

PORT of Wells 2020





A & M FRARY

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Wells-next-the-Sea, Norfolk, NR23 1AT
Telephone 01328 711646
Email: harbouroffice@wellsharbour.co.uk
www.wellsharbour.co.uk

Harbour Executive

Harbour Master
Harbour Administrator

Robert Smith MBE
Simon Cooper

07775 507284
07867 500729

Harbour Officials

Deputy Harbour Master
Deputy Harbour Master

Fred Whitaker
Andy Potts

07876 743484
07796 698806



Port of Wells

[@hmwellsnextsea](https://twitter.com/hmwellsnextsea)



The Harbour Master, or staff on duty, will be present on the tide during peak season
(Beginning of June to end of August)

For the remainder of the year (September to end May) VHF listening watch.

Members of the public can report incidents and make suggestions by e-mail to
harbouroffice@wellsharbour.co.uk, by phone or direct to the Harbour Office.
All suggestions and complaints are entered in the incidents/suggestions book and
are reviewed by the Harbour Master.

Individual views expressed in articles in this brochure are those of the authors
and are not necessarily endorsed by Wells Harbour Commissioners.

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Nick on 07747 401 222





Welcome from the Harbour Master



Welcome to the beautiful Harbour of Wells-next-the-Sea. I might be slightly biased but in my opinion the most friendly, stunning destination on the East

Coast and most certainly the jewel of the North Norfolk Coast, being the premier Port. It's the task of the Harbour team to help all our users and visitors time here with us as enjoyable and trouble free as possible.

The safety of Harbour users is our main priority, along with preserving the outstanding natural environment, of which we are all the custodians of for future generations. For visiting Sailors this starts from the time you arrive off the West Cardinal Buoy at the Harbour entrance, all vessels are asked to please call "Wells Harbour" on the VHF CH12, before approaching the channel entrance. All vessels will be watched by CCTV and vessels not familiar with the Harbour approaches or when entering at night and most importantly in adverse weather conditions, can be met at the entrance by the harbour launch and escorted to the Town Pontoons or Outer Harbour. This is a very popular and worthwhile service provided free of charge and my advice to all visitors entering for the first time, regardless of how experienced you are is to make use of the service, especially at night.

HOW IS THE PORT MANAGED

I often get asked how is the Port run and by whom. The Port is a Trust Port, a Competent Harbour Authority and local lighthouse Authority. A Trust Port is an independent statutory body created by an Act of Parliament. It is run by an independent board "Wells Harbour Commissioners" established in 1663 for the benefit of it's stakeholders. It's part of my role as HM, with all the Harbour team, working alongside the Commissioners to safeguard and improve the Port by working on a commercial basis like any other business to generate an income and reinvesting any surpluses back into the Port so it can continue to flourish for future generations. Mid 2019 saw the arrival of Simon Cooper as the Harbour Administrator who with Sally manages

the Harbour Office. Simon already has become a valuable member of the team and is already very popular with the Harbour Community and for me as HM his enthusiasm and business skills are proving second to none.

THE FUTURE OF THE HARBOUR

In my last thirty years working at the Port I have seen many changes, the end of ships carrying cargo to the increasing popularity as a tourist destination but it's clear to see from the Harbour records that change is nothing new to the 21st century, it has always taken place. But probably the most alarming and dramatic change is the rising sea level. During the years I have continually seen more and more surge tides across the Quayside ever increasing the risk of flooding, with this in mind myself and the Commissioners are very aware that we have a responsibility to future generations to act now to see what measures can be identified to mitigate this effect on the Harbour and Town. For me personally I have worked on some incredible projects in my time at the Port and been very privileged to learn from and work with some amazing Commissioners, people and experts but I truly don't believe there has ever been a more important task, than what the Commissioners have now, to understand the effects and implications of a one metre sea rise in the Harbour within the next eighty years. Is there an answer or anything that can be done, only time will tell, but even though not everyone within our Harbour community agrees, I feel the Harbour Commissioners should be applauded for investing in and carrying out this research. The one thing I am sure of, is, that doing nothing is not an option."

Whether you are a regular leisure user or are visiting for the first time, please rest assured that I and all the Harbour team are here to help you have a safe and enjoyable time, so anything you need to now please just ask. To finish I would like to wish our Fishing fleet, Wind-farm operators, Commercial vessels and other businesses a safe and prosperous 2020.

Safe Sailing

Robert Smith MBE, Harbour Master

Meet the Team



*Harbour Master
Robert Smith MBE*



*Harbour Administrator
Simon Cooper*



*Deputy Harbour Master
Fred Whitaker*



*Deputy Harbour Master
Andy Potts*



*Administration Assistant
Sallyann Retchless*



*Harbour Services
Graham Riseborough*



*Skipper Kari Hege
Tristian Roberts*



*Long-reach excavator driver
Bob Hull*



*Skipper Frank-T
Tony Ford*



*Crew Frank-T
Chas Major*





A message from the Chairman

Andy Frary



Welcome to Wells Harbour, whether you've arrived by sea or road. 2020 is my 12th year as a Wells Harbour Commissioner and my third as Chairman. I will be standing down at the end of 2020, so I have been looking back at the

last decade and a bit and the changes within the Port of Wells.

Starting at the harbour entrance, buoyage has improved with most of the buoys now lit at night. A big development in the last decade is the outer harbour which has been built to be used primarily by wind farm and survey boats. Fishing vessels can also work from here and seek refuge during storms. The RNLI can also tow boats into here. In recent years its sand harbour walls have been adopted by nesting summer birds.

Heading up the harbour, a regular sight is the dredger working at keeping the main channel clear, up to and through the quay.

In December 2013 we saw a lot of local business suffer losses and floods due to the surge tide. Some were still closed at the start of the following season. Even the Harbour Office was refurbished due to flooding.

Facilities at the northern end of the quay adjacent to the Harbour Office have seen improvements, with the addition of more pontoons and a shower block. Opposite, we now have the Lifeboat Horse sculpture on display in summer, paid for by townsfolk and others.

At the east end of the quay, we have seen the shellfish handling facility commissioned for the fisherman. We have also lost some familiar and friendly faces from the fishing community in the last few years – John Nudds, Tony Jordan

and Stephen Billing (Binns), who are sadly missed by the town as a whole.

As with all things in life, we have also seen new faces come into the fishing community with good young skippers and newer modern boats joining the existing fleet, with another new boat expected in 2020. The fleet targets crabs, lobsters and also whelks, which have made a comeback in recent years.

There have been major developments around Tugboat Yard, with more dredging and installation of pontoons, where angling and passenger vessels moor, along with two former Wells RNLI lifeboats.

The facilities at the East End have also been dramatically improved with a larger compound area, a travel hoist and more infantry to better serve the harbour and vessels within it. Along with the surge in 2013, we have also seen the Beast from the East where fisherman suffered huge losses at sea, the shellfish stock suffered as did wildlife on the marshes. We have also seen some hot summers.

The last 12 years seem to have flown by and as a Harbour Commissioner and Chairman, I have enjoyed my time and have worked with good people within the harbour and town at heart. I look forward to the next 12 years at Wells Harbour!

Andy Frary, Chairman



Harbour Administrator

Write about something you are passionate about' were the words of wisdom Robert shared with me to help with my first contribution to the Port brochure. Passion is something you would expect to be associated with a hobby or perhaps a car such as a Ferrari. I have many hobbies, especially all things Land Rover, Wildlife and Boating, but I want to share a passion that I suspect those of you reading this brochure will either be already or hopefully becoming very passionate about. The North Norfolk coast. A place I feel privileged to call home.

In 1968 it was not designated as an Area of Outstanding Natural beauty for nothing. The variation of the topography such as the cliffs at Weybourne, salt marshes of Wells, Stiffkey, Mosrton and Blakeney, sand dunes on Scolt Head, golden expanses of sandy beaches at Wells and Brancaster and shelved pebble beaches such as Cley makes it at least in my eyes a truly wonderful place to be. Through the seasons you get the big blue skies (I know it is a cliché but it is true!), rising suns, the mesmerising sunsets, terns calling, the whirring of geese flying overhead, big sea's crashing onto the shoreline and vast expanses of beach to explore adds to its unrivalled diversity. And whilst no expert myself, my wife can happily demonstrate it isn't too bad for shopping either!

I wasn't born here and only very recently have I been able to call it home having spent several decades jumping

about other places I called home around the UK, Channel Islands and Hong Kong. And whilst I had great memories and times in each of them, none have really ever qualified as home from home or justify (to myself at least) as where I came from. I think this was because I knew I wasn't staying there forever due to my work or when growing up having to follow my parents who also had to move for work. Living permanently now in North Norfolk for over a year wouldn't normally allow myself to classify this as 'home from home' however, having spent many of my holidays visiting this coastline, learning to sail at Major Athills' sailing school in Morston that sparked by enthusiasm for boats, exploring the nature reserves at Cley and Titchwell birdwatching and then using the most versatile and appropriate of vehicles for this part of the country my beloved Land Rovers, provide me with a multitude of great memories and times.

I happily blame North Norfolk for allowing me to call it home and somewhere I like to think as where I come from.



Simon Cooper





Introducing the Commissioners



Andy Frary Born and bred in Wells and a fisherman since 1975. He ran Wells' first commercial crab boat from 1980, owns a local business and is committed to preserving the fishing industry of

Wells. Commissioner since Jan 2009. Appointed Chair January 2018.



Mel Catton a Wells businessman and resident for 50 years and Chairman of the Carnival committee for 25 years. Mel is passionate about keeping Wells as an idyllic seaside resort recognising the need for change

to allow the town to move forward.



Robert Ellis moved to Wells in 1976 as a Police Constable and Sergeant serving the community for 30 years, heavily involved in the 1978 floods and the aftermath.

A member of Wells Sailing

Club and recreational harbour user and boat owner since 1978.



Nicholas Groom from a long standing Wells family. Semi retired from an operations management position with a national Telecoms company. Now runs Wells Harbour Tours. Has ex-

perience of operations and construction. Appointed Jan 2018.



Chris Thomson Spent over thirty years working as a solicitor, involved in contracts, HR, governance and ethics. Lives in Wells. Chris sails and works in the harbour. Appointed as a commissioner in Jan 2017.



Denys Hickey has over 40 years experience as a maritime lawyer in cases involving ports and offshore construction with experience of dredging and port safety. Denys has been a senior partner in a London law

firm and more recently a barrister and maritime arbitrator. Appointed January 2018.



Avril Lill runs a successful B & B in Wells. Previously held a senior position in IT providing experience in project and stakeholder management, business change and corporate social responsibility. Also Wells

NCI watch keeper, Yacht Master and a member of BDMLR specialising in seal rescue. Appointed January 2018



Brian Riches held a project management position in the energy market prior to setting up a sea angling business in 1997 which he has now passed over to his son. Brian has a passion for fishing and enjoys

being on the water. He was appointed in Jan 2017.



Kevin Theobald Has been working in the lighting design profession for over 40 years, serving as a board member and latterly president of its representative international association. A Wells resident and

leisure sailor with a keen interest in the future of the town and its port.



Crossing the Bar - Tales of Wells Harbour

Our Harbour Master Robert Smith MBE has not only worked for the Wells Harbour Commissioners for 30 years, but also has first-hand experience of scratching a living from the saltmarsh and sandflats as a longshoreman,

erations of the author's own family – resident in Wells since at least the early 1800s – some are from the harbour archives, and some from the memories of local people. Many have never been told in print before.

skills
now in
decline.

The
stories
Robert
tells
in this
landmark
book
capture
the soul
of Wells-

next-the-Sea on the North Norfolk coast. As long-serving Harbour Master and former lifeboatman, he reveals the characters and events that have shaped the history and spirit of this historic coastal town. From maritime disasters 'crossing the bar' and secret wartime experiments, to smuggling tunnels and dodgy dealings by landowners and early harbour commissioners – this book boasts historical detail and human drama in equal measure. Some of the stories have been passed down through the gen-

“A hymn to the most beautiful coastline in the world and its magical creeks, marshes and secret history.

Robert Smith tells vivid stories of this wild landscape but also of its resilient people and the great community-next-the-sea.

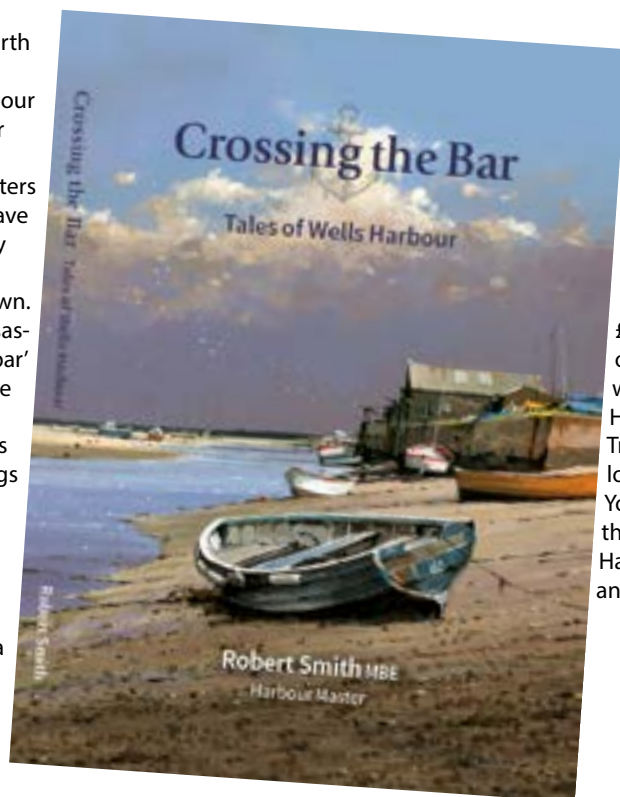
Essential reading for anyone who loves North Norfolk or has ever sat and eaten fish and chips by the port of Wells.”

Patrick Barkham, The Guardian

The book is packed with rare historical photos, beautiful illustrations and specially commissioned full colour photographs.

The foreword is written by Lord Leicester and in the preface, Robert speaks movingly of the challenges of writing the book posed by his dyslexia.

Priced at £19.50, all profits of the book will go to Wells Harbour Maritime Trust and other local charities. You can purchase the book from the Harbour Office and local shops.





Back to the Future - sail cargo returns to Burnham Overy

What comes around goes around, Burnham Overy is a small port, 3 miles to the west of Wells which was of sufficient importance to send 4 ships to the Spanish Armada. Until the turn of the 1900 century, it was a significant port, the importance of which was eroded by the coming of the railways. The last cargo was landed in 1923. Now, almost a century on, sail cargo is returning to the port, strangely appropriate in a craft that was built virtually at the same time that cargo ceased in Overy.

“Growler” is a 34ft sailing barge built in 1922. She was modelled on the Thames sailing barges that used to transport cargo around the UK up until the 1950s. Barges are incredibly well designed for transporting cargo due to their shallow draft which enables them to access a variety of different ports and their box like hull allowing a high density of cargo to be stored.

Growler spent her life sailing on the east coast before falling into a state of disrepair and being taken out of the water in the late 1980s. She was stored in a variety of different barns before I came across her in the summer of 2018. The existing owner who had started the restoration very kindly donated her to me. With huge support from local people through a crowd funder campaign Growler was transported by road to Burnham Overy in November 2018. She then sat under cover while I completed my A levels.

Since then I have been working steadily on the restoration with a planned launch of spring 2020. The work to do involves, a new keel, reframing and complete replanking under the waterline not to mention a complete fit out which Growler is missing.

Once Growler is launched, we intend to start transporting cargo around the east coast aiming to promote eco shipping. We have our first cargo in the summer of 2020 from kings Lynn to borough market in London and are currently undergoing discussions with local businesses about transporting their products

by sea.

The whole project is being funded by my work as a 18 year sailing instructor and the huge support by people through buying merchandise and donating. In addition to this, Growler has received sponsorship from Jotun paint which will supply Growler with all her



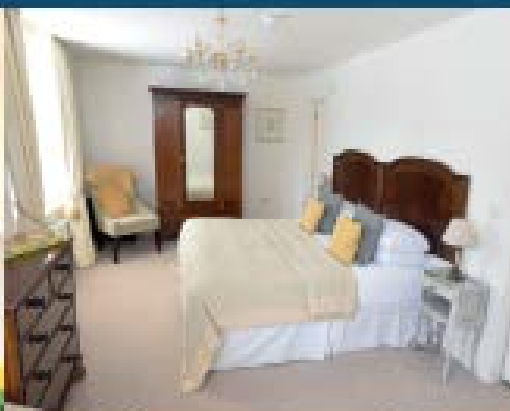
protective coatings and Slow food Anglia who sponsored a wonderful fundraising day in the summer.

I just wanted to take this opportunity to show my sincere thanks to Wells Harbour for generously awarding us a grant to cover the 744ft on replacement planking for Growler.

Ash Faire-Ring
Owner

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The work of the Commissioners 2019

Introduction

The work of the Wells Harbour Commissioners (WHC) is regulated by Central Government. Full details of the appointments and management structure can be found in the publication *Good governance guidance for statutory harbour authorities operating ports in England and Wales* - Published 5 March 2018 Department for Transport (<https://www.gov.uk/government/publications/good-governance-guidance-for-ports>). WHC aims to conform to the governance as set out by the Government.

Reports of the bi-monthly meetings of the Commissioners in 2019 can be found on the Harbour Website -- www.wellsharbour.co.uk

Annual Meetings

The Commissioners hold an annual public meeting to report on their work. In 2019 it was held on 14th May 2019. A report of that meeting is on the Harbour Website -- www.wellsharbour.co.uk

The date of the 2020 meeting is 12th May 2019 at 7pm at Wells Sailing Club.

Harbour Staff

Andrew Potts was promoted to Deputy Harbourmaster having demonstrated being a great asset to the Port.

Simon Cooper joined us in July 2019 as the new Harbour Administrator having previously worked in Financial Services in London.

Harbour Commissioners

It should be noted that all Commissioners are volunteers and receive no payment for their work. The revenue from the services offered by the port is used entirely to finance the port's management and development.

Appointments

There was no new appointments made however in January we are expecting a new commissioner to join us following the retirement of Alan Bushell.

Retirements

Alan Bushall retired at the end of 2019 after completing his second three year term.

Commissioner Portfolios

To enable more proactive involvement in Port Operations, Commissioners have been assigned individual specialised portfolios:

- Andy Frary - Chairman and HR
- Kevin Theobald - Vessels and Plant
- Mel Catton - Port Strategy
- Robert Ellis - Health and Safety
- Nicholas Groom - Harbour Services
- Denys Hickey - Legal
- Avril Lill - Environment
- Brian Riches - Channel & buoys
- Chris Thomson - Estates and Events

Beach Patrol

The beach patrol operated successfully for the ninth year employing four local young people for the summer season. The patrol advises the public regarding safety matters, swimming, keeping off the berms and buoys and assists with the public cut off by the tide. A new beach patrol vessel was procured to improve reliability.

Gilly Hut

For the fourth year, the Harbour Commissioners funded the employment of seasonal staff to man the Gilly Hut on behalf of the Wells Harbour Maritime Trust. The Gilly Hut hires out eco friendly gillying (crabbing) equipment with the aim of reducing plastics in the harbour and to help prevent wildlife entanglement from the monofilament line.

Capital Expenditure/Projects

2019 completed

- Flood panels installed around the Harbour office
- *Crossing the bar* - Tales of Wells Harbour book reprint following excellent sales
- Little tern artificial nesting pontoon
- Extended quayside railing to end of car parking spaces.
- Replaced Beach patrol rib
- New William-T rib
- Commissioner research into Flood effects and possible defence solutions

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Planned for 2020

- Flood wall and landscaping of land west of Harbour Office
- Extension to Little Tern artificial nesting pontoon
- Create memorial seating with anchor
- Install sympathetic lighting on quay to reduce light pollution
- Introduce recycling bins for harbour use.
- Maritime Trail interpretation boards
- Pursue the project of the possibility of a managed retreat at the East End providing future flood defences
- Channel straightening feasibility project
- Website upgrade

Future expenditure under consideration

- Create a new wooden jetty adjacent to main slipway
- Reinstatement of wooden jetty near Shipwrights
- Jetty/ pontoons at the Skredge
- Archive historic documents for public viewing
- Resurface quayside car park
- Look at extending camera coverage throughout the Port to improve security of vessels
- Look at railings for Tug Boat Yard
- Cycle racks for car park

Environment

The Port met with Natural England regarding the proposal to exclude access to the Salt Marshes within our harbour limits as defined in the Wells Harbour Revision Order 1994. The meeting was to obtain clarity that restricted access would not impact our rights or affect our access or the access we currently grant to others or may wish to grant in the future. Initially the harbour had not been consulted but we have been provided with assurance that it is business as usual.

The Harbour has been working with local retail owners who sell single use plastic crabbing items to see what can be done about reducing plastics in the harbour. Shop owners are coming up with ideas on a return and resell system and are working with suppliers to look at biodegradable reels. We are delighted that the shop owners have taken onboard our

concerns and are thinking about alternatives. Drop nets in particular cause not only damage to wildlife through entanglement they are also a major nuisance for boat owners both leisure and commercial as they get caught around props. Please respect our beautiful harbour, we would prefer that you avoid buying single use plastics and drop nets.

A "Billy the Gilly" booklet has been designed by a local artist which is available to provide information to the public on handling, care and general information on the shore crabs.

Navigation and Channel

The Port was inspected by Trinity House and passed its annual inspection and audit.

Dredging

Tug Boat Yard was dredged during the year to provide deeper berths for those vessels berthed on the outside.

Following concerns expressed about dredging in Wells impacting mussel beds in Blakeney, sample analysis of sediment between Wells and Blakeney has been undertaken. Our marine advisors Royal Haskoning sent off the samples to H R Wallingford. The results show categorically no interaction between the two sites.

Port Safety

Health and safety inspections have been regularly undertaken and all H&S issues have been addressed. The Port Marine Safety Code (PMS) Safety Management System (SMS) was independently audited in March 2018. The next audit will be in 2021.

Public Relations

WHMT once again organised the North Norfolk Triathlon to raise funds for the charity. The event was held on 15th September 2019. The 2020 event will be held on 6th September. The WHMT have also now recruited an events co-ordinator, Janice Whitaker, so more events, with more frequency will be held in 2020.

WHC worked with Wells Lighting Committee to organise and continue the ever popular Wells Christmas Tide event. WHC transported Santa to the quay as in previous years.

During the year, the Harbour Master gave up his free time to present and talk to many organisations, donating any fees received to the Wells Harbour Maritime Trust.



The bi-annual newsletter *The Haven* for Spring and Autumn was published to further communicate with stakeholders.

In addition WHC communicates via:

- Published Harbour Minutes
- Published Strategy & Business Development Plan
- Website news page
- Harbour brochure and flyers
- Facebook and Twitter
- Stakeholder meetings i.e. AGM
- Quay magazine
- Events

Outer Harbour

Three to four vessels worked from the Outer Harbour supporting O&M activity at the wind farm in 2019. Other survey vessels used the Outer Harbour also. All the vessels call Wells Harbour on VHF channel 12 before departure and on arrival at the leading buoy to gain clearance for transit.

The Port dredger *Kari Hege* works approximately 5 days per week, weather permitting, from number 13 buoy out to the entrance maintaining the channel. Dredging notices are placed on the website to notify harbour users of where the dredger is working on a weekly basis.

Administration

The Port provides advice and assistance to Burnham Overy Trust on the management of their navigational buoys at Burnham Overy.

Harbour Website

The website is regularly updated with news, navigation updates, reports of the meetings of the Harbour Commissioners and views of the public in the Visitors' Book. The website has proven to be very popular worldwide and now incorporates links to facebook and twitter.

Facebook and Twitter

The Port has a Facebook page which can be accessed via the website. This is a public page and stakeholders do not need to have an account to view the page. Also from the website stakeholders can follow the Harbour Master on Twitter.

The Haven

The Port's bi-annual newsletter brings

updates to Wells residents and other local villages.

Crossing the Bar - Tales of Wells Harbour

Out now is *Crossing the Bar - Tales of Wells Harbour* written by Robert Smith and published by the Port. All profits from the book benefits the Wells Harbour Maritime Trust and other local charities.

BPA

The Commissioners are members of the BPA.

Staff Appraisals and Training

WHC is committed to the training of its employees to maximise their full potential with role succession at the forefront. The board feels it has a pivotal part to play in the community and is committed to the education and training of its employees and local young people and considers this vital to the success of the Port's future.

Boat store

The boat storage and lift out facility at the East End continues to be a great asset to the Port and to stakeholders and was at full capacity in the Winter season 2019.

Slipway Hoist

The self propelled slipway hoist was delivered in June 2018 after much supplier delay. The hoist is already lifting fishing vessels for maintenance and repair and well as some of the larger private vessels.

Car Park

There continues to be much social media debate about the parking enforcement regulations on the quayside car park. Wells Harbour Commissioners did announce the changes ahead of the installation of the cameras and provided signage at the entrance and throughout the car park to ensure it was clear on the charging policy. All the Commissioners expect is for people to purchase a valid ticket at the machines, we are a business just like any other and we rely on the income from the car park to pay for the upkeep of equipment, moorings and plant that maintains our beautiful harbour. The majority of complaints are from people stating that they have never bothered to buy a ticket when stopping for fish and chips, despite very clear signs requiring them to do so. They are outraged to now find themselves with a



parking charge for not having purchased a ticket. We have never operated a “free” car park to purchase fish and chips and it is not free after 6pm. Our charges run from 8am to midnight, however if you arrive after 6pm the charge is reduced to £1, so please remember to purchase a valid ticket at the machine.

Facilities Barge

The facilities barge has proved extremely popular with visiting vessel owners. WHC permit up to 25 residential boat owners to purchase a seasonal permit to use the facilities barge. In 2019 20 were taken up.

Port Charges

The board of Wells Harbour Commissioners, took the decision to increase the majority of charges and fees by 3% for 2020. However in order to promote the Outer Harbour to other commercial operators, the decision was taken not to increase berthing fees for the Outer Harbour. The car park fees of £4.50 per day (£1 after 6pm) also remain the same.

GDPR

The Port instructed an external consultant to assist with compliance to the new GDPR regulations. Privacy statements for staff and visitors and a data protection statement for the website have been produced.

Visiting vessels

The port welcomes over 300 visiting vessels each year and receives frequent compliments on the facilities and welcome the port provides them.

Quay Events

The Port has an Events Policy for all outside organisations and groups wishing to use the quay for events. Compliance and agreement to this policy in writing is required before an event can go ahead. There will be fees for use of the quay to commercial organisations run for profit.

New RNLI Boathouse

The Port was consulted regarding the plans for the new RNLI boathouse required to house the new Shannon lifeboat. The new slipway will run the length of the groyne. It is expected that the current lifeboat house will be removed, however, a sea defence will be put in place and foundations left to protect the spit. Coastwatch also have plans to extend their lookout and are looking for funding.

Wells Harbour Maritime Trust (WHMT)

All serving Commissioners are trustees. All profits from the North Norfolk Triathlon go to WHMT.

In 2019 WHMT funded two young persons on sailing courses and 2 young persons on scuba diving.

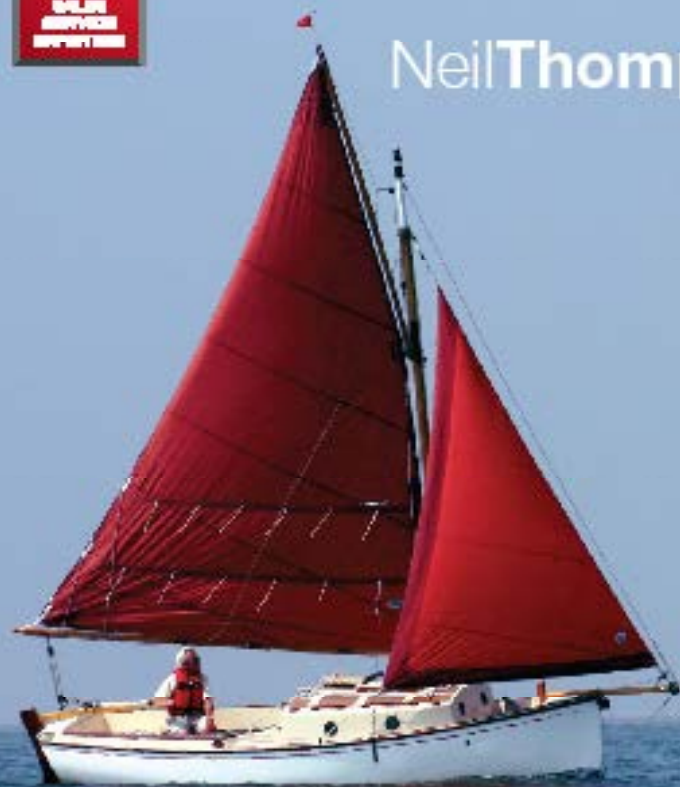
The Trust will provide grants on an individual basis:-

- For a sailing course at beginner or intermediate or advanced standard at local approved sailing schools.
- A sail training vessel for a week's experience at sea. The Trust will make a contribution (direct to the sail training





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agency) of an amount of money at the discretion of the trustees.

- On maritime courses to extend their maritime skills such as a Sea Survival course. The Trust will make a contribution (paid directly by the WHMT to the training agency) of an amount of money at the discretion of the trustees
- On swimming courses so that young people can learn to swim or teach with confidence. The Trust will make a contribution (directly to the swim school) per applicant to cover the costs for an appropriate swimming course (number of sessions at discretion of the Trustees).

The Trust does not cover travelling or meal costs.

This is a great opportunity to learn or develop a new skill so why not apply?

Contact the Harbour Office for an application form:-

The Harbour Office, West Quay, Wells-next-the-Sea, NR23 1AT

Phone: 01328 711646

Email: harbouroffice@wellsharbour.co.uk

WHMT would like to thank all supporters of the Trust for their kind donations during the course of the year.





Harbour Master's directions

for users of Wells Harbour

These directions are generally enforceable under the Wells Harbour Revision Order of 1994 that contains details of penalties for non-compliance.

Navigation

1. All vessels should comply with Collision Regulations but sailing and small craft vessels do not have automatic right of way due to depth limitations of the channel
2. Speed limits must be observed. A speed limit of 8 knots is in force for all navigable water from Number 6 buoy to Number 19 Buoy and 5 knots from Number 19 Buoy to the East End. However, vessels must always navigate with consideration for other Harbour users particularly as regards wash created by your vessel
3. Jet-ski (personal watercraft) and hovercraft type craft are not permitted in the Harbour
4. High speed craft (other than members of Wells Waterski Club) intending to operate at more than 15 knots are not allowed to use the Harbour except for entry and exit unless specifically authorised by the Harbour Master
5. Vessels must be kept clear of navigation marks
6. Power vessels over 4.57m (15ft) must carry third party insurance to a minimum specified by the Commissioners
7. Collisions, strandings, vessels adrift or any obstructions to the channel must be reported to the Harbour Master. Incidents may be entered in the report book in the Harbour Office
8. Persons under 16 years of age may not operate powered boats capable of more than 8 knots within the harbour
9. Vessels proceeding to sea should be properly and safely fitted out and be open to the Harbour Master's inspection
10. Masters of visiting vessels must complete a visitor's registration form and, if from foreign Ports, must ensure they obtain Customs clearance and have the correct documentation for any animals

11. Swimming is not permitted in the quayside area 2.5hrs either side of high tide. Swimmers are not to use pontoons, moored boats at quayside or to climb on navigation marks

Moorings

1. No vessel may be launched or brought into the Harbour without the prior consent of the Harbour Master and payment of dues. Permit discs must be displayed
2. No moorings may be laid or ownership transferred without prior approval of the Harbour Master who must be given notice of intent if a mooring is to be vacated for more than seven days
3. Boats must be kept properly moored at all times and rigging muffled on overwintering boats
4. Boats' names should be displayed and moorings marked as directed by the Harbour Master
5. Visiting vessels will be charged at the visitor's rate as determined on the current list of charges
6. Masters are responsible for their vessels during shipping movements and must allow access to the quays to vessels wishing to load or unload cargo or passengers
7. Vessels with quay berths may be required to double berth and access must be allowed to the outside vessel. Masters are responsible for properly mooring and fendering their own vessels

General

1. No Oil, bait, rubbish, sewage or any other substance may be allowed to enter the Harbour and any accidental discharge must be reported to the Harbour Master immediately. Vessels with direct discharge toilets should seal off exit Ports. Persons causing pollution are liable to substantial fines
2. Public landing and launching places must not be obstructed



3. Vessels who need information on entry to the Port, please contact the Harbour Master. Prior notice of entry if possible
4. Automatic bilge pumps must not be used within the Harbour limits

Commercial Operators

1. The Harbour Master must be given at least eight hours prior notice of the arrival of ships and his clearance obtained before entry or movement within the Harbour
2. Movements must be under the supervision of the Harbour Master and masters must ensure sufficient crew is available at all times to ensure the safety of the vessel
3. Ships' engines are not to be run except when manoeuvring and there must be

no pumping of bilges or other discharge within the Harbour

4. Safe and proper access to ships must be maintained at all times
5. No permanent storage of pots, fish boxes or gear at any time on quayside
6. Passenger carrying vessels must be properly licensed

Definition

The Harbour is all navigable water inside Number 1 and Number 2 buoys

Harbour Limits

Bounded east by line of longitude 0°55'E

Bounded west by line of longitude 0°50'E

Bounded north by parallel of latitude 53°00'N

Port entry information and facilities

Charts AC108; SC5614; Imray Y9, C28; OS132

Position of leading buoy Latitude 52°59'700N, Longitude 000°50.194E. (West Cardinal) to Yellow special marker keeping it close to Starboard. Then make course to entrance (Green No 1 conical buoy and Red No 2 can boy) which will be visible ahead (east).

Entry Information Prior notice of entry required if possible. Shipping - at least 24 hours notice required. Contact Harbour Master.

Access at Harbour entrance (No. 1 buoy)

Max draft 3m at high water springs. Most vessel movements two hours before high water to two hours after high water - dependent on draft. There is considerably more scope for local vessels which are familiar with the entrance. The channel is continuously dredged from the entrance to the Lifeboat House. Contact Harbour Master for latest access information.

Tidal Window Outer Harbour Commercial and wind farm vessels have an access of up to 3 hours either side of HW. There is more scope available on neap tides. Vessels must inform Wells Harbour on channel 12 before movement. All skippers must obtain a Captains Handbook from the Harbour Office.

VHF/communication Call sign 'Wells Harbour' VHF Channel 12 on arrival at Leading Buoy or before. Harbour Office - 01328 711646.

Live weather Weather and sea conditions information is available live at the Harbour Office.

Moorings and berths Pontoon berths - if available - are just inside the quay to the west or berths alongside the quay wall. Visitors' moorings available on request.

Night Entry The Harbour Launch will help direct vessels if possible or requested. A good spotlight/torch is always helpful on entry.

Anchoring For suitable positions contact Harbour staff. Please keep fairway and channel clear. Do not anchor in vicinity of the quayside within mooring areas or in front of the Lifeboat House.

Landing Do not moor your craft from the middle to the east end of the main quay. This is used by commercial fishing vessels.

Fuel/water Diesel oil available on the tide at fuel berth. Contact Harbour Office. Fresh water is available at pontoons or from main quay.

Electric/refuse Electricity is available at the pontoons. All refuse should be placed in bins on main quay. Do not dispose of refuse in the Harbour.

Important All craft must observe the speed limits and must not create excessive wash in the inner Harbour and quayside.

Notice for visiting vessels No crabbing, barbecues, chairs or picnic tables on the pontoons. Pontoons to be kept clear of all obstructions at all times.



Entry into the Port

Whether approaching Wells Harbour from the Blakeney Overfall, the South Race, the Woolpack or the Burnham Flats you will have no difficulty in laying and holding a course for the Wells leading buoy. The water, though quite shallow in parts, presents few hazards and the tides are not over powerful. A useful homing in guide is the long plantation of fir trees (Holkham Meals). Wells lies immediately at the eastern end of this plantation.

Previous to or on arrival at the leading buoy it is advisable to call the Harbour Master on

VHF Channel 12 (Wells Harbour). He will then advise you of the entry time. If you are attempting entry at night or are unsure the Harbour launch is often available to escort visitors into the Harbour and up to the quayside.

Draft

On spring tides, Wells Harbour may be entered by craft drawing up to 3m (10ft) at high water. On neap tides vessels drawing up to 1.75m (6ft) can enter at high water or two hours either side of high water. As a guide vessels with a draft of up to 1.5m (5ft) can look

at entry three hours either side of high water up to the lifeboat house on all states of tide. The channel is continually dredged from the entrance to the lifeboat house. For more up to date access times contact the Harbour Master.

Entry

The entrance channel across the bar and into the Harbour is subject to change from time to time, however, the buoyage system is relatively stable.

From the Leading Buoy (West Cardinal) head towards the special yellow marker, (Flash Yellow 3s), taking it to Starboard. From there continue ahead (easterly) towards the large green No 1 conical buoy and No 2 can buoy - flashing red. It is advisable to make good course to come between them until the smaller buoys of the channel become visible.

From the starboard buoy No 9 (the 'Knock') the channel bends away towards the south east into quieter waters. The wide sweep to the east just past the lifeboat house must be made with the red buoys quite close on the Port hand side as the channel is quite narrow. On passing green buoy named the 'Pool', sweep round to the south west and follow the buoys until the last red can buoy then back to the south east close to the marsh edge and follow the red buoys all the way to the quay.





Mooring at the Harbour

Main Quay

Concrete blocked 200 metres in length runs east to west. From the eastern end to mid point is reserved for fishing vessels only. Mid quay to west is the sailing vessel *Albatros* berth and also visiting vessels. At the eastern end is the fuel pontoon berth (no mooring).

Outer Harbour

165m of shore accessed pontoons with fresh water and electricity at pontoon bollards. 1.5m draft at low water. Vessels only allowed to berth with prior permission of the Harbour Master.

Anglian Quay

40m steel pile quay.

Harbour Office quay/pontoons

Concrete blocked quay 26 metres in length with access bridge to 206 metres of pontoons for visiting vessels or other vessels with the permission of the Harbour Master.

Tugboat Yard Quay

46m shore accessed pontoons. Angling charter boats and permanent berths only.

Harbour moorings for long term stay

The Harbour lets annually approximately 200 swinging/fore and aft moorings in various parts of the Harbour, the main four areas are:

Buxtons Bight

Located at the northern end of the main run these moorings are swinging type. These moorings allow the maximum sea time during the tide.

The Run/Ben Taylor's

These swinging moorings are on flat sand mid-way down the main run of the channel, ideally suited for sailors who want more sea time.

Sluice Creek

Ideally situated in a broad long creek north east of the quayside with good protection from winds in most directions, and close to the town and facilities. Fore/aft and swinging moorings.

East Quay

These moorings are situated at the eastern end of the Harbour north of the boatstore in a very quiet area, not suited for deep drafted vessels.

East End Pontoon

11.5m pontoon with landing stage running east to west. No private moorings. Use by Harbour staff only for boatyard purposes.

Frank-T Pontoon

11.5m pontoon running east to west. For *Frank-T* use only.

Fuel Berth Pontoon

11.5m pontoon running east to west. For vessels bunkering fuel only. No moorings.

Running Moorings

These moorings are for small vessels normally under 16' split between Beach Bank and the East End.

VHF

All commercial vessels working from the Outer Harbour should call VHF Channel 12 for clearance before entry or departure. We would like to emphasise that all vessels should maintain a listening watch on channels 12 and 16 while inside the Port so that the Harbour can raise them if necessary. A minority of visiting vessels fail to call Wells Harbour on channel 12 before entering, which can cause problems with berthing at the pontoons.





Wells Harbour Commissioners

Charges from 1 January to 31 December 2020

Dues and mooring charge is for the year whether full or part year

Mooring fees

Running mooring	£79	per year
Fore & Aft/Swing	£168	per year
Drascombe type	£99	per year
Pontoons berth	£440	per year

Vessels on running moorings are not allowed to have a tender. All tenders must be 3.6m (12ft) or under. Tenders over 3.6m (12ft) will be charged at the normal rate.

Harbour Dues

Dinghies up to 4.57m	£87	per year
All vessels over 4.57m	£33	per metre
Day launch	£15	per day

Wells residents (defined as those who reside permanently in Wells and are on the Electoral Register) are entitled to a discount of 10% on Harbour dues if paid before 28th February 2020, after which full dues will be payable.

Visiting leisure vessels- pontoon/quay wall mooring

6.09-7.62m (20ft to 25ft)	£24	per night
7.92-9.14m (26ft to 30ft)	£26	per night
9.45-10.66m (31ft to 35ft)	£28	per night
>10.66m (>35ft)	£30	per night
Visitors on their own anchor	Free	per day (max 1 week)
On visiting mooring	50%	of night rates

Visiting vessels over 10.66m (35ft) at the Harbour Master's discretion. Maximum stay 2 weeks unless prior agreement with Harbour Master.

Winter boatstore

Winter storage (30 September 2019 to 1 May 2020)	£31	per metre (all vessels)
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Trailer store

All sizes	£63	for summer season (May-Sept)
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Vessels whether in the water or the compound will pay the equivalent of moorings and Harbour dues if left in the Wells Harbour Commissioners' boatstore.

Other Charges

Harbour Launch charge	£73	per hour (min 1 hr)
William-T	poa	subject to availability
Frank-T	£154	per hour (min 1 hr)
Tractor	£53	per hour (min 1 hr)
Hoist	£24	per metre per lift
Emergency Lift surcharge	£38	
Raising mast	£79	per hour (min 1 hr)
Use of Launch to move boats	£32	per hour (min 1 hr)



Fishing vessels

Harbour dues

All fishermen £29 per metre per year

All fishermen are entitled to a 10% discount on dues if paid by 28th February 2020.

Moorings

All fishing boats on Main Quay £242 including one car park season ticket per year

Visiting commercial vessels

Town Quay	£51	per night
Outer Harbour jetty (up to 20m/65.6ft)	£118	per night
Direct turnaround	£56	per turnaround

Services

Car Park up to 6pm cars (camper vans not permitted on quay)	£4.50	per day
Car park after 6pm	£1	per evening

Use of Quay charge

Lifting boats in or out of the Harbour - non residential £53

Visiting vessels - Pontoon Rules



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www.norfolkseafishingtrips.co.uk



World leading flood modelling for Wells

Last year's Port of Wells Brochure contained an article 'One metre in Eighty years'. This set out the Harbour Commissioners' views about the critical importance of addressing sea level rise, and explained their initiative to explore solutions for the Wells Quayside and the Town. The Commissioners have since engaged world-leading Consultancy Company Royal HaskoningDHV. They are studying various options, using advanced computer modelling combined with specialist expertise and local knowledge. The study is expected to report back in 2020. This article describes the methods that Royal HaskoningDHV use for this study, and for similar cases where they

Netherlands and is much quicker and more visual than regular modelling software. An expert creates a model of the area, using very detailed data of ground levels and vegetation type. Vegetation matters because this determines the friction that slows down the flow. The expert then introduces a time series of water levels on the boundary of the model, in this case for the extreme storm in December 2013. The model calculates (and shows on a Google Earth background) how the storm surge spreads through the channels and over the marshes and then starts encroaching on the Quayside. There is a water level gauge near the Harbour Office; comparing measured with



help communities, places and infrastructure become more resilient to climate change.

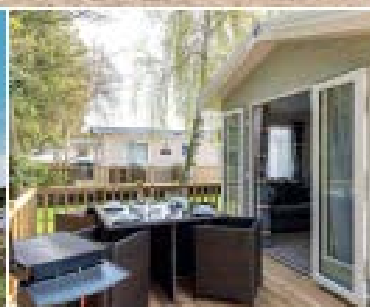
Assessment of potential for reducing flooding for Wells-next-the-Sea.

The Wells Harbour Commissioners want to investigate if flood levels in Wells-next-the-Sea could be lowered by the controlled release of flood water into Slade Marsh to the east of the town. Royal HaskoningDHV are studying this using next generation water modelling software called 3Di. This was developed in the

calculated water levels helps to ensure that the model is accurate for the existing situation. The next step is to include potential solutions in the model, for example introducing a sluice for controlled discharge of flood water into Slade Marsh. The difference this makes in peak flood level for Wells shows how effective the solution is. If successful, this can feed into solutions for making the community and businesses of Wells-next-the-Sea more climate resilient.



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Forecasting flash flooding in Sydney, Australia.

The same 3Di software can also be used for live flood forecasting during a storm. Royal HaskoningDHV recently developed a flash flood forecasting system for the area of Paramatta, a dense and fast-growing business district in Sydney, Australia. The system first makes a detailed prediction of rainfall in space and time, using radar and satellite data. This provides input for the modelling software, which runs the water through the rivers and streams and over the street surface. The software is so fast that flooding can be calculated in seconds, so that targeted warnings can be issued to people that are actually at risk, as soon as the rain forecast is available. This can give them just enough time to get themselves and their valuables out of harm's way.



Building a climate-resilient Garden Town in Wisbech, Cambridgeshire

A third application of the 3Di software is for developing and testing options and scenarios with clients and partners in a workshop. Royal HaskoningDHV have used this approach in the early flood studies for the potential development of the Wisbech Garden Town. Fenland District Council sees the envisaged Garden

Town as the best way to secure and improve Wisbech's future. But building over 10,000 houses in the Fens needs careful consideration: the Garden Town has to be safe from flooding, also in the long term, and can't increase flood risk elsewhere. This is a complex problem where many different organisations have different interests. Bringing them all together around an interactive screen to try out solutions is a very good way of helping them understand each other's views and come to solutions that benefit all.

Flood information to inform home insurance. A very different use of flood modelling is for informing insurance companies when setting home insurance premiums. Ambiantal is a company of Royal HaskoningDHV that has developed a system called FloodScore™. This is based on their high-precision nationwide set of flood models for the UK, and uses open spatial address data for all properties in England, Scotland, Wales, Northern Ireland and the Channel Islands. The FloodScore database and online portal service provide instant flood risk scores based on advanced algorithms. The results can be used as a simple-to-understand relative flood risk rating, but it is also possible to see a detailed breakdown of predicted depths at a range of statistical return periods (or levels of severity of the flooding). The modelling results enable quick evaluation and quantification of flood risk for underwriting insurance and for determining accurate premiums at the level of individual properties. This helps enable affordable flood insurance, which is a very important part of flood resilience.









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Harbour Vessels & Services

The Harbour Launch The Harbour Launch provides an invaluable service afloat for all Harbour users. Vessels visiting Wells for the first time, or other vessels on request,



are normally met in the vicinity of the leading buoy or at the entrance and are escorted into the Harbour, especially at night. The Harbour Launch also helps with the navigational aids and towing vessels. VHF channel 12. Call sign "Harbour Launch".

Beach Patrol 4.8m inflatable rib with 60hp engine. Patrols the main swimming area during summer season advising public on safety matters. VHF channel 12.



Call sign "Beach Patrol".

William-T ex-RNLI Atlantic 75 rib. 20knots cruising speed max 30 knots. This vessel is used



for fast response at sea, escorting visiting vessels and general duties around the harbour. VHF Channel 12. Call sign "William-T".

Kari Hege 24m 200 tonne motorised barge carrying a purpose built excavator with a large



21m reach. This vessel maintains the channel to a minimum depth of 1m at low water during neap tides. VHF channel

12. Call sign "Kari Hege".

Frank-T 14m steel hulled vessel, with a 10 tonne carrying capacity. The vessel is equipped with a 9 tonne hiab crane and also bow ramps.



The vessel is used for servicing the wind farm supply vessels at the Outer Harbour from the quayside and also to move and lay moorings and navigation buoys. The vessel is MCA coded Cat 3. VHF channel 12. Call sign "Frank-T".

Tender-S 20m grab hopper dredger is road transportable, 6m spud legs and a 12 tonne long reach excavator. Capacity 40m³. Beam 4.5m. The vessel is primarily used



for works in the Harbour but in future may be available for hire to other ports/harbour authorities. VHF Channel 12. Call sign "Tender-S".

Harbour Office AIS screens monitored within the Harbour Office. Also monitored are two CCTV cameras, one positioned at the Lifeboat House for Outer Harbour and main channel and the other at the Harbour Office for the Inner channel.





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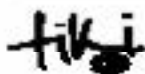
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Places to visit locally

Our corner of North Norfolk is steeped in history. There are a number of places which repay a visit if you venture inland a little way. Some of them are noted here.

Holkham Hall is situated just along the coast from Wells - a magnificent Palladian mansion built between 1734 and 1764 by Thomas Coke, the first Earl of Leicester. Not only is the house itself worth a visit but so too is the Courtyard café and also the most magnificent parkland to walk and cycle around.

Binham Priory was founded by a nephew of William the Conqueror and is one of the earliest Norman religious foundations in the country. The impressive ruins are set among some of the most beautiful countryside with

earth-works visible in adjoining fields. Binham is about five miles

from Wells.

Warham Camp has some of the most impressive earth-works in the county.

Warham Camp is an Iron Age hill fort with steep banks and deep ditches built on a rise overlooking the river Stiffkey. It is a fascinating place to visit and very atmospheric.

Warham is around two miles out of Wells.

Take the Warham road in the direction of Walsingham by Big Blue Sky. There is a left turn to Warham signposted off this.

Burnham Thorpe is the birthplace of Lord Nelson, whose father was rector of the parish church. The village's main pub was built in 1637 and was known as The Plough until 1798 when it was renamed The Lord Nelson

in honour of the victory at the Battle of the Nile. Nelson held a dinner here prior to his departure to join HMS Agamemnon, and a visit to the pub is like stepping back in time. A visit to the church is a must with all its Nelson history. Burnham Thorpe is around five miles from Wells. Leave Wells on the Fakenham Road, and turn right at the Holkham Gates. Carry on with the estate wall on your right hand side until you come to a right turn to New Holkham. Burnham Thorpe is at the bottom of the hill.

Walsingham is five miles from Wells, and has been a place of pilgrimage since medieval times. Both the Roman Catholic and Anglican shrines in the village attract thousands of visitors

and pilgrims each year. It is a beautiful place with a tangible atmosphere.

The Coasthopper bus is an easy way to travel along the north Norfolk coast from King's Lynn to Sheringham. Just catch the bus on Freeman Street or the Buttlands. See timetable at bus stop.

Cycling is the other way to get around - the smaller roads round Wells are often almost traffic free and it is a wonderful way to see the local sights.



Wells Crab House



Seafood Restaurant

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Wells Sailing Club

Wells Sailing Club was founded 90 years ago and still remains a popular club for boating and sailing enthusiasts, with many of our members living in and around the local area. We are a family friendly club with a lively social calendar and an extensive sailing programme which runs from April to October.

Races are held most weekends with our main class of boat being the 12 square metre Sharpie – an elegant, powerful ex-Olympic racer. We also have a handicap fleet with a wide range of boats including Lasers, Toppers, Wayfarers and Fevas, and club boats are available for members to use. In addition to sailing, kayaking at Wells continues to grow in popularity and is a great way to enjoy the harbour and marshes.

The club is based at the East End of the town where we have a clubhouse and parking for our boats next to the slipway. The club itself is an open plan building with an extensive deck giving some of the best views along the coast. Social life is a big part of the club with the bar



open most weekends through the summer. Watching the sunset from the deck with a drink in hand is spectacular.

Our vision is to actively promote sailing and 'on the water' pursuits and to encourage all generations to enjoy our beautiful coastline.

If you're interested in finding out more please come along to the club, introduce yourself and join us for a drink, or better still join us on the water!

www.wellssailingclub.co.uk



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Wells-next-the-Sea is only 20 nautical miles from the wind farm making it well placed to be the base for operation and maintenance work which is managed from Wind Farm Place, Egmore.

A hand holding a glowing lightbulb in front of a wind farm at sunset. The background shows several wind turbines against a sky transitioning from blue to orange and red. The lightbulb is held in the foreground, with its filament glowing brightly. The overall image conveys the theme of generating electricity from wind.

www.sheringhamshoal.co.uk



Wells Sea Cadets - T.S Eliza Adams

TS Eliza Adams SCC, Wells Sea Cadet Unit, is now 2 years old and just as busy. Having been visited and inspected by The Captain of The Sea Cadets Corps, Captain Philip Russell RN, we were recommended for full affiliation to our governing body, Marine Society & Sea Cadets (MSSC) and are now a fully – established Sea Cadet Unit.

The cadets have been out and about and gained even more boating qualifications as well as 8 Institute of Leadership & Management Level 2 Young Leaders Awards, NICAS indoor climbing qualifications, Communication & Information Systems (CIS) badges and 13 cadets have started their Duke of Edinburgh bronze award.

10 cadets and 2 instructors spent a week on board TS Jack Petchey, one of the SCC's offshore

All of this has led to Wells Sea Cadets being nominated as The SCC Eastern Area representative for a National award. The McBeath Trophy is awarded to a Unit in the UK for meritorious performance throughout the year and worthy of special recognition. We do need more adult volunteers and if you would like to help to deliver The Sea Cadet Experience and can spare some time on Thursday evenings and / or 1 Saturday per month please do get in touch. You don't have to be boating qualified – we need people with a variety of skills and experience, both on land and the water to help us grow. As always, we thank the local community for their ongoing and much-needed support including, amongst others, Wells Harbour Commissioners, Sheringham Shoal Community Fund, The Globe Inn, The Golden Fleece,



power vessels and 11 cadets have attended Naval Acquaint and Maritime Skills courses on board the Royal Navy's premier training establishment in Cornwall, HMS Raleigh.

Our adult volunteers have also been busy attending development courses and gaining boating and other qualifications. We now have our own RYA powerboat instructor, British Canoeing paddlesport instructor as well marine engineering, navigation instructor and CIS specialist instructors.

Holkham Estate, Wells Christmas Tide and Wells Carnival.

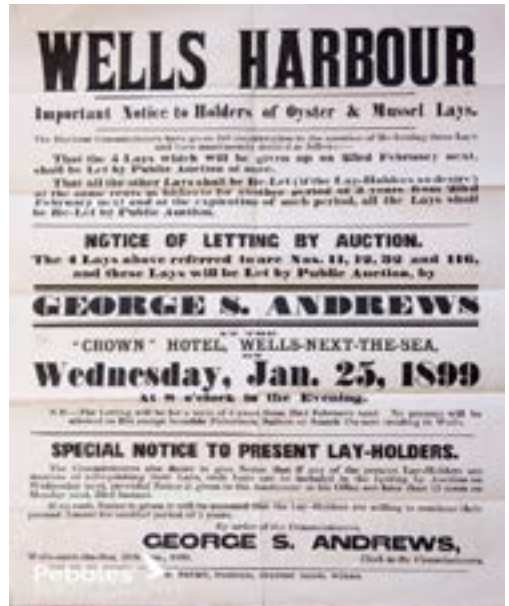
Please ring 07889 136430 or email Wellsseacadets@gmail.com if you are between 10 and 18 years of age and interested in becoming a Sea Cadet or if you are an adult over 18 who would like to volunteer.

Noel Wheatley MBE
Chairman
Wells Sea Cadets

Oyster and Mussel Fishery in Wells Harbour

ESTABLISHED SINCE THE LATE 1700s

We regularly read about the Brancaster Mussel but reading the Commissioners archives, the Wells fishery is probably the oldest of the North Norfolk Coast. Oyster & Mussel fishery has been established in the harbour for centuries with local longshoremen and fishermen renting areas of the sea bed, called lays from the Harbour Commissioners. In its heyday it was big & lucrative business for the fishermen and Commissioners, with oyster lays generating £21.7s.6d in 1868 for the harbour in rent alone and the cost of an individual lay in 1902 was as much as 10s. The Oysters were laid in pits alongside the creek to grow and fatten which was used until the mid-1900s, and remains of some of the timbers of these pits can still be seen today opposite the main slipway at the East End. The Mussel fishery that still exists to this day had up to 121 first, second & third class lays that were rented, with one area stretching from the Harbour Office through the Quay and all the way to an area called the Pulk just short of a mile in length. In the 1940s records show these lays were highly coveted, costing anything from 5s to £3 to rent each.



Looking at the Commissioners account books many well-known local families traditionally worked these mussel lays and some, like Andy & Martin Frary, still carry on the tradition to this day. They rent lays near the Point & Pool stones, where they seed, cultivate & harvest mussels over a three year cycle. Nature makes the working of these beds extra difficult as the mussels are at their best during the cold winter months. It is said that the mussels are at their best only when there is a R in the month!! In the past the mussels were transported to the London markets for sale but today all the mussels are sold to the local restaurants and hotels and come under strict environmental and health regulations. The waters of the harbour and mussels are regularly tested for quality and the lays given a classification. So much so, that A&M Frary for example, have their own purification tanks at the East End where the harvested mussels are laid for a minimum 42 hours before being sold and delivered to the customer.





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Sailing the East Coast from Wells

Whitby—111 nm

Whitby is the gem of the east coast which stands at the mouth of the River Esk. It has been a major fishing port for hundreds of years and the town is full of history. The remains of the abbey on the East Cliff date from the 13th century, but it was first founded in 657. Visiting craft raft up on the Whitby Marina pontoons, beyond the swing bridge. For a good meal find the Duke of York pub overlooking the harbour in the old town. Well worth a visit.

Scarborough—95 nm

A seaside resort with a mixture of identities. It has a harbour formed by four piers which divide it in two, the Old Harbour and East Harbour, where visiting craft moor on drying pontoons in the south west corner. Worth a visit just for the interesting entrance into the East Harbour!

Bridlington—79 nm

A popular holiday resort with fine beaches sheltered by Flamborough Head.

The Bayle Gate built 1388 is worth a visit, it has served as a courtroom, sailors' prison barracks and is now a museum.

Grimsby—52 nm

Conveniently located just a short distance up the river Humber. Vessels can moor in the basin outside the lock, and there is free access to the open lock two hours either side of high water. Outside these times vessels can lock through for a charge. After going through the lock carry on straight to the marina. Visitors can moor in vacant berths where all facilities

are provided. Well worth a visit as the Humber river is a place of great interest and a magical place to sail.

Wisbech—38nm

Cambridgeshire's link with the sea at Wisbech Yacht harbour. Facilities include a 75 tonne travel hoist including a three tonne crane for mast stepping, engine replacement etc. CCTV, water and electricity are available to all berths and showers, toilets and diesel fuel are close

by. The Yacht Harbour Master can advise on optimum times to arrive to make best use of tides, depths of water and air draft.

Lowestoft—56 nm

A maritime town and tourist destination. The port is the mainstay of the town. The rebuilding of the yacht basin has been completed and is well worth a visit. Being the most easterly port, it is well placed for the crossing to the Scandinavian and European coast. A worthwhile walk can be taken to the Sparrows Nest Gardens and Museum, home of the Royal Navy Patrol Service



during WWII

Southwold—73 nm

A real step back in time, watching the activity of the local fishermen landing their catch and the rowing boat ferrying people across the river to Walberswick. Sitting on the visitors quay is like being in a different age, opposite is the historic Harbour Inn where most of the visiting crews are normally found, either having a good meal in the restaurant or relaxing with a pint of Adnams Bitter. A great place to stop over.



Summary of results

For the year ended 31 December 2018

	2018 £	2017 £
Income Statement		
Turnover	1,456,503	1,285,194
Cost of Sales	(825,854)	(674,362)
Gross excess of income over expenditure	630,649	610,832
Overhead expenses	(791,423)	(729,367)
Other operating income	358,985	302,512
Interest receivable and similar charges	2,520	1,885
Excess of income over expenditure before taxation	200,731	185,862
Taxation of ordinary activities	(13,140)	(35,733)
Excess of income over expenditure for the year	187,591	150,129

Balance Sheet

Fixed Assets	1,646,110	1,660,926
Current Assets	1,604,912	1,479,276
Creditors - amounts within one year	(384,746)	(413,970)
Net Current assets	1,220,166	1,065,306
Total Assets less Current Liabilities	2,866,276	2,726,232
Provisions	(66,909)	(43,649)
Net Assets	2,799,367	2,682,583

Reserves		
Accumulated fund	1,588,680	1,424,322
Grant Reserve	317,006	325,827
Grant Reserve	125,014	
Capital Reserve - Shellfish facility	318,944	326,193
Capital Reserve	449,723	606,241
Total Reserves	2,799,367	2,682,583

Note assets above include:

Investment by Scira into Outer Harbour and channel and Inner Harbour

Spend to 31 December 2016

Cost brought forward	1,951,170
Capital equipment purchased in year	
	1,951,170

Less Depreciation brought forward	(1,365,625)
Less amounts depreciated in year	(156,527)
Total Included in Assets	429,018

Wells Harbour Commissioners are a non-profit making organisation whose excess of income over expenditure is ploughed back into the Harbour for the good of the stakeholders.



The Harbour and the Community

Wells Harbour Commissioners (WHC) support many community events permitting use of the harbour and quayside wherever possible.

North Norfolk Triathlon

WHC via its charity the Wells Harbour Maritime Trust organise an annual Olympic distance triathlon. The event raises funds for the charity which provides grants for young local people in maritime courses, water-based activities and training. We are grateful to our sponsors who this year were the Sheringham Shoal Offshore Windfarm, Holkham Estate, The Globe Inn, Wells Crab House, Norfolk Hideaways, and A & M Frary. We also would like to thank our fantastic marshals without which the event could not go ahead.

The annual RNLI Service

This annual event is enjoyed by townsfolk and visitors. WHC ensure space is made available at the visiting pontoons for the arrival of the lifeboat and provide space for people to come and enjoy the service and hymns to honour our lifeboat crew.

Christmastide

WHC organise the arrival of Santa for this unique and fantastic event. WHC also sponsor a Christmas Tree and the quayside is used for crowds to welcome Santa who visits Wells each year arriving on the tide from the North Sea by boat.

Wells Carnival

The Annual Raft Race is held each year by the Carnival Committee and Harbour staff organise the course and supply safety boats.

Kayak Safaris

The Harbour Master arranges kayak safaris around the creeks for the public to enjoy the harbour from a different perspective. These

events are free, with donations welcomed for the WHMT.

Other activities

The Harbour Master gives many talks to groups and institutions throughout the year donating his fees to the Trust.

Event Policy

WHC have an events policy. Any organisation wishing to promote or organise an event should approach us as early as possible and approval would be based on:

- Objectives and scope of the event
- Commitment of the organisers to provide an event with their own resources and insurances
- Effect of the event on the local community and surrounding area



Photo by Martyn Gould

WHC will consider charging fees to the event organisation as appropriate taking into consideration the nature of the event, the legal status of the organisation, the length of the event and amount of Port personnel and time required. If WHC considers it

appropriate to charge for the use of the quay the following fees apply and must be paid for prior to the event.:

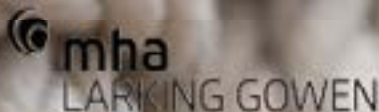
Fee Structure:

Daily use of quay £800

Half day use of quay £400

Use of non car park area of quay £200

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Terned into a success

You may have read the article last year or seen updates on the Facebook page that following the decision by the Wells Harbour Commissioners to lay a pontoon in the harbour to encourage Terns to nest, we have had some success. The aim was to try and encourage Little Terns to use it when they arrive back on UK shores in April and May. They breed on sand and shingle beaches, spits or inshore islets and are a delightful chattering seabird, with its distinctive yellow beak and due to its suffering from the effects of climate change and human disturbance, it has resulted in it becoming one of the UK's rarest breeding seabirds. Despite their dainty size they migrate over 3,100 miles all the way from West Africa, where they spend the winter, returning to Britain to breed.

The birds are vulnerable as they lay their eggs where they are easily disturbed by people and dogs and unfortunately, they often lay their eggs close to the high water mark. Climate change has increased the number of summer storm surges which can flood nests and wash away chicks. If that isn't enough, their eggs and young are well camouflaged against sand and shingle so it is very easy to step on them. Nests are also often predated by other birds such as gulls, birds of prey as well as many small and

large mammals. Feeding mainly on sand eels and young herring, they will only fly a short distance from their nests and the number of eggs laid and the chicks' survival is largely dependent on food availability.

The raft was therefore an ideal solution to mitigate many of the challenges the Little tern faces. Unfortunately, the Little Terns didn't arrive and use the raft however we did have Common Terns using it which is still a great result. The common tern is a not quite as small as the Little Terns, but is still an elegant seabird that comes to Britain to breed in both marine and freshwater habitats. Its breeding range includes much of the coastline where there are shingle beaches and also inland where there are shingle banks by rivers, gravel pits and reservoirs. It spends the Winter in the southern hemisphere along the coasts of west and south Africa. It is sometimes known as the Sea swallow due to its appearance and behavior. Common terns were brought to the edge of extinction at the end of the 19th century because of the use of their feathers in the millinery trade. Numbers recovered in response to protective legislation. The worldwide population is large but it is thought that their numbers in Britain are now decreasing.

The solar powered spy camera placed at the site recorded large amount of activity and as you can see the terns nested and fledged chicks – we think at least 10. The plan is to repeat the project in 2020 although placing the raft in a slightly more sheltered spot – fingers crossed we have some success again.

How you can help when visiting

- Look out for fenced or roped off areas on the beach and please keep your distance from these refuge areas.
- Please keep your dogs under close control.
- Keep an eye out for signs. These will show you the best routes to help leave the wildlife undisturbed.
- If you see a little tern trying to nest, don't approach! Let a warden know where it is so we can help protect it. Similarly when walking on the shingle: there may be nests with camouflaged eggs. If you see one, keep well away and contact a warden so we can protect it.





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Improved facilities - slipway hoist

One of the strategic objectives of the Port was to invest in new infrastructure, technology, craft, equipment, quays etc whilst preserving the unique character of the harbour and balancing the needs of different harbour users. During assessment of the Port's strategic plan, the board recognised a need of hoisting facilities for the resident inshore fishing fleet of fourteen vessels who had to travel a distance of up to 52 nautical miles to another port to be able to service, repair and maintain their vessels. This cost them valuable fishing time at sea as well as increased fuel consumption. So in 2016 the board considered how best to address this need and took the decision to apply for EMFF funding for a self propelled amphibious slipway hoist capable of lifting their vessels for maintenance here at Wells. Funding approval was received in December 2016.

After much delay from the supplier, the Port finally took delivery of the new self propelled slipway hoist at the end of May 2018. Capable of lifting 35 tonnes, the hoist has already proven itself to be a great carbon footprint.

asset to the Port's facility offering. Fishing vessels no longer have to travel to other Ports to be lifted out for maintenance of their vessels which saves time, money and reduces the



The hoist was mainly funded by a grant from the EMFF with the local Inshore Fishermen making a donation and the balance being funded from the Port's financial reserves.



Lucy Lavers

This year sees the 80th birthday of one of East Anglia's oldest and most historic boats, Lucy Lavers. Lucy has served the Navy and the RNLI and has earned her living as a port pilot, a fishing boat and as a dive boat. These days she is based here in Wells Harbour, working as a trip boat from her mooring in Tug Boat Yard. Lucy is a single screw "Liverpool" class lifeboat,

Lucy was one of 19 RNLI lifeboats that were used by the Navy to ferry them from the beach out to larger naval vessels at sea. She played her part and as a result is now recognised as a "Dunkirk Little Ship". After Dunkirk Lucy resumed RNLI duties at Aldeburgh, performing 30 services, saving 7 lives. In 1959 she joined the RNLI's "reserve fleet"; moving wherever there was a need,



a design that was very popular with lifeboat crews in the 1930s and 40s. She was launched in May 1940, to serve as the No 2 lifeboat at Aldeburgh in Suffolk. Her first "shout" came less than a month later; not a "normal" shout to, say, a local boat with a disabled engine, but an urgent requirement that she and Aldeburgh's other lifeboat head immediately to meet the Royal Navy at Ramsgate, to take part in "Operation Dynamo". Allied troops were stranded on the beach at Dunkirk, having retreated from an advancing enemy. Their only means of escape was to the sea; the Navy's job was to get there as quickly as they could, and bring them home.

typically when a station's regular lifeboat was not operational. She performed a further 52 services as reserve, saving 37 lives. It was during this period that Lucy first came to Wells; she served as our lifeboat in two periods during the 1960s, rescuing sailing boats and fishing vessels. David Cox, Wells Coxswain at the time, remembers her as a fantastic boat that steered well, that the crews were happy to use. These good qualities saved her when she was sold out of RNLI service in 1968. She was acquired by the Port of St Helier, renamed "L'Esperance" and used as a pilot vessel. Later she was used as a fishing boat and then sold



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to the local dive club who renamed her "Lucy" and kept her going until 1997; nearly 30 years after the end of her life with the RNLI. But by the late 1990s things were not looking so good. The Jersey Heritage Trust were restoring a Liverpool lifeboat of their own and planned to strip Lucy for spares and fittings. Back in Norfolk two lifeboat enthusiasts, Graeme Peart and David Hewitt, had been trying to find Lucy for some time. Following a tip off they travelled to a yard in Southampton, only to find the yard long gone. They assumed Lucy had gone with it, possibly burned when the yard closed. They gave up the hunt and thought no more of it for several years until, quite unexpectedly, they discovered that Lucy was still around, in the ownership of the Dunkirk Little Ships Restoration Trust. The Trust gave Lucy to David and Graham for restoration. They formed a charity, Rescue Wooden Boats and secured a grant for the restoration, from the Heritage Lottery Fund. Lucy was fully restored in a yard in Stiffkey, just 4 miles from Wells. She was taken back to her

original condition, as she would have been back in the shallows of Dunkirk and as she would have been when serving for the RNLI off the coast here at Wells in the 1960s. The restoration won an award from Classic Boat magazine and led to Lucy being both registered on the National Register of Historic Vessels and recognised as an important heritage asset. She was relaunched in Wells Harbour in May 2015 and sailed to Dunkirk later that month, just as she had 75 years earlier. This time she was able to stop in six ports along the way, welcoming over 200 schoolchildren who came on board to hear her stories. You can now take trips on Lucy during the summer months. Each trip helps pay for her ongoing maintenance; the Charity hope to keep Lucy running for many years yet. The yard where she was restored, the Maritime Heritage Centre in Stiffkey is open to the public, see www.rescuewoodenboats.com for details.

Chris Thomson
Harbour Commissioner



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Wells Coastguard

The Wells Coastguard team, based in the town is on-call 24 hours a day, 365 days a year for search and rescue operations. We are a group of volunteers from diverse backgrounds - from business owners to florists, who are responsible for the coordination and delivery of emergency search and rescue response to maritime incidents on the immediate coastline and at sea. Our sector covers from Thornham through to Kelling but we can be tasked anywhere along the Norfolk coast. We work alongside the RNLI, frequently responding to walkers that have been cut off by the tide or offering medical assistance and safety advice to sailors who have found themselves in trouble around our coast. Our team attend broken down vessels, help injured coast walkers, deal with suspected ordnance washed up on the local beaches and much more.



HM Coastguard



Our team are highly skilled and receive specialist equipment and training to perform tasks. Our specialist training includes water rescue, advanced first aid and lost & missing persons search.

Wells coastguard remind you that your safety is in your hands. Be prepared; please ensure that you are well equipped for whatever activity you are taking part in, check the weather conditions and tides before heading out and familiarise yourself with the area. In an emergency at sea or on the coast, contact us on VHF CH16 or call 999 and ask for the coastguard. Boat owners don't forget to register your vessel with our free safety service.

Download the RYA SafeTrx app or register online: www.safetrx.rya.org.uk





Final comments from the Harbour Master

Entering a new harbour for the first time can be a highly enjoyable part of cruising and sailing, but whether it is up a straightforward buoyed channel or an interesting meander between the sandbanks, the wise skipper will have done homework beforehand.

Any harbour can be potentially dangerous in the wrong conditions. Always call before entry

on VHF channel 12 call sign "Wells Harbour".

The harbour and entrance is monitored from the Harbour Office by CCTV where entry instructions and advice can be obtained and the Harbour staff are always happy to pilot/guide vessels into the harbour with the Launch.

If in any doubt stay out until assistance is available.



Don't forget

**Wear your lifejacket
It cannot help you
if the boat is wearing it!**

Statistics from WAID In 2014 show:

**75% of accidental drownings involved males
aged 20-30**

**40% of accidental drownings i.e. trips never
expected to end up in water**

25% of all drownings involved alcohol

Harbours are not always completely safe places.

People fall overboard in harbours more often than at sea.

**There are more accidents in dinghies than in yachts, often through overloading
and often at night, which is when most drinking occurs**

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