

ANNUAL REPORT TO 31st December 2019



Wells Harbour Commissioners

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 Tug-boat 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



Views of Harbour Master - Robert Smith MBE



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 any

visitors time here with us be 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 know 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

The Executive



Robert Smith MBE
Harbour Master



Simon Cooper
Harbour Administrator

Board Members attendances 2019

There were scheduled board meetings held in the financial year.

Board changes

Retirements

Alan Bushell December 2019

Appointments

Ashley Mullenger January 2020
Josh Danziger March 2020

Name	Jan 2019	Mar 2019	May 2019	Sept 2019	Nov 2019
Alan Bushell	✓	✓	✓	✓	✓
Mel Catton	✓	✓	✓	✓	✓
Bob Ellis	✓	✓	✓	✓	X
Andy Fray	✓	✓	✓	✓	X
Nicky Groom	✓	✓	✓	✓	✓
Denys Hickey	X	✓	✓	✓	✓
Avril Lill	✓	✓	✓	✓	✓
Brian Riches	✓	✓	✓	✓	✓
Chris Thomson	✓	✓	✓	✓	✓
Kevin Theobald	✓	X	✓	✓	✓
Robert Smith	✓	✓	✓	✓	✓
Simon Cooper				✓	✓

2020 Board - Wells Harbour Commissioners



Andy Frary was born and bred in Wells. 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 January 2009. Appointed Chair Jan 2018.



Denys Hickey has over 40 yrs experience as a maritime lawyer 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 Jan 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.



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 watchkeeper, Yacht Master and a member of BDM-LR specialising in seal rescue.. Appointed Jan 2018.



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.



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.



Nicholas Groom is from a long standing Wells family. Semi retired from an operations management position with a national Telecoms company. Now runs Wells Harbour Tours. Has experience of telecoms operations and construction. Appointed Jan 2018.



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 port. Appointed Jan 2019.



Ashley Mullenger is not a resident however, as Wells' only commercial fisherwoman working aboard one of the harbour fishing fleet, the vast majority of her time is spent in the harbour or out at sea. Appointed Jan 2020.



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



Josh Danziger lives in Burnham Overy Staithe since 2012. Retiring from a career in finance he now has more time to enjoy sailing his 37' sailing smack built in 1892, which is kept in Wells. Appointed March 2020.

Summary of results

For the year ended 31 December 2019

	2019 £	2018 £
Income Statement		
Turnover	1,461,071	1,456,503
Cost of Sales	(794,847)	(825,854)
Gross excess of income over expenditure	666,224	630,649
Overhead expenses	(756,809)	(791,423)
Other operating income	223,634	358,985
Interest receivable and similar charges	4,387	2,520
Excess of income over expenditure before taxation	137,436	187,591
Taxation of ordinary activities	(29,182)	(13,140)
Excess of income over expenditure for the year	108,254	187,591
Balance Sheet		
Fixed Assets	1,596,229	1,646,110
Current Assets	1,528,378	1,604,912
Creditors - amounts within one year	(245,723)	(384,746)
Net Current assets	1,282,655	1,220,166
Total Assets less Current Liabilities	2,878,884	2,866,276
Provisions	(64,416)	(66,909)
Net Assets	2,814,468	2,799,367
Reserves		
Accumulated fund	1,699,428	1,588,680
Grant Reserve	308,185	317,006
Grant Reserve - Slipway Hoist	111,123	125,014
Capital Reserve - Shellfish facility	311,695	318,944
Capital Reserve	370,830	449,723
Capital Reserve - The Lifeboat Horse Sculpture	13,207	-
Total Reserves	2,814,468	2,799,367
Note assets above include:		
Investment by Scira into Outer Harbour and channel and Inner Harbour		
Spend to 31 December 2019		
Cost brought forward	1,951,170	1,951,170
Capital equipment disposed in year	(7,617)	-
	1,943,553	1,951,170
Less Depreciation brought forward	(1,522,152)	(1,365,625)
Less amounts depreciated in year	(78,886)	(156,527)
Less depreciation on disposal	(6,871)	-
Total Included in Assets	335,644	429,018

Ports Good Governance Guidance

Wells Harbour Commissioners (WHC) is a Trust Port, an independent statutory body run for the benefit of stakeholders and the local community.

WHC aims to run the harbour in accordance with standards and practices set out in the Department for Transport's document Ports Good Governance Guidance (March 2018).

Ports Good Governance Guidance states that "a trust port is a valuable asset presently safeguarded by the existing board, whose duty it is to hand it on in the same or better condition to succeeding generations."

Ports Good Governance guidance also sets out a trust ports commercial accountability. It stresses the importance of monitoring performance and consultation with stakeholders, and sets out a management framework and standards compatible with good governance.

Finally, it publishes a framework setting out the guiding principles for appointment to the Board of Commissioners and the standards to which the Board should adhere.

The Department for Transport actively monitors compliance with these standards but interested

parties should play their part in bringing to the Department's attention any examples of unaccountable behaviour. Section 3.46 of Ports Good Governance Guidance sets out how stakeholders can complain about governance issues or other matters arising from a ports activities.

In the first instance, please raise the matter with the Harbourmaster and/or the WHC Board. We will endeavour to provide a written response within four weeks setting out whether we consider the complaint justified and details of any remedial action we intend to take. Where the complainant does not believe the response is reasonable in addressing the grounds of his or her concern, the matter can be reported to the Department for Transport.

However, please note that the Department for Transport has no role in reviewing the commercial decisions or activities of a trust port or in intervening in essentially localised disputes. Its interest is in ensuring that a trust board is governed well and does not take decisions in an arbitrary or unaccountable manner.



PORT MARINE SAFETY CODE- Compliance

The Port Marine Safety Code (PMSC) applies to all harbour authorities in the UK that have statutory powers and duties. The PMSC has been developed to improve safety in UK Ports and to enable harbour authorities to manage their marine operations to nationally agreed standards. It provides the standard against which policies, procedures and the performance of harbour authorities can be measured. It describes the role of board members, officers and key personnel in relation to safety of navigation and summarises the main statutory duties and powers of harbour authorities.

In order to comply with the PMSC, the duty holder on behalf of the harbour authority must:

1. Review and be aware of their existing powers based on local and national legislation
2. Comply with the duties and powers under existing legislation as appropriate
3. Ensure all risks are formally assessed and as low as reasonably practicable in accordance with good practice
4. Operate an effective marine safety management system (SMS)
5. Use competent people (i.e. trained, qualified and experienced) in positions of responsibility for safety of navigation
6. Monitor, review and audit the marine SMS on a regular basis - an independent designated person has a key role in providing assurance for the duty holder
7. Publish a safety plan showing how the standard in the PMSC will be met and a report assessing the performance against the plan
8. Comply with directions from the General Lighthouse Authorities and supply information and returns as required

Wells Harbour Commissioners SMS includes a calendar of safety topics with defined areas of responsibility. A Commissioner is allocated responsibility for ensuring all aspects of health & safety under the SMS are checked and signed off and this is reported at the full meetings of Commissioners.

Wells Harbour Commissioners had an independent review of the PMSC and SMS in March 2018.

The Chairman on behalf of Wells Harbour Commissioners being the PMSC duty holder for the Port of Wells. considered all the requirements of the PMSC, including reviewing the risk assessment and SMS and has certified that the Port of Wells meets the standards required by the PMSC.

STAKEHOLDER COMMUNICATION

Since 2010, Wells Harbour Commissioners as part of their open and accountable policy and practices publish all plans and reports of meetings on their website. The website is regularly updated. Website address : www.wellsharbour.co.uk

In addition Wells Harbour Commissioners has a facebook page : Port of Wells and the Harbour Master can be followed on Twitter.

The Port publishes an annual brochure, The Haven newsletters and as well as the annual public meeting, which now also includes a Harbour User Advisory Committee meeting.

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.

Harbour Office,
Old Lifeboat House
West Quay
Wells-next-the-sea
NR23 1AT

Telephone: 01328 711646
Email: harbouroffice@wellsharbour.co.uk

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 yet to be advised following the Coronavirus lockdown in force at the time of writing.

Harbour Staff

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

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 were 2 new appointments made in early 2020 - Ashely Mullenger and Josh Danziger.

Retirements

Alan Bushell 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
- Ashely Mullenger - Heritage & Community
- Josh Danziger - Coastal change

Beach Patrol

The beach patrol operated successfully for the ninth year employing four local young people for the summer season. It advises the public regarding safety matters, swimming, keeping off the berms/ buoys and assists with the public cut off by the tide. A new RIB 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. Gillying guidelines will also be displayed for best practice.

Seals enclosure on Wells beach

Improvements were made to keep more distance between the seals and Walkers/ Dogs.

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

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 and gate 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 (PMSC) 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
- 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 as 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 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.



