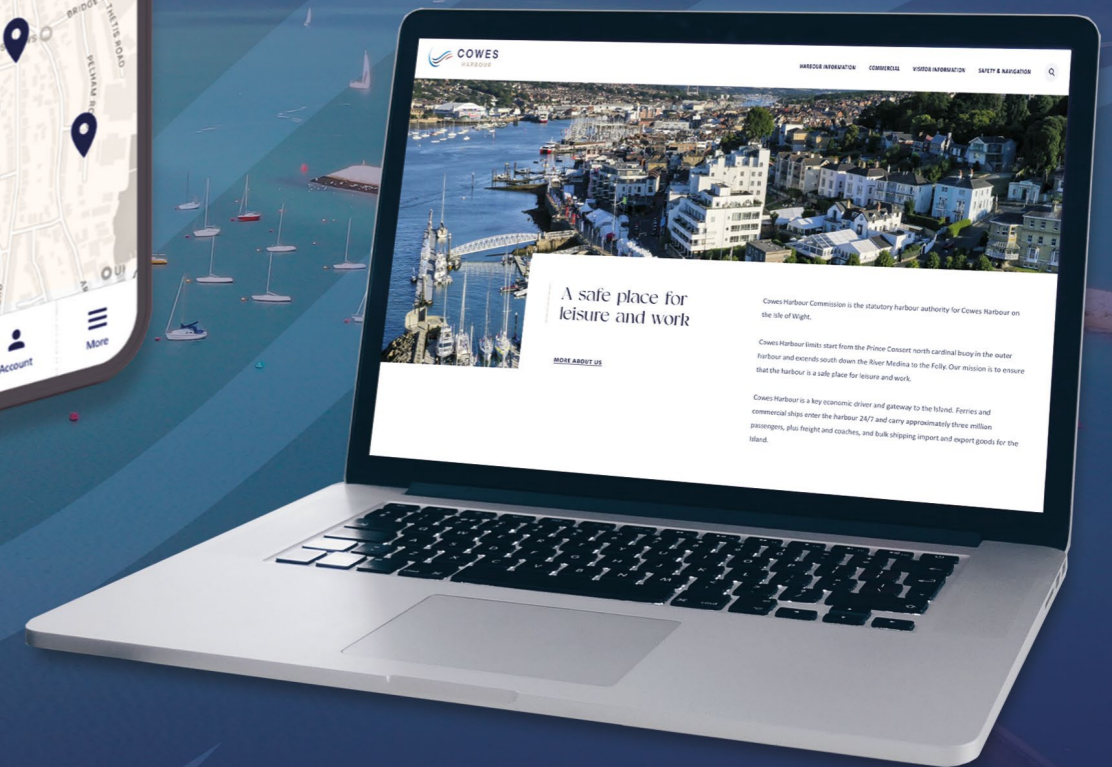


A NEW WEBSITE IS ON THE WAY TOO!

To accompany the new branding a new website is also in development. The existing website runs to over 1800 pages and is built using technology which is now outdated.

The new website lifts the look and feel, presenting Cowes Harbour and the town with a very "high-end" aesthetic. Being image-led there are plenty of high-resolution pictures and videos to help visitors navigate their way around.

The relationship between pages has been changed to remove as much duplication as possible and every page has had a review of the content and imaging to ensure relevant information is more easily accessible.





COWES

HARBOUR

A THRIVING PORT | FIT FOR THE FUTURE

HARBOUR OFFICE, TOWN QUAY, COWES, ISLE OF WIGHT, PO31 7AS
01983 293952 | chc@cowes.co.uk | cowesharbourcommission.co.uk

VHF Channel 69 - Call sign 'Cowes Harbour Radio' (Not 24hr)

Cowes Harbour Commission includes Kingston Boatyard and Shepards Marina