



# Annual Report 21/2022

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## Chair's Report

***This is our first annual report in this format and we will welcome your thoughts. Teignmouth Harbour has seen significant change over the last year with David Vaughan retiring and handing over to Karen Dalton-Fyfe. One of Karen's first priorities, set by me, was to increase the visibility of the Harbour Commission; what we do and how it all works, with a focus on improving customer stakeholder engagement.***

I hope that you have seen the updated website which remains a work in progress, but is proving to be more easily accessible to our community, which is vital if we are to make the Teign a safe and accessible harbour for all. Please also see our Facebook, Instagram, Twitter and LinkedIn pages, which are gradually being updated more frequently as capacity allows. Invites have been extended to all harbour user groups and clubs to nominate 2 representatives to sit on and attend the new Consultancy Group, where we hope to get a better and broader representation of users that can help shape the harbour in the future. The group will meet 3 times a year, September, January and May.

It has been good to see so many people, locals and visitors, enjoying the wonderful estuary environment we have, with commercial and leisure activities side by side. As covid restrictions lifted at home in summer 2021 we saw a large increase in the leisure use of the harbour, visitor numbers were up from pre-covid levels and stays on the pontoon were on average 3 times longer. But a busy, tidal river brings its own challenges particularly in terms of safety. Inexperienced water users have easy access to paddleboards, kayaks and

Jets Skis (more formally known as Personal Water Craft (PWCs)), and there has been an increasing number of sea swimmers. These factors have created a significant challenge for the staff and board of Commissioners as to how to keep everyone safe, both today and moving forward.

Like virtually every other business in the UK, 2021/22 financially was overshadowed by covid restrictions both at home and abroad. However, in terms of cargo in the port we saw some recovery but not to pre-covid levels. Russia's invasion of Ukraine in February 2022, has further impacted cargo through the port and looking forward, there are further uncertainties and challenges with rising energy prices and inflation.

Finally, I would like to thank the staff and my fellow Commissioners (unpaid volunteers) for their support over the last year.

I look forward to us all working together to the mutual benefit of everyone, as we seek to enhance our wonderful marine environment.

Sue Astbury



# Chief Executive & Harbour Master's Report

*The first of September marks a full year in post for me as the Harbour Master and Chief Exec and it has continued to be an education. I wrote back in April when we released our new website about some of my first impressions and I don't intend to repeat that here. However, in the context of a competitive maritime sector, with very fine margins financially, this continues and is becoming increasingly challenging. War in Ukraine, has effected not only fuel and energy prices but has also sparked global food shortages, made worse but one of the hottest summers on record across the globe, this directly impacts the cargo we import to the south west with grain and animal feed particularly affected.*

However, this report covers the financial year 2021/22 which saw pilotage moves in the Port increase by 8% and the total volume of cargo increase by 15% from Covid levels but down overall as you will see later. Finances overall saw an 11.3% return on capital employed compared to 5.4% in 2021.

Safety remains at the top of our agenda both in terms of carrying out operations but also across the harbour. There has been a significant increase in the reporting of incidents particularly in terms of anti-social behaviour and breaches of local legislation, including speeding which are in place for the safety of all users. This increase in reports is a reflection on both the number of incidents but also the ease of reporting with the new web-based reporting tool. But now that we are getting a clearer understanding as to the scale of the challenge we will need to discuss how we reduce this worrying trend. During the year the channel depth has been maintained at 1.0m below Chart Datum, focussing on the use of our own

plough "Teign C", we are still using external dredgers when needed but suitable vessels are becoming increasingly difficult to find. The success of the Port and in turn THC is dependent on keeping the channel open, so a long term sustainable solution needs to be found. We also have to recognise that our vessels are ageing and becoming increasing unreliable, expensive to maintain, own and run. So we are actively trying to understand what a replacement programme might look like and how and when we might be able to afford to take action, albeit not for many years to come.

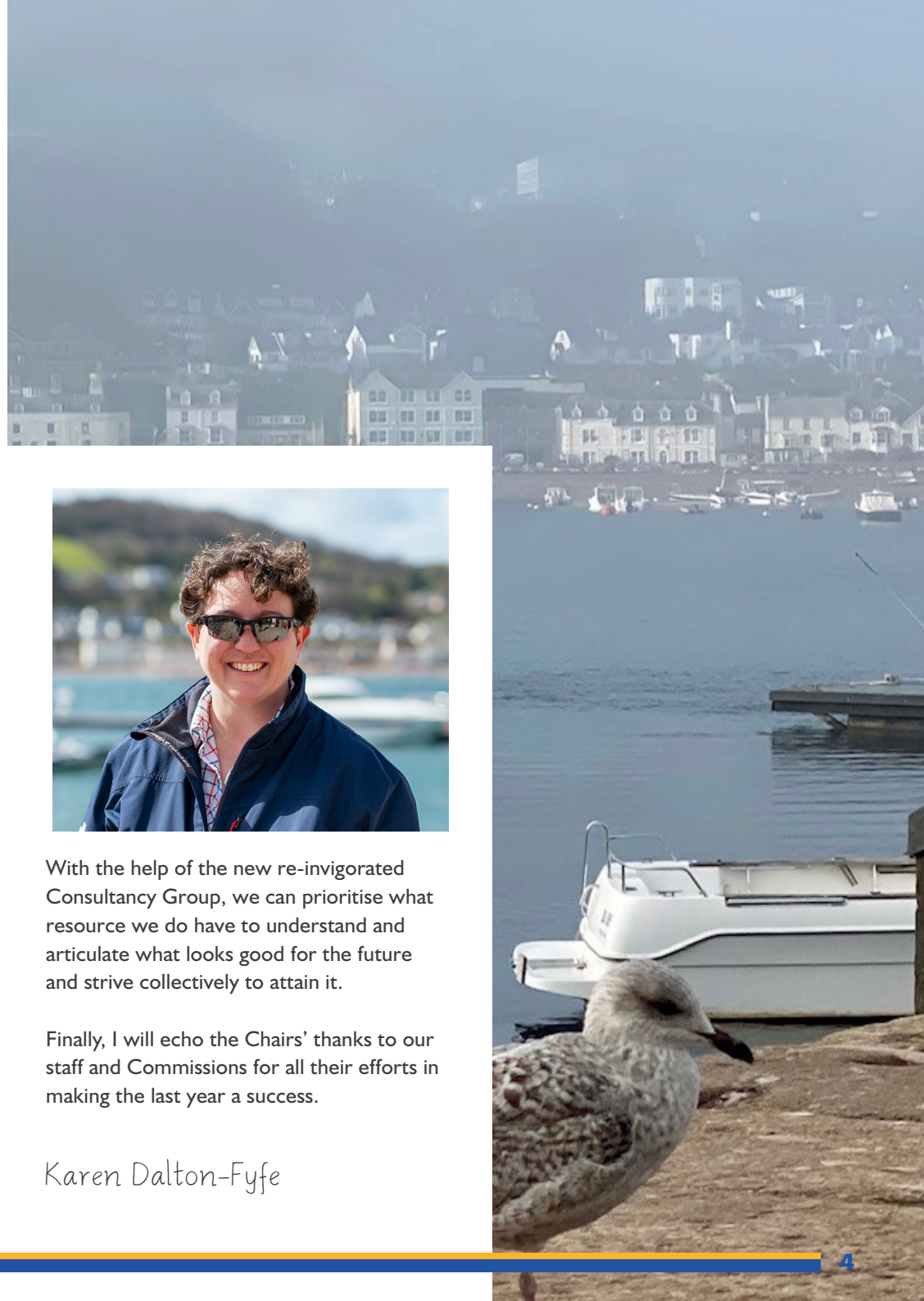
As the Harbour Master I am merely the custodian with the skills to safely manage the operations of the harbour. But, with the overriding aim to ensure that we do no harm and try to protect the environment so far as possible for future generation.



With the help of the new re-invigorated Consultancy Group, we can prioritise what resource we do have to understand and articulate what looks good for the future and strive collectively to attain it.

Finally, I will echo the Chairs' thanks to our staff and Commissions for all their efforts in making the last year a success.

Karen Dalton-Fyfe



# Vision and Mission

## The Strategic Vision:

*To conserve the natural beauty, environment, character and history of the Harbour, balanced with the needs of the many people who use it, whilst ensuring that it is safe to navigate and accessible to as many people as possible, now and for succeeding generations.*

Within that Vision, the Mission Statement:  
To ensure that the Harbour is operated safely and efficiently, so as to safeguard the Harbour, its users, the public and the environment both now and in the future. It is committed, within its powers, to fulfilling all its duties and responsibilities in a safe and efficient manner, to the enhancement of access and facilities for river users and to the enhancement of the well-being, enjoyment and economic benefit of the River for all.

## Strategic Objectives:

- **Maintain Safety**  
To make the Port Marine Safety Code the central pillar of everything the THC does to ensure the safety of all those who use and work in the Harbour.
- **Preservation and enhancement of the Harbours environment**  
To discharge its responsibilities under the Habitats Regulations and all other relevant environmental legislation through conserving and where practicable enhancing the environment, promoting nature recovery and maintaining approved pollution prevention and nature conservation measures.
- **Ensuring commercial and recreational balance**  
A busy recreational harbour with an active leisure user community both from the back beach and in Shaldon; appealing to owners of vessels of all types including yachts, motor cruisers, kayaks, canoes, rowing boats, sailing dinghies, Stand-Up Paddleboards (SUPs) and Personal Watercraft (Jet Ski's); alongside a busy fishing and small commercial business that need to be balanced against an active trading port, which is important for the local community and sustainability of the Harbour Authority.
- **Ensuring our Financial Future**  
As a Trust Port THC is self-funding mainly through the collection of harbour dues from the commercial port and mooring fees for services. THC is a 'not-for-profit' organisation and the Commissioners are committed to ensuring that any surplus is reinvested in the infrastructure of the Harbour while operating cost-effectively, and within the available resources.

- **Responding to future demand**  
To respond appropriately to new trends in recreational boating, for example: larger boats, Rigid Inflatable Boats (RIBs), Personal Water Craft (PWCs), dry-sailing and Stand-up Paddle boarding; (SUPs)
- **Engagement and consensus building**  
To listen to ideas and suggestions put forward by River Users and other interested parties and through the Consultancy group on any proposed changes.





# Port Overview | Commissioners

*Teignmouth Harbour is an independent statutory body, run by a Board of Commissioners for the benefit of stakeholders. Teignmouth Harbour Commission (THC) is committed to operating in accordance with government guidelines set by the Department for Environment, Transport and the Regions and published in Ports Good Governance Guidance (March 2018)*

**“ Ports Good Governance Guidance (March 2018) 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.

The Teignmouth Harbour Revision Order empowers the Commission to discharge its duties and responsibilities and defines the range of skills and experience required in appointing its Commissioners.

Each Commissioner appointed shall be a person who appears to the Commissioners to have special knowledge, experience or ability appropriate to the efficient, effective and economic discharge by the Commissioners of their functions including in particular special knowledge, experience or ability in one or more of the following matters:

## The ports industry;

- Maritime and commercial activities;
- Local public service;
- Boating, tourism and other leisure activities;
- Environmental matters;
- Finance, legal and administration;
- Any other skills and matters considered relevant from time to time by the Commissioners in order for them to discharge their functions.

Commissioners are appointed for a three year term and can serve a total of three terms apart from the Chair who can serve four. **All are unpaid appointments.**



**Karen Dalton-Fyfe**  
Chief Executive and HM

**Karen joined THC in 2021 following almost 25 years in the Royal Navy, Commanding a number of specialist Hydrographic Ships. After a life at sea she moved ashore to be with her family, working within the MOD and FCDO in London. A Masters graduate of KCL London, with a Level 7 Diploma in strategic leadership and management as well as a civil and commercial mediator, Karen is keen to support THC in developing and fulfilling its ambitions for the future.**





### **Sue Astbury**

Chair

Sue joined the board in 2013 and is currently serving as an Anglican Priest in Teignmouth. 20 years in engineering and management in defence industry, latterly as Managing Director and UK Vice President of a global Inertial Products Business. Sailed, rowed and fished on the Teign Estuary for nearly 50 years.



### **Dan Hallett**

Vice Chair

Joining the board in 2019, Dan grew up near Newton Abbot before going to University and joining the Royal Navy. Now pursuing a civilian career, Dan joined Teignmouth Harbour Commission to support the environmental sustainability and economic development of the estuary. Dan lives in Shaldon with his wife and two sons and enjoys getting out on the water on his SUP.



### **Vic Weston**

Commissioner

Joining the Board in 2016, following retirement after 37 years teaching Design & Technology. Vic has lived in Teignmouth since 1968, an active member of Teign Corinthian Yacht Club since 1970 and has enjoyed sailing and boating on the river Teign for over 50 years. RYA Yacht Master Offshore, Sailing Dinghy Instructor and Power Boat Certified.



### **Jude Chilvers**

Commissioner

Jude joined THC in 2019, a Teignmouth Fisherman, Ex ABP Teignmouth employee, Member of Teignmouth RNLI for 16 years including crew and helm and a former member of the River Teign Rowing Club. Teignmouth is her home and she cares deeply about the town, the harbour and the estuary





### **Joanne Sparks**

Commissioner

Joanne joined the Board in 2020, a Teignmouth native she grew up locally with close links to the fishing community. Jo studied at Southampton University and gained a degree in Geology and Oceanography BSc. She enjoys open water swimming in the waters around Teignmouth. Her main focus on the commission is to help secure a sustainable future for the harbour particularly from an environmental perspective.



### **Mark Tipper**

Commissioner

Mark joined the board in 2020. He co-owns three local companies delivering holistic financial planning, ethical investing, long term care planning, auto enrolment and trust work. Mark lives in Teignmouth with his family and is passionate about sustainable environments which stems from his degree in Landscape Architecture and time as head gardener at The West Midlands Safari Park..



### **Tom Batchelor**

Commissioner

Tom joined the Board in 2021. He grew up on the South Coast where he spent most of his time out on the water and gaining a life for the sea. This led his decision to join the Merchant Navy where he spent 8 years at sea, predominantly on cruise vessels and, before coming ashore in 2016 to start a family. Tom joined ABP in 2018 as the Deputy Harbourmaster and Pilotage Manager covering 5 ports in South Wales before moving into the role of Port Manager South West in May 2020.



### **Derek Davis**

Commissioner

Derek joined THC in 2021 following retirement as a Police Diving Supervisor and Marine Unit Coxwain, currently a member of the Unit Management team Teign Valley Sea Cadets and Deputy Launching Authority at Teignmouth RNLI.





## Tim Cox

Commissioner

Tim joined THC in 2013 and runs a successful and growing watersport business in Teignmouth. He is the Centre Principal of Sea Sports South West, an RYA and BCU recognised seasport training and recreation center with an AALA license. He has a long history working in the watersports industry and has a number of qualifications including: Windsurfing Advanced Plus instructor & Intermediate Trainer, Senior Sailing instructor, Advanced Dinghy Instructor. a sustainable future for the harbour particularly from an environmental perspective.

## Attendance

COMMISSIONER	15/05/21	29/07/21	09/09/21	11/11/21	17/02/22	24/03/22	
Sue Astbury	✓	✓	✓	✓	✓	✓	6/6
Tim Cox	✓	✓	✓	✓	✗	✗	4/6
Vic Weston	✓	✓	✓	✓	✓	✓	6/6
Jude Chivers	✓	✓	✓	✓	✓	✗	5/6
Dan Hallett	✓	✗	✓	✗	✗	✓	3/6
Jo Sparks	✓	✓	✓	✓	✓	✓	6/6
Mark Tipper	✓	✗	✗	✓	✗	✗	2/6
Tom Batchelor	✓	✗	✗	✓	✓	✗	3/6

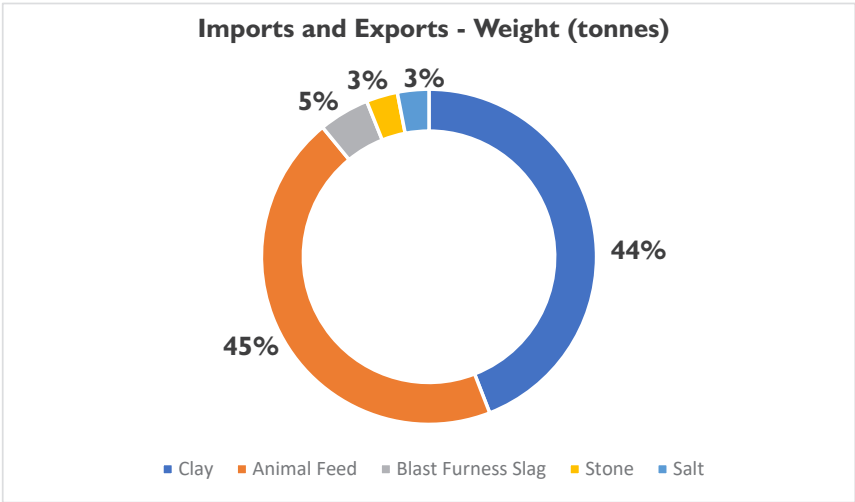




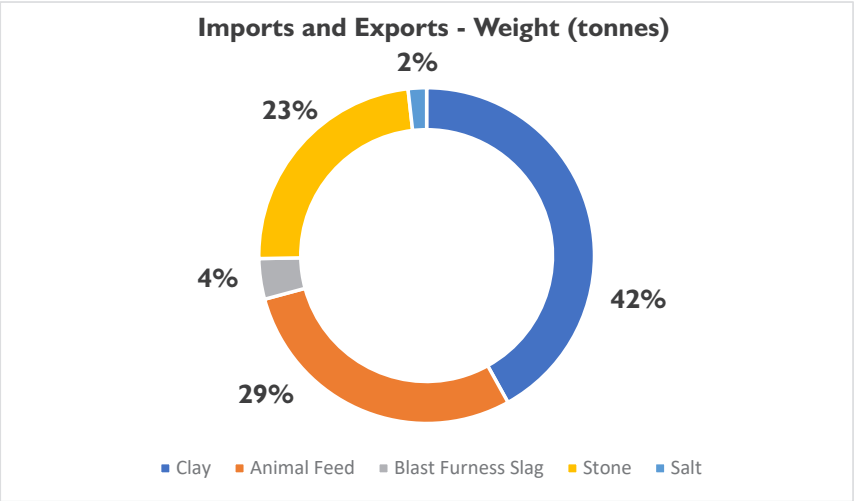
# Port Operations

Teignmouth has been an active trading port for more than 300 years. There are over 300 shipping movements a year handling about 400 thousand tonnes of cargo. Ranging from bulks, mini bulks to palletised, unitised and general cargo. The main export is ball clay, mined locally at Kingsteignton and the Bovey basin, with imports including animal feed, aggregate, salt and blast furnace slag.

2021



2022

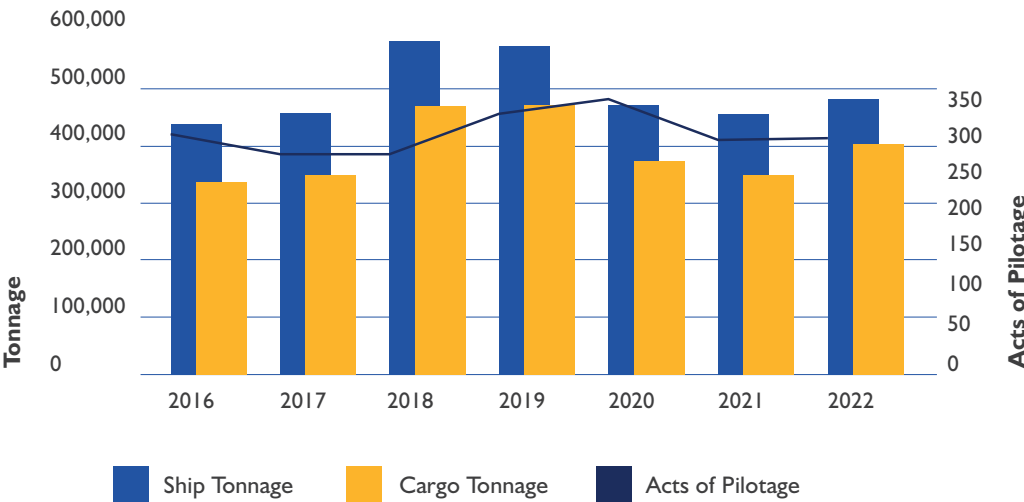


There are four working berths, which are fully equipped to handle a wide range of cargoes for both import and export. There is over 9,300 square metres of warehousing plus a large area of quayside storage supporting this. We can currently accommodate vessels up to 100 metres in length and up to 6.0 metres draft on the highest spring tides.

Supported by a team of pilots who navigate all vessels entering and leaving Teignmouth as well as managing all maneuvering activities in the confines of the harbour. Teignmouth also has a modern Damen Stan tug, which is able to assist vessels with

limited maneuverability. The entrance to Teignmouth is regularly monitored and dredged to maintain a working channel of at least HOT plus 1m at all times.

The Table below shows Vessel Movements within the Port. The through put of cargo in and out of the port is more susceptible to the economy and availability of shipping and commodities than other larger ports around the country, something that ABP as the owner of the Teignmouth Quay Company can weather fairly easily across their portfolio.



Cargo  
Imports - Animal Feed, Aggregate Stone, Cement Slag, Salt | Exports - Clay

# Marine Operations

***As a Port Authority safe marine operations are fundamental to the enduring success of the Harbour Commission. Without a safe and efficient marine operation, the other functions of the Harbour and Port would not take place. There are ever-increasing statutory functions and responsibilities to be met and THC aspires to achieve these to the highest standard.***

## PMSC.

The aim of the Port Marine Safety Code (PMSC) is that all UK Ports should, within their statutory powers, apply nationally agreed standards for the safety of marine operations. As the duty holder under the Code, the Harbour Board are fully committed to providing a safe environment for any person within the Teignmouth Harbour limits. To meet the standards required, a Marine Safety Management System has been formulated which is subject to both internal and externally. A monthly Port Operations Report is made available to the Board outlining all aspects of port operations and briefed by the Harbour Master at every board meeting (Jan, Mar, May, Jul, Sep, Nov). The Board appoints an independent Designated Person (DP) who has direct access to the board. The DP continues to confirm the effectiveness of the Safety Management System and that the organisation is fully compliant with the PMSC.

## Navigational Functions

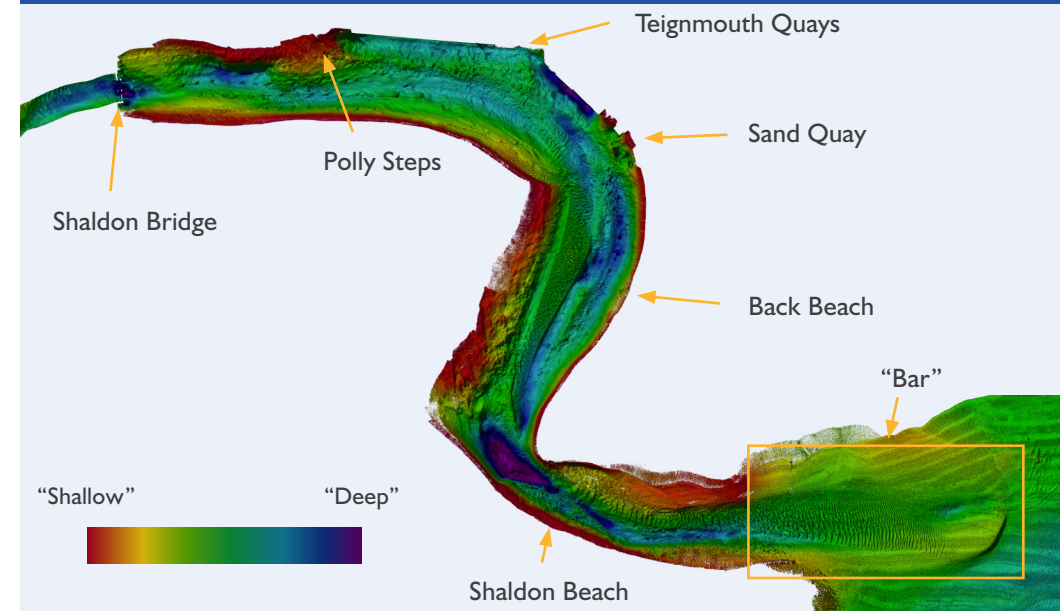
Under the UK Government's Port Marine Safety Code all Aids to Navigation (AtoN) maintained by Harbour Authorities and any other existing Local Lighthouse Authorities (LLA) must be maintained in accordance with the availability criteria laid down by the General Lighthouse Authority (GLAs) and must be subject to periodic review. The characteristics of these AtoN must comply with Guidelines and Recommendations laid down by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA). In addition, the GLAs require Harbour Authorities and any other existing LLAs to be responsible for ensuring that any third party AtoN, within their area of responsibility, are also established and maintained to the same standards. Trinity House is the GLA responsible for the Teignmouth and recently completed an audit of the port's Aids to Navigation including a visual inspection which produced a full compliance verdict with no major recommendations.

## Conservancy and Dredging

THC has a duty to conserve the harbour so that it is fit for use as a port and has a duty of reasonable care to see that the harbour is in a fit condition for a vessel to utilise it safely. They should provide users with adequate information about conditions in the harbour. This duty covers several specific requirements:

- to survey as regularly as necessary and find and mark the best navigable channels;
- to place and maintain navigation marks in the optimum positions which are suitable for all conditions;
- to keep a 'vigilant watch' for any changes in the sea or river bed affecting the channel or channels and move or renew navigation marks as appropriate;
- to ensure that hydrographic information is published in a timely manner; and
- to provide regular returns and other information about the authority's local aids to navigation as the relevant General Lighthouse Authority may require
- to dredge as required in the main approach channels, ensuring the necessary advertised depth is met.

The following survey image provides an insight to the make-up of the channel including where and how sand is transported and deposited on the "bar" at the entrance to Teignmouth. This allows us to be very selective in terms of where and how we dredge only moving the minimum to keep the channel open.





# Moorings

## Small Commercial and Leisure

*Of the 600 moorings in the Teign Estuary, we have 150 maintained moorings which can generally be used at any state of the tide for boats up to 14m (46') in overall length. There are currently a further 450 non-maintained (maintained by the mooring Licence Holder) that dry out to a greater or lesser degree; the majority of which are suitable for boats of 6.71m (22') or less. (All moorings are managed and allocated against set Mooring Allocation Guidelines.)*

Annual Moorings are available throughout the year (including winter only moorings), and are processed on receipt of a completed Mooring Application Form. Once an application has been received it is entered onto the THC Mooring Management System and the appropriate waiting list. THC runs two waiting lists, one for maintained moorings and non-maintained mooring.

The annual maintained mooring maintenance was completed as usual in Jan 22 using divers from Teignmouth Maritime Services, replacing chain and fixes as required.

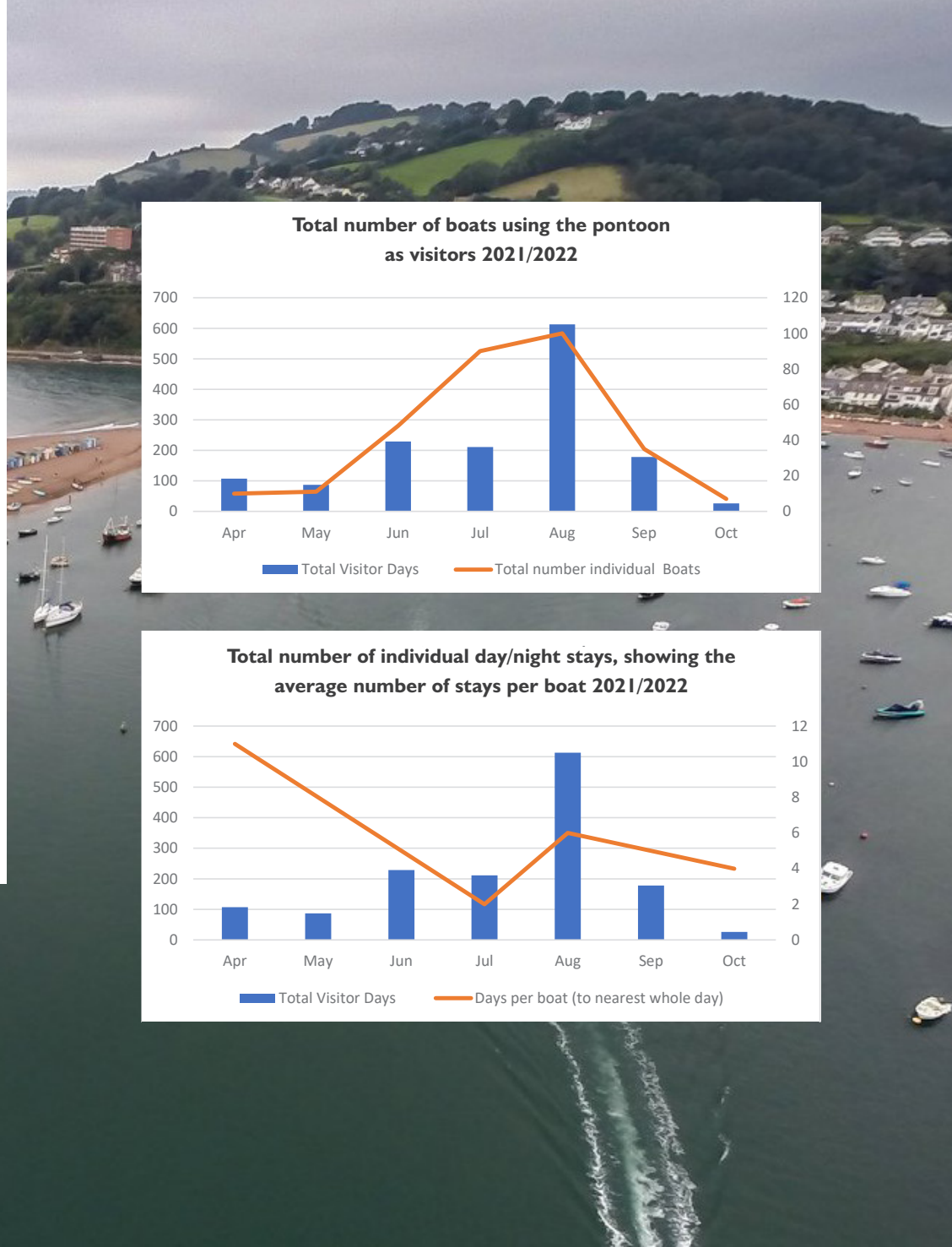
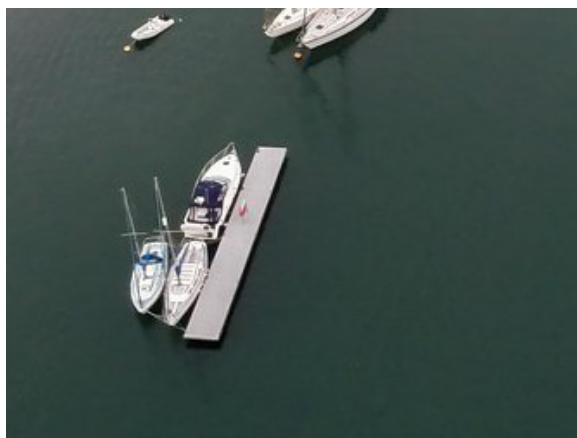
Covid safety measures continue to drive costs and this was reflected again this year.

### Leisure – Visitors

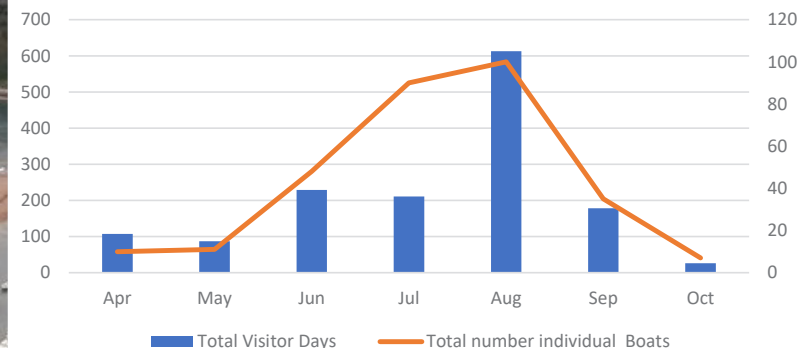
THC has 3 visitor Pontoons conveniently positioned just off Teignmouth's river beach where there is a depth of 2.5 metres at chart datum. They are 20 metres in length and can provide up to 10 berths depending on

the size of craft and weather conditions. During peak periods temporary swinging moorings may also be available. Whether berthed on the pontoon or on a mooring a dinghy to get ashore is needed.

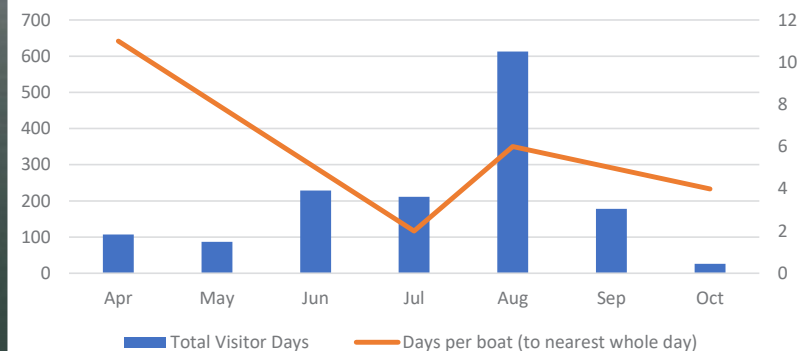
Covid has changed the way leisure users have visited Teignmouth, we have seen an overall increase in total numbers as lockdown restrictions were lifted but also the summer of 2021 saw visitors staying longer in each location on average 6 nights, this was from a pre-covid level of 2 night and in 2022 we have seen the trend reduce to an average of 3 nights per stay.



**Total number of boats using the pontoon as visitors 2021/2022**



**Total number of individual day/night stays, showing the average number of stays per boat 2021/2022**



# Finances

Year Ended 31 March 2022

	2022	2021
	£	£
Ship, Cargo and Mooring dues	617,011	573,089
Operating and maintenance of Harbour and River	326,358	347,316
	290,653	225,773
Pilotage services - net income	24,963	27,252
Gross Profit	315,616	253,025
Administration and general expenditure	184,676	163,656
Operating Profit	130,940	89,369
Investment and sundry income	50	1,805
Interest payable	-	(21,062)
Profit for the year before taxation	130,990	70,112
Taxation	-	-
Profit for the year after taxation	130,990	70,112
Other comprehensive income		
Remeasurement of the pension deficit	-	(57,609)
Total comprehensive income for the year	130,990	12,503

# Safety Incidents 2021/22

Safe marine operations are the fundamental priority for the Harbour Commission's operations as a Port Authority. Without a safe and efficient marine operation, the other functions of the Harbour and Port would not take place.

There are ever-increasing statutory functions and responsibilities to be met and THC aspires to meet these challenges to the highest standard. By monitoring the frequency of such incidents, mitigating actions can be implemented to reduce the incidence of these events in the future.

The increase in visitor numbers only reflects the visitors that use the moorings and pontoons, and only scratches the surface of the actual number of day users of the river which is reflected in a significant increase in the number of incidents reported. This has been driven by a combination of improved reporting tools but also a busier harbour as leisure use increased, as the UK came out of lockdown and we were still unable to travel abroad.

The increasing popularity and affordability of Personal Water Craft (Jet Skis), Canoes, Paddleboards and Sea Swimming has increased the frequency we see interaction between users and near misses, highlighting a worrying trend.





SAFETY INCIDENT	2018/19	2019/20	2020/21	2021/22
Mooring Failure	15	15	6	14
Injury	2	0	1	3
Machinery Failure	2	0	3	4
Contact Between Vessels	0	2	1	0
Man Over Board (MOB)	1	1	0	3
Grounding	0	1	1	4
Collision	3	0	1	1
Pollution	1	0	2	1
Near Miss	1	3	1	3
Fire	1	0	0	0
Sinking	1	4	3	3
Inappropriate Nav/Antisocial Behaviour (PWC/Fish)	1	0	1	2
Other (CV19, absconding from ship, immigration)	4	3	7	6
Marine Crime (Speeding/Theft)	1	4	6	6
Life Boat Incidents	0	0	0	0
<b>Total</b>	<b>31</b>	<b>33</b>	<b>33</b>	<b>50</b>

## Community and Stakeholder Engagement

### Teignmouth Lifeboat

THC is committed to improving safety both within the Teign and the surrounding area and in order to achieve this it is important we support the local community in every way we can including actively encourage our team to be members of the local lifeboat. We now have 3 lifeboat crew amongst our team that are given the time to train and deploy with the crew as needed.

THC is committed to supporting the local community, understanding their aims and objectives for the Future, as such the Harbour Master has held an number of open forums with clubs and local users and the general feeling is that THC lacks transparency and engagement. This has been the priority this year and has driven the refresh of the old Consultative Body into a new Consultancy group.

### Consultancy Group

The Teignmouth Harbour Consultative Body was originally set up in 2003 by the Harbour Commissioners as part of the implementation of the Port Marine Safety Code (PMSC) and the Teignmouth Harbour Revision Order 2003. The primary purpose is to ensure that we, as a Trust Port take into account the views of a wide range of stakeholders, particularly when considering and establishing medium to long term strategic objectives for the Harbour. In need of a refresh, the old group lacked representative attendance or valuable feedback to the Commissioners to support its aims and thus the Commissioners decided to re-establish a new group inviting the wider stakeholder community to provide representation to the first meeting in Sep 22 see the website for more details. [teignmouthharbour.com](https://teignmouthharbour.com)









## Contact

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